



**N-GAGE
REPLACEMENT YOUTH CENTRE
345 BURNAGE LANE, MANCHESTER,
M40 2RF**

TRANSPORT STATEMENT

APRIL 2025

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N-Gage
Replacement Youth Centre
345 Burnage Lane, Manchester, M40 2RF
Transport Statement

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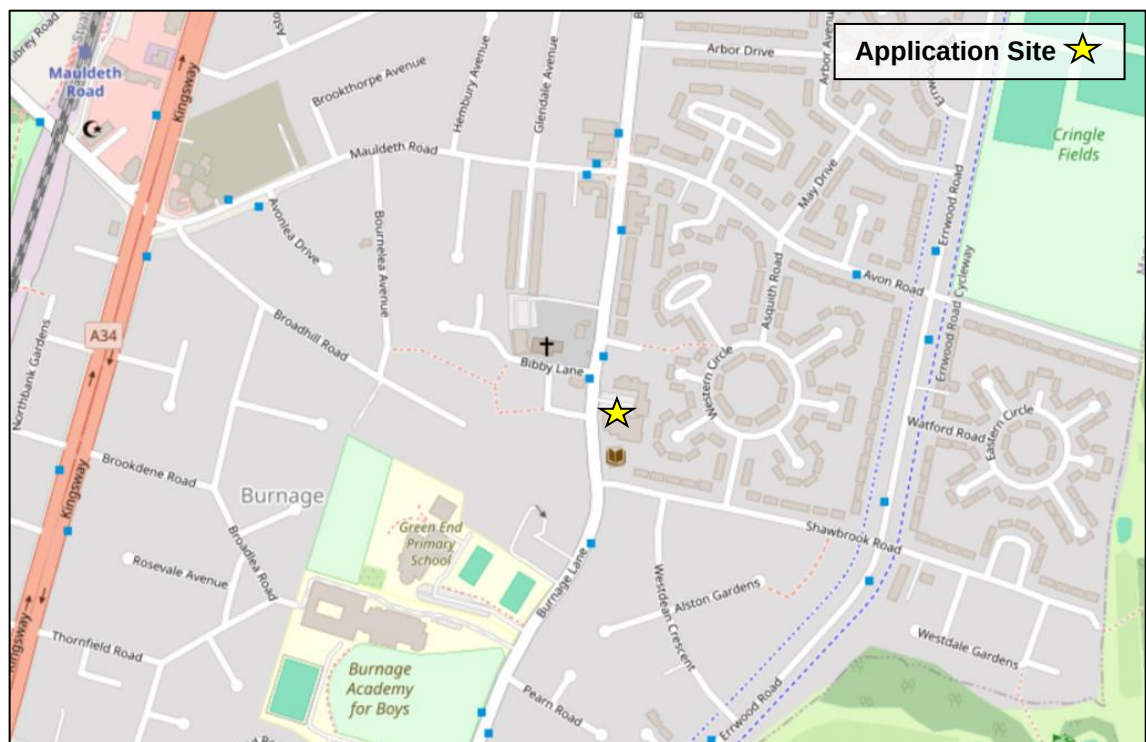
1 Introduction

- 1.1 Mayer Brown Limited has been appointed to prepare a Transport Statement (TS) in support of the planning application for a redevelopment of N-Gage's Catalyst Youth Centre on Burnage Lane, Manchester, M40 2RF. It is intended to form part of the planning application documentation to be submitted to the local planning and highway authority, Manchester City Council.
- 1.2 The development proposals comprise the demolition of the existing building to enable construction of a new modern youth centre, to provide improved facilities for the local community.

2 Site Background

Site location

- 2.1 The youth centre is sited in a mainly residential area off Burnage Lane in Manchester. The site is bounded to the north by a community centre, to the east by residential buildings, to the south by a medical centre, and to the west by a shared car park and Burnage Lane.
- 2.2 An indicative site location plan is shown as **Figure 2.1**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 2.1: Site location

Highway network

- 2.3 Burnage Lane is a 20mph single-carriageway road with speed cushions and footways on both sides. Parking is permitted in bays opposite the entrance to the site and along one side of the road, with the side of the road varying along the length of the highway. To the north, Burnage Lane meets with Mauldeth Road and Avon Road at a signal-controlled junction. To the south, it meets with another section of Mauldeth Road and Errwood Road at a roundabout.
- 2.4 The northern portion of Mauldeth Road is a wide 30mph single carriageway with footway and parking permitted on both sides. To the west it meets the A34 Kingsway at a signal-

controlled junction before continuing to provide access to Mauldeth Road station and Fallowfield. The southern section of Mauldeth Road is a 30mph single carriageway road with footways and parking permitted on both sides. Just before its junction with Whitehurst Road the road narrows significantly as it enters the borough of Stockport.

- 2.5 Errwood Road runs mostly parallel to Burnage Lane and is a 30mph single carriageway with shared footways / cycleways separated from the road by a wooded grassy verge. There are occasional parking bays and accesses to private parking. To the north Errwood Road connects to Levenshulme.
- 2.6 The A34 Kingsway is a major 40mph arterial road travelling locally to Cheadle and the centre of Manchester. There are two carriageways each with two lanes separated by a grass verge lined with trees. Parking is not permitted on this road although the majority of houses along here have private parking. There are wide footways on both sides of the road. The road meets with the national motorway network approximately 3.5km to the south at a junction with the M56 and M60.

Highway safety

- 2.7 A review of accident mapping using crashmap.co.uk has been undertaken for the latest five years of available data. Between the junction with Mauldeth Road in the north and the roundabout in the south there were eight collisions on Burnage Lane in this time period, which were spread throughout the study area and not clustered. Of these, one involved a cyclist and four involved pedestrians. One pedestrian collision resulted in serious injuries and another two pedestrian collisions resulting in slight injuries involved children.
- 2.8 Due to the low number of recorded accidents and lack of cluster sites, it is concluded that there are no significant highway safety issues in the vicinity of the proposed development.

Existing site overview

- 2.9 The site comprises N-Gage's current youth centre which takes vehicular access from Burnage Lane via a shared public car park. Pedestrian access to the existing building is from a footpath running along the northern frontage of the medical centre.
- 2.10 A plan showing the existing site layout is included in **Appendix A**.
- 2.11 The youth centre does not have any dedicated private parking; however, the adjacent public car park can be used. This has approximately twenty spaces, one of which is allocated to medical staff at the adjacent health centre. There are two motorcycle parking

spaces between the health centre and the youth centre; however, these are unused and surplus to requirement, with cars occasionally parking in this area instead.

- 2.12 Very limited deliveries take place at the building. Staff/volunteers bring the majority of materials to the site in their own vehicles, with occasional deliveries by a Transit-type vehicle. There is a sanitary waste collection monthly and weekly cleaning of the building. General waste bins are stored to the rear of the building and moved to the roadside for collection.
- 2.13 The building currently has a floor area of 197sqm on one floor, which provides a main hall, four smaller activity rooms, kitchen and toilet facilities along with a small office. The current layout and construction of the building is outdated and not conducive to the users' activities.

User numbers and times

- 2.14 The site currently has two existing youth groups. A timetable of existing usage of the building, including typical user numbers and ages at each session, is shown in **Appendix B**.
- 2.15 The youth group meetings held at the youth centre both take place on weekday evenings and are focused on different age ranges.

Travel survey

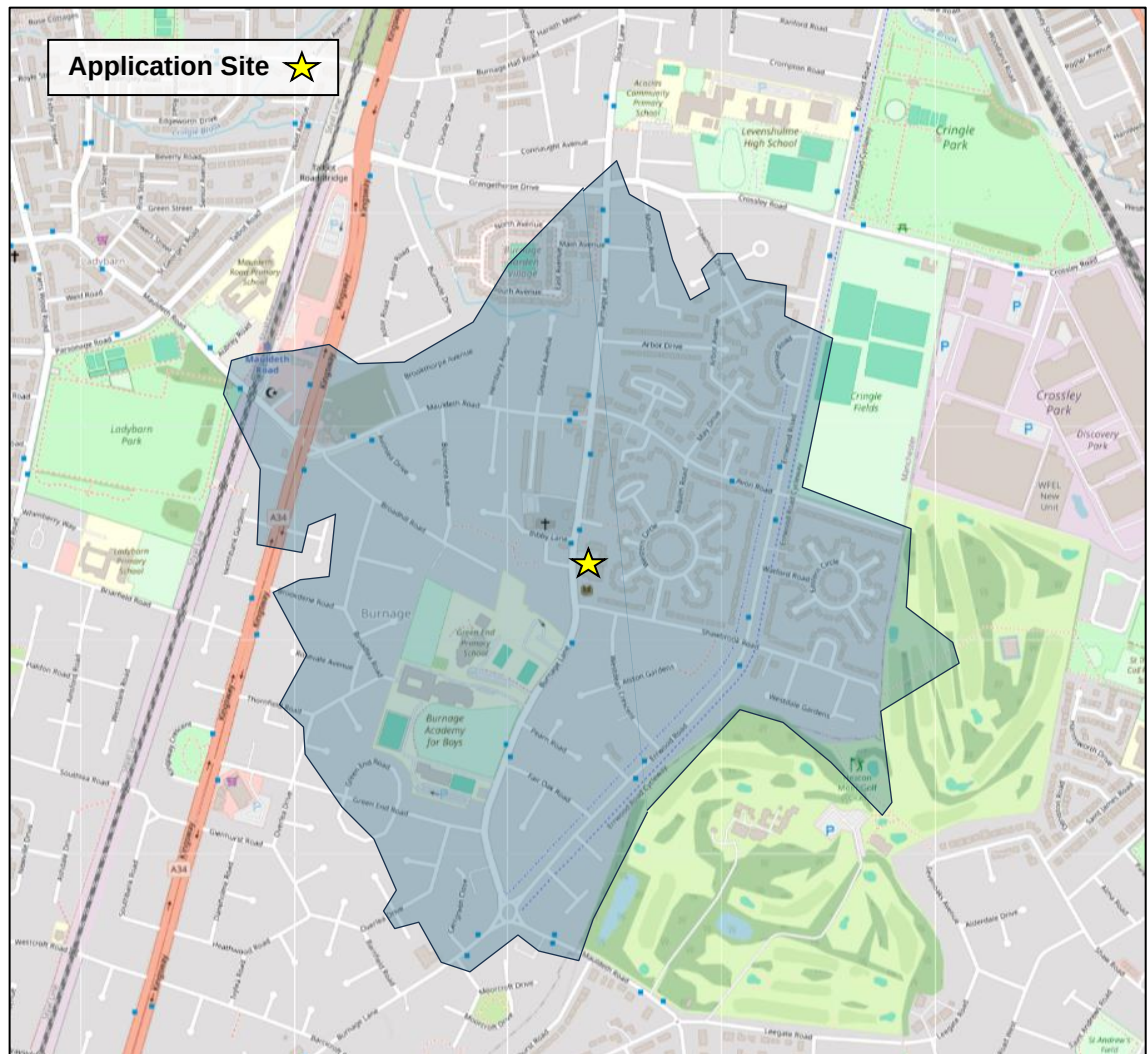
- 2.16 The youth centre undertook travel surveys of its attendees throughout the week of 13/03/2025 – 19/03/2025. Attendees were asked via a “hands up” survey how they travelled to the Youth Centre.
- 2.17 A total of 41 responses was received from both sessions and are considered to provide a good representation of travel by a range of users. A copy of the survey data is included in **Appendix C**.
- 2.18 The travel surveys showed the following overall modal split:
- Walking – 44%;
 - Scooting – 0%;
 - Cycling – 0%;
 - Public transport (bus/rail) – 0%;
 - Dropped off by car – 56%; and
 - Car driver who parked on-site/nearby – 0%.
- 2.19 At the session for 12 to 17 year olds, all but one member walked to the youth group. At the session for 7 to 11 year olds, 27% of the attendees walked.

3 Accessibility

- 3.1 An assessment of how the site can be accessed via non-car modes of travel has been undertaken.

Walking

- 3.2 The Chartered Institute of Highways and Transportation document 'Planning for Walking' published March 2015 indicates that people will typically only walk if their destination is less than a mile away with a typical catchment of around 800m, or a 10-minute walk time based on a comfortable walking pace of 80m per minute. This is also considered a realistic walking distance for parents/carers of younger children, whilst older teenagers may be willing to walk further if travelling independently and/or with a group of friends.
- 3.3 A walking distance of 800m covers an area bounded broadly by Grangethorpe Drive / Crossley Road to the north, by Heaton Moor Gold Club to the east, by Mauldeth Road / Burnage Lane to the south and by the A24 Kingsway to the west.
- 3.4 There are footways on both sides along all local roads in the area. There are dropped kerbs provided across the access to the site from Burnage Lane, and approximately 50m south of the site in front of the library there is an informal crossing across Burnage Lane with dropped kerbs and tactile paving. There are also informal crossings with dropped kerbs and tactile paving over other roads with access from Burnage Lane. At the junction with Mauldeth Lane to the north there are signal controlled pedestrian crossings with dropped kerbs and tactile paving.
- 3.5 Opposite the site, there is a public footpath leading to Broadhill Road which offers the most direct route to Mauldeth Road train station. The pedestrian crossings over the A34 Kingsway at the Mauldeth Road junction towards the station are signal controlled.
- 3.6 To the north of the site at the end of Dahlia Close, there is a lit footpath to Western Circle which offers more direct access to that residential estate and to northeastern routes from the site.
- 3.7 A plan showing an 800m walking distance is included as **Figure 3.1**.

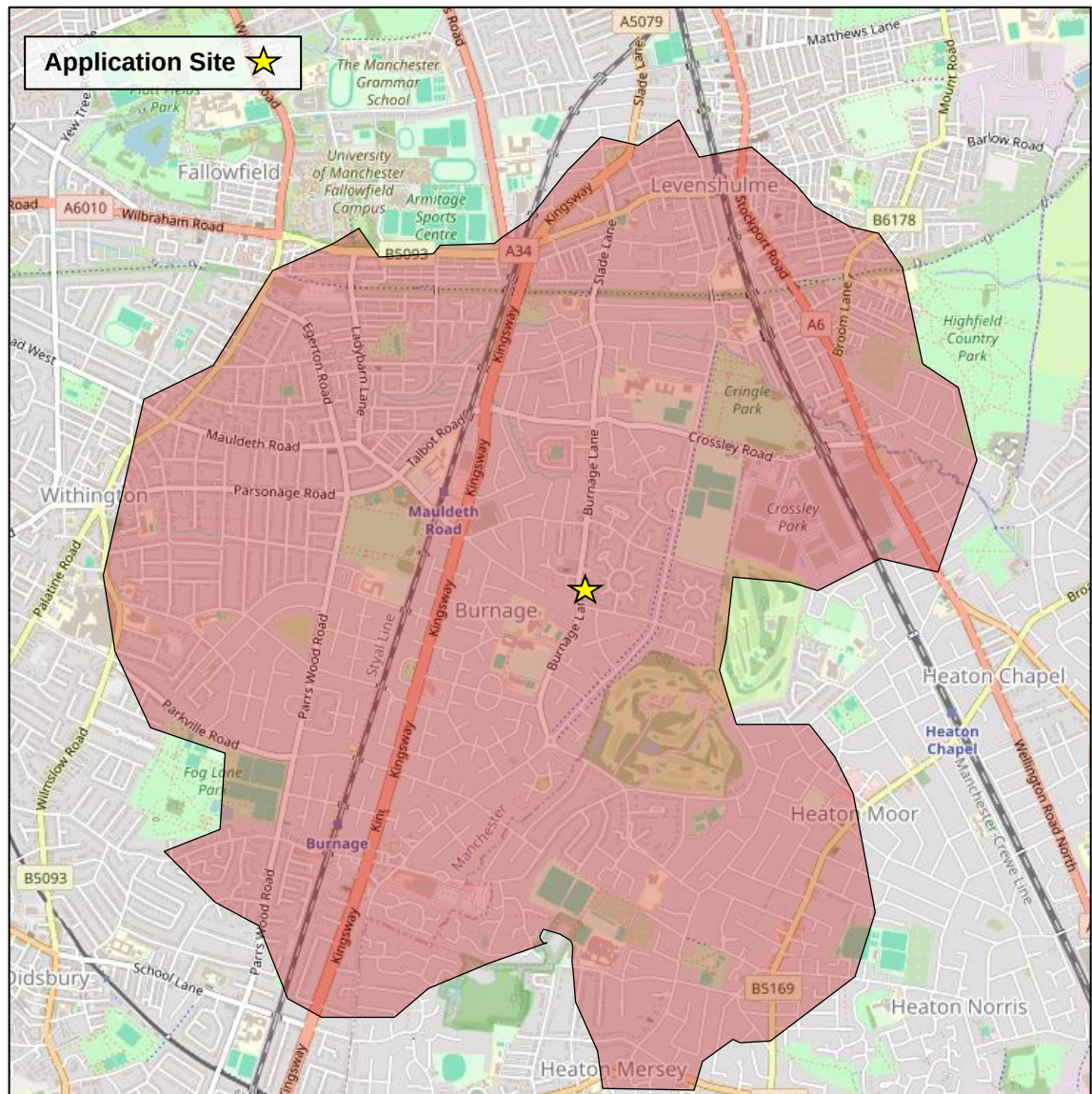


Source: Map data © OpenStreetMap contributors, CC BY-SA; www.openstreetmap.org; www.creativecommons.org

Figure 3.1: Walking catchment area

Cycling

- 3.8 Cycling is seen as a viable alternative for journeys of up to 5km, equivalent to a 20-minute cycle time based on a speed of 10mph (16kph). Given the land use and age profile of users, however, a maximum 10-minute cycle time is seen as more realistic at this site.
- 3.9 A plan showing a 2.5km cycling catchment area for the site is shown in **Figure 3.2**.



Source: Map data © OpenStreetMap contributors, CC BY-SA; www.creativecommons.org

Figure 3.2: Cycling catchment area

- 3.10 There is no dedicated infrastructure for cycling on Burnage Lane; however, it is designated a bike-friendly road on local mapping. Shawbrook Road is also a bike-friendly road and provides access to the Errwood Road Cycleway, east of the site.
- 3.11 Errwood Road Cycleway is a local cycleway which travels parallel to Erwood Road for 1.7km. Its southern half is a shared footway / cycleway on both sides of the road and the northern half is a segregated two-way cycleway. Its northern terminus is approximately 150m short of the National Cycle Network (NCN) routes 6 and 60.
- 3.12 Locally, the NCN route 6 connects to the NCN 62 in Brinnington to the east and Fallowfield to the west. At Fallowfield there is an additional more direct cycleway into the city centre along Wilmslow Road.

- 3.13 The NCN route 60 serves as an orbital cycle route around Manchester and locally links to Chorlton-cum-Hardy and Fallowfield to the west and Gorton to the northeast.

Public transport

- 3.14 Given the mainly local catchment for the building and the results of the travel surveys, there is currently limited demand for bus services.
- 3.15 The nearest bus stops to the site are located on Burnage Lane (a 50m walk from the Youth Centre) and receive routes 25 and 197. These stops provide timetable information.
- 3.16 Details of local bus services are set out within **Appendix D**.
- 3.17 The nearest train station is Mauldeth Road, approximately an 800m walk away from the site. It receives one train per hour to Manchester Piccadilly, Crewe, Manchester Airport and Liverpool Lime Street (via Manchester Piccadilly).

4 Development Proposals

Proposed development

- 4.1 The current site occupiers have advised that the layout and construction of the building is outdated and not conducive to the users' activities.
- 4.2 Consequently, the scheme aims to demolish the existing building and replace it with a new energy-efficient single-storey building of approximately 206sqm. A better internal floor layout will be provided, along with improved entrance arrangements and lighting and heating within the building. A main hall will be provided along with three activity rooms, office, storage, kitchen and toilet facilities including a shower.
- 4.3 Plans showing the current and proposed layouts are included in **Appendix A**.

Site access arrangements

- 4.4 There are no changes proposed to pedestrian or vehicular access, which will be retained via Burnage Lane.

Parking

Bicycles

- 4.5 Two Sheffield stands accommodating four bicycles will be provided to the south of the building entrance. This will involve reconfiguration of the existing motorcycle parking area to facilitate the cycle parking provision, including removal of one of the underused motorcycle spaces.
- 4.6 Manchester City Council cycle parking standards set out within the *Core Strategy* require minimum provision of one space per 140sqm, to a minimum of two, for Use D2: Other Leisure Facilities. The proposed provision therefore exceeds these standards.

Car parking

- 4.7 No change in car parking is proposed as a result of the scheme, including no changes to public parking in the adjacent car park. Attendees travelling by car will continue to park within the adjacent public car park or on-street in permitted areas.

Servicing and deliveries

- 4.8 No changes are predicted to the frequency and type of deliveries/servicing arrangements associated with the site post-development, with the general and sanitary waste collections and cleaning arrangements also retained as per present.

Attendee times and numbers

- 4.9 A timetable of estimated predicted usage of the building, including typical user numbers and ages at each session, is shown in **Appendix E**.
- 4.10 There will be increases of up to 10 attendees at the existing sessions, plus the introduction of new sessions as a result of the improved building, with all of these events occurring in the evening and with up to 20 new attendees.

5 Trip Generation

- 5.1 Multi-modal trip generation for the predicted increase in users is shown within the calculation tables in **Appendix F** and summarised herein

Existing sessions

- 5.2 As set out in **Section 4**, the new building is predicted to result in an increase of around ten users to current Youth Club sessions, resulting in just one additional vehicle at the start and end of each session due to the high level of walking to and from the site.
- 5.3 This level of additional trip generation is not expected to have a significant or severe impact on the local highway network or to affect highway capacity.

New sessions

- 5.4 With the new building, a range of additional evening groups will be run for up to 20 people, comprising:
- An additional Junior Youth Club session on a Monday;
 - A new Youth Music Club session on a Wednesday; and
 - An additional Youth Club session on a Friday.
- 5.5 These will each result in up to 15 cars dropping off and picking up attendees. This is less traffic than generated by the current Junior Youth Club session running on Thursdays.
- 5.6 Additionally, it should be noted that there is likely to be an element of car sharing by siblings or friends, which will result in increased vehicular occupancy and may therefore result in a reduced level of trip generation than that estimated above.

Car parking demand

- 5.7 Family/friends who are dropping off attendees are expected to enter the public car park for drop off, if parking spaces are available, or alternatively drop off/pick up at the roadside.
- 5.8 It is probable that for older children, parents will pull up in the car park or at the roadside to drop off children, but for younger children they will park briefly to walk the children to the centre. At the end of the sessions, parents are more likely to park and then walk to the centre to collect the children.
- 5.9 The increases predicted for the existing youth sessions, of one additional vehicle parking, is not expected to cause any significant parking issues in the local vicinity, while the new

sessions running on new nights will have lower demand for parking than the existing Junior Youth Club.

6 Conclusion

6.1 Mayer Brown Limited has been appointed to prepare this Transport Statement in support of the proposals for redevelopment of Youth Centre on 345 Burnage Lane, Manchester, M40 2RF.

6.2 This Transport Statement demonstrates that:

- N-Gage currently occupies the building, but the building arrangement and condition does not meet their current needs;
- Access to the site for members of the public and staff is currently provided via a public car park off Burnage Lane;
- The site is accessible via sustainable modes of travel, being located in a mainly residential area and serving a mainly local catchment;
- Travel surveys of attendees were undertaken which shows that the majority of older youth users walk to the site, and the majority of younger youth users are dropped off by car;
- Development proposals seek to demolish the current building and construct a new energy efficient building to current design standards that better meets the needs of the youth groups;
- No changes are proposed to car parking provision;
- New cycle storage will be provided that exceeds local policy requirements;
- Increases in attendees to existing sessions will result in just one additional vehicle, whilst new sessions on other nights will have a lesser traffic impact than existing sessions;
- Given the low increase in vehicular traffic, it is expected that the proposed development would have no material impact on the safety or operation of the local highway network.

6.3 In light of the above and preceding assessment, it is reasonable to conclude that the development proposals are acceptable in transport planning terms and do not generate any significant impact to the local transport network and therefore accord with the principles of sustainable development set out within the National Planning Policy Framework.

APPENDIX A: Existing and Proposed Layouts

Existing Topographical Plan



Approximate:

OS Note:
Some services may have been omitted due to parked vehicles.
The Ordnance Survey title is to be used as a guide only.

This survey has been orientated to the Ordnance Survey (O.S.) National Grid OSGB36(15) via Global Navigational Satellite Systems (GNSS) and the O.S. Active Network (OS Net).
A true OSGB36 coordinate has been established near to the site centre via a transformation using the OSTN1GB5 & OSGB15GB transformation models.
The survey has been correlated to this point and a further one or more OSGB36(15) points established to create a true O.S. bearing for angle orientation.
No scale factor has been applied to the survey therefore the coordinates shown are arbitrary & not true O.S. Coordinates which have a scale factor applied.
Please refer to Survey Station Table to enable establishment of the on-site grid.

Comments
This plan should only be used for its original purpose. iG Surveys accepts no responsibility for this plan if supplied to any party other than the original client.

All dimensions should be checked on site prior to design and construction.
Drainage information (where applicable) has been visually inspected from the surface and therefore should be treated as approximate only.

Key:

Sht 1.00 Ht 2.12	Sill Height from Finished Floor Level. Head Height from Finished Floor Level.
Susp Ceiling Ht. 2.00 Ceiling Ht. 3.00	Suspended Ceiling Height from FFL. Structural Ceiling Height from FFL.
IFL: 100.00m +100.00m	Internal Floor Level (General). Internal Floor Level (Specific).
Insertion Point	Insertion Point for overlay drawings of other floors or details.
100.00	Height indicator showing level above ordnance datum.

Client
Corstorphine & Wright

Project Address
345 Burnage Ln,
Manchester M19 1EW

Drawing Title
Topographical

Scale 1:200	Paper Size A2
Drawn By JT	Date 11-09-2024

Level Datum OS GPS

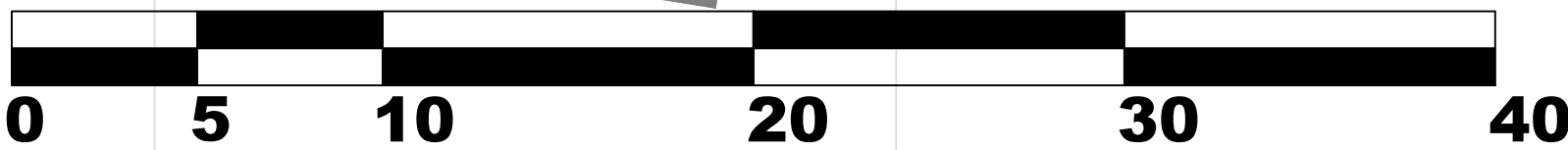
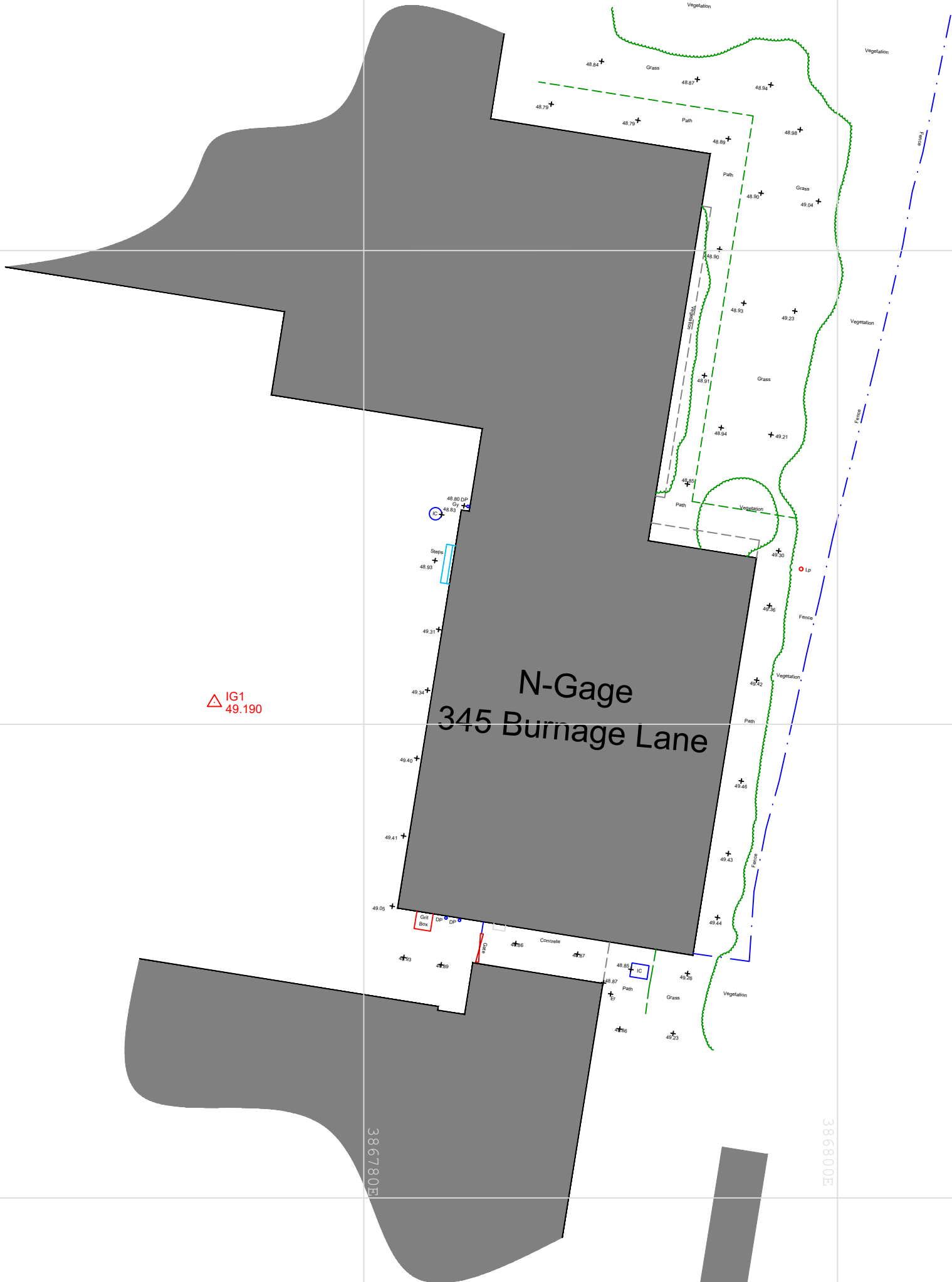
Grid Orientation OS GPS

Drawing Number J527.02	Rev. B
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Notes



Tanyard House
37 High Street
Measham
DE12 7HR



APPENDIX B: Existing Centre timetable

Current Youth Centre events and attendee numbers

Activity / Group / Event	Day(s)	Time	Number of existing attendees	Age of attendees (if <18)
Youth Club	Tues	6pm	10	12-17
Junior Youth Club	Thurs	6pm	35	7-11

APPENDIX C: Existing user travel survey

N-Gage Catalyst Youth Centre, Burnage

Modal share

Activity / Group / Event	Day(s)	Time	Travel mode - numbers							Total	Travel mode - share						
			Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other		Walk	Scoot	Cycle	Bus / Train	Droppe d off	Car Driver	Other
Youth Club	Tues	6pm	10	0	0	0	1	0	0	11	91%	0%	0%	0%	9%	0%	0%
Junior Youth Club	Thurs	6pm	8	0	0	0	22	0	0	30	27%	0%	0%	0%	73%	0%	0%
Totals			18	0	0	0	23	0	0	41	44%	0%	0%	0%	56%	0%	0%

APPENDIX D: Existing bus services

N-Gage Catalyst Youth Centre, Burnage

Local Bus Information

Local Stop Details

Updated 15 April 2025
BREEAM Period: 08:00-19:00
"Other buildings"



XX = School / College Services

Stop Name	Direction	Walk Distance (m)	Routes served
A Farmer's Arms	Both	50	25, 197, 748, 749, 751, 797
B Shawbrook Road (n/b)	Northbound	450	172, 727, 763
C Shawbrook Road (s/b)	Southbound	450	172, 727, 763

Stop Facilities e.g. shelter, RTPI, seating, layby , raised bus kerbs, paper timetables etc
A Paper timetables
B Bus Shelter, Seating, Paper Timetables
C Signpost

Bus Service Summary

Service No:	25
Local Stop(s) Served:	A
Operator:	Bee Network
Route:	Stockport to the Trafford Centre
Timetable Source:	https://tfgm.com/travel-updates/live-departures/bus/25-stockport
Timetable Last Updated:	05/01/2025

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Every 30 minutes	Every 30 minutes	Hourly
Daytime:	Every 30 minutes	Every 30 minutes	Every 30 minutes
Evening:	Every 30 minutes	Every 30 minutes	Hourly
08:00-19:00	21		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	05:50	07:02	08:04
Last Service:	22:55	22:55	22:54

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	06:30	07:11	08:39
Last Service:	00:23	00:23	22:24

Service No:	197
Local Stop(s) Served:	A
Operator:	Bee Network
Route:	Stockport to Manchester
Timetable Source:	https://tfgm.com/travel-updates/live-departures/bus/197-stockport
Timetable Last Updated:	05/01/2025

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Every 20 minutes	Every 30 minutes	Hourly
Daytime:	Every 20 minutes	Every 30 minutes	Hourly
Evening:	Every 30 minutes	Hourly	Hourly
08:00-19:00	34		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	05:50	07:28	08:28
Last Service:	22:28	22:28	21:28

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	07:03	08:38	09:33
Last Service:	23:33	23:33	22:33

Service No:	172
Local Stop(s) Served:	B, C
Operator:	Bee Network
Route:	Southern Cemetery to Newton Heath
Timetable Source:	https://tfgm.com/travel-updates/live-departures/bus/172-newton-heath
Timetable Last Updated:	24/03/2024

FREQUENCY	Mon - Fri	Saturday	Sunday
Morning:	Hourly	Hourly	Hourly
Daytime:	Hourly	Hourly	Hourly
Evening:	Hourly	Hourly	Hourly
08:00-19:00	11		

OUTBOUND	Mon - Fri	Saturday	Sunday
First Service:	06:03	07:23	08:53
Last Service:	23:24	23:24	22:21

INBOUND	Mon - Fri	Saturday	Sunday
First Service:	05:18	06:38	07:40
Last Service:	22:46	22:46	21:43

APPENDIX E: Predicted Centre timetables

Predicted Youth Centre events and attendee numbers

Activity / Group / Event	Day(s)	Time	Number of predicted attendees	Change in attendees compared to existing usage	Age of attendees (if <18)
Junior Youth Club	Mon	6pm	20	+20	7-11
Youth Club	Tues	6pm	20	+10	12-17
Youth Club Music	Weds	6pm	15	+15	10-14
Junior Youth Club	Thurs	6pm	35	+0	7-11
Youth Club	Fri	6pm	20	+20	12-17

APPENDIX F: Trip generation

N-Gage Catalyst Youth Centre, Burnage

Trip generation

Activity / Group / Event	Day(s)	Time	Number of attendees			Travel mode - percentage by session							Travel mode - change in attendees						
			Existing	Proposed	Change	Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other	Walk	Scoot	Cycle	Bus / Train	Dropped off	Car Driver	Other
Junior Youth Club	Mon	6pm	0	20	20	27%	0%	0%	0%	73%	0%	0%	5	0	0	0	15	0	0
Youth Club	Tues	6pm	10	20	10	91%	0%	0%	0%	9%	0%	0%	9	0	0	0	1	0	0
Youth Club Music	Weds	6pm	0	15	15	44%	0%	0%	0%	56%	0%	0%	7	0	0	0	8	0	0
Junior Youth Club	Thurs	6pm	35	35	0	27%	0%	0%	0%	73%	0%	0%	0	0	0	0	0	0	0
Youth Club	Fri	6pm	0	20	20	91%	0%	0%	0%	9%	0%	0%	18	0	0	0	2	0	0
Average						44%	0%	0%	0%	56%	0%	0%							

