

Appendix F. Road safety audit response report template for stages 1, 2 and 3 only**F1 Project details****Table F.1 Project details and authorisation**

Project:	Hawthorn Medical Centre
Report title:	RSA Response (RSA Stage 1)
Date:	08/01/2026
Document reference and revision:	087546-CUR-XX-XX-T-TP-00006-P02_RSA Response
Produced by:	Curtins
On behalf of:	NHS Property Ltd
Prepared by	
Name:	Miguel Quental
Position:	Senior Transport Planner
Signed:	
Organisation:	Curtins
Date:	08/01/2026
Approved by	
Name:	Alex Hulme
Position:	Associate Transport Planner
Signed:	
Organisation:	Curtins

F2 Introduction**Table F.2 Introduction**

Scheme Details	Erection of medical centre (Use Class E (e) with parking (including creation of access and provision of boundary treatment), landscaping and associated works (including plant compound, bin store, cycle store and staff outdoor area
Stage of RSA	Stage 1
RSA Details	18/12/2025

F3 Key Personnel**Table F.3 Key personnel**

Overseeing Organisation:	Manchester City Council
RSA team:	J Bartlett Consulting Limited Julian Bartlett (Road Safety Audit Team Leader) Lyn Jones (Road Safety Audit Team Member)

Design organisation:	Curtins
----------------------	---------

F4 Road safety audit decision log

Insert RSA decision log. This can be a spreadsheet appended to the RSA response report along with any relevant risk assessments that have been undertaken to help inform and evidence the agreed course of action

Table F.4 Key personnel

RSA problem	RSA recommendation	Design organisation response	Overseeing Organisation response	Agreed RSA action
Problem 1 <u>Location:</u> Central reserve gap in proximity to the proposed access. <u>Summary:</u> 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	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".	The recommendation is accepted and we propose Drawing 87456-CUR-XX-00-D-TP-75001 be updated to show the closure of the gap in the central reserve adjacent to the site access. Curtins recently prepared a response to the Local Highways Authority's comments (Document Ref: 087546-CUR-XX-XX-T-TP-00005-P01), which details the use of the gap in the central reserve, and the impact of closing it, concluding there would be very minimal impact on the very small number of users.		

F5 Design organisation and Overseeing Organisation statements

Include the following statements to be signed by the design organisation and the Overseeing Organisation.

Table F.5 Design organisation statement

On behalf of the design organisation I certify that:	
1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the Overseeing Organisation.	
Name:	Alex Hulme
Signed	
Position:	Associate Transport Planner
Organisation:	Curtins
Date:	09.01.2026

Table F.6 Overseeing organisation statement

On behalf of the Overseeing Organisation I certify that:	
1. the RSA actions identified in response to the road safety audit problems in this road safety audit have been discussed and agreed with the design organisation; and	
2. the agreed RSA actions will be progressed.	
Name:	
Signed	
Position:	
Organisation:	
Date:	

Appendix A – Updated Access Arrangement

