Burnage High School

TRANSPORT STATEMENT

- Final
- July 2008

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1. Introduction

1.1 Introduction and Background

1.1.1 This Transport Statement (TS) has been prepared by Sinclair Knight Merz (SKM) on behalf of Balfour Beatty to support a detailed planning application for the proposed redevelopment of Burnage High School in Burnage, south Manchester.

1.1.2 In April 2008 SKM agreed the scope of transportation work required with Manchester City Council (MCC) Highways Development Control and ongoing discussions have been carried out to ensure the proposal is in accordance with the Council's requirements.

1.1.3 Following this introduction, the TS is structured as follows:

- Section 2.0 describes the existing conditions, including a description of the site and its location, the local highway network, public transport, pedestrian and cycle provision;
- Section 3.0 discusses the redevelopment proposal, including the proposed access strategy, parking provision and traffic generation; and
- Section 4.0 summarises and concludes the report.

2. Existing Conditions

2.1 Description of the Site and its Location

2.1.1 The existing Burnage High School is located on Burnage Lane, Burnage, within the City of Manchester. The site is bounded by Burnage Lane to the east, housing to the south and west and St Bernard's R.C. Primary School to the north. The location of the school can be seen on **Figure 1**.

2.1.2 Vehicular access to the school is currently provided via the main access off Burnage Lane while service access is via Broadlea Road to the rear of the building.

2.1.3 The current school role is 973 pupils. The existing school hours are between 8am and 2pm, Monday to Friday for pupils. After school clubs run until 3pm during the week and also at weekends. In addition the school is used for evening classes between 6pm and 9pm.

2.2 Local Highway Network

2.2.1 Burnage Lane is a single carriageway road that forms the arm of a roundabout with Errwood Road and Mauldeth Road to the south of the site and continues north to form a simple priority junction with Crossley Road. It is bounded by housing to the east and the school to the west with footways on both frontages. It is subject to a 30mph speed restriction, however between Green End Road and Shawbrook Road an advisory 20mph School Zone is in place. Hatched road markings are present along the centre of the carriageway in the vicinity of the school access.

2.2.2 Parking is restricted via a Traffic Regulation Order (TRO) along the eastern frontage of Burnage Lane, between Pearn Road and Shawbrook Road, Monday to Friday, between 8am – 9.30am and 3pm – 4.30pm. Parking bays are located between Pearn Road and Fair Oak Road along the southern frontage of Burnage Lane and along the northern frontage, between the existing bus stops and the primary school access.

2.2.3 School Keep Clear road marking are located at the school access and are supported by a TRO prohibiting waiting Monday to Friday between the hours of 8am and 5pm. A second School Keep Clear Zone is in place at the access to St Bernard's R.C. Primary School, east of Burnage High School.

2.2.4 Broadlea Road is a single carriageway road with footways on each frontage. It is subject to the advisory 20mph speed limit and is street lit. It is bounded by housing on each

frontage. A raised junction plateau is located at its junctions with Thornfield Road Brookdene Road.

2.2.5 In 2006, Manchester City Council implemented a Safer Routes to School Scheme in the vicinity of Burnage High School. These measures included the implementation of the School Zone and prohibition of parking at school times along Burnage Lane, as well as a 20mph zone throughout the residential area to the west of the school including Green End Road, Overlea Drive and Broadlea Road. As part of the Safer Routes to School 20mph zone, speed cushions have been implemented along Green End Road at its junction with Kingsway.

2.3 Existing Traffic Situation

2.3.1 In order to determine the current travel behaviours of the pupils and staff at the site, their arrival and departure patterns were observed.

2.3.2 Staff were observed to start arriving from 7.10am. A high level of congestion occurred at the school access during the time when staff arrived at the school and parents dropped off pupils.

2.3.3 The majority of pupils were observed to arrive by car between 7.45am and 8am. Parents were observed to drop-off within the adjacent bus stops, the school access, the on-street parking bays and within the School Keep Clear zone. This resulted in a high level of congestion occurring along Burnage Lane.

2.3.4 A number of pupils were observed to walk to the site along Burnage Lane from the south. A lesser number were observed to walk from the north.

2.3.5 Pupils were also observed using the public buses servicing Burnage Lane.

2.3.6 In the afternoon, 3 school bus services are provided. These wait outside the school access in the bus lay-bys along the western frontage of Burnage Lane and depart at 14:05.

2.3.7 Parents began arriving from 1.30pm and parked along Burnage Lane. Congestion was observed at the school access due to the high level of pupils being picked up from the school. This also resulted in a large number of pupils waiting to be picked up at the junctions of Green End Road, Pearn Road and Fair Oak Road.

2.3.8 A total of 2 students were observed cycling.

2.3.9 To assist in estimating the likely staff traffic generation for the proposed school, a count of vehicles entering / exiting the school was undertaken on Wednesday 4th June 2008. The surveys were undertaken for the period 0630 to 1800 hours and a copy of the collated

data in included as **Appendix A**. The school role at the time of the survey was circa 973 pupils and circa 138 staff.

2.3.10 Examination of the survey data reveals that the peak hours for school traffic at Burnage High School were 0715 to 0815 hours and 1415 to 1515 hours.

2.4 Public Transport Provision

2.4.1 The site is well served by public transport. Bus stops are located immediately outside the school access on Burnage Lane. A total of 7 buses per hour operate from these stops during Monday to Friday peak periods and serve Stockport, Chorlton, Eccles, Bolton, Longsite, Ashton and Manchester. These bus stops are well within 400 metres of the site access and therefore lie within the maximum desirable walking distance to a bus stop (of 400 metres), as identified by the Institution of Highways and Transportation (IHT) document 'Guidelines for Planning for Public Transport in Developments'. Bus stops are also located within easy walking distance on Kingsway. Services along Kingsway operate to East Didsbury, Manchester, Macclesfield, Haughton Green, Belle Vue, Adswood and West Didsbury. A total of 10 buses per hour operate along this route during Monday to Friday peak periods. A full list of the bus services and their frequencies is included as **Table 1** and the locations of the existing bus stops are shown on **Figure 2**.

2.4.2 A total of 3 school buses collect pupils from the existing bus lay-bys outside the school access from 2pm. These provide services to Longsight and Manchester and are shown on **Table 2**.

2.4.3 Burnage Railway Station is located approximately 1.5km walk distance from the site. Trains from Burnage station operate directly to Manchester Airport and Manchester City Centre.

2.4.4 On the basis of the above it can be concluded that the site is well served and located with respect to existing public transport services.

2.5 Pedestrian and Cyclist Facilities

2.5.1 The site is highly accessible by pedestrians via use of the existing footway network in the vicinity of the site, namely Burnage Lane, Green End Road and the surrounding residential streets.

2.5.2 A pedestrian refuge is located on Green End Road at its junction with Burnage Lane to assist pedestrian crossing movements.

2.5.3 Road markings along Burnage Lane including a hatched central area to deter overtaking with "SLOW" and bar road markings to mark the gateway to the advisory 20mph zone

serve to slow through traffic and provide a safer environment for pedestrians whilst crossing in front of the school.

2.5.4 Burnage Lane is a dedicated 'on road route – advisory / quiet route' as defined by the Greater Manchester Cycle Network. This links to a vast network of quiet on road routes as well as Egerton Road to the east of the site which is an 'on road route with cycle facilities'. The Greater Manchester Cycle Network in the vicinity of the site provides excellent routes in to the City Centre to the north and Didsbury and Chorlton-Cum-Hardy to the south and the west. The Greater Manchester Cycle Network Map for the area of interest is included as **Appendix B**.

2.5.5 From the above it can be seen that the site is well served by pedestrian and cycle facilities.

2.6 Historical Accident Data

2.6.1 The historical personal injury accident (PIA) record for the highway network of interest has been assessed for the 3 year period between February 2005 and January 2008 inclusive.

2.6.2 **Table 3** summarises the location, number of vehicles involved, severity, weather and road conditions and the yearly distribution of the recorded PIAs. A copy of the accident data is included as **Appendix C**. It can be seen that during the 3 year period a total of 4 PIAs have been recorded on the highway network of interest, of which all 4 resulted in slight injuries.

2.6.3 A total of two accidents involved pedestrians. One involved a pedestrian walking into the path of an oncoming vehicle while the second involved a child pedestrian running into the path of an oncoming vehicle, both occurred on Burnage Lane.

2.6.4 Of the two remaining accidents, one involved a vehicle travelling along Green End Road which failed to give way at the junction with Burnage Lane where it collided with an oncoming vehicle. The second involved a vehicle overtaking a line of vehicles on Burnage Lane at speed and colliding with a vehicle turning left into the school access before leaving the scene without stopping.

2.6.5 The small number of PIAs over the three year period demonstrates that there is not a significant accident profile on the highway network of interest. This could be partly attributed to the Safer Routes to School scheme implemented in 2006.

3. Redevelopment Proposals

3.1 Redevelopment Proposal and Access Strategy

3.1.1 The redevelopment proposals comprise the replacement of the existing school buildings on Burnage Road with a new school building and the provision of new sports pitches. The new school is intended to cater for 1050 mainstream pupils and approximately 70 teaching staff.

3.1.2 The proposed site layout is shown on Aedas Architects Drawing Number BU_AL90_001**,** a copy of which is included as **Appendix D**.

3.1.3 The teaching accommodation together with the staff parking and servicing areas will remain within the existing school site off Burnage Road. Vehicles will continue to use the existing access to the Academy.

3.1.4 The existing School Keep Clear road markings and limited waiting TROs will be retained to ensure visibility at the vehicular entrance is maintained. In addition, a new limited waiting TRO will be implemented between the bus stop and the second car park access to prevent parents from picking-up / dropping-off at school start and finish times.

3.1.5 The redevelopment proposals include the provision of two new, secure staff and visitor car parks within the school site. The main car parking area will be accessed via the existing access off Burnage Lane and will consist 73 staff car parking spaces and 7 disabled car parking spaces. Cundall Johnston Drawing Number BU_CJP_G_95_AZ_NS_4654, **Appendix E** demonstrates the swept paths of a car and light van entering and exiting the car park. The car park will be gated and accessed via a buzzer system.

3.1.6 A second car park, for visitors only, will be located to the south of the new school building and accessed via a new access off Burnage Lane. The car park will only consist 5 disabled car parking spaces and 8 visitor spaces. Access to this car park will be controlled via bollards and a buzzer system. The access gates will be set back to enable the entering vehicles to pull clear of the highway and footway. Cundall Johnston Drawing Number BU_CJP_G_95_AZ_NS_4653, **Appendix F** demonstrates the swept path of a fire tender accessing the car park. An emergency route connects the car park with the service area to the rear of the school.

3.1.7 Pedestrian access will continue to be provided to the school via the main access and also via the new visitor car park access. As this car park will be only for visitors, who are likely to arrive and depart before and after pupil arrival and departure times, the access

will also be used by pedestrians at the school start and finish times. Speeds along this route will be limited to very low speeds and pedestrian priority will apply. A new pedestrian plateau will be provided north of the visitor car park to facilitate pupil crossing and using the new pedestrian access. The kerbline at the visitor car park access will be built out to narrow Burnage Lane in order to reduce vehicle speeds in the vicinity of the plateau and improve pedestrian safety.

3.1.8 Cyclists will be required to dismount and enter the site via the two pedestrian accesses. Secure and covered cycle parking will be provided for pupils and staff within the school site.

3.1.9 Service access will continue to be provided via Broadlea Road. Internal to the site, the proposed servicing arrangements will enable service vehicles to enter and exit in forward gear. Cundall Johnston Drawing Number BU_CJP_G_95_AZ_NS_4653, **Appendix E** demonstrates the swept path of a large refuse vehicle undertaking this manoeuvre. It is anticipated that collections and deliveries to the site will be at a similar level of activity. The access will be gated with a buzzer system in place.

3.1.10 Following consultation and observations with GMPTE regarding the acceptability of the existing facilities, bus services will continue to pick up at the existing bus stops on Burnage Lane.

3.2 Likely Pupil Catchment, Mode of Travel of Pupils and Staff Traffic Generation

3.2.1 The survey undertaken by the Safer Routes to School team for Burnage High School, although based on only half of the pupil population, provides information on the pupil catchment area of the existing school. The survey suggests that a high proportion of pupils originate from the wards to the north of the school, namely Burnage, Longsight and Levenshulme. The remainder originate from Moss Side, Old Trafford, Withington and Fallowfield. It can be seen from the survey results that the majority of pupils attending Burnage High School live within 3km of the school. Of those who live within a 2km distance a large majority walk to school. It is unlikely that the catchment area for the new school would vary significantly from that of the existing school.

3.3 Mode of Travel of Pupils

3.3.1 The survey suggests that a high proportion of pupils originate from the residential areas to the north of the school and utilise Burnage Lane. The provision of two pedestrian accesses on Burnage Lane reflects this catchment. In terms of pedestrian numbers, the mode split in the survey suggests that 11% of pupils walk to school while 17% walk home from school.

3.3.2 The mode split in the survey suggests that 40% of pupils travel to school by public transport. There are currently 3 school buses serving the school which only operate in the afternoon. This is reflected in the increase in pupil numbers using public transport to travel to school which rises to 51% in the afternoon. The limited school bus provision indicates that a high proportion of pupils utilise general bus services to access the school. The proposed location of the pedestrian accesses into the site will afford pupils easy access to the existing bus stops on Burnage Lane.

3.3.3 In terms of access by private car, the survey suggests that 46% of pupils arrive by private car. Of this total, 3% car share. These numbers reduce in the afternoon, where 28% of pupils travel home by private car, of which 2% car share.

3.3.4 Although the number of pupils at the new school will be slightly greater than that at the existing school, only a small actual increase in parent drop-off / pick- up traffic is anticipated given the catchment area.

3.4 Staff Traffic Generation

3.4.1 The survey does not contain information about staff traffic movements. Therefore, to assist in estimating the likely staff traffic generation for the school, use has been made of the count of vehicles entering / exiting the existing accesses that was undertaken on Wednesday 4th June 2008.

3.4.2 As stated, the survey data reveals that the peak hours for school staff traffic were 0715 to 0815 hours with 70 arrivals and 18 departures at the Burnage Lane access and 26 arrivals and 1 departure at the Broadlea Road access. While in the afternoon the peak hour was 1415 to 1515 hours with 13 arrivals and 60 departures at the Burnage Lane access and no arrivals or departures at the Broadlea Road access.

3.4.3 It is suspected that the volume of traffic observed departing the site during the morning peak includes an element of parent drop-off traffic.

3.4.4 The likely staff traffic generation at the new school during peak hours of operation should be at a similar level to that observed at the existing school as there will only be a very small increase in staff numbers.

4. Summary and Conclusions

4.1 This TS has been prepared by SKM, on behalf of Balfour Beatty, to support the detail planning application for the new Burnage High School, to be located in the site of the existing school in Burnage, Manchester. The proposed school will facilitate 1,050 pupils and 150 staff.

4.2 The TS has considered the transport implications of the redevelopment proposals and the conclusions of the report are as follows:

- Vehicular access to the new school building will be via the existing vehicular accesses on Burnage Lane and Broadlea Road;
- Pedestrian access into the site will be via two accesses on Burnage Lane;
- The development proposals include the provision of a new, secure staff car park accessed via the existing access on Burnage Lane. A new visitor's car park will be provided via a new access off Burnage Lane. As the access will only be used by visitors out of school peak times, have restricted speeds and will be remotely controlled, it will also be used as a pedestrian access;
- Servicing of the site will continue to be undertaken via the Broadlea Road access. Internal to the site, the proposed servicing arrangements will enable service vehicles to enter and exit the site in forward gear;
- As staff levels at the new school will be similar to that at the existing school, future staff traffic generation should be at a similar level to that observed at the existing school site;
- A similar catchment to that for the existing school is anticipated for the new school.

Tables

Table 1

Burnage Lane Bus Services and Frequencies

Service	Route	Mon – Fri Frequency (Daytime)	Mon – Fri Frequency (Evening)	Start Time	Finish Time	Sat Frequency	Start Time	Finish Time	Sunday Frequency	Start Time	Finish Time
22	Stockport – Burnage – Chorlton – Eccles – Swinton – Bolton	Every 30 minutes	Hourly	05:54	23:15	Every 30 minutes	06:36	23:15	Every 30 minutes	08:00	17:50
169	Chorlton – Droylsden – Ashton	Every 30 minutes	Hourly	06:13	22:45	Every 30 minutes	08:01	22:45	Hourly	09:45	22:45
197	Stockport – Burnage – Longsight – Manchester	Every 20 minutes	Every 30 minutes	06:23	21:45	Every 20 minutes	07:15	21:45	Hourly	09:05	21:45

Kingsway Bus Services and Frequencies

Service	Route	Mon – Fri Frequency (Daytime)	Mon – Fri Frequency (Evening)	Start Time	Finish Time	Sat Frequency	Start Time	Finish Time	Sunday Frequency	Start Time	Finish Time
50	East Didsbury – Burnage – Victoria Park – Manchester	Every 10 minutes	Every 20 minutes	05:25	23:35	Every 10 minutes	06:00	23:35	Every 15 minutes	08:00	23:15
130	Manchester – Handforth – Wilmslow – Macclesfield	Every 30 minutes	-	06:18	17:58	Every 30 minutes	07:03	17:58	Hourly	08:34	22:29
170	Haughton Green – Belle Vue – Longsight – Cheadle – Adswood	Hourly	-	09:01	16:01	Hourly	09:01	16:01	-	-	-
196	West Didsbury – Didsbury – East Didsbury – Burnage circular	Hourly	-	09:41	16:30	Hourly	09:41	16:30	-	-	-

Table 2

School Bus Services and Frequencies

Service	Route	Mon – Fri Frequency (Daytime)	Mon – Fri Frequency (Evening)	Start Time
795	Burnage High School – Longsight – Manchester	Once a day	-	14:05
795	Burnage High School – Longsight	Once a day	-	14:05
50	Burnage High School – Kingsway – Manchester	Once a day	-	14:05

Table 3 Accident Data Summary

Road 1	Road 2	Position	Ref Number	Number of vehicles	Severity	Weather	Date of Accident	Road Surface
Burnage Lane	Green End Road	At junction	C3051010	2	Slight	Rain	06/05/06	Wet
Burnage Lane	Green End Road	100m north of junction	C3066381	2	Slight	Fine	07/02/07	Dry
Burnage Lane	Fairoak Road	20m north of junction	C3038119	1	Slight	Fine	10/11/05	Wet
Burnage Lane	Pearn Road	At junction	C30719870	1	Slight	Fine	24/04/07	Wet

Figures

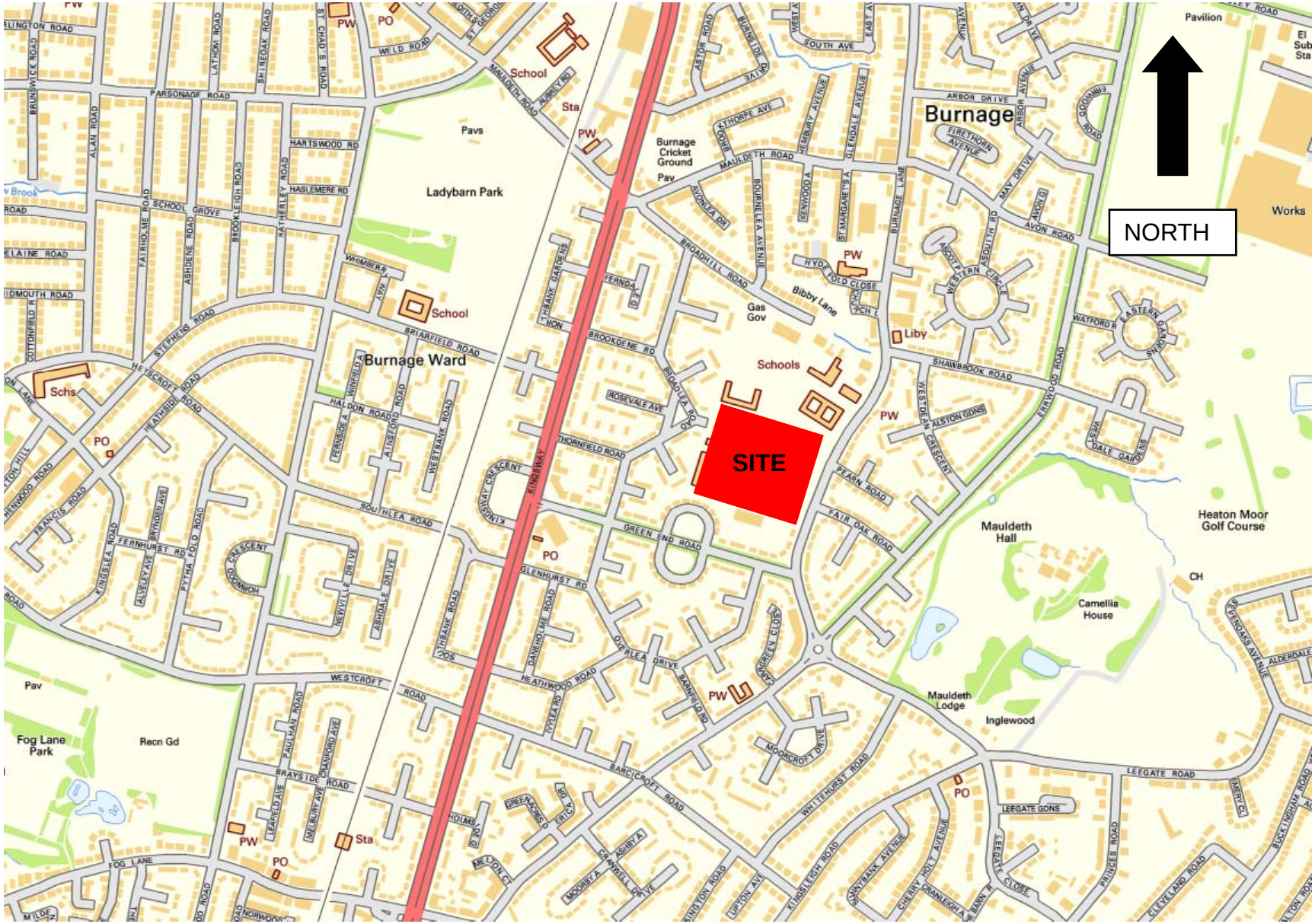

Figure 1 Site Location

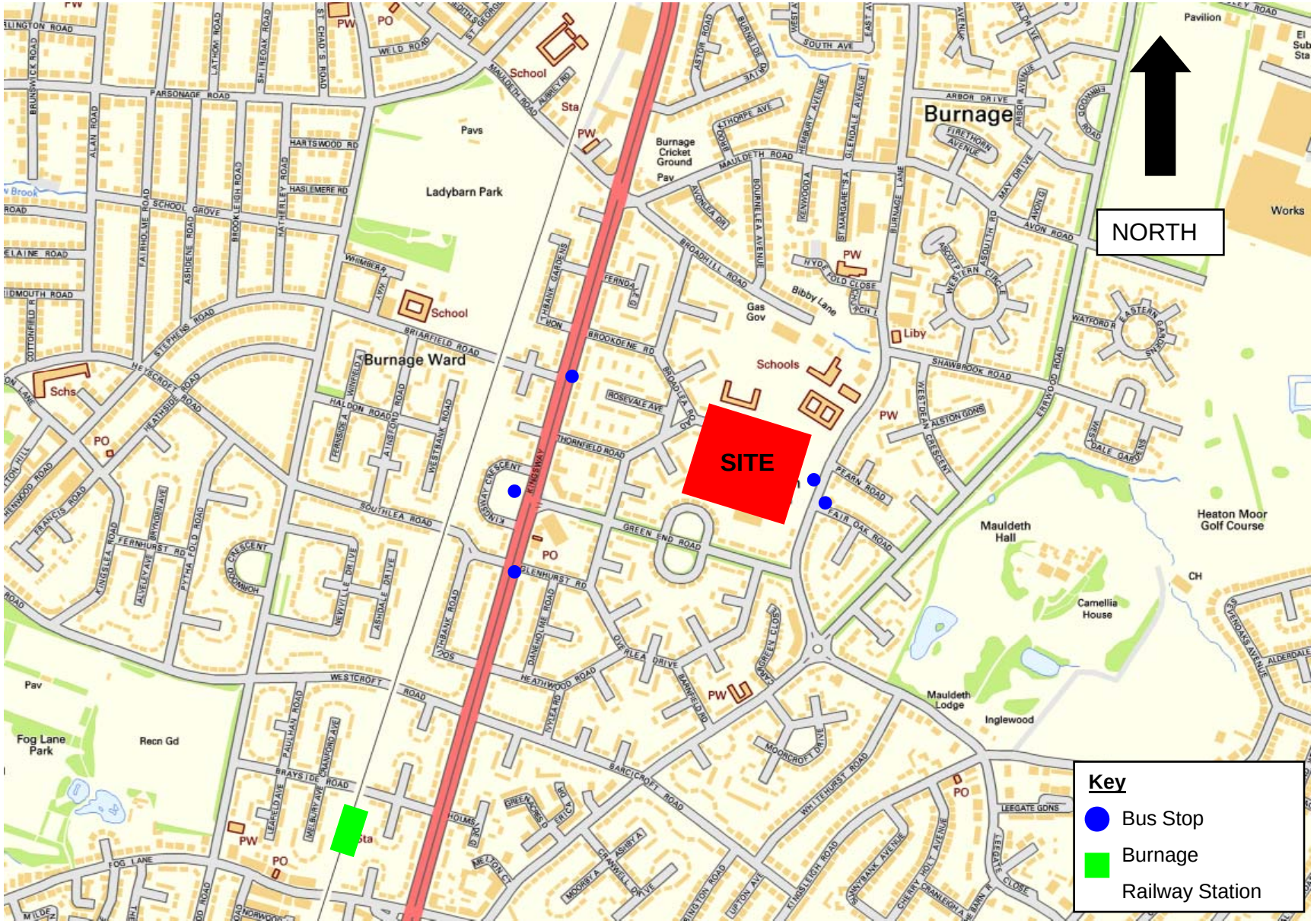

Figure 2 Public Transport Provision

Appendices

Appendix A

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Vehicle Classification

Site Location: **Burnage High School - Burnage Lane / Broadlea Road** **Date:** **Wednesday, 4 June 2008**

Time in 15min slots	Pedal Cycles	Motor Cycles/ Scooters	Cars/ Taxis	Buses and Coaches HGV	Light Goods Vehicles LGV	Rigid 2 axle HGV	Rigid 3 axle HGV	Rigid 4 or more axle HGV	Articulated 3 or 4 axle HGV	Articulated 5 axle HGV	Articulated 6 axle HGV	Total Flows
06.30-06.45	0	0	0	0	1	0	0	0	0	0	0	1
06.45-07.00	0	0	1	0	0	0	0	0	0	0	0	1
07.00-07.15	0	0	6	0	0	0	0	0	0	0	0	6
07.15-07.30	0	0	10	0	0	0	0	0	0	0	0	10
07.30-07.45	1	0	19	0	0	0	0	0	0	0	0	20
07.45-08.00	3	0	23	0	0	0	0	0	0	0	0	26
08.00-08.15	0	0	13	0	1	0	0	0	0	0	0	14
08.15-08.30	3	0	6	0	0	0	0	0	0	0	0	9
08.30-08.45	0	0	1	0	0	0	0	0	0	0	0	1
08.45-09.00	2	0	3	0	0	0	0	0	0	0	0	5
09.00-09.15	1	0	3	0	0	0	0	0	0	0	0	4
09.15-09.30	0	0	5	0	0	0	0	0	0	0	0	5
09.30-09.45	0	0	2	0	2	0	0	0	0	0	0	4
09.45-10.00	0	0	1	0	1	0	0	0	0	0	0	2
10.00-10.15	1	0	0	0	1	0	0	0	0	0	0	2
10.15-10.30	1	0	2	0	0	0	0	0	0	0	0	3
10.30-10.45	0	0	1	0	0	0	0	0	0	0	0	1
10.45-11.00	0	0	0	0	1	0	0	0	0	0	0	1
11.00-11.15	0	0	0	0	1	0	0	0	0	0	0	1
11.15-11.30	0	0	1	0	0	0	0	0	0	0	0	1
11.30-11.45	0	0	2	0	1	0	0	0	0	0	0	3
11.45-12.00	1	0	5	0	0	0	0	0	0	0	0	6
12.00-12.15	0	0	4	0	0	0	0	0	0	0	0	4
12.15-12.30	0	0	4	0	0	0	0	0	0	0	0	4
12.30-12.45	0	1	3	0	0	0	0	0	0	0	0	4
12.45-13.00	0	0	2	0	0	0	0	0	0	0	0	2
13.00-13.15	0	1	3	0	2	0	0	0	0	0	0	6
13.15-13.30	0	0	1	0	0	0	0	0	0	0	0	1
13.30-13.45	1	0	1	0	0	0	0	0	0	0	0	2
13.45-14.00	0	0	0	0	0	0	0	0	0	0	0	0
14.00-14.15	0	0	2	0	0	0	0	0	0	0	0	2
14.15-14.30	0	0	2	0	2	0	0	0	0	0	0	4
14.30-14.45	0	0	5	0	0	0	0	0	0	0	0	5
14.45-15.00	0	0	3	0	0	0	0	0	0	0	0	3
15.00-15.15	0	0	1	0	0	0	0	0	0	0	0	1
15.15-15.30	0	0	3	0	0	0	0	0	0	0	0	3
15.30-15.45	0	0	3	0	0	0	0	0	0	0	0	3
15.45-16.00	0	0	4	0	1	0	0	0	0	0	0	5
16.00-16.15	0	0	2	0	0	0	0	0	0	0	0	2
16.15-16.30	2	0	3	0	0	0	0	0	0	0	0	5
16.30-16.45	4	0	2	0	0	0	0	0	0	0	0	6
16.45-17.00	1	0	0	0	0	0	0	0	0	0	0	1
17.00-17.15												0
17.15-17.30												0
17.30-17.45												0
17.45-18.00												0

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Vehicle Classification

Site Location: **Burnage High School - Burnage Lane / Broadlea Road** **Date:** **Wednesday, 4 June 2008**

Time in 15min slots	Pedal Cycles	Motor Cycles/ Scooters	Cars/ Taxis	Buses and Coaches HGV	Light Goods Vehicles LGV	Rigid 2 axle HGV	Rigid 3 axle HGV	Rigid 4 or more axle HGV	Articulated 3 or 4 axle HGV	Articulated 5 axle HGV	Articulated 6 axle HGV	Total Flows
06.30-06.45	0	0	0	0	0	0	0	0	0	0	0	0
06.45-07.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00-07.15	0	0	1	0	0	0	0	0	0	0	0	1
07.15-07.30	0	0	0	0	0	0	0	0	0	0	0	0
07.30-07.45	0	0	1	0	0	0	0	0	0	0	0	1
07.45-08.00	0	0	5	0	0	0	0	0	0	0	0	5
08.00-08.15	0	0	11	0	1	0	0	0	0	0	0	12
08.15-08.30	0	0	5	0	0	0	0	0	0	0	0	5
08.30-08.45	0	0	0	0	0	0	0	0	0	0	0	0
08.45-09.00	1	0	1	0	0	0	0	0	0	0	0	2
09.00-09.15	0	0	0	0	0	0	0	0	0	0	0	0
09.15-09.30	0	0	2	0	0	0	0	0	0	0	0	2
09.30-09.45	0	0	0	0	2	0	0	0	0	0	0	2
09.45-10.00	0	0	3	0	0	0	0	0	0	0	0	3
10.00-10.15	0	0	0	0	0	0	0	0	0	0	0	0
10.15-10.30	0	0	1	0	1	0	0	0	0	0	0	2
10.30-10.45	0	0	1	0	0	0	0	0	0	0	0	1
10.45-11.00	1	0	3	0	2	0	0	0	0	0	0	6
11.00-11.15	0	0	3	0	0	0	0	0	0	0	0	3
11.15-11.30	0	0	3	0	0	0	0	0	0	0	0	3
11.30-11.45	1	0	3	0	0	0	0	0	0	0	0	4
11.45-12.00	0	0	4	0	1	0	0	0	0	0	0	5
12.00-12.15	0	0	3	0	0	0	0	0	0	0	0	3
12.15-12.30	0	0	1	0	0	0	0	0	0	0	0	1
12.30-12.45	0	0	3	0	0	0	0	0	0	0	0	3
12.45-13.00	0	1	3	0	0	0	0	0	0	0	0	4
13.00-13.15	2	1	5	0	1	0	0	0	0	0	0	9
13.15-13.30	0	0	0	0	1	0	0	0	0	0	0	1
13.30-13.45	1	0	0	0	0	0	0	0	0	0	0	1
13.45-14.00	1	0	5	0	0	0	0	0	0	0	0	6
14.00-14.15	3	0	2	0	0	0	0	0	0	0	0	5
14.15-14.30	1	0	19	0	0	0	0	0	0	0	0	20
14.30-14.45	4	0	10	0	0	0	0	0	0	0	0	14
14.45-15.00	1	0	6	0	1	0	0	0	0	0	0	8
15.00-15.15	0	0	18	0	0	0	0	0	0	0	0	18
15.15-15.30	0	0	4	0	0	0	0	0	0	0	0	4
15.30-15.45	0	0	8	0	1	0	0	0	0	0	0	9
15.45-16.00	0	0	16	0	0	0	0	0	0	0	0	16
16.00-16.15	1	0	5	0	1	0	0	0	0	0	0	7
16.15-16.30	0	0	7	0	0	0	0	0	0	0	0	7
16.30-16.45	2	0	1	0	0	0	0	0	0	0	0	3
16.45-17.00	4	0	4	0	0	0	0	0	0	0	0	8
17.00-17.15												0
17.15-17.30												0
17.30-17.45												0
17.45-18.00												0

204

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Vehicle Classification

Site Location: **Burnage High School - Burnage Lane / Broadlea Road** **Date:** **Wednesday, 4 June 2008**

Time in 15min slots	Pedal Cycles	Motor Cycles/ Scooters	Cars/ Taxis	Buses and Coaches HGV	Light Goods Vehicles LGV	Rigid 2 axle HGV	Rigid 3 axle HGV	Rigid 4 or more axle HGV	Articulated 3 or 4 axle HGV	Articulated 5 axle HGV	Articulated 6 axle HGV	Total Flows
06.30-06.45	0	0	0	0	0	0	0	0	0	0	0	0
06.45-07.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00-07.15	0	0	0	0	0	0	0	0	0	0	0	0
07.15-07.30	1	0	4	0	0	0	0	0	0	0	0	5
07.30-07.45	2	0	5	0	0	0	0	0	0	0	0	7
07.45-08.00	1	0	11	0	0	0	0	0	0	0	0	12
08.00-08.15	0	0	2	0	0	0	0	0	0	0	0	2
08.15-08.30	0	0	2	0	0	1	0	0	0	0	0	3
08.30-08.45	2	0	0	0	0	0	0	0	0	0	0	2
08.45-09.00	0	0	0	0	0	0	0	0	0	0	0	0
09.00-09.15	0	0	0	0	0	0	0	0	0	0	0	0
09.15-09.30	0	0	0	0	0	0	0	0	0	0	0	0
09.30-09.45	0	0	0	0	0	0	0	0	0	0	0	0
09.45-10.00	0	0	0	0	0	0	0	1	0	0	0	1
10.00-10.15	0	0	0	0	0	0	0	0	0	0	0	0
10.15-10.30	0	0	0	0	0	0	0	0	0	0	0	0
10.30-10.45	0	0	0	0	0	0	0	0	0	0	0	0
10.45-11.00	0	0	0	0	0	0	0	0	0	0	0	0
11.00-11.15	0	0	0	0	0	0	0	0	0	0	0	0
11.15-11.30	0	0	0	0	0	0	0	0	0	0	0	0
11.30-11.45	0	0	0	0	0	0	0	0	0	0	0	0
11.45-12.00	0	0	0	0	0	0	0	0	0	0	0	0
12.00-12.15	0	0	0	0	0	0	0	0	0	0	0	0
12.15-12.30	0	0	0	0	0	0	0	0	0	0	0	0
12.30-12.45	0	0	0	0	0	0	0	0	0	0	0	0
12.45-13.00	0	0	0	0	0	0	0	0	0	0	0	0
13.00-13.15	0	0	0	0	0	0	0	0	0	0	0	0
13.15-13.30	0	0	0	0	0	0	0	0	0	0	0	0
13.30-13.45	0	0	0	0	0	0	0	0	0	0	0	0
13.45-14.00	0	0	0	0	0	0	0	0	0	0	0	0
14.00-14.15	0	0	0	0	0	0	0	0	0	0	0	0
14.15-14.30	0	0	0	0	0	0	0	0	0	0	0	0
14.30-14.45	0	0	0	0	0	0	0	0	0	0	0	0
14.45-15.00	0	0	0	0	0	0	0	0	0	0	0	0
15.00-15.15	0	0	0	0	0	0	0	0	0	0	0	0
15.15-15.30	0	0	0	0	0	0	0	0	0	0	0	0
15.30-15.45	0	0	0	0	0	0	0	0	0	0	0	0
15.45-16.00	0	0	0	0	0	0	0	0	0	0	0	0
16.00-16.15	0	0	0	0	0	0	0	0	0	0	0	0
16.15-16.30	0	0	0	0	0	0	0	0	0	0	0	0
16.30-16.45	0	0	0	0	0	0	0	0	0	0	0	0
16.45-17.00	0	0	0	0	0	0	0	0	0	0	0	0
17.00-17.15												0
17.15-17.30												0
17.30-17.45												0
17.45-18.00												0

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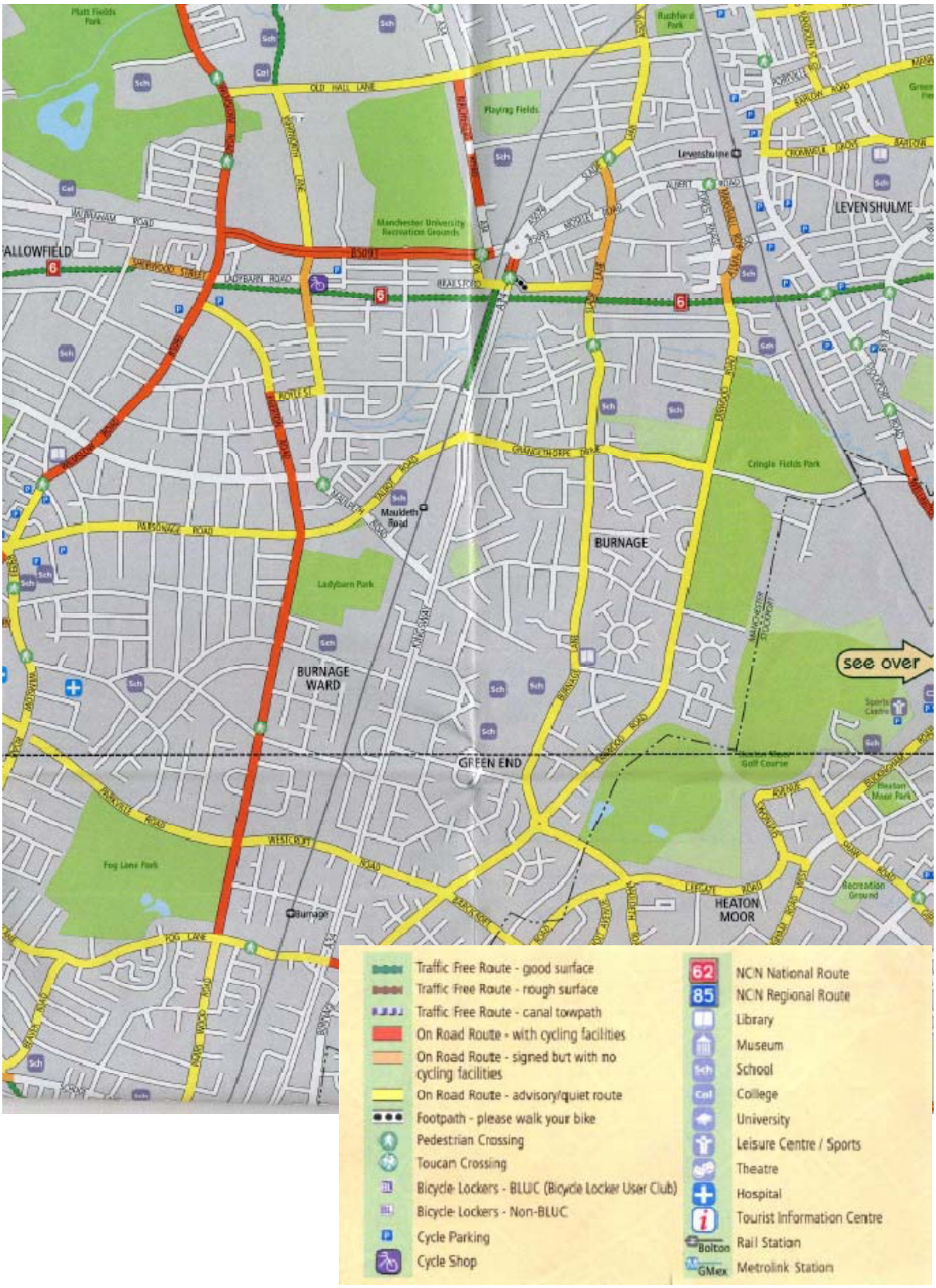
Vehicle Classification

Site Location: **Burnage High School - Burnage Lane / Broadlea Road** **Date:** **Wednesday, 4 June 2008**

Time in 15min slots	Pedal Cycles	Motor Cycles/ Scooters	Cars/ Taxis	Buses and Coaches HGV	Light Goods Vehicles LGV	Rigid 2 axle HGV	Rigid 3 axle HGV	Rigid 4 or more axle HGV	Articulated 3 or 4 axle HGV	Articulated 5 axle HGV	Articulated 6 axle HGV	Total Flows
06.30-06.45	0	0	0	0	0	0	0	0	0	0	0	0
06.45-07.00	0	0	0	0	0	0	0	0	0	0	0	0
07.00-07.15	0	0	0	0	0	0	0	0	0	0	0	0
07.15-07.30	0	0	1	0	0	0	0	0	0	0	0	1
07.30-07.45	0	0	0	0	0	0	0	0	0	0	0	0
07.45-08.00	0	0	0	0	0	0	0	0	0	0	0	0
08.00-08.15	0	0	0	0	0	0	0	0	0	0	0	0
08.15-08.30	0	0	1	0	0	0	0	0	0	0	0	1
08.30-08.45	0	0	0	0	0	1	0	0	0	0	0	1
08.45-09.00	0	0	0	0	0	0	0	0	0	0	0	0
09.00-09.15	0	0	0	0	0	0	0	0	0	0	0	0
09.15-09.30	0	0	0	0	0	0	0	0	0	0	0	0
09.30-09.45	0	0	0	0	0	0	0	0	0	0	0	0
09.45-10.00	0	0	0	0	0	0	0	0	0	0	0	0
10.00-10.15	0	0	0	0	0	0	0	1	0	0	0	1
10.15-10.30	0	0	0	0	0	0	0	0	0	0	0	0
10.30-10.45	0	0	0	0	0	0	0	0	0	0	0	0
10.45-11.00	0	0	0	0	0	0	0	0	0	0	0	0
11.00-11.15	0	0	0	0	0	0	0	0	0	0	0	0
11.15-11.30	0	0	0	0	0	0	0	0	0	0	0	0
11.30-11.45	0	0	0	0	0	0	0	0	0	0	0	0
11.45-12.00	0	0	0	0	0	0	0	0	0	0	0	0
12.00-12.15	0	0	0	0	0	0	0	0	0	0	0	0
12.15-12.30	0	0	0	0	0	0	0	0	0	0	0	0
12.30-12.45	0	0	0	0	0	0	0	0	0	0	0	0
12.45-13.00	0	0	0	0	0	0	0	0	0	0	0	0
13.00-13.15	0	0	0	0	0	0	0	0	0	0	0	0
13.15-13.30	0	0	0	0	0	0	0	0	0	0	0	0
13.30-13.45	0	0	0	0	0	0	0	0	0	0	0	0
13.45-14.00	0	0	0	0	0	0	0	0	0	0	0	0
14.00-14.15	0	0	0	0	0	0	0	0	0	0	0	0
14.15-14.30	0	0	0	0	0	0	0	0	0	0	0	0
14.30-14.45	0	0	0	0	0	0	0	0	0	0	0	0
14.45-15.00	0	0	0	0	0	0	0	0	0	0	0	0
15.00-15.15	0	0	0	0	0	0	0	0	0	0	0	0
15.15-15.30	0	0	0	0	0	0	0	0	0	0	0	0
15.30-15.45	0	0	0	0	0	0	0	0	0	0	0	0
15.45-16.00	0	0	0	0	0	0	0	0	0	0	0	0
16.00-16.15	0	0	0	0	0	0	0	0	0	0	0	0
16.15-16.30	0	0	0	0	0	0	0	0	0	0	0	0
16.30-16.45	0	0	0	0	0	0	0	0	0	0	0	0
16.45-17.00	0	0	0	0	0	0	0	0	0	0	0	0
17.00-17.15												0
17.15-17.30												0
17.30-17.45												0
17.45-18.00												0

Appendix B


Platt Fields Park
OLD HALL LANE
Playing Fields
Rushford Park
Levenshulme
LEVENSHULME
Manchester University Recreation Grounds
ALLOWFIELD
B5093
LADYBARN ROAD
REALSTONE
Cringle Fields Park
Mauldeth Road
BURNAGE
Ladybarn Park
see over
BURNAGE WARD
GREEN END
Golf Course
Fog Lane Park
WESTCROFT
HEATON MOOR
Burnage
FOG LANE
Traffic Free Route - good surface
Traffic Free Route - rough surface
Traffic Free Route - canal towpath
On Road Route - with cycling facilities
On Road Route - signed but with no cycling facilities
On Road Route - advisory/quiet route
Footpath - please walk your bike
Pedestrian Crossing
Toucan Crossing
Bicycle Lockers - BLUC (Bicycle Locker User Club)
Bicycle Lockers - Non-BLUC
Cycle Parking
Cycle Shop
NCN National Route
NCN Regional Route
Library
Museum
School
College
University
Leisure Centre / Sports
Theatre
Hospital
Tourist Information Centre
Rail Station
Metrolink Station

Appendix C

Traffic Accident Data for

SKM

Sinclair Knight Merz
Alberton House,
St Mary's Parsonage,
Manchester, M3 2WJ.

Amy Bean

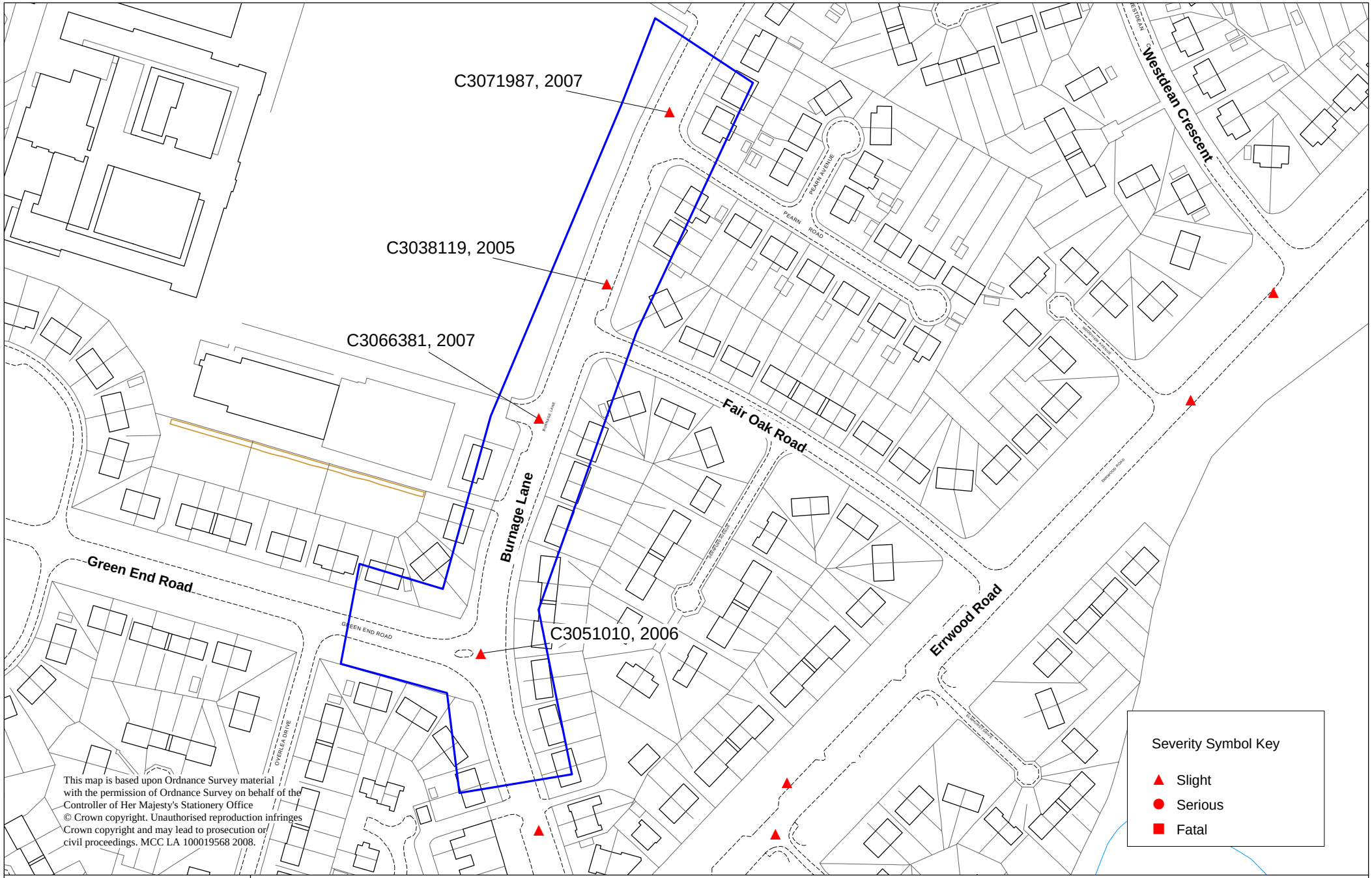
Injury Accidents:
Specified area of Burnage Lane,
Burnage, Manchester.
February 2005 – January 2008

GREATER MANCHESTER TRANSPORTATION UNIT



Location: Specified Area of Burnage Lane, Burnage, Manchester. 01/02/2005 to 31/01/2008

Injury Accidents	Feb-Dec 2005	2006	2007	Jan 2008	Total
Fatal	0	0	0	0	**0**
Serious	0	0	0	0	**0**
Slight	1	1	2	0	**4**
Total	**1**	**1**	**2**	**0**	**4**



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GMTU
SALISBURY HOUSE
GRANBY ROW
MANCHESTER M1 7AH

Injury Accidents within Specified Area of Burnage Lane, Burnage, Manchester, 01/02/2005 to 31/01/2008

Note: A road accident which occurs at or within 20m of a junction, is coded as a junction accident

Drawn by : M. Carrington

Date 25/04/2008

Standard Report - Road Injury Accidents in the Specified Area of Burnage Lane, Burnage, Manchester, 01/02/2005 to 31/01/2008

This printout has been generated from the Greater Manchester Transportation Unit's (GMTU) database of road traffic accident records using the Unit's query system, GMAXI.

The road traffic accident database contains STATS19 data supplied by Greater Manchester Police and further validated by GMTU. It is maintained by GMTU on behalf of the ten District Councils in Greater Manchester.

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Accident Reference Number: C3051010 **Day:** Friday **Date:** 26/05/2006 **Time:** 08:20

Place Reported: Scene **District:** Manchester

Location: Burnage Lane at junction with Greenend Rd

Description: V1 Trav East On Green End Rd V2 Trav Nthbnd Burnage Ln Fails To Give Way At Jct With Burnage Lane And Colls V2

Locational Details

Road:	U/U	Junction Details:	Tjun
OSGR:	386581 392176	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Rain

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	3

Contributory Factors

Factor	Conf	Ref
DGWor	Poss	V1
DJnOvr	Poss	V1
DFLoo	Poss	V1
DJudg	Poss	V1
DSign	Poss	V2
DTurn	Poss	V1

Vehicle Details

Type	Move	From	To	Skid
Car	wtgTR	NW	SW	
Car	Rben	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	49	Slight	
2 Pas	F	14	Slight	
3 Pas	M	15	Slight	

Accident Reference Number: C3066381 **Day:** Wednesday **Date:** 07/02/2007 **Time:** 15:30

Place Reported: Scene **District:** Manchester

Location: Burnage Lane 100 metres N of Green End Rd

Description: V2 Trav Sth Intending To T/r (wst) Into School Grounds When V1 Trav At Speed Overtakes A Line Of Vehs And Colls O/s V2 Driver Makes Off From Scene

Locational Details

Road:	C/U	Junction Details:	ent
OSGR:	386602 392262	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Dry
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	2
No. of Casualties:	1

Contributory Factors

Factor	Conf	Ref
StoVeh	VLike	V1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	
Car	TurnR	NE	NW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Drv	M	47	Slight	

Accident Reference Number: C3038119 **Day:** Thursday **Date:** 10/11/2005 **Time:** 07:55

Place Reported: Scene **District:** Manchester

Location: Burnage Lane 20 metres N of Fairoak Road

Description: Child Ped Gets Off Pcv & Walks Around The Front Of Same, V1 O/takes S/b Swerves To Avoid Ped Who Steps Into The Side Of V1

Contributory Factors

Factor	Conf	Ref
PXMas	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	O/Ts	NE	SW	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	41	Slight	

Locational Details

Road:	U/U	Junction Details:	Tjun
OSGR:	386627 392311	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Accident Reference Number: C3071987 **Day:** Tuesday **Date:** 24/04/2007 **Time:** 14:10

Place Reported: Scene **District:** Manchester

Location: Burnage Lane at junction with Pearn Road

Description: V1 Trav N B/ln. V1 App Prkd Veh O/takes Prkd Ve. Ped Runs Into Path V1

Contributory Factors

Factor	Conf	Ref
PXMas	VLike	C1
PFLoo	VLike	C1
PJudge	VLike	C1
PCare	VLike	C1

Vehicle Details

Type	Move	From	To	Skid
Car	Ahead	SW	NE	

Casualty Details

Type	Sex	Age	Sev	Pupil
1 Ped	M	12	Slight	

Locational Details

Road:	C/U	Junction Details:	Tjun
OSGR:	386650 392374	Junction Control:	GW
Speed Limit:	30	Ped Crossing:	

Conditions

Road Surface:	Wet
Light Conditions:	Light
Weather Conditions:	Fine

Accident Details

Severity:	Slight
No. of Vehicles:	1
No. of Casualties:	1

Standard Totals Report : Road Injury Accidents in the Specified Area of Burnage Lane, Burnage, Manchester, 01/02/2005 to 31/01/2008

Accidents

Slight	4
Total Accidents	**4**

Casualties By Age and Sex

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Slight					
Male	2	3	0	0	5
Female	1	0	0	0	1
Total	**3**	**3**	**0**	**0**	**6**
Total Casualties	**3**	**3**	**0**	**0**	**6**

Casualties By Age and Class

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Slight					
Driver or rider	0	2	0	0	2
Veh or pillion pas	2	0	0	0	2
Pedestrian	1	1	0	0	2
Total	**3**	**3**	**0**	**0**	**6**
Total Casualties	**3**	**3**	**0**	**0**	**6**

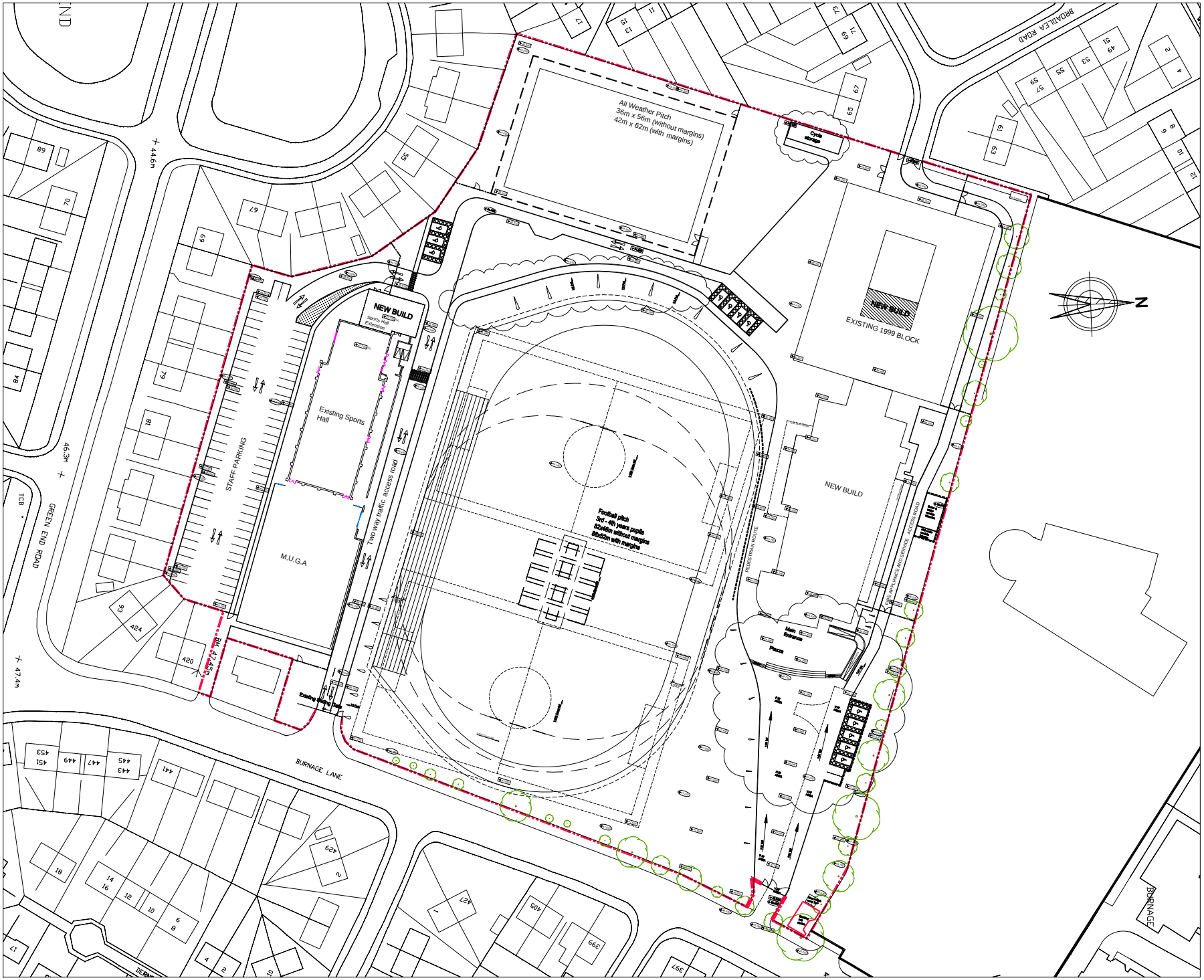
Cyclist (Rider and Pillion) and Pedestrian Casualties By Age

Severity	0 - 15	16 - 59	60 - 69	70 +	Total
Slight	1	1	0	0	2
Total Casualties	**1**	**1**	**0**	**0**	**2**

Casualties Broken Down By Type

Car (Driver)	**0-15**	**16+**	**Total**
Slight	0	2	2
Total	**0**	**2**	**2**
Car (Passenger)	**0-15**	**16+**	**Total**
Slight	2	0	2
Total	**2**	**0**	**2**
Pedestrian	**0-15**	**16+**	**Total**
Slight	1	1	2
Total	**1**	**1**	**2**
Total	**3**	**3**	**6**

Appendix D



Existing level
Proposed level
Pedestrian & Cycle crossing
Existing trees
Proposed new trees
Perimeter fenceline
Retaining wall required
Secondary fenceline

rev	description	date	dr by	ap by
F	Main plaza ameded. Cycle storage relocated. Visitor car park spaces reduced. Footpath and hard landscape amended.	22.07.08	RS	PJ
E	Plan to Sporthall extension updated, surrounding carpark and access routes amended. Gates added to staff carpark. Hard landscaping reduced to main entrance, steps and ramp swapped positions.	17.07.08	RS	PJ
D	Plaza area amended to reduce hard surface area. Existing footpath at the rear of MUGA added. Access gate amended. External plant moved further the site to reduce underground duct work	15.07.08	NT	PJ
C	Secondary fenceline/ gates added. Disabled parking spaces at the top of all weather pitch and bicycle storage relocated. Road size between all weather pitch and football pitch reduced to one lane. Access road changed to two way traffic. Main entrance gate set back.	11.07.08	NT	PJ
B	Drawing scale amended to 1:500 Landscape scheme updated with preliminary design, levels updated to suit.	30.06.08	RS	
A	Proposed levels added. Boundry line adjusted to reflect accurate land ownership.	04.06.08	RS	
original by				
NT		19.05.08		JP

Aedas

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client: Balfour Beatty Construction Ltd

project: Burnage High School For Boys

drawing: Site Plan

project number: 2007.01718 .	plot date: *
drawing number: BU_AL90_001	scale: 1:500 @ A1
rev: F	issue status: PR1

This drawing is to be read in conjunction with all related drawings. Do not scale from this drawing. All dimensions must be checked and verified on site before commencing any work or producing shop drawings. The originator should be notified immediately of any discrepancy.
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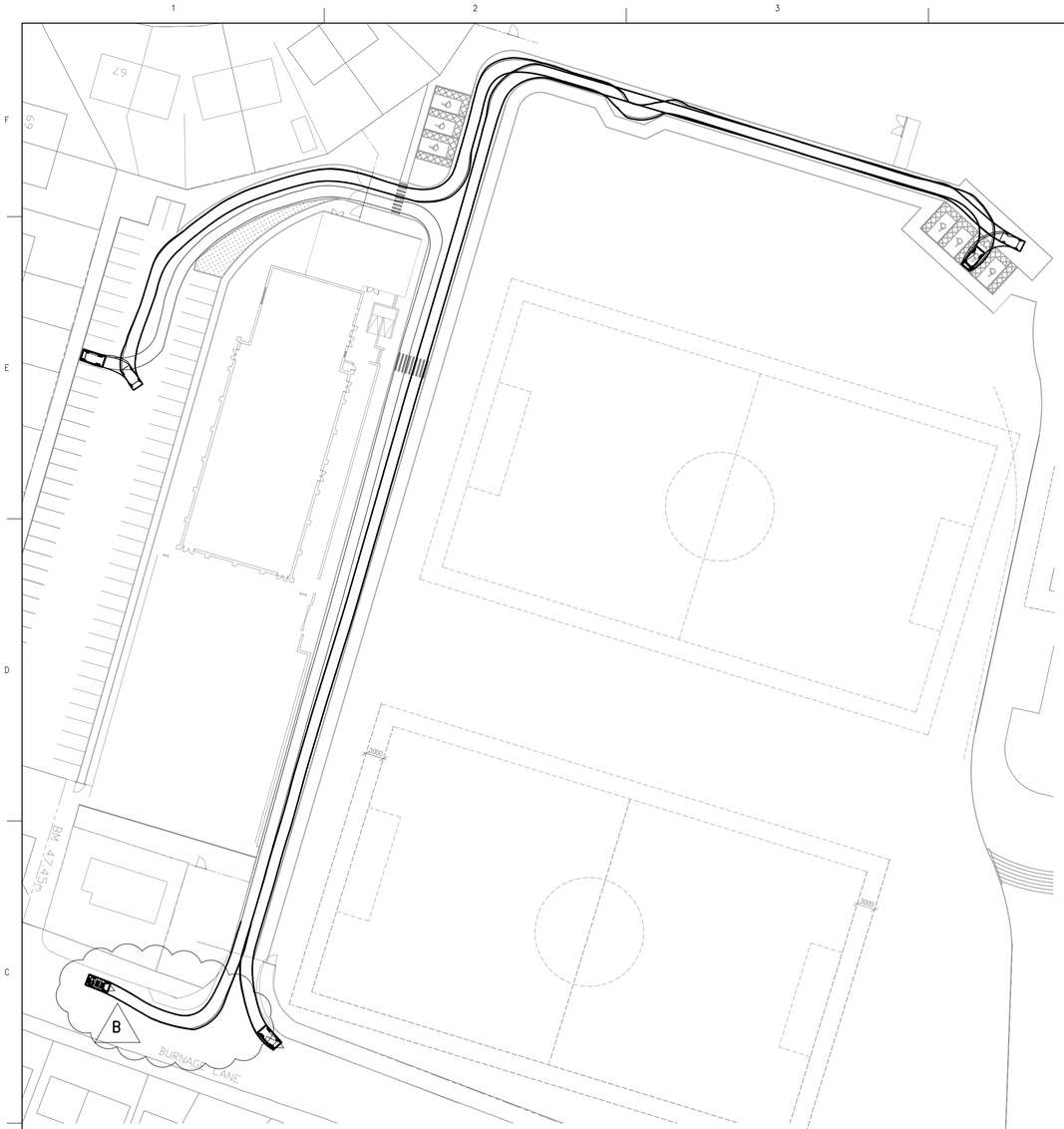
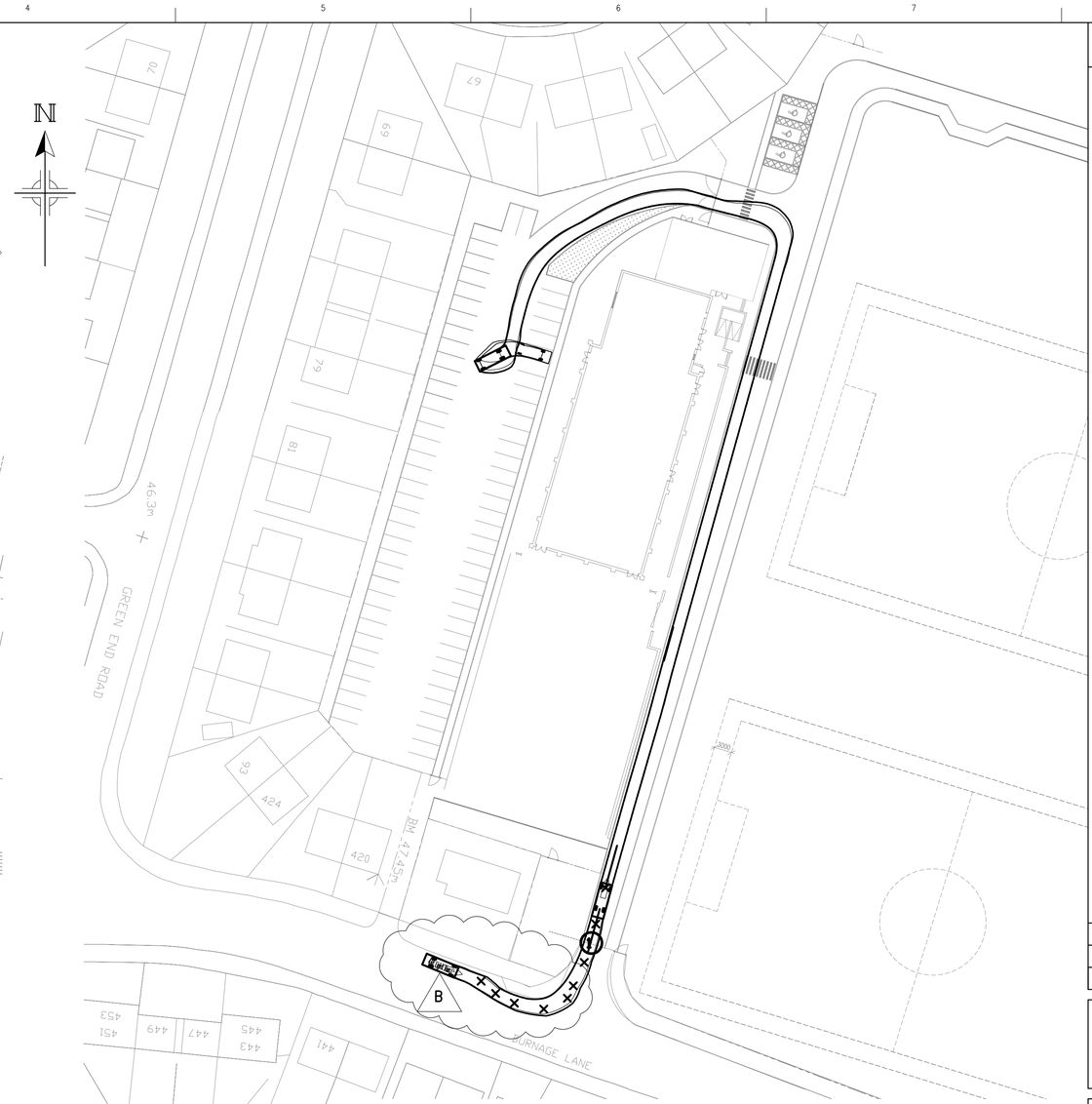
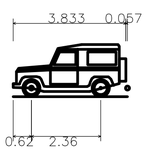
ASite No.	Status
BU_AED_DR_S_04_AZ_NS_0005	PR1

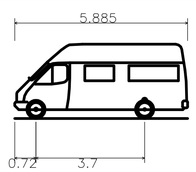
Appendix E







Utility 4x4 (SWB) (2006)	
Overall Length	3.890m
Overall Width	1.790m
Overall Body Height	1.776m
Min Body Ground Clearance	0.177m
Track Width	1.676m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	6.670m



4.6t Light Van	
Overall Length	5.885m
Overall Width	2.000m
Overall Body Height	2.526m
Min Body Ground Clearance	0.299m
Track Width	1.765m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	6.000m

M5016 | A1

Rev	Date	Description	Chkd	Verfd
B	24.07.08	SITE PLAN UPDATED	MU	JMcL
A	17.07.08	SITE PLAN UPDATED	MU	JMcL

Project
BURNAGE HIGH SCHOOL

Client
MANCHESTER CITY COUNCIL

Architect
Aedas
Aedas Architects

Title
4X4 CAR AND VAN TRACKING

Scale: 1:500
Drawn: PV
Checked: MU
Verified: GC
Date: 17.06.08

Stage: –
Drawing Number: BU_CJP_G_95_AZ_NS_4654
Rev.: B

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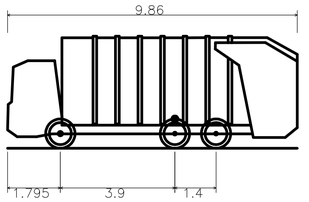
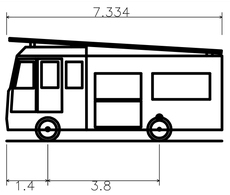
True scale at 1:1

Jul 25, 2008 – 1:26pm N:\5016 Burnage\08-Cad\CJP\Civils\05-Autotrack\BU_CJP_G_95_AZ_NS_4654-B.dwg plotted by m.underhill

Appendix F



Large Refuse Vehicle (3 axle)	
Overall Length	9.860m
Overall Width	2.450m
Overall Body Height	3.814m
Min Body Ground Clearance	0.366m
Track Width	2.450m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	9.500m



Fire Tender	
Overall Length	7.334m
Overall Width	2.286m
Overall Body Height	3.495m
Min Body Ground Clearance	0.380m
Track Width	2.286m
Lock to Lock Time	5.00 sec
Kerb to Kerb Turning Radius	8.000m

M5016 | A1

Rev	Date	Description	Chkd	Verfd
B	24.07.08	SITE PLAN UPDATED	MU	JMcL
A	17.07.08	SITE PLAN UPDATED	MU	JMcL

Project
BURNAGE HIGH SCHOOL

Client
MANCHESTER CITY COUNCIL

Architect
Aedas
Aedas Architects

Title
FIRE TENDER AND REFUSE VEHICLE TRACKING

Scale	Drawn	Date
1:500/250	PV	17.06.08
	Checked MU	
	Verified GC	

Stage	Drawing Number	Rev.
–	BU_CJP_G_95_AZ_NS_4653	B

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