

Transport Statement

Project: Ardwick Boxing Club, Clayton Lane, Manchester

For: Ardwick Boxing Club

September 2020



1 – Introduction

This Transport Statement has been written in support of a planning application for the proposed extension of the premises occupied by the Ardwick Boxing Club located on Clayton Lane in Manchester. This Statement will consider the following items:

- Site Location
- Public Transport Accessibility
- Road Safety
- Development Description / Operation
- Access and Layout
- Parking and Drop Off
- Pedestrians and Cyclists
- Servicing and Delivery
- Transport Impact

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2 – Site Location

The Ardwick Boxing Club is located on the east side of Clayton Lane which lies in the Clayton and Openshaw areas in East Manchester. To the west of Clayton Lane lies the training facilities for Manchester City FC whilst to the north, east and south of the development site there are substantial high-density residential areas within easy walking and cycling distance.

Clayton Lane runs generally in a north to south direction. About 320m north of the site, Clayton Lane intersects with the A662 Ashton New Road which is a main west – east route linking to the City Centre some 3.2km to the west. To the south Clayton Lane enters a 20mph zone and is joined by other roads which allows access to the A635 Ashton Old Road and A6010 Alan Turing Way. These two routes provide convenient access to the remainder of the primary route network.

The local roads are conducive to cycling and walking and access to NCN 60 along the canal towpath is available about 100m north of the site.

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In the vicinity of the development site, Clayton Lane is about 8.3m wide with footways and street lighting to both sides. Waiting restrictions are provided along the west side to prevent parking at any time. There are no restrictions on parking on the east side adjacent to the development.

The premises has a pedestrian access direct from the footway on Clayton Lane and there is a gated vehicle / pedestrian / cycle entrance located to the north of the building leading to a little used rear parking area.

3 - Public Transport Accessibility

There are bus stops located on Clayton Lane within 250m of the development site both with timetable cases. These are used by the 171 and 172 services. The combination of these two services operates half hourly between Newton Heath, Gorton, Levenshulme, Burnage and Didsbury.

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Further stops exist on Ashton Old Road only a little further away than this with timetable cases and shelters. These are used by the additional services of 216, 230 and 231. The 216 runs between Ashton-under-Lyne, Droylsden, Sportcity and Manchester Piccadilly Gardens every 10 minutes during the day and half hourly in the evening. The combined 230 and 231 services operate between Ashton-under-Lyne, Tameside Hospital, Hartshead, Littlemoss, Droylsden, Clayton and Manchester Piccadilly Gardens every 30 minutes during the day and hourly in the evening.

The Clayton Hall Metrolink station is located at the junction of Clayton Lane with Ashton Old Road about 350m from the development site. This is on the line linking Ashton-under-Lyne in the east to Eccles in the west via the City Centre and so allowing connections with the rest of the Metrolink network.

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The development site therefore benefits from being in close proximity to frequent, high quality public transport routes serving a wide catchment area. It is also within easy walking and cycling distance of substantial residential areas thereby encouraging users of the Club to use more sustainable modes of transport to access the site.

4 - Road Safety

An examination of the Crashmap website indicates that there have been no collisions resulting in injury recorded in the vicinity of the site over the last 10 years. Therefore, the safety record in the location is considered good and there is no reason to indicate that situation would change as a result of the development proposals.

5 - Development Description / Operation

The proposals are to provide a single storey extension to rear of the existing premises amounting to about 140sqm. The premises is / will be used for the Boxing Club and for community uses. The car park to the rear of the premises is currently little used due to lack of demand.

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The club employs 9 staff. The Boxing Club is open from 4pm to 10pm Monday to Friday. There are three training sessions per evening with between 20 to 25 attendees per session. The sessions on a Saturday and Sunday morning are for elite boxers. Most of the attendees live locally and many are below driving age so walk to the Club.

The Club holds small community events largely related to Boxing Club functions and fund raising events with a maximum attendance of about 70 people. As the demand for these events is drawn from the local area, attendees generally walk / use public transport to the premises (and are encouraged to do so) rather than using cars.

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6 - Access and Layout

The existing access to the site will be maintained / improved as shown on the architect's drawings.

7 - Parking and Drop Off

The remaining parking area will accommodate about 5 to 6 cars although experience has shown there is little demand for the same. The car park can also be used for dropping any children off for training sessions.

Many parents dropping children off do pull into the car park to do so or use Clayton Lane which is a wide (8.3m) single carriageway with no parking permitted on the opposite side of the carriageway. Consequently, this activity does not cause any parking problems or obstruction to the free flow of traffic along Clayton Lane.

Any other parking demands can be accommodated within the site although some may choose to park on Clayton Lane. This parking generally only occurs at off peak times / at the weekend and on the uncontrolled side of Clayton Lane and we are advised has never caused any problems to other road users.

8 - Pedestrians and Cyclists

Pedestrian access to the premises is via some steps direct from the footway on Clayton Lane. The proposals will provide DDA compliant access to the rear of the building.

A cycle rack is located to the rear of the building and there is space within the building to provide more if demand requires. Two additional cycle hoops are to be provided.

9 - Servicing and Delivery

The delivery requirements of the Club are minimal and generally any supplies are brought in by staff in their own vehicles.

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10 - Transport Impact

There are two main activities that take place at the Club and will continue to do so in the extended premises.

The primary activity is the training of young people to box. There are three training sessions per evening with between 20 to 25 attendees per session. The sessions on a Saturday and Sunday morning are for elite boxers. Most of the attendees live locally and many are below driving age so walk to the Club. Confirmation of this is evident by the lack of demand for use of the car park to the rear. The excellent public transport links nearby also provides for those who travel from further afield thereby reducing parking demands.

Parent drop off does occur at the start and end of the sessions, but this has a short-term impact. We are advised that any parking that does occur on Clayton Lane has never caused any parking / traffic problems primarily due to the generous carriageway width (8.3m) and that parking is not permitted on the opposite side of the road.

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The Club does occasionally hold small community events largely related to Boxing Club functions and fund-raising events. The maximum attendance at these events is around 70 people. As the demand for these events is drawn from the local area, attendees generally walk / use public transport to the premises (and are encouraged to do so) rather than using cars.

From a logistics / operational perspective, the lessons would not take place at the same time as the community events.

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11 – Summary and Conclusion

The proposed extension to the Boxing Club premises will utilise space within what is a little used car park to the rear of the building.

The operation of the Club attracts between 20 to 25 attendees per training session, most of which live locally, and many are below driving age so walk to the Club from the nearby residential areas. Those that live further afield benefit from the proximity of good public transport facilities within a short walk from the site.

Whilst some parents drop off children for lessons on Clayton Lane, this short-term activity has not caused any traffic problems as far as the Club are aware. The generous width of Clayton Lane and the parking restrictions opposite the Club means that any parking that does occur does not impede through traffic movements.

The occasional events which take place associated with the Club and for fund raising operate in a similar fashion and again, have never caused any traffic or road safety problems as far as the Club is aware.

In conclusion, the residual impact of these proposals on the local highway network is not considered to be severe which is the test within the NPPF.

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