

Proposed Access Alterations, Dixons Brooklands Academy, Wythenshawe, Manchester

Transport Statement

Report Control

Document	Transport Statement
Project	Proposed Access Alterations, Dixons Brooklands Academy, Wythenshawe, Manchester
Client	Dixons Academies Trust
Job Number	A25105
File Origin	https://astutetransport.sharepoint.com/sites/AstuteTransport/Shared Documents/Jobs/2025 Projects/A25105 Dixons Brooklands Academy, Wythenshawe/Documents/A25105_Transport Statement.docx

Document Checking

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Issue	Date	Status	Checked
1	12/11/2025	Draft Transport Statement	PT
2	14/11/2025	Final Transport Statement	PT



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1. Introduction

- 1.1. Astute Transport Planning Ltd have been appointed by Dixons Academies Trust to provide highways and transportation advice in support of a planning application for proposed access alternations at Dixons Brooklands Academy in Wythenshawe, Manchester.
- 1.2. The proposed development site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority.
- 1.3. Given the site's close proximity to the Metrolink tram line, Astute have liaised with Transport for Greater Manchester (TfGM) at the pre-submission stage to understand any considerations or requirements that TfGM may have in relation to the proposed development. Astute received email correspondence from the Land Use Team in the Highways Department at TfGM on the 11th November 2025, and they have not raised any concerns regarding the development proposals. The relevant correspondence from TfGM is included as **Appendix A**.
- 1.4. This Transport Statement (TS) provides information on the traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of a planning application.

Development Site

- 1.5. Dixons Brooklands Academy is a secondary school located adjacent to Moor Road within Wythenshawe, Manchester. The site lies approximately 9km southwest of Manchester City Centre and is situated in a predominantly residential area. The site is bounded by commercial premises to the north, the Metrolink Manchester Airport tram line to the east, undeveloped land to the south and Brookway Retail Park along with residential properties to the west.
- 1.6. An indicative location of the site is shown in **Figure 1.1**.



Figure 1.1: Proposed Development Site Location (Source: Google Maps)



- 1.7. Access to the site is provided from Moor Road via a three-arm signalised junction. The existing access arrangement crosses the Metrolink Manchester Airport tram line, which forms the eastern boundary of the site. Further details on the internal access arrangements are provided in **Section 2**, and the existing site layout plan is provided in **Appendix B**.

Development Proposals

- 1.8. The proposed development comprises of a new secure fence line with automated sliding gates as part of the internal layout to better manage access to the wider school site. The reconfigured access arrangements will not impact the existing signalised junction at Moor Road or the adjacent tram line, and this is detailed in the following sections of this TS.
- 1.9. A proposed site layout plan is provided in **Appendix C**.

Policy Context

- 1.10. The National Planning Policy Framework (NPPF), originally published in March 2012 and most recently updated as of December 2024, sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 1.11. As part of promoting sustainable transport, paragraph 115 of the updated NPPF states that in assessing applications for development, it should be ensured that:
- a) *"sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*
- 1.12. Paragraph 116 goes on to state that, *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe, taking into account all reasonable future scenarios."*
- 1.13. Additionally, Paragraph 118 states, *"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."*
- 1.14. In accordance with relevant planning policy guidance, this TS has demonstrated that the development proposals at Dixons Brooklands Academy are consistent with the principles of the NPPF, ensuring that safe and suitable access to the site is provided and that the transport impacts on the surrounding area are not severe in terms of highway safety.

Scope of Report

- 1.15. Following this introduction, the report provides the following information:
- **Section 2: Baseline Conditions** - provides a review of the baseline conditions in the vicinity of the proposed development site, as well as the existing operations of the Dixons Brooklands Academy.



- **Section 3: Development Proposals** - this section provides details of the development proposals, including access arrangements, proposed internal highway reconfiguration and the traffic generation at the site.
- **Section 4: Summary and Conclusions** - presents a summary of the conclusions made in the report.



2. Baseline Conditions

- 2.1. Section 2 of the report discusses the existing site and its operations, describes the adjacent highway network and reviews the injury accident record in the immediate vicinity.

Existing Site

- 2.2. Dixons Brooklands Academy is a secondary school located adjacent to Moor Road within Wythenshawe, Manchester. The site lies approximately 9km southwest of Manchester City Centre and is situated in a predominantly residential area.
- 2.3. Access to the site is provided from Moor Road via a three-arm signalised junction. The existing access arrangement crosses the Metrolink Manchester Airport tram line, which forms the eastern boundary of the site and Moor Road Tram Stop is located adjacent to the academy just to the north of the access junction. Moor Road is a single carriageway arrangement in the vicinity of Dixons Brooklands Academy that runs in a north-south alignment, is lit and has footway provision on both sides of the road. Moor Road is a bus route, and it forms a major four-arm signalised junction with the A560 Altrincham Road and Southmoor Road around 170m to the south of the site access. There is a shared footway / cycleway along the west side of Moor Road past the site, and there is also a shared facility to the east of the carriageway that starts near to the Altrincham Road / Moor Road / Southmoor Road signalised junction and continues to the east along Altrincham Road.
- 2.4. At present, the site access comprises of secure manual vehicle gates that are located to the west of the tram line, and this is proposed to be retained as part of the scheme. The internal highway layout leads to a drop-off and pick-up area located immediately to the left of the site entrance which consists of a one-way loop arrangement. In addition, the access also provides vehicular access to a staff car park located to the right of the site entrance. Vehicles circulating around the one-way loop are required to give way to vehicles entering and exiting the staff car park. An aerial image of this arrangement is shown in **Figure 2.1**.



Figure 2.1: Existing Site Access Arrangements (Source: Google Maps)



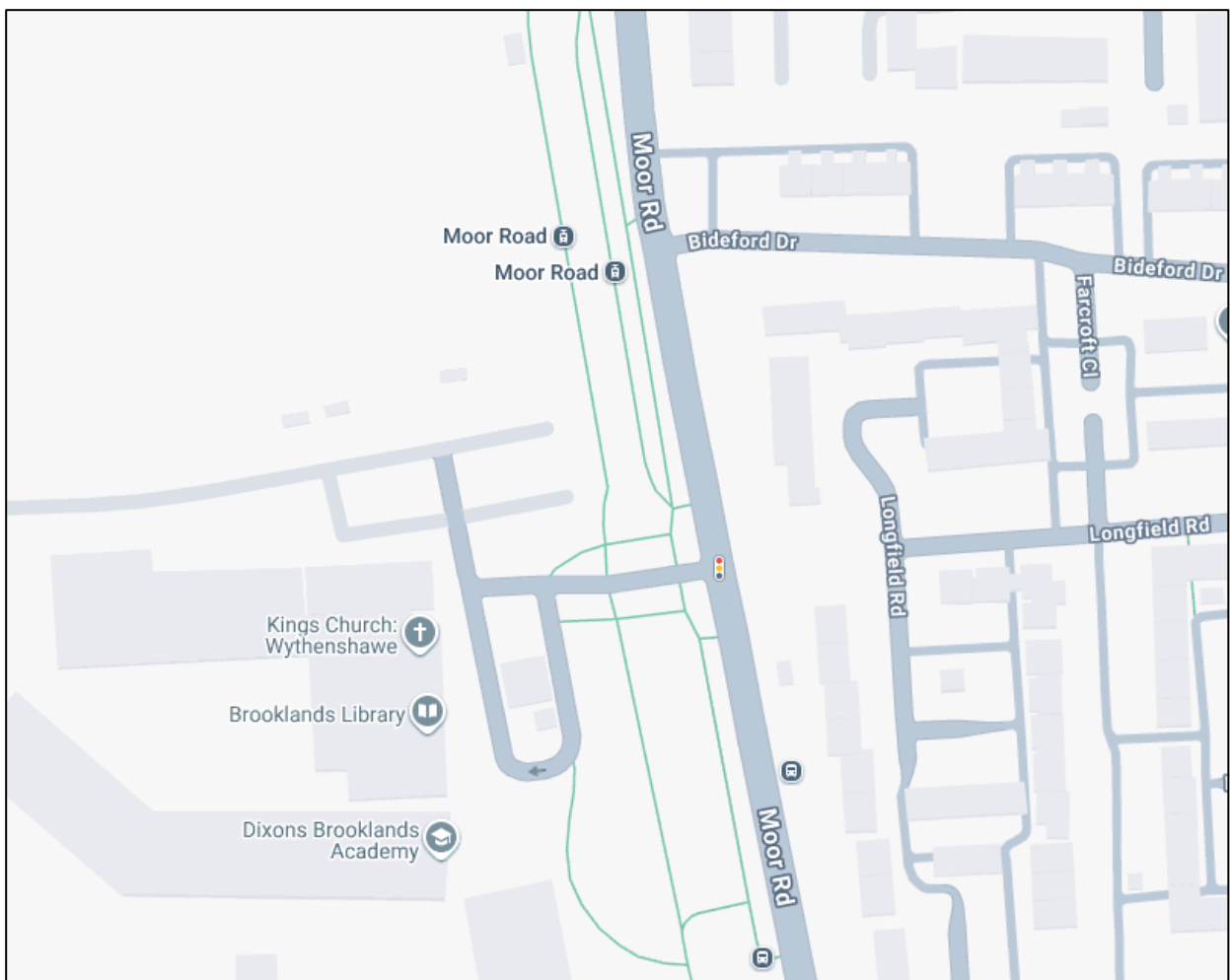
Injury Accident Record

- 2.5. A review of Personal Injury Collision (PIC) data for the most recent five-year period from 2020 to 2024 has been undertaken based on the CrashMap database, which uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the Department for Transport (DfT) each year.
- 2.6. PIC data is recorded by severity of injury, as slight, serious or fatal. These are statistical definitions regarding the injuries to the casualties of a collision, which mean the following:

- **Slight:** at least one person is slightly injured, but no person is killed or seriously injured. Here a slight injury is one where treatment does not require a hospital stay as an inpatient.
- **Serious:** at least one person is seriously injured, but no person is killed. Here a serious injury is one where treatment requires a hospital stay as an in-patient.
- **Fatal:** where a human casualty sustained injury, which caused death less than 30 days after the collision.

2.7. The PIC data has been reviewed for the site access junction on Moor Lane. An extract from the CrashMap website is shown in **Figure 2.2**.

Figure 2.2: Injury Accident Data 2020-2024 (Source: CrashMap)



2.8. A review of the CrashMap database has identified that no PICs have occurred at the Dixons Brooklands Academy / Moor Road site access junction within the last five years of available information. As no PIC have occurred at the site access junction, it can be concluded that there is no inherent highway safety issue at this location.

3. Development Proposals

- 3.1. Section 3 of the report provides a description of the proposed development, including the access arrangements, proposed internal highway reconfiguration and the traffic generation at the site.

Proposed Development

- 3.2. The proposed development comprises of a new secure fence line with automated sliding gates as part of the internal layout to better manage access to the wider school site.
- 3.3. The development proposals include:
- Provision of new 2.4m high V mesh fencing.
 - Provision of two new 2.4m high automatic vehicle cantilever sliding gates.
 - Provision of two new 2.4m high automated pedestrian gates.
 - Provision of additional infrastructure associated with the development proposals (intercoms, CCTV, Induction loops).
- 3.4. A proposed site layout plan has been provided in **Appendix C**.

Access Arrangements

- 3.5. Vehicular access to the site will be retained via Moor Road from the existing three-arm signalised junction.
- 3.6. During the morning and afternoon peak periods for the academy, both the existing secure manual vehicle gates to the west of the tram line, which will be retained as part of the scheme, and the proposed sliding gate along the entry lane of the one-way loop will remain open to facilitate the free flow of traffic. The internal sliding gate will only be closed during off-peak periods within the school day, when visitor numbers are expected to be significantly lower.
- 3.7. During off-peak periods, visitors will be required to drive up to the proposed entry sliding gate and speak into the intercom. This intercom will be connected to the school's reception, library, community hub and site office, and the system will also be supported by CCTV cameras to facilitate the detection of vehicles. School staff will then verify and allow access to the visitors.
- 3.8. Upon exiting the site during off-peak periods, visitors will activate induction loops contained in the carriageway in advance of the proposed sliding gate on the exit lane that will be located to the west of the traffic signal stop line on the academy arm of the junction, which will trigger the opening of the sliding gate and allow vehicles to exit the site.



Proposed Internal Highway Layout Reconfiguration

- 3.9. As a result of the installation of a new secure fence line, the internal highway layout within the site will be reconfigured to ensure that the development proposals operate in a safe and efficient manner.
- 3.10. In order to help inform the design of the internal highway layout, a site visit was undertaken on Tuesday 16th of September 2025 to better understand the split of vehicles using the one-way loop and two-way access into the staff parking area for drop-off trips. The existing traffic movements were observed for a 30-minute period, from 8am to 8:30am, to cover the morning drop-off peak period.
- 3.11. The results of the site visit demonstrated that approximately 13% of vehicles arriving at the site currently utilise the staff car park for drop-off purposes. Given the relatively low proportion of vehicles using this area for drop-off trips, it is considered that changing the existing two-way access to the staff car park so that all vehicles arrivals are required to turn left and use the one-way loop arrangement is not going to be any different to the existing situation for the majority of vehicle drop-off / pick-up trips that occur at the site. Staff will access the car park via the one-way loop system as part of the proposed changes to the internal highway layout.
- 3.12. The proposed access layout can be seen in **Drawing A25105-0100-001 Rev P02**, which is included as **Plan 1**.
- 3.13. As can be seen in **Plan 1**, the reconfigured access arrangements will require all vehicles to access the site utilising the one-way loop system, including staff proceeding to the staff car park. The proposed layout has been designed to ensure vehicles can safely manoeuvre around the site, with directional arrows and signage guiding vehicles on access and egress.
- 3.14. The development proposals include the provision of a kerbed traffic island on the site access arm to separate the entry and exit lanes. In addition, a keep-left bollard will be provided on the nose of the kerbed traffic island. The traffic island and proposed bollard are intended to guide vehicles through the one-way loop system, preventing incorrect vehicle manoeuvres and reinforcing the intended direction of traffic flow. In addition, 'No Entry' signs will be installed on both sides of the exit gate, to further enforce the one-way loop system.
- 3.15. As a result of the development proposals, the existing priority arrangement within the site is to be altered. Vehicles exiting the staff car park will be required to give way to vehicles travelling along the internal one-way loop road into the staff car park as well as those turning right to exit the site. To accommodate the new give-way line at the staff car park exit, the existing pedestrian crossing point will be repositioned to ensure that vehicles do not block pedestrian access whilst waiting at the give way line. The relocated informal zebra-type crossing will be installed on a raised platform, consistent with the existing provision at this location.
- 3.16. To enhance safety upon exiting the site, a Traffic Signal Warning sign is to be installed between the proposed exit sliding gate and the traffic signal stop line on the academy arm of the junction. This measure is intended to alert



drivers to the traffic signal junction ahead which would still need to be adhered to, thereby minimising the risk of them proceeding through the Dixons Brooklands Academy / Moor Road signalised junction on a red signal when the proposed exit gate opens.

- 3.17. In summary, it is considered that the reconfigured access arrangements will not impact the existing signalised junction at Moor Road or the adjacent tram line.

Swept Path Analysis

- 3.18. To assess the proposed internal highway reconfiguration, swept path analysis has been undertaken within AutoTRACK using a large car and 12m rigid bus. This is presented in **Plans 2 and 3** respectively (**Drawings A25105-0100-002 Rev P02 and A25105-0100-003 Rev P02**), and confirms that all required vehicle movements can be safely undertaken within the reconfigured highway layout.
- 3.19. In addition, as illustrated in **Plan 2**, there is sufficient stacking capacity for approximately 8 large cars between the site access (to the west of the controlled crossing) and the proposed entrance gate. This queuing space ensures that vehicles waiting to pass through the proposed entrance gate can do so without encroaching onto the surrounding highway and Metrolink networks.

Stage 1 Road Safety Audit

- 3.20. A Stage 1 Road Safety Audit (RSA1) has been commissioned for the layout of the proposed access scheme, in accordance with the requirements set out in GG 119 of the Design Manual for Roads and Bridges (DMRB). The RSA1 has been undertaken by an independent, qualified team who were not involved in the design process, to identify potential road safety issues that may affect all users of the adjacent transport infrastructure.
- 3.21. The RSA1 did not identify any fundamental safety concerns in relation to the proposed changes to the site access / egress arrangements associated with the security and boundary works scheme.
- 3.22. The findings and recommendations outlined within the RSA1 have informed the ongoing design process of the scheme, to ensure that any identified safety concerns have been appropriately addressed at the pre-submission stage.
- 3.23. A Designer's Response has been prepared in conjunction with the RSA1 and submitted in support of the planning application, and both documents are included in **Appendix D**. The development proposals have subsequently been amended to reflect the recommendations outlined within the RSA1.



Existing Trip Generation

- 3.24. It should be noted that the development proposals will not lead to an increase in vehicle movements to or from the site. As previously mentioned, during the morning and afternoon peak periods both proposed vehicle gates will be fixed in an open position to facilitate the free flow of traffic. The gates will only be closed during off-peak periods within the school day, when visitor numbers are expected to be significantly lower.
- 3.25. As such, an assessment of the existing trip generation during off-peak periods has been undertaken within this TS, to understand the potential impact on the local highway network of the internal sliding gates being closed during these times.
- 3.26. In order to determine existing visitor numbers to Dixons Brooklands Academy during the off-peak period, a traffic survey of vehicle entry and exit movements was undertaken on Tuesday 23rd September 2025 between 6:15am and 5:15pm. The full survey results are provided in **Appendix E**.
- 3.27. Based on information provided by the school, the off-peak period during the school day is understood to be between 9am and 2:45pm, with student drop-off / pick-up and staff arrival / departure occurring outside of this time period. An assessment of the existing trip generation during the off-peak period (9am to 2:45pm) has therefore been undertaken.
- 3.28. The traffic survey results show that 178 two-way trips (90 arrivals and 88 departures) were made to the school between 9am to 2:45pm. This equates to an average of approximately 30 trips to / from the site per hour over the 6-hour period, and an average of 15 arrivals in each hour.
- 3.29. In addition, an assessment of the traffic survey data over 15-minute intervals established that the maximum trip generation to the site occurred at 9:45am to 10am. During this period, 17 two-way trips (9 arrivals and 8 departures) were recorded. This level of trip generation equates to approximately one trip per minute during this period, and an average of between 1 and 2 arrivals every minute. With reference to the development proposals, the peak level of trip generation (between 1 and 2 arrival trips per minute between 9.45am and 10am) still allows sufficient time for vehicles to approach the gate, ring the intercom, and access the site.
- 3.30. In addition, based on a review of the proposed layout there is approximately 55m between the site entrance at the signalised junction to the west of the tram line and the proposed entry sliding gate position, which equates to a stacking capacity of approximately 8 to 9 large cars based on the tracking assessment shown on **Plan 2**. Given this vehicle stacking capacity, even if all 9 vehicles from the peak 15-minute period in the traffic survey were to arrive to the site at the same time, there would be enough space for vehicles to queue without encroaching onto the adjacent highway and Metrolink networks, and therefore there are no highway safety concerns with the development proposals.



- 3.31. Based on the existing trip generation to the site and the proposed stacking capacity provided on the entry lane, it can be concluded that the development proposals would not negatively impact on the operation of the transport network in the vicinity of the site. In summary, it is considered that the reconfigured access arrangements will not impact the existing signalised junction at Moor Road or the adjacent tram line.



4. Summary and Conclusions

- 4.1. Astute Transport Planning Ltd has been appointed by Dixons Academies Trust to provide highways and transportation advice in support of a planning application for proposed access alternations at Dixons Brooklands Academy in Wythenshawe, Manchester.
- 4.2. The proposed development comprises of a new secure fence line with automated sliding gates as part of the internal layout to better manage access to the wider school site. Vehicular access to the site will be retained via Moor Road from the existing three-arm signalised junction. As a result of the installation of a new secure fence line and sliding gates, the internal highway layout within the site is proposed to be reconfigured to ensure that the development proposals operate in a safe and efficient manner.
- 4.3. Given the site's close proximity to the Metrolink tram line, Astute have liaised with TfGM at the pre-submission stage to understand any considerations or requirements that TfGM may have in relation to the proposed development, and this process has not identified any significant concerns.
- 4.4. In addition, an RSA1 has been commissioned for the layout of the proposed access scheme, in accordance with the requirements set out in GG 119 of the DMRB. The RSA1 did not identify any fundamental safety concerns in relation to the proposed changes to the site access / egress arrangements associated with the security and boundary works scheme.
- 4.5. This TS report includes the following principal findings:
 - In accordance with relevant planning policy guidance, this TS has demonstrated that the development proposals at Dixons Brooklands Academy are consistent with the key principles of the NPPF, ensuring that safe and suitable access to the site is provided and that the transport impacts on the surrounding area are not severe.
 - A review of historical collision data has demonstrated that there are no existing accident blackspots at the site access signalised junction on Moor Lane. Based upon the findings of the TS, it is concluded that there is no reason to believe highway safety would be worsened as a result of the development proposals.
 - Swept path analysis has been undertaken within AutoTRACK for a large car and 12m rigid bus. The analysis confirms that all required vehicle movements can be safely undertaken within the reconfigured internal highway layout.
 - In addition, the tracking analysis demonstrates there is sufficient stacking capacity for around at least 8 large cars between the site access arm at the signalised junction and the proposed entrance sliding



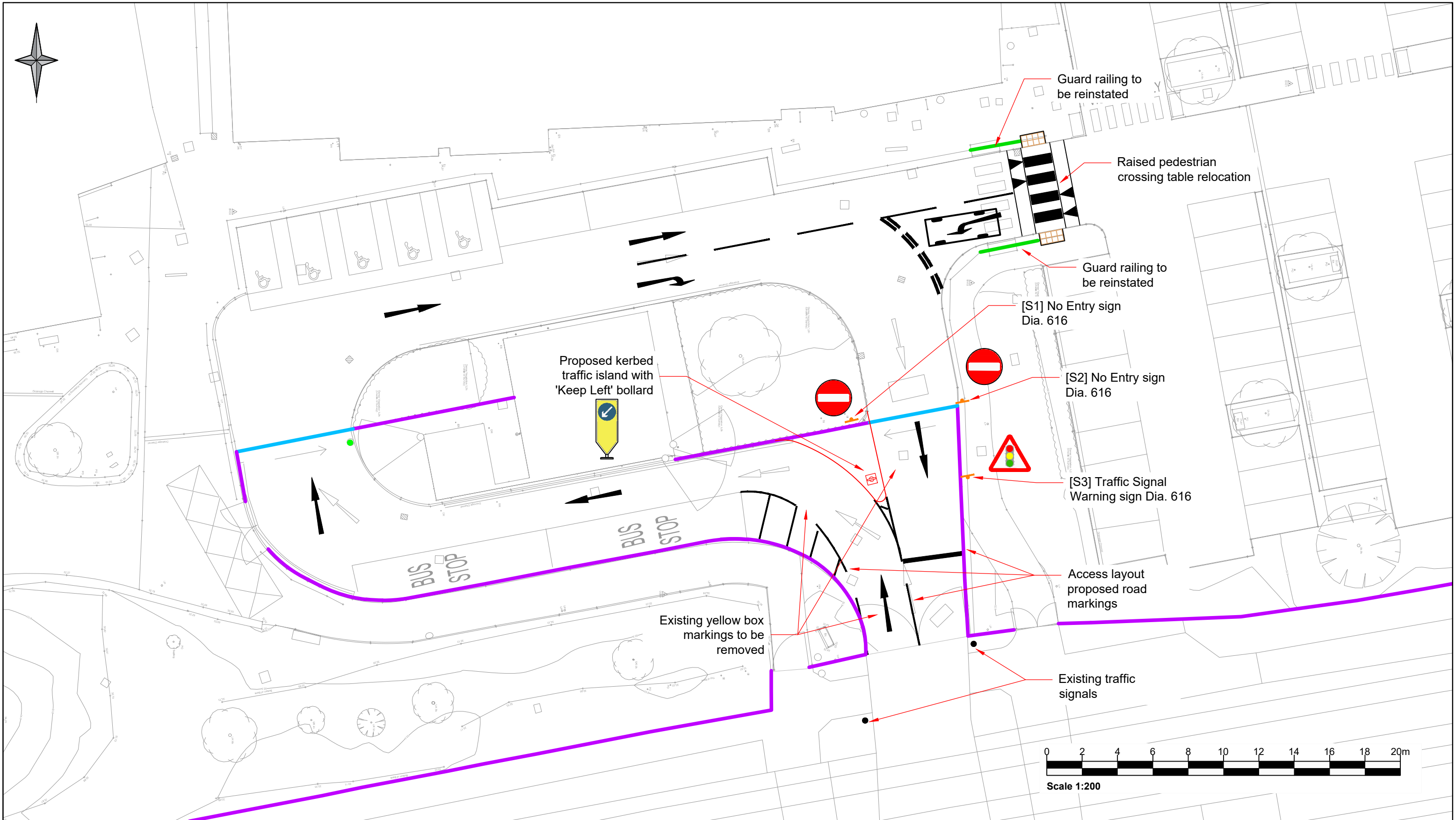
gate. This queuing space ensures that vehicles waiting to pass through the proposed entrance gate can do so without encroaching onto the surrounding highway and Metrolink networks, and therefore there are no highway safety concerns with the development proposals.

- An assessment of the existing trip generation during the off-peak period has been undertaken as part of this TS, which has demonstrated that the development proposals would not negatively impact on the operation of the transport network in the vicinity of the site.
- The findings of the TS demonstrate that the proposed reconfigured access and internal layout arrangements will not impact the existing signalised junction at Moor Road or the adjacent tram line.

Transport Statement Conclusions

- 4.6. The NPPF states that, "*development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*"
- 4.7. This report has demonstrated that the proposed development would have no material impact on the operation of the adjacent transport network. There is also no reason to believe that it will have a detrimental impact upon highway safety. As such, the impact of the development proposals cannot be concluded to be severe.
- 4.8. The site therefore accords with relevant guidance and there are no reasons why the planning application should be refused on highway or transportation grounds.

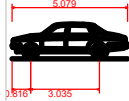


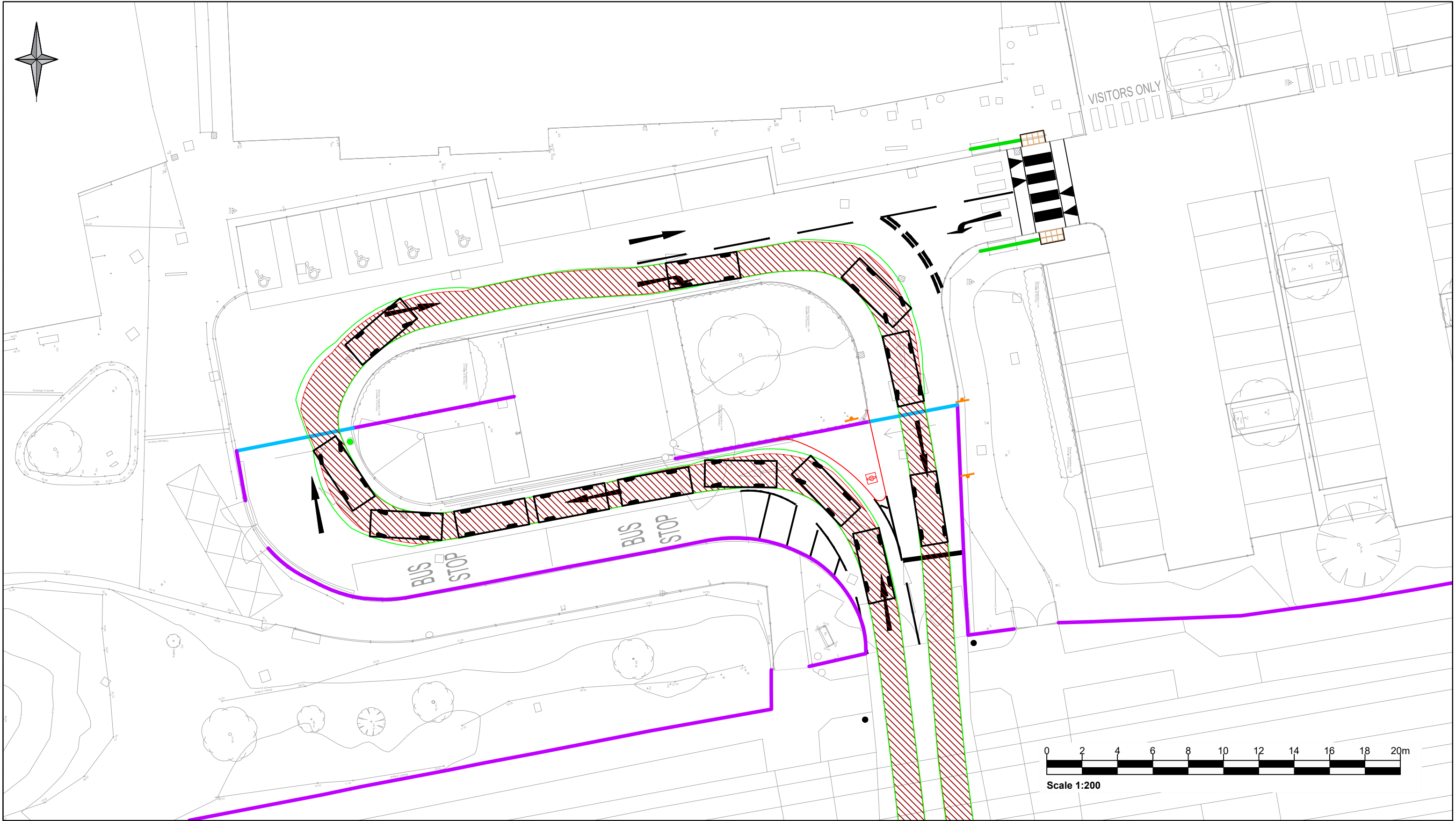


		Client DIXONS ACADEMIES TRUST	
www.astutetransport.com		Project DIXONS BROOKLANDS ACADEMY, WYTHENSHAW	
Drawing Status & Suitability Code Planning		Drawing Title PROPOSED LAYOUT	
Drawn MW	Checked AL	Date 03.10.25	
Date 03.10.25	Date 03.10.25	Rev. P02	
Drawing Number A25105-0100-001	Scale 1:200	@ A3	Aslute Project No. A25105

Rev	Amendments	Date	By	Chk	Auth
P02	S1 RSA updates	29.10.25	MW	AL	PT
P01	Build-out added and key amended	09.10.25	MW	AL	PT

Legend:	
	Proposed 2.4m high V Mesh Fencing
	Proposed 2.4m high Automated Vehicle Sliding Gates
	Proposed Guard Rail
	Proposed Kerb
	Proposed Sign
	Proposed Intercom
	Existing Signals

Notes:	
1. This is not a construction drawing and is intended for illustrative purposes only.	
2. White lining is indicative only.	
	
Large Car (2006)	5.079m
Overall Length	1.872m
Overall Width	1.525m
Overall Body Height	0.310m
Min Body Ground Clearance	0.310m
Max Track Width	1.831m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	5.900m



		Client DIXONS ACADEMIES TRUST	
www.astutetransport.com		Project DIXONS BROOKLANDS ACADEMY, WYTHENSHAW	
Drawing Status & Suitability Code Planning		Drawing Title TRACKING ASSESSMENT - LARGE CAR	
Drawn MW	Checked AL	Date 03.10.25	
Date 03.10.25	Date 03.10.25	Rev. P02	
Drawing Number A25105-0100-003		Scale 1:200	Rev. P02
Ordnance Survey Licence number		@ A3	Aslute Project No. A25105

P02	S1 RSA updates	27.10.25	MW	AL	PT
P01	Build-out added and key amended	09.10.25	MW	AL	PT
Rev	Amendments	Date	By	Chk	Auth

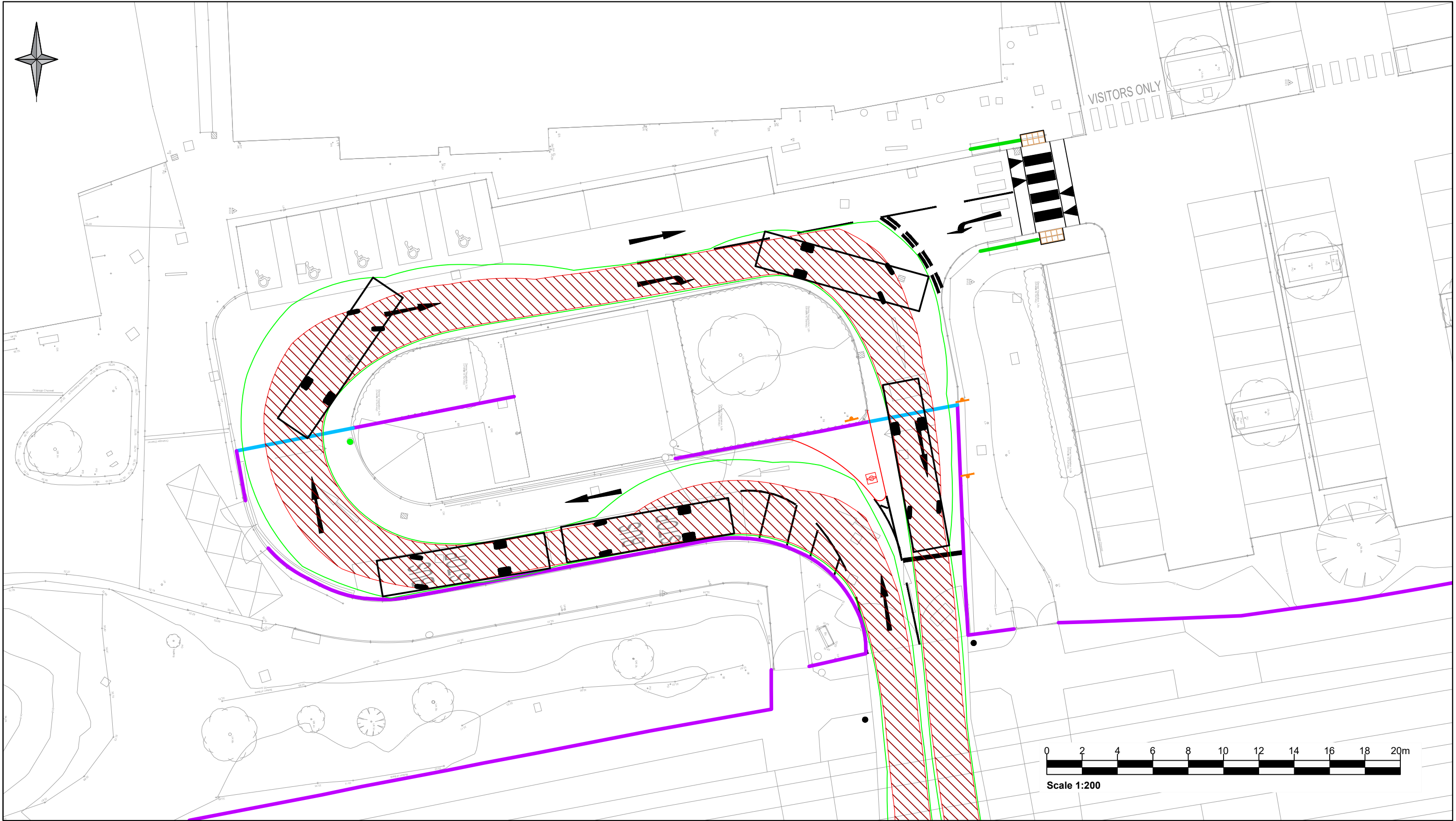
Legend:

- Proposed 2.4m high V Mesh Fencing
- Proposed 2.4m high Automated Vehicle Sliding Gates
- Proposed Guard Rail
- Proposed Kerb
- Proposed Sign
- Proposed Intercom
- Existing Signals

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		Client DIXONS ACADEMIES TRUST	
www.astutetransport.com		Project DIXONS BROOKLANDS ACADEMY, WYTHENSHAW	
Drawing Status & Suitability Code Planning		Drawing Title TRACKING ASSESSMENT - SINGLE DECK BUS	
Drawn MW	Checked AL	Date 03.10.25	
Date 03.10.25	Date 03.10.25		
Drawing Number A25105-0100-002	Rev. P02	Scale 1:200	@ A3
		Astute Project No. A25105	

P02	S1 RSA updates	27.10.25	MW	AL	PT
P01	Build-out added and key amended	09.10.25	MW	AL	PT
Rev	Amendments	Date	By	Chk	Auth

Legend:

- Proposed 2.4m high V Mesh Fencing
- Proposed 2.4m high Automated Vehicle Sliding Gates
- Proposed Guard Rail
- Proposed Kerb
- Proposed Sign
- Proposed Intercom
- Existing Signals

Notes:

- This is not a construction drawing and is intended for illustrative purposes only.
- White lining is indicative only.

'Standard' Rigid Bus
Overall Length 12.000m
Overall Width 2.550m
Overall Body Height 3.069m
Min Body Ground Clearance 0.309m
Track Width 2.350m
Lock to lock time 4.00s
Wall to Wall Turning Radius 10.771m

Appendix A

Pre-Application Email Correspondence from TfGM



Phil Tilby

From: Landuse <Landuse@tfgm.com>
Sent: 11 November 2025 18:54
To: Phil Tilby
Cc: Highways DC
Subject: RE: Dixons Brooklands Academy, Wythenshawe - Proposed Security / Boundary Works Scheme TfGM pre-application briefing note

Good Evening

TfGM have previously provided comments to MCC on this scheme under Pre-Application 567-PRE-APP-2025, which relates to external alterations including the installation of fencing and gates at Dixons, Brooklands Academy.

The previous comments are maintained:

Whilst the development proposals are unlikely to affect Metrolink operations, the site does adjoin the Metrolink boundary and therefore the applicant will need to comply with 'Working Safely Near Metrolink' which can be found on the Metrolink Website at:- [Working safely near Metrolink | Bee Network | Powered by TfGM](#)

Additionally, a Construction Management Plan may also be required to be submitted and agreed with KAM.

Kind regards

Landuse Team

Highways Department
Transport for Greater Manchester

2 Piccadilly Place, Manchester M1 3BG

E-mail landuse@tfgm.com

www.tfgm.com

From: Phil Tilby <Phil.Tilby@astutetransport.com>
Sent: 04 November 2025 22:30
To: Landuse <Landuse@tfgm.com>
Cc: Alice Lister <Alice.Lister@astutetransport.com>
Subject: FW: Dixons Brooklands Academy, Wythenshawe - Proposed Security / Boundary Works Scheme TfGM pre-application briefing note

You don't often get email from phil.tilby@astutetransport.com. [Learn why this is important](#)

Hi

Please see below and attached for information.

Look forward to hearing from you.

Kind regards

Phil

Phil Tilby
Director



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0161 553 0569

astutetransport.com
[Phil Tilby | LinkedIn](#)

From: Phil Tilby
Sent: 04 November 2025 22:23
To: Richard.Dolphin@tfgm.com
Cc: Alice Lister
Subject: Dixons Brooklands Academy, Wythenshawe - Proposed Security / Boundary Works Scheme
TfGM pre-application briefing note

Hi Richard,

I trust you are well.

I am writing regarding the development proposals at Dixons Brooklands Academy in Wythenshawe, South Manchester, which include the provision of a new secure fence line with automated gates. Astute are appointed on behalf of Dixons Academies Trust to advise on this scheme, and a link to the site location is below:

https://www.google.com/maps/@53.4023937,-2.2964445,289m/data=!3m1!1e3?entry=tту&g_ep=EgoyMDI1MTEwMi4wIXMDS0ASAFQAw%3D%3D

Given the site's proximity to the Metrolink tram line, we are seeking initial feedback on any potential safety concerns associated with the proposals. As part of the pre-planning process, we are keen to understand any considerations or requirements Transport for Greater Manchester (TfGM) may have in relation to the proposed development? Please could you share this with the appropriate team / officer within TfGM if you are not the right person?

Site Background

Dixons Brooklands Academy is a secondary school located adjacent to Moor Road in Wythenshawe, and next to the Moor Road Tram Stop. The site lies approximately 9km southwest of Manchester City Centre and is bound by the Metrolink Manchester Airport tram line to the east. I have attached the existing site plan to this email for your information.

Access to the site is provided from Moor Road via a three-arm signalised junction. At present, the site access leads to a drop-off and pick-up area located immediately to the left of the site entrance which consists of a one-way loop arrangement. The access also provides vehicular access to a staff car park located to the right of the site entrance. Vehicles circulating around the one-way loop are required to give way to vehicles entering and exiting the staff car park.

Development Proposals

The proposed development comprises of a new secure fence line with automated sliding gates as part of the internal layout to better manage access to the wider school site. The reconfigured access arrangements will not impact the existing signalised junction at Moor Road or the adjacent tram line.

Vehicular access to the site will remain from Moor Road. During morning and afternoon peak periods, both the existing secure manual vehicle gates to the west of the tram line (retained as part of the scheme) and the proposed sliding gate along the entry lane of the one-way loop section will remain in an open position to facilitate the free flow of traffic. The internal sliding gate will only be closed during off-peak periods within the school day, when visitor numbers are expected to be significantly lower.

During off-peak periods, visitors will be required to drive up to the proposed entry sliding gate and speak into the intercom. This intercom will be connected to the school's reception, library, community hub and site office, and the system will also be supported by CCTV cameras to facilitate the detection of vehicles. School staff will then verify and allow access to the visitors. Upon exiting the site during off-peak periods, visitors will activate induction loops contained in the carriageway in advance of the proposed sliding gate on the exit lane that will be located to the west of the traffic signal stop line on the school arm of the junction, which will trigger the opening of the sliding gate and allow vehicles to exit the site.

Proposed Highway Layout Reconfiguration

As a result of the installation of a new secure fence line, the internal highway layout within the site is proposed to be reconfigured to ensure that the development proposals operate in a safe and efficient manner. Astute Drawing A25105-0100-001 P02 that is attached to this email shows the proposed internal highway layout along with the Proposed Site Plan.

As can be seen in Astute drawing, the reconfigured site access and egress arrangements will require all vehicles (including staff heading to the staff car park) to access the site utilising the existing one-way loop system. The development proposal includes the provision of a kerbed traffic island on the site access arm to separate the entry and exit lanes. In addition, a keep-left bollard will be provided on the nose of the kerbed traffic island. The traffic island and proposed bollard is intended to guide vehicles to turn left and follow the one-way loop system, preventing incorrect vehicle manoeuvres and reinforcing the intended direction of traffic flow.

The existing priority arrangement within the site is proposed to be reconfigured. Vehicles exiting the staff car park will be required to give way to vehicles travelling along the internal one-way loop section into the staff car park and turning right to exit the site. To accommodate the new give-way line at the staff car park exit, the existing crossing point will be repositioned to ensure that vehicles do not block pedestrian access whilst waiting at the give-way line. The relocated informal zebra-type crossing will be installed on a raised platform, consistent with the existing provision at this location.

To enhance safety upon exiting the site, a Traffic Signal Warning sign is to be installed between the proposed exit sliding gate and the traffic signal stop line on the school arm of the junction. This measure is intended to alert drivers to the traffic signal junction ahead which would still need to be adhered to, thereby minimising the risk of them proceeding through the Moor Road / Site Access signalised junction on a red signal when the proposed exit gate opens.

Stage 1 Road Safety Audit

A Stage 1 Road Safety Audit (RSA1) has been commissioned for the layout of the proposed internal highway layout, in accordance with the requirements set out in GG 119 of Design Manual for Roads

and Bridges (DMRB). The RSA1 has been undertaken by an independent, qualified team who were not involved in the design process, to identify potential road safety issues that may affect all users of the highway.

Notably, the RSA1 did not identify any fundamental safety concerns in relation to the proposed changes to the site access / egress arrangements associated with the security and boundary works scheme.

The findings and recommendations outlined within the RSA1 have informed the ongoing design process of the scheme, to ensure that any identified safety concerns have been appropriately addressed at the pre-application stage. A Designer's Response document has been prepared alongside the RSA1 that will be submitted in support of the planning application, and the development proposals have been updated in line with the recommendations of the RSA1. The RSA1 report and associated Designer's Response document has been attached to this email for your viewing.

Traffic Surveys

To understand the potential impact of the proposed sliding gates on the internal site layout and adjacent highway network during the off-peak periods, a traffic survey was undertaken on Tuesday 23rd September. Based on information provided by the school, the off-peak period during the school day is understood to be between 9am and 2:45pm, with student drop-off / pick-up and staff arrival / departure occurring outside of this timeframe.

The survey results show that 178 two-way trips (90 arrivals and 88 departures) were made to the site between 9am to 2:45pm. This equates to an average of approximately 30 trips to / from the site per hour over the 6-hour period, and an average of 15 arrivals in each hourly period.

An assessment of the traffic survey data over 15-minute intervals established that the maximum trip generation to the site occurred at 9:45am to 10am. During this period, 17 two-way trips (9 arrivals and 8 departures) were recorded. This level of trip generation equates to approximately one trip per minute during this period, and an average of between 1 and 2 arrivals every minute. With reference to the development proposals, the peak level of trip generation (between 1 and 2 arrival trips per minute between 9.45am and 10am) still allows sufficient time for vehicles to approach the gate, speak into the intercom and access the site.

Additionally, based on a review of the proposed layout there is approximately 55m between the site entrance at the signalised junction to the west of the tram line and the proposed entry sliding gate position, which equates to a stacking capacity of approximately 8 to 9 large cars based on a tracking assessment. Given this vehicle stacking capacity, even if all 9 vehicles from the 15-minute period in the traffic survey were to arrive to the site at the same time, there would be enough space for vehicles to queue without encroaching onto the adjacent signalised junction and tram line.

I trust the information set out above provides a clear overview of the development proposals. I would appreciate it if TfGM could review the plans and information included in this email and provide some initial feedback on key transport considerations?

I hope this is clear and please do not hesitate to contact me if you would like to discuss the proposed scheme at Dixons Brooklands Academy in more detail. Look forward to hearing from you.

Kind Regards

Phil

Phil Tilby
Director



Phil.Tilby@astutetransport.com

07793 533 107

0161 553 0569

astutetransport.com

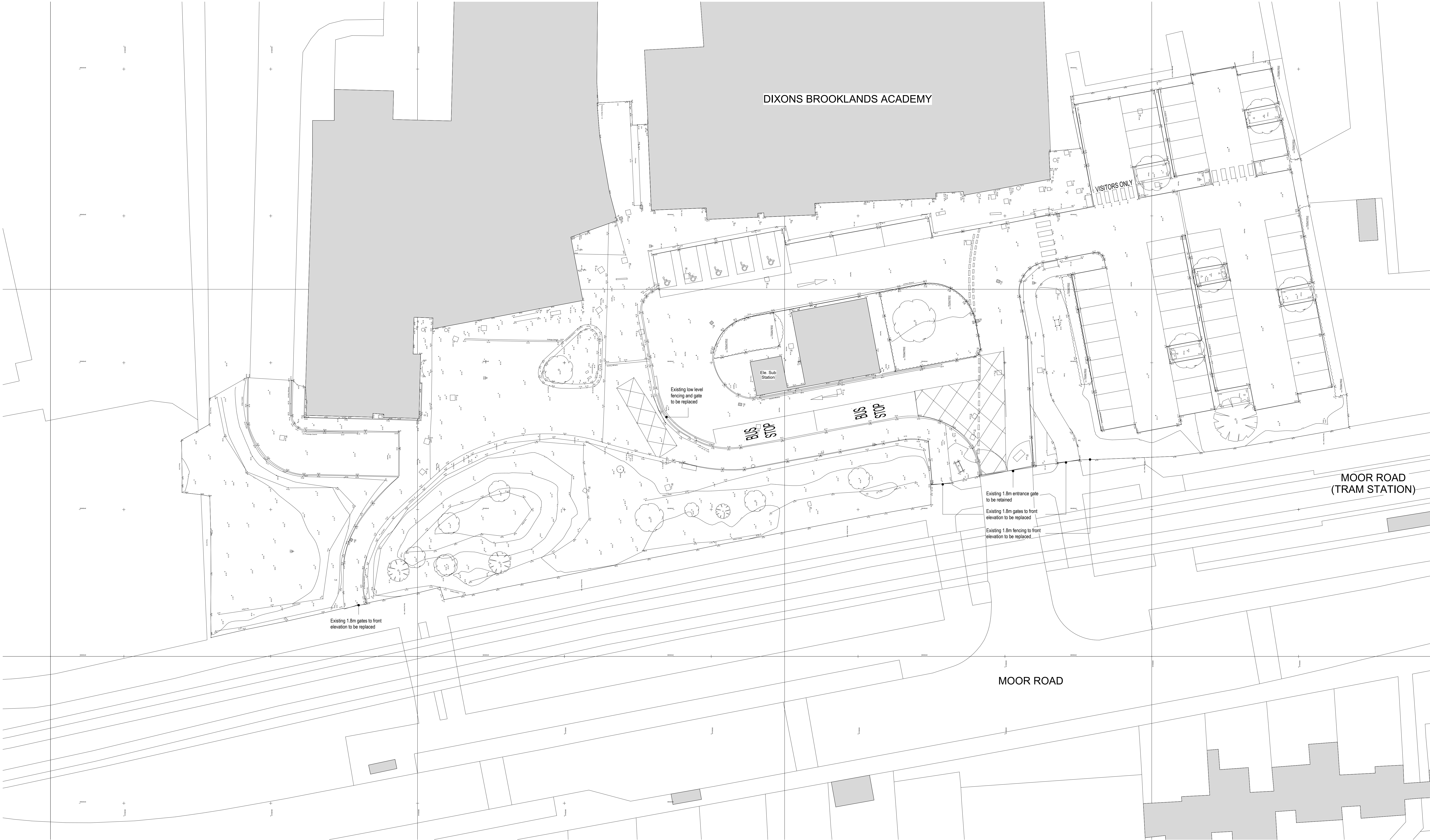
[Phil Tilby | LinkedIn](#)

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Appendix B

Existing Site Layout





Existing Site Plan
1 : 200

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GENERAL NOTES:

1. All dimensions to be checked on site. The Contractor shall verify and be responsible for all dimensions.
2. DO NOT scale the drawing - The drawing must not be scaled for any purpose, refer to written dimensions only.
3. Any queries or doubts, drawing errors, omissions or divergences shall be reported to Seven Architecture without delay and prior to works being carried out.
4. This drawing is subject to statutory approvals.
5. All works are to be in accordance with the planning approval and my subsequent approved Local Authorities planning correspondence including drawings, documents and reports.
6. All works are to comply with the Building Regulations, British Standards, Code of Practice and any Local Statutory requirements.
7. All works are to comply with current Health & Safety Legislation, HSE recommendations/ guidance and the current CDM regulations.
8. All architectural drawings are to be read in conjunction with the relevant architectural specifications and outline specification sheets.
9. All the details and setting-out drawings to be read in conjunction with the relevant consultants and subcontractor drawings.
10. All details and setting-out drawings are design intent only. Final arrangement is subject to design development and coordination with Design Team consultants and relevant subcontractors.

REV.	DESCRIPTION	DATE	DRAWN	CHECK
S01	First Issue	11/09/2025	AS	SL

DRAWING SCALE:
1:200 @ A0

KEY PLAN (NTS):

North Arrow pointing towards the top right.

CLIENT:
DIXONS ACADEMIES TRUST

PROJECT TITLE:
Dixons Brooklands Academy

PROJECT NO:
20901

DRAWING TITLE:
Existing Site Plan

PROJECT	OWNER	FUNCTION	SUBSET	FORM	DESCRIPTION	N/A	REVISION
DBA	SEV	ZZ	00	DR	A	00501	S01

SUITABILITY DESCRIPTION (S5) Suitable for Approval

REVISION DESCRIPTION PLANNING

seven. SEVENARCHITECTURE.CO.UK

Studios at:

Unit 1.3 Walnut Hill 15-17 MANCHESTER M14 6JN T: 0161 230 5555	Clovenstone House 10-12 HARRIDGE T: 01423 709 807	Y Newbold Leys 10-12 CONWY LL21 0LQ T: 01298 875120
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Appendix C

Proposed Site Layout



[illegible]

0 5m 10m
1:200

KEY PLAN (NTS):

[illegible]

DRAWING TITLE:	Proposed Site Plan
DRAWING NO.	

DBA	SEV	ZZ	00	DR	A	00502	S04
SUITABILITY DESCRIPTION		(S5) Suitable for Approval					
REVISION DESCRIPTION		PLANNING					

-  New 2.4m high V mesh fencing
-  New 2.4m Automated vehicle sliding gates
-  New 2.4m Secure Manual vehicle & pedestrian swing gates
-  New Exit vehicle sensor
-  Existing Guard railing to be reinstated
-  Existing Secure Manual vehicle gate to be retained
-  New Intercom
-  New CCTV
-  Existing Buildings

Appendix D

Stage 1 Road Safety Audit and Designer's Response



DIXONS BROOKLANDS ACADEMY, WYTHENSHAW PROPOSED INTERNAL ARRANGEMENT AMENDMENTS

STAGE 1 ROAD SAFETY AUDIT

610/2025/172/01 Rev 1

23 October 2025

six:TEN Highways & Traffic Ltd
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Manchester
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e contact@610traffic.co.uk
www.610traffic.co.uk

Rev:	Issue Status:	Prepared by/Date:	Checked by/Date:	Approved by/Date:
0	DRAFT	Jon Preston 22 October 2025	Tristan Brooks 22 October 2025	
1	FINAL	Jon Preston 23 October 2025	Tristan Brooks 23 October 2025	Jon Preston 23 October 2025

Report Title:	Dixons Brooklands Academy, Wythenshawe Proposed Internal Arrangement Amendments - Stage 1 Road Safety Audit
Date:	23 October 2025
Document Reference & Revision:	610/2025/172/01 Rev 1
Prepared by:	Six Ten Highways & Traffic Ltd
On behalf of:	Astute

Disclaimer note

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from six:TEN Highways & Traffic Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of six:TEN Highways & Traffic Limited.

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1.0 INTRODUCTION

- 1.1 This report results from a preliminary design Stage 1 Road Safety Audit (RSA) carried out on the proposed internal arrangement amendments associated with the installation of new vehicle access gates at Dixons Brooklands Academy, at the request of Astute, the designer of the scheme who provided the Audit information, and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the Stage 1 RSA. As the location of the proposed works is not within the public highway the audit team has been approved by Astute as effective Project Sponsor, however, the audit team have also been approved by the Highway Authority, Manchester City Council, who manage the highway network adjacent to the school.
- 1.2 The Road Safety Audit Team was as follows:
- Jon Preston MCIHT MSoRSA
Audit Team Leader
- Tristan Brooks* Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Cert of Comp
Audit Team Member
- 1.3 Audit Team members marked with an asterisk above hold a National Highways approved Certificate of Competency (CoC) in Road Safety Audit, in accordance with Article (1–3) of EC Directive 2008/96/EC.
- 1.4 The audit took place at the Manchester office of six:TEN Highways and Traffic between 13 October 2025 and 23 October 2025. The Road Safety Audit was undertaken in accordance with the Road Safety Audit information provided. The audit comprised an examination of the documents provided as detailed in Appendix One.
- 1.5 The Audit Team visited the site together during the afternoon of Wednesday 15 October 2025 between 14.30hrs and 15:30hrs (which corresponded with the end of the school day) and comprised a walk and drive-throughs (where available) of the area covered by the scheme. During the site visit the weather was overcast and the carriageway surface was dry. At the time of the site visit traffic movements in the vicinity of the proposed scheme were relatively high with regular pedestrian and some cyclist movements observed.
- 1.6 The audit team were accompanied during the site visit by Pete Dakin, Facilities Manager, at the school.
- 1.7 Moor Road in the vicinity of the school is subject to a 20mph zone speed limit and there is street lighting both on the public highway and within the school grounds.
- 1.8 The terms of reference of the audit are as described in GG 119 Rev.2. The team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Collision Investigation, Road Safety Engineering and Road Safety Audits.
- 1.9 The proposed highway works are associated with the installation of new vehicle access gates at the school as shown in Appendix Two and in summary includes:

-
- Provision of new electronic vehicle access gates on entry and exit to/from the school grounds;
 - Associated amendments to the exiting traffic sign and road marking layout within the school grounds; and
 - Relocation of the existing informal zebra type pedestrian crossing on the entrance to the school car park.
- 1.10 The Audit Team have not been informed of any Departures from Standard for the proposed scheme nor have they been made aware of any previous RSA's undertaken on the scheme.
- 1.11 Personal injury collision data obtained from the online Crashmap database shows that no personal injury collisions have occurred at the junction of the school access and Moor Road during the most recent five-year period (2020-2024) for which data is available. It is noted that personal injury collision data for the school grounds has not been made available to the audit team.
- 1.12 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.
- 1.13 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 Rev 2, 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.

2.0 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

2.1 General

2.1.1 No road safety issues identified at this stage.

2.2 Local Alignment

2.2.1 No road safety issues identified at this stage.

2.3 Junctions

2.3.1 No road safety issues identified at this stage.

2.4 Walking, Cycling and Horse Riding

2.4.1 Location: At the relocated informal zebra type pedestrian crossing within the school car park

Problem

Summary: Omission of vertical deflection at the informal zebra type pedestrian crossing, may result in excessive vehicle speeds at the crossing which may increase the risk of pedestrian collisions with vehicles

It was observed during the site visit that the existing informal zebra type pedestrian crossing within the school car park, that is due to be relocated, is on a raised platform, however, the drawings provided for audit do not show if the relocated pedestrian crossing is to be installed on a raised platform. Omission of vertical deflection at the informal zebra type pedestrian crossing, may result in excessive vehicle speeds at the crossing which may increase the risk of pedestrian collisions with vehicles, or may increase the severity of injury should a collision occur.

Recommendation

It is recommended that the relocated informal zebra type pedestrian crossing is installed on a raised platform as per the existing layout.

2.5 Traffic Signs, Carriageway Markings and Lighting

2.5.1 Location: Proposed kerbed traffic island

Problem

Summary: Omission of keep-left bollards on the nose of the island may increase the risk of vehicles colliding with the island or traveling the incorrect side of the island

The drawings provided for audit do not show a keep-left bollard on the nose of the proposed kerbed traffic island. Omission of a keep-left bollard may increase the risk of vehicles colliding with the pedestrian refuge island or vehicles traveling the incorrect side of the island increasing the risk of head-on type collisions.

Recommendation

It is recommended that a keep-left bollard is provided on the nose of the proposed kerbed traffic island.

2.5.2 Location: At the traffic signal stop line within the school grounds

Problem

Summary: Provision of worded "Stop" road marking may confuse drivers as to the type of junction control which may increase the risk of drivers failing to comply with a red traffic signal resulting in vehicular, vehicle/pedestrian, vehicle/cyclist or vehicle/tram collisions

The drawings provided for audit show a worded "Stop" road marking in front of the traffic signal stop line. A worded "Stop" road marking is only associated with a stop sign controlled major/minor priority junction. The provision of the "Stop" road marking may confuse drivers as to the type of junction control which may increase the risk of drivers failing to comply with a red traffic signal resulting in vehicular, vehicle/pedestrian, vehicle/cyclist or vehicle/tram collisions.

Recommendation

It is recommended that the proposed worded "Stop" road marking is omitted from the scheme design.

3.0 ROAD SAFETY AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with DMRB GG119 Rev 2.

AUDIT TEAM LEADER

Jon Preston MCIHT MSoRSA

Director

six:TEN Highways & Traffic Ltd

Signed:



Date: 23 October 2025

AUDIT TEAM MEMBER

Tristan Brooks Bsc (Hons), MBA, CMILT, MCIHT, MSoRSA, NH RSA Cert of Comp

Traffic & Road Safety Engineer

six:TEN Highways & Traffic Ltd

Signed:



Date: 23 October 2025

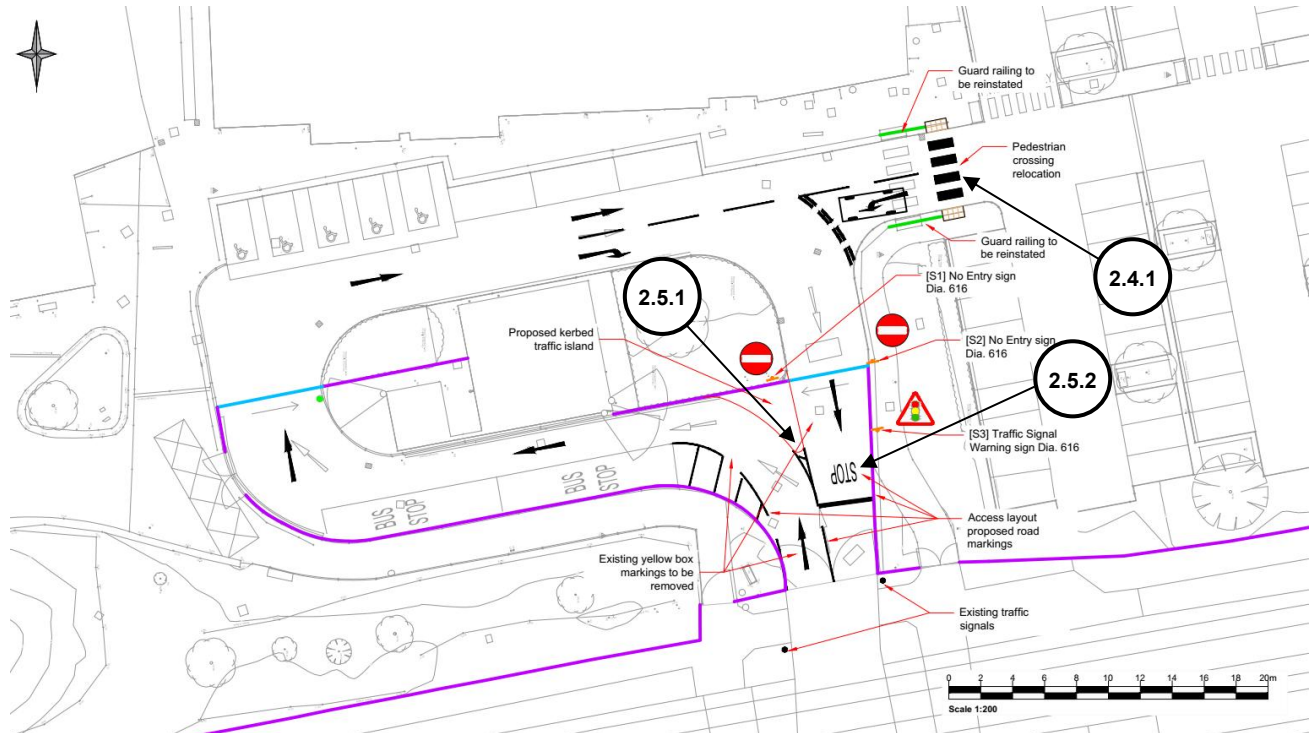
APPENDIX ONE

4.0 LIST OF DRAWINGS AND DOCUMENTS SUPPLIED BY THE DESIGN ORGANISATION

- A25105-0100-001 P01 Proposed Layout
- A25105-0100-002 P01 Bus Tracking
- A25105-0100-003 P01 Car Tracking
- DBA-SEV-ZZ-00-DR-A-00501-S01-Existing Site Plan
- DBA-SEV-ZZ-00-DR-A-00502-S01-Proposed Site Plan
- Latest five-year (2020-2024) personal injury collision data from Crashmap

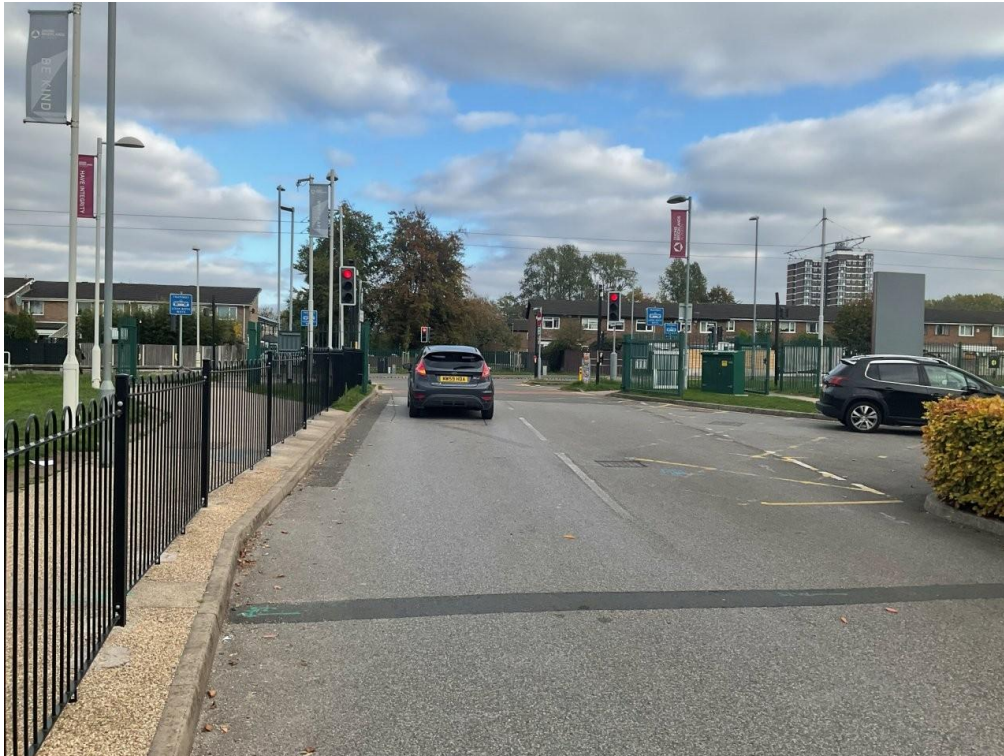
APPENDIX TWO

5.0 PROBLEM LOCATION PLAN



APPENDIX THREE

6.0 PHOTOGRAPHS



6.1 General view looking east towards the vehicle exit from the school.



6.2 General view looking south within the school car park.

ROAD SAFETY AUDIT STAGE 1 DESIGNERS RESPONSE

Scheme Title	Proposed Access Alternations, Dixons Brooklands Academy, Wythenshawe, Manchester
Client	Dixons Academies Trust
RSA Report Ref No:	610/2025/172/01 Rev 1
Road Safety Audit Team	six:TEN Highways and Traffic Ltd

Problem Identified Ref.	Problem Identified Description / Recommendation	Designers Response (Describe)
2.4.1	<p>Location: At the relocated informal zebra type pedestrian crossing within the school car park.</p> <p>Problem: Omission of vertical deflection at the informal zebra type pedestrian crossing, may result in excessive vehicle speeds at the crossing which may increase the risk of pedestrian collisions with vehicles.</p> <p>It was observed during the site visit that the existing informal zebra type crossing within the school car park, that is due to be relocated, is on a raised platform, however, the drawings provided for the audit do not show if the relocated pedestrian crossing is to be installed on a raised platform. Omission of vertical deflection at the informal zebra type crossing which may increase the risk of pedestrian collisions with vehicles or may increase the severity of injury should a collision occur.</p> <p>Recommendation: It is recommended that the relocated informal zebra type crossing is installed on a raised platform as per the existing layout.</p>	<p>Recommendation accepted – The relocated informal zebra-type crossing will be installed on a raised platform, consistent with the existing site conditions. The amended zebra crossing layout is shown in Drawing A25105-0100-001 Rev P02.</p>

Problem Identified Ref.	Problem Identified Description / Recommendation	Designers Response (Describe)
2.5.1	<p>Location: Proposed kerbed traffic island</p> <p>Summary: Omission of keep-left bollards on the nose of the island may increase the risk of vehicles colliding with the island or travelling on the incorrect side of the road. The drawing provided for audit do not show a keep-left bollard on the nose of the proposed kerbed traffic island. Omission of a keep-left bollard may increase the risk of vehicles colliding with the island or vehicles travelling on the incorrect side of the island increase the risk of head-on type collisions.</p> <p>Recommendation: It is recommended that a keep-left bollard is provided on the nose of the proposed kerbed traffic island.</p>	<p>Recommendation accepted – A “Keep Left” bollard will be installed on the nose of the proposed kerbed traffic island at the site entrance, to prevent vehicles from travelling on the incorrect side of the carriageway. The provision of the “Keep Left” bollard is illustrated in Drawing A25105-0100-001 Rev P02.</p>

Problem Identified Ref.	Problem Identified Description / Recommendation	Designers Response (Describe)
2.5.2	<p>Location: At the traffic signal stop line within the school grounds</p> <p>Problem: Provision of worded “STOP” road markings may confuse drivers as to the type of junction control which may increase the risk of drivers failing to comply with a red traffic signal resulting in vehicular, vehicle/pedestrian, vehicle/cyclist or vehicle tram collisions.</p> <p>The drawings provided for audit show a worded “STOP” road marking in front of the traffic signal stop line. A worded “STOP” road marking is only associated with a stop sign controlled major/minor priority junction. The provision of the “STOP” road marking may confuse drivers as to the type of junction control which may increase the risk of drivers failing to comply with the red traffic signal resulting in vehicular, vehicle/pedestrian, vehicle/cyclist or vehicle tram collisions.</p> <p>Recommendation: It is recommended that the proposed worded “STOP” road markings are omitted from the scheme design.</p>	<p>Recommendation accepted – The proposed “STOP” road markings have been omitted from the scheme to avoid confusing drivers regarding the type of junction control.</p>

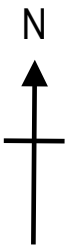
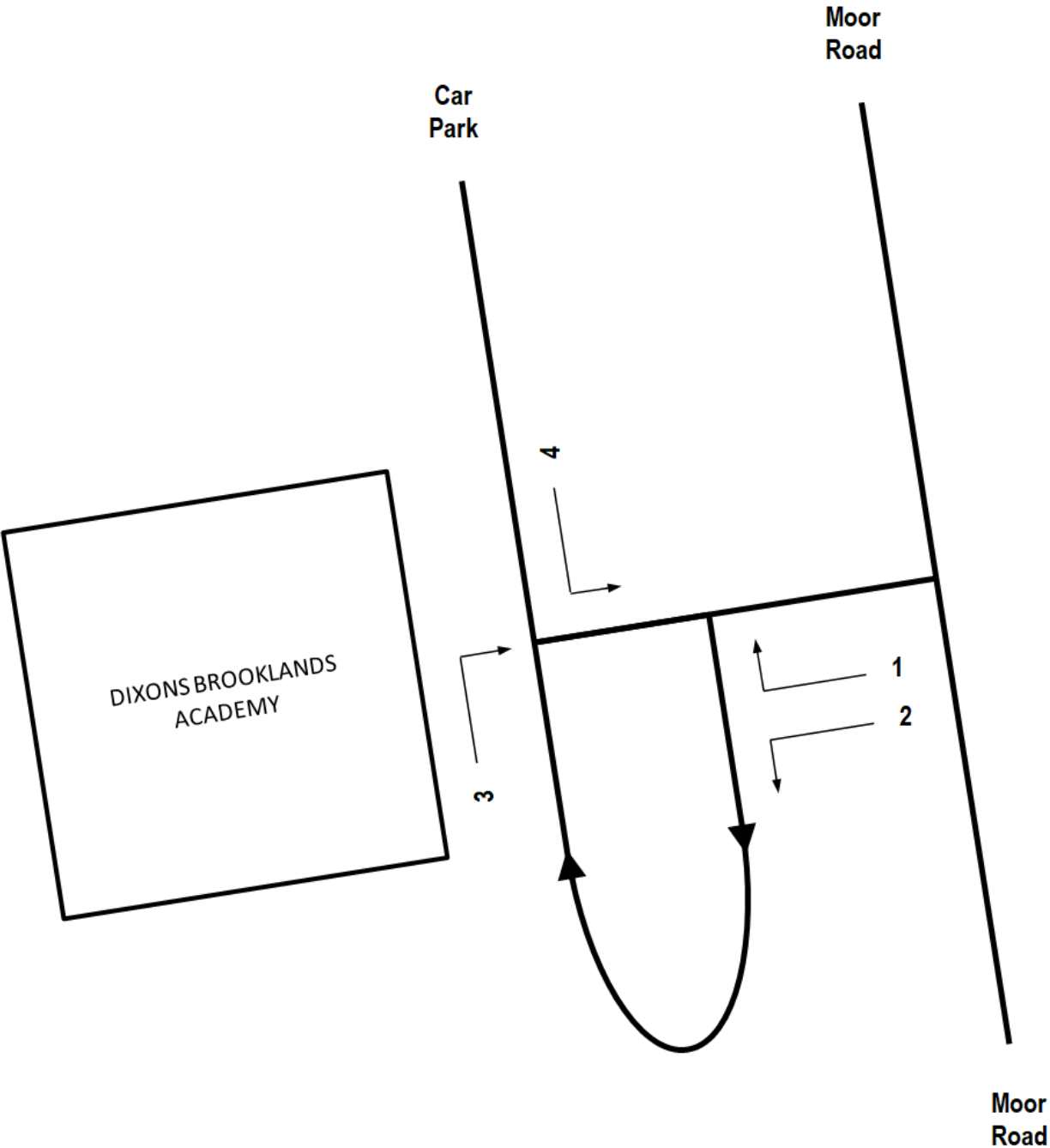
Appendix E

2025 Traffic Survey



SURVEY CONTROL

Client:	Astute
Client Contact:	Alice Lister
Survey Location:	Wythenshawe
Date(s) of Survey:	Tuesday 23rd September 2025
Notes:	
On Site Supervisor:	Neil Harley
Data Checking:	David Cheng
Survey Reference:	25.119 Dixons Brooklands Academy
Status:	Final
Date of Issue:	25th September 2025



DRAWING TITLE				<div>Transport Data Specialists Ltd</div> <div>W: www.transportds.co.uk E: enquiries@transportds.co.uk T: 0777 625 2475 T: 0794 007 1260</div>
TRAFFIC MOVEMENT REFERENCE				
JOB TITLE				
25.119 DIXONS BROOKLANDS ACADEMY				
DRAWN BY CC	DATE SEP 2025	SCALE NTS	REF FIGURE 1	

Time Beginning	Dixons Brooklands Academy - Tuesday 23rd September 2025							
	1		2		3		4	
	LV	HV	LV	HV	LV	HV	LV	HV
0630	5	0	1	0	1	0	0	0
0645	2	0	2	0	2	0	0	0
0700	7	0	2	0	2	0	0	0
0715	17	0	3	0	3	0	0	0
0730	20	0	12	1	9	0	2	0
0745	22	0	24	0	22	1	2	0
0800	12	0	51	0	42	0	4	0
0815	2	0	10	0	23	0	7	0
0830	1	0	4	0	5	0	0	0
0845	3	0	7	0	3	0	1	0
0900	2	0	5	0	6	0	1	0
0915	1	0	3	0	4	0	1	0
0930	1	0	1	1	1	0	0	0
0945	2	0	7	0	6	1	1	0
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1530	1	0	9	0	9	0	7	0
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1630	2	0	3	0	4	0	4	0
1645	2	0	8	0	7	0	5	0
1700	1	0	2	0	5	0	12	0
1715	1	0	0	0	0	0	3	0

