

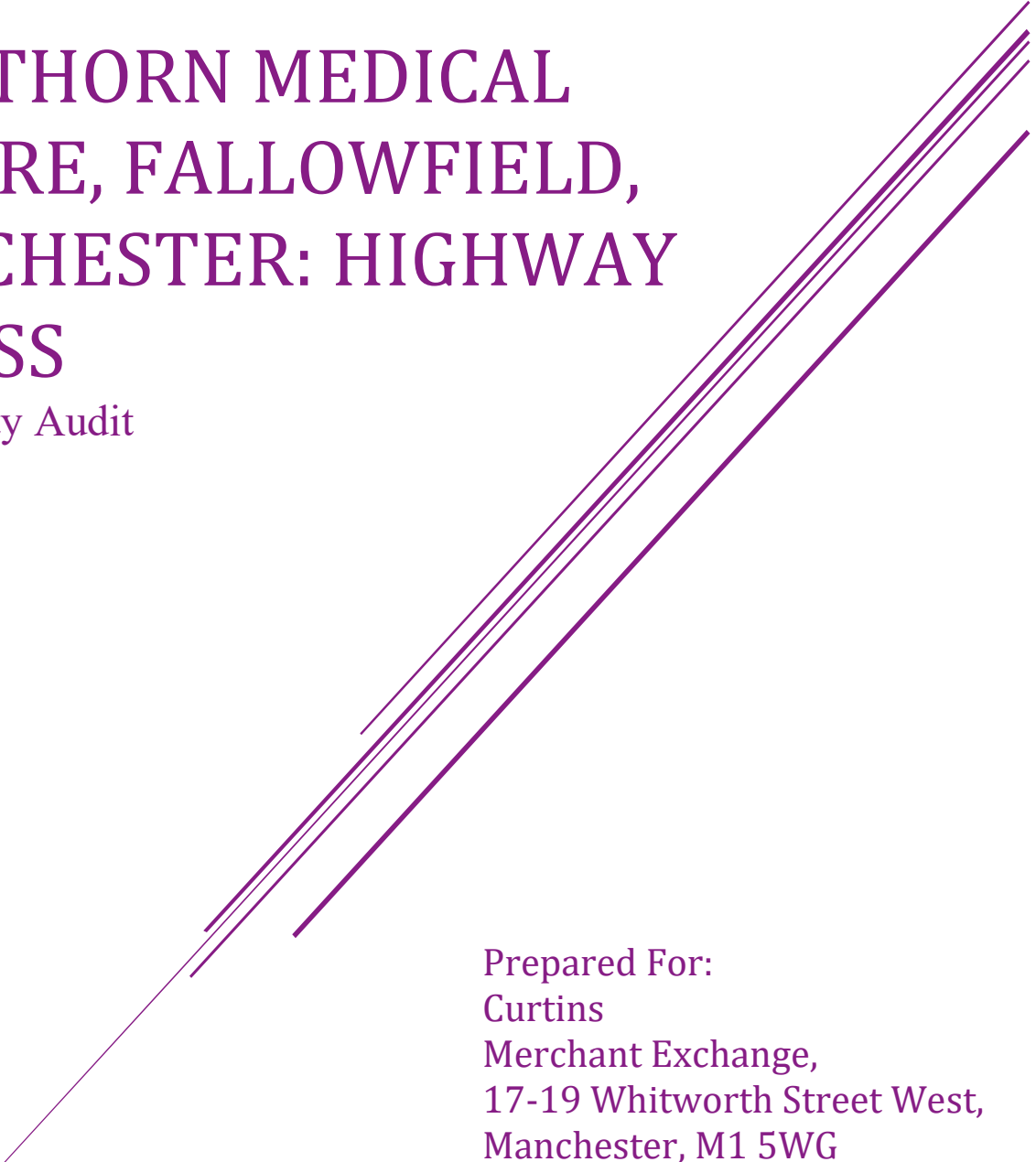
Report Number: Curtins/1809
Date: 18th December 2025
Prepared by: Julian Bartlett



HAWTHORN MEDICAL CENTRE, FALLOWFIELD, MANCHESTER: HIGHWAY ACCESS

Road Safety Audit

Stage 1

A series of four parallel diagonal lines in shades of blue and green, extending from the bottom left towards the top right of the page.

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Job Number: 1809

Client: Curtins

Highway Authority: Greater Manchester

Project: Hawthorn Medical Centre, Fallowfield, Manchester: Highway Access

Report Title: Stage 1 Safety Audit

Date: 18th December 2025

Issue	Purpose / Status	Prepared By	Checked	Approved	Date
D1	DRAFT	Julian Bartlett	Lyn Jones	Julian Bartlett	December 2025
D2	Corrected Problem numbering	Julian Bartlett	Lyn Jones	Julian Bartlett	January 2026
D3	Corrected para 2.2 to reflect medical centre provision				

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1 INTRODUCTION

- 1.1 This report results from a Stage 1 Road Safety Audit undertaken by J Bartlett Consulting Limited following a request from Alex Hulme of Curtins. The Audit was carried out during December 2025.
- 1.2 This Safety Audit considers the introduction of a traditional give way highway access to serve a new medical centre off Moseley Road, Fallowfield. The proposals will also provide a separate pedestrian access to the facility.
- 1.3 The audit team comprised the following individuals:

Julian Bartlett BEng FCIHT FSoRSA	Road Safety Audit Team Leader
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Lyn Jones HNC, MCIHT MSoRSA	Road Safety Audit Team Member
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Both Julian Bartlett and Lyn Jones hold a Highways England Certificate of Competency in Road Safety Audit gained through the education route.

- 1.4 The following documents and drawings were made available to the Audit Team for this safety audit:

Drawings

Drawing Number	Rev	Title
HMCNMC-GDA-V1-S1-DR-A-9901	P02	Proposed Site Plan
87456 - CUR - XX - 00 - D - TP- 75001	P04	Access Arrangement & General Arrangement
87456 - CUR - XX - 00 - D - TP- 05001	P05	Swept Path Analysis Ambulance (Based On 7.5t Panel Van)
87456 - CUR - XX - 00 - D - TP- 05002	P05	Swept Path Analysis 7.5t Box Van Delivery/ Collection Strategy
87456 - CUR - XX - 00 - D - TP- 05003	P04	Swept Path Analysis Large Car

Documents

Hawthorn Medical Centre Transport Statement: Curtins Ref: 087546-CUR-XX-XX-T-TP-00001 P03 dated 28 October 2025

Hawthorn Medical Centre Servicing Management Plan: Curtins Ref: 087546-CUR-XX-XX-T-TP-00003 P02 dated 08 October 2025

Departures,

None Notified

Specific Requirements

Greater Manchester Council web based design guide “Greater Manchester's Streets for All Design Guide ref

https://downloads.ctfassets.net/xfhv954w443t/2FGzEJu7z949G1N0BQhceY/d9c52773f81df6c22cf63243aa64697c/Greater_Manchester_Streets_for_All_Design_Guide_v1.1.pdf.

- 1.5 A site visit was undertaken by the Audit Team on 16th November 2025 between 15:00 and 15:30. It was overcast and the road surface was drying following rain at the time of the site visit. Traffic movements in line with what the audit team would expect with free-flowing movements on both sides of the carriageway. A limited number of pedestrians were seen on each side of the road with one crossing movement at the crossing. No cyclists or motorcyclists were seen. Significant parking was observed along the frontages of the housing opposite the development site.
- 1.6 The scheme has been examined and this report compiled only regarding the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 The terms of reference for the audit are as described in the latest version of National Highways Design Manual for Roads and Bridges (DMRB), Volume 5, Section 2, GG119 ‘Road Safety Audit’. The audit has also been undertaken in line with the latest version of the CIHT ‘Road Safety Guidelines’ Edition.
- 1.8 The Audit Team have referred to appropriate design documentation as required while undertaking this audit. Reference texts include but are not limited to the latest versions of
 - Design Manual For Roads And Bridges (DMRB);
 - Manual For Streets;

Specialists in Road Safety, Traffic and Transportation Engineering;
Quality, Environment Health & Safety Management Systems

-
- Manual For Streets 2;
 - Highway Construction Details;
 - Specification For Highway Works;
 - Traffic Signs Manual Chapter 6; and
 - Traffic Signs Regulations and General Directions (TSRDG).
- 1.9 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG 119 (2020), and in no way, imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.
- 1.10 If issues were identified that are strictly outside the scope of this Road Safety Audit, or could not be classified as likely to increase the risk of crashes occurring, these have been included as Section 3 for completeness. It is also recommended that these are brought to the attention of the highway authority for their consideration if deemed appropriate.
- 1.11 As far as the audit team are aware no previous stages of road safety audit have been undertaken on these proposals.

2 ISSUES RAISED BY THE STAGE 1 ROAD SAFETY AUDIT

- 2.1 Problems in this Audit will be identified linearly and by drawing number. See also Comments raised under section 3 of this report.

Drg: HMCNMC-GDA-V1-S1-DR-A-9901 Rev P02

- 2.2 The drawing shows the layout of the medical centre to be provided and as such has little direct impact on the findings of this audit.

Drg: 87456 - CUR - XX - 00 - D - TP- 75001 Rev P04

- 2.3 Problem 1

Location: Central reserve gap in proximity to the proposed access

What3words: **edges.object.weep**

Summary: Vehicles turning right through gap to access the proposed access have to follow a difficult path.

A vehicle seeking to turn right through the existing gap to access the medical centre must virtually u-turn on itself and then move to the left across two traffic lanes. This exposes the vehicle to the potential for side impact collisions with vehicles travelling east. Similarly the potential right turn through the central reserve gap requires the vehicle to cross three traffic lanes to proceed. This movement is more problematic and lead to driver frustration and the acceptance of inappropriate gaps to undertake the turn, worsening the risk for the collision type identified for the right turn to the medical centre

Recommendation

The gap in the central reserve should be closed. It is noted that the provided drawing states "Potential To Close Central Reserve Gap, To Discourage Dangerous Manoeuvres To/ From Westbound Lane When Accessing Or Exiting Medical Centre".

Drg: 87456 - CUR - XX - 00 - D - TP- 05001 Rev P05

- 2.4 The drawing shows swept path movements for an Ambulance accessing the site left in / left out and accessing the loading bay. All movements are contained within the available carriageway space and as such does not raised concerns in terms of road safety. The audit team note that there were some minor encroachment into the offside through carriageway.

Drg: 87456 - CUR - XX - 00 - D - TP- 05002 Rev P05

- 2.5 The drawing shows swept path movements for an 7.5t Box Van accessing the site left in / left out and accessing the loading bay. All movements are contained within

the available carriageway space and as such does not raised concerns in terms of road safety. The audit team note that there were some minor encroachment into the offside through carriageway.

Drg: 87456 - CUR - XX - 00 - D - TP- 05003 Rev P04

- 2.6 The drawing shows the swept path movements of a large estate car access the site left in / left out as well as accessing the internal parking bays. All movements are contained within the available carriageway space and as such do not give rise to concerns in terms of this audit.

3 ISSUES OUTSIDE THE SCOPE OF THIS ROAD SAFETY AUDIT

- 3.1 The drawing shows a standard give way carriageway marking triangle for the proposed access which may infer that vehicles can turn right from the access. It would be beneficial as part of the detailed design to provide a left turn mark to replace it as well as an illuminated left arrow sign face in the central reserve are to reinforce the required movement.

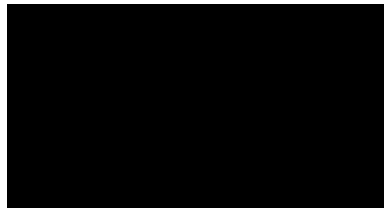
4 AUDIT TEAM STATEMENT

We certify that this Audit has been carried out adopting the principles contained in but not in full compliance with the National Highways standard GG 119 'Road Safety Audits' and in line with the philosophy outlined in the CIHT 'Road Safety Guidelines'.

Road Safety Audit Team Leader

Name: Julian Bartlett

Signed:



Position: Director

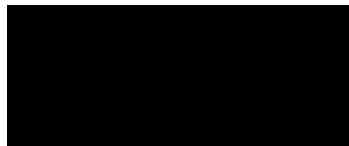
Organisation J Bartlett Consulting Ltd

Date: 22nd December 2025

Road Safety Audit Team Member

Name: Lyn Jones

Signed:



Position: Associate

Organisation J Bartlett Consulting Ltd

Date: 22nd December 2025

Contact Details as per record sheet

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