



DTPC

Report No. J617/TP rev A
June 2020

**PROPOSED RE PROVISION OF A
MOSQUE, PARK GROVE MANCHESTER**

TRAVEL PLAN

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CONTROLLED DOCUMENT

<i>DTPC No:</i>		J617/TP rev A	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	6/7/2020

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
A	3/10/2020	Updated following feedback

TRAVEL PLAN

PROPOSED RE PROVISION OF MOSQUE, PARK GROVE MANCHESTER

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1. INTRODUCTION

DTPC has been engaged by **MLDesign** on behalf of the Al Raza Foundation to prepare a Travel Plan (ITP) associated with their proposed associated their proposed Mosque replacement.

Development Proposal

The application relates to a site located in the urban area, currently used as a mosque with car parking which will be redeveloped.

Purpose of report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Framework Travel Plan to enable the student accommodation to manage its future occupants and staff travel modes for the new facility.

This TP discusses the following issues:

- Government Planning
- and Transportation Policy
- Site and Local Area
- Sustainability
- Measures and Targets
- Summary & Conclusions.

Liability of Report

This report is prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/2018 version and sets out the policy framework for sustainable development and supersedes the previous advice.

Unlike the previous version the new NPPF sets out limited advice on travel planning:

It does set out priorities for movements:

Para 108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Para 110. applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,
- d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Travel Planning Guidance

The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.

The guidance explains how *“we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment”* and identifies that *“The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life”*.

The document sets out an overview of the process and delivery of Travel Plans and states that *“A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”*

The Guidance states that *“Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use...”* and; *“A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review”*.

It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan it advises *“needs to address all the journeys that may be made to and from a site”*.

The guidance also specifies that *“It is important to note that Travel planning should be developed as one of the means of delivering an area’s sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks”*.

The document states that Travel Plans have become an integral element in the planning process, and that rather than being a soft option to deal with the transport implications of development they are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively, and the need for costly highway infrastructure is avoided as far as is practical.

The document emphasises that Travel Plans are dynamic, living documents that should be updated regularly, with the aim that it is ensured they represent the current situation in respect of travel and access, and that actions to achieve the outcomes are sought. In this regard implementing a Travel Plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances.

The DfT document continues to state that Travel Plans should continue for the life of the development, and as such require commitments from occupiers and partners. Regular monitoring should be undertaken to ensure that progress is being made towards achieving the outcome targets and to allow that appropriate adjustments can be made to ensure that agreed outcomes are met and maintained.

Addressing health equity within travel plans

The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in addition are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

Local government has a new role in improving health.

The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents.

Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

Indicators of a healthy street environment

Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access and severance	Mental wellbeing Personal resilience Stress Social isolation

New local government responsibilities for public health

The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.

Council's are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table overleaf.

High level outcomes	Wider determinants	Health improvements	Healthcare improvements
• Healthy life expectancy • Health inequalities	• Children in poverty • Pupil absence • 16–18 year old NEET • Employment for people with a LTC • Sickness absence rate • Killed and seriously injured on the road • Violent crime • Population affected by noise • Use of green space for exercise • Social connectedness • Older people's perception of safety	• Low birth rate • Breastfeeding • Early childhood development • Childhood obesity • Wellbeing of looked after children • Diet • Adult obesity • Physical inactivity • Diabetes • Self-reported wellbeing • Falls and fall injuries in the over-65s	• Preventable deaths • Premature deaths from cardiovascular disease • Premature deaths from all cancers • Early death from respiratory disease • Suicide • Quality of life for older people • Hip fractures in the over-65s • Dementia
Health protection • Air pollution • Sustainable development plans for public sector organisations			

10 indicators to a healthy street, source Lucy Saunders.

Indicator	How it relates to health
Pedestrians from all walks of life	Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.
People choose to walk and cycle	Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.
Clean air	The health impacts of air quality include cardiovascular disease and respiratory disease.
People feel safe	People need to feel that they will be safe from injury and crime when they are on the street.
Not too noisy	Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.
Easy to cross	If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.
Shade and shelter	Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.
Places to stop	Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine.
Things to see and do	Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.
People feel relaxed	Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.

Examples of the evidence base overleaf.

Evidence for effective measures to improve health through transport		
Owner	Resource	What it is for
NICE	Public Health Guidance 8 Physical activity and the environment (January 2008)	'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities.
NICE	Public Health Guidance 13 Promoting physical activity in the workplace (May 2008)	
NICE	Public Health Guidance 17 Promoting physical activity for children and young people (January 2009)	
NICE	Public Health Guidance 25 Prevention of cardiovascular disease (June 2010)	
NICE	Public Health Guidance 31 Preventing unintentional road injuries among under-15s: road design (November 2010)	
NICE	Public Health Guidance 41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012)	

Policy guidance on transport and health		
Owner	Resource	What it is for
UK Faculty of Public Health	Transport & health: Position statement and briefing statement (2013)	These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
UK Faculty of Public Health	Built environment & physical activity: Position statement and briefing Statement (2013)	These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
Public Health England & Local Government Association	Obesity and the environment: Increasing physical activity and active travel (2013)	This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.

Evidence of the health impacts of transport		
Owner	Resource	What it is for
Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group	Health on the Move 2. Policies for health promoting transport (2011)	This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.
Saunders et al, Plosone	What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013)	This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer.
British Medical Association	Healthy Transport = Healthy Lives (2012)	This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.
Mackett RL & Brown B, University College London	Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)	This report explores in detail the links between transport and its biggest health impact, physical activity.
Sustainable Development Commission	Fairness in a Car Dependent Society (2011)	This report presents the range of health inequalities that arise from car-dependent societies.

The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

National planning policy states that single occupant car trips are unsustainable, and should be mitigated wherever possible in favour of trips by walking, cycling or public transport.

A Travel Plan achieves this by raising awareness of available alternative transport modes, and offering incentives to site users to make the switch away from car journeys. It is important for a development to take responsibility for the impact of the vehicle trips that it generates on the local highway network and surrounding environment.

A Travel Plan provides a robust evaluation tool to ensure that developments are achieving gains in environmental sustainability, and are more efficiently managing the demand for travel to and from the site. This will benefit all parties involved – public, private and community.

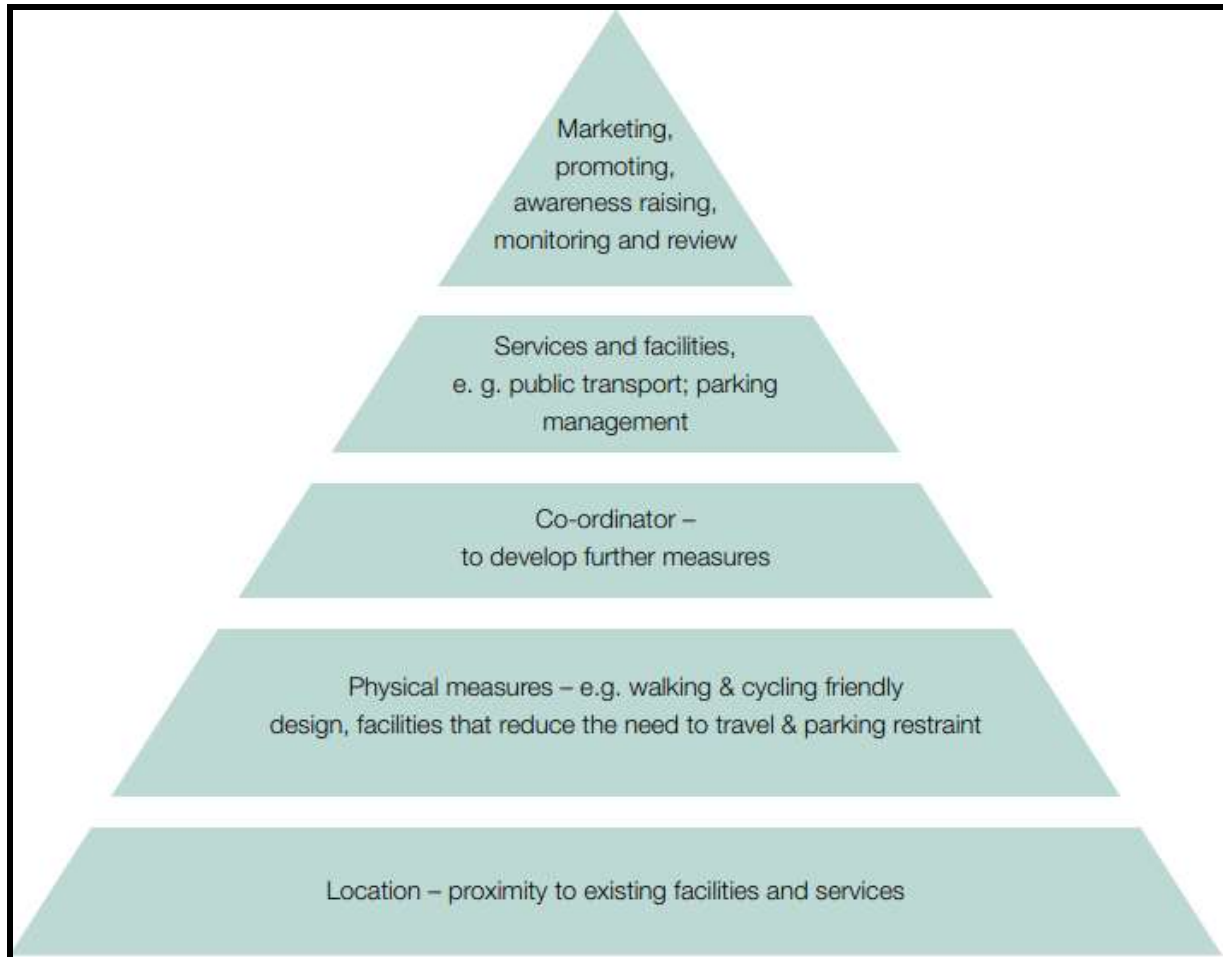
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of the community in a new way and require partnerships between developers, local authorities, local communities and new residents.



How the Travel Plan accords with planning policy

The Site Travel Plan will need to accord with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.

All the measures put forward should be integrated into the design, marketing and occupation of the site. In addition parking restraint is often crucial to the success of the plan in reducing car use, responsible car use rather than ownership is seen as the key factor.



Travel Plan Triangle

It can be helpful to view a travel plan as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought.

At Level 1, the base of the pyramid, the **choice of location**, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport.

At Level 2 are all the **physical aspects** that can be expected to influence travel.

At Level 3 is the input of a **site travel co-ordinator** to co-ordinate the management of the plan.

At Level 4 are the **services and facilities** to be delivered as part of the travel plan to help meet transport needs as appropriate.

At Level 5, the top of the pyramid, is **awareness raising, marketing and information**. These are measures designed to ensure that people know about the services and facilities provided through the travel plan and to encourage more sustainable travel.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

“Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated within the Transport Assessment and to encourage staff, , community and visitors to travel by sustainable modes of transport”.

As the site provides limited onsite parking setting non car targets is clearly unnecessary, the key area will be the maintenance of the existing mode of travel.

The targets should be SMART:-

*A statement of intent (the objectives) including a series of qualitative and quantitative
SMART Travel Plan targets (**S**ustainable, **M**easurable, **A**ccessible, **R**ealistic, **T**ime sensitive);
An assessment of the current problems/issues for the given ‘target group’;
An action plan of measures intended to address these issues and move toward
attainment of the targets including a marketing and promotion strategy;
A monitoring and review element to ensure it remains a ‘living’ document.*

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the Mosque.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

1. Maximise the sustainability of trips to/from the site for all site users (namely the staff and visitors);
2. Increase awareness amongst site users of the alternative travel options from first occupation;

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the Mosque.

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of a detailed planning application. As the site has a known occupier the key management will be via on site management and the TPC for the site.

Implementation of the Travel Plan

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer Manchester Council the document will be launched by the nominated Site Travel Plan Co-ordinator on behalf of **the Mosque**.

They will be task to deliver guidance to enable a promotion and awareness campaign will be launched encouraging staff to review their journeys to and from site, and to consider the provision of accessible transport alternatives.

The TPC will be responsible for developing and managing the business's Travel Plan. This will involve undertaking the staff surveys; target setting; identification and implementation of the detailed measures; marketing; monitoring and reporting to the council.

To maximise success of the Travel Plan it is important that they are initiated from first occupation of the development. Where possible, the TPC should be appointed prior to the new uses becoming available. If this is not possible, the TPC will be appointed and take the role up on occupation.

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

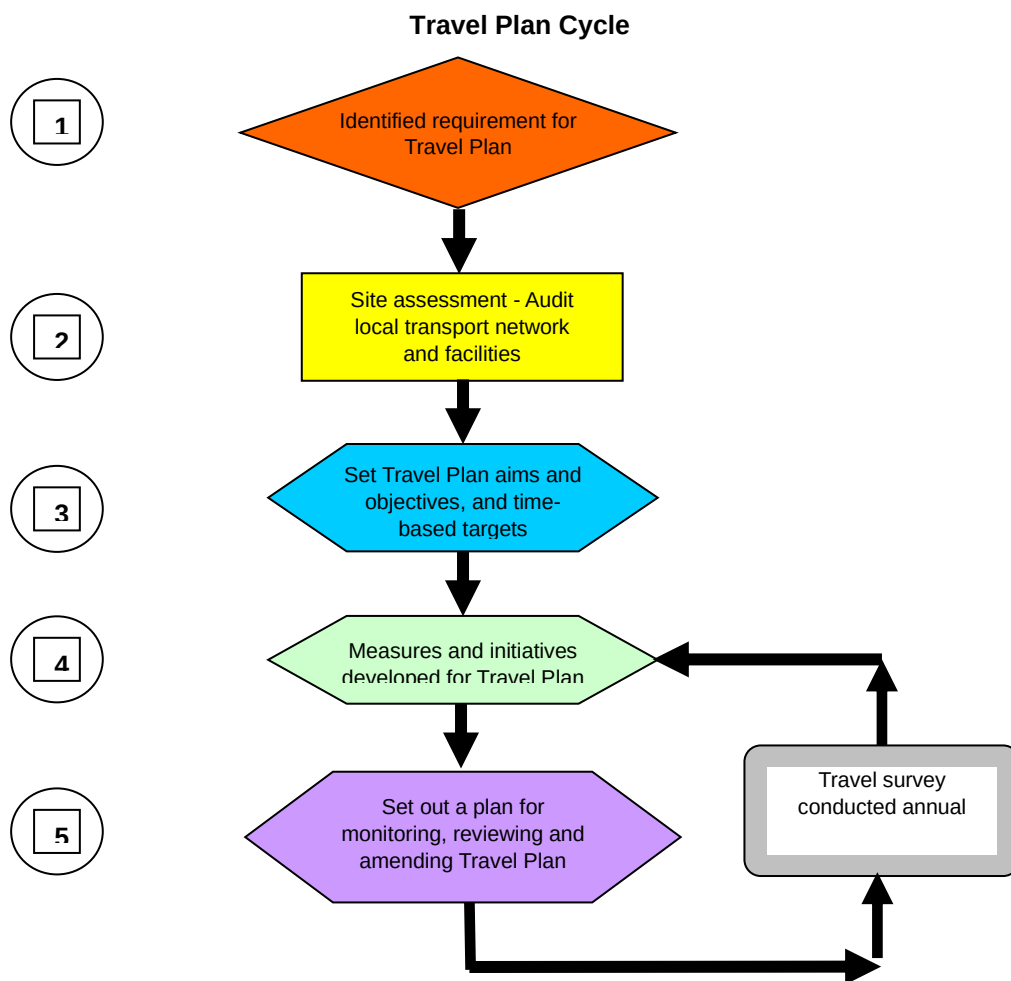
Development of a Travel Plan

A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

Information on travel patterns and traveller opinion is collated and assessed through a multi-user travel survey. This process is used to establish the baseline travel situation for the site. The Travel Plan objectives incorporate national, regional and local planning policy. The Travel Plan allows a package of objectives, targets and measures to be constructed.

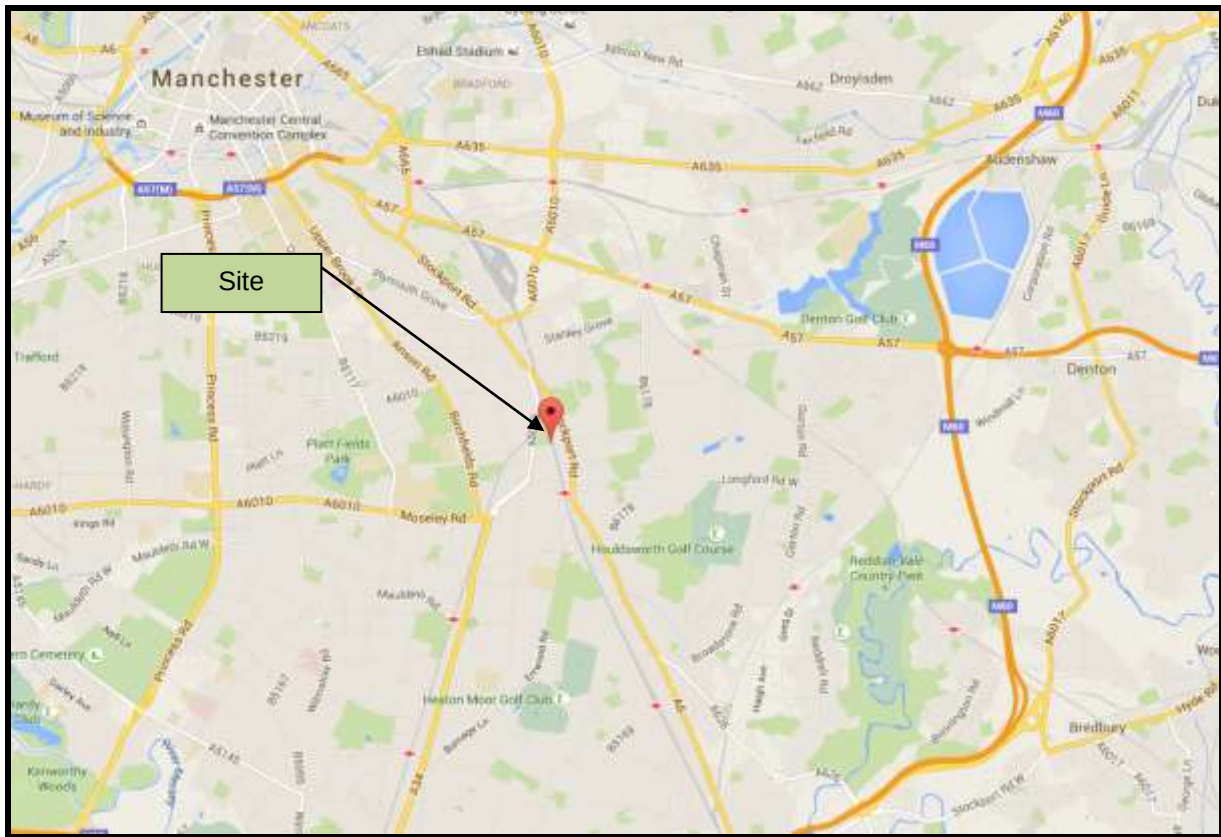
At distinct points through the Travel Plan cycle, measures will be actioned and their effectiveness explored through annual post-completion site user travel surveys. The Travel Plan will be annually reviewed by Manchester Council Travel Plan Co-ordinator and the Mosque appointed Travel Plan advisor, and necessary amendments made, so that the cycle may begin again with a fresh set of targets and measures. Through this process, the Travel Plan will evolve and become more tailored to the site.

A typical Travel Plan cycle comprises of the components outlined below.



5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

The site lies on the west side of the A6 corridor to and from the City Centre. It forms a largely residential use.



Site location plan in relation to neighbouring settlements and locally below

The location of the site in a local setting is shown below; it is bounded by residential areas on all sides.





View of site from west and east



Access points.

Shear Bank Road has one footpath along the east side, limited use in terms of traffic.



View to and away from A6 junction

The frequency of the meetings revolve around the Islamic calendar. There would usually be around 2 to 4 meetings a month, however this may increase to 10 to 12 during the peak religious season which occur twice a year during Eid celebrations.

Prayers

This centre only caters for evening prayers once a week on Thursdays at 8.00 pm.

- The number of expected users is 48
- The number of expected vehicles is 19

Education Classes

Evening Classes 5p.m – 7 p.m	Number of users	Number of Cars
Monday	10	5
Tuesday	-	-
Wednesday	10	5
Thursday	-	-
Friday	-	-
Saturday	-	-
Sunday	-	-

The car parking spaces will only be used for those visiting the centre for prayer or classes as outlined above and there will be no increase in numbers of users from the existing situation. With regard to other activities such as library, IT, administration, dining and nursing area the users of these are those that are attending for prayer or educational classes.

Attendance & Parking

The centre currently has 66 members which are virtually all family based. Some of these members would be using public transport to visit the site whilst others would use private vehicles where the mosque advocates car sharing and finally there will also be local people commuting on foot.

Current site can accommodate for 14 vehicles, however latest layout would be able to accommodate 24 spaces. Car sharing is encouraged and the users are aware there is car space limitation at the centre, and generally choose to either car share or use public transport.

With regard to the parking management this will be overseen by traffic wardens during peak times, mainly during Eid gatherings twice a year. These gatherings will be staggered over the course of the morning at 8.30 am-9.00 am, 9.30 am – 10.00 am and 10.30 – 11 am.

The parking wardens will arrive at the centre at 8 am, half an hour before the first gathering begins and will guide drivers to park as they arrive. At the end of each session they have half an hour to direct drivers in a last to park first to leave sequence in a one way direction in order to ensure the smooth flow of traffic.

It is expected that on the Eid gatherings each session will attract approximately 30% of the members. Of this 30% it is expected under half (approx 40%) to drive to the centre, the rest of the users will arrive by public transport, cycling, walking and car sharing (for example families). Therefore it is not envisaged any overspill parking onto Park Road and therefore there is unlikely to be any impact on resident parking in the area.

In reality the site is a straight replacement, the community do not have Friday prayers as such the impact will be unchanged from the existing uses.

6. ACCESSIBILITY BY MODE

Introduction

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered at a simple level to give an overview.

1. Accessibility on foot;
2. Accessibility by cycle;
3. Accessibility by public transport.

Walking and cycling

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

The proposed development site is located in the urban area with a range of local land uses, services and facilities.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and community uses, provided that accessible footway routes are identified.

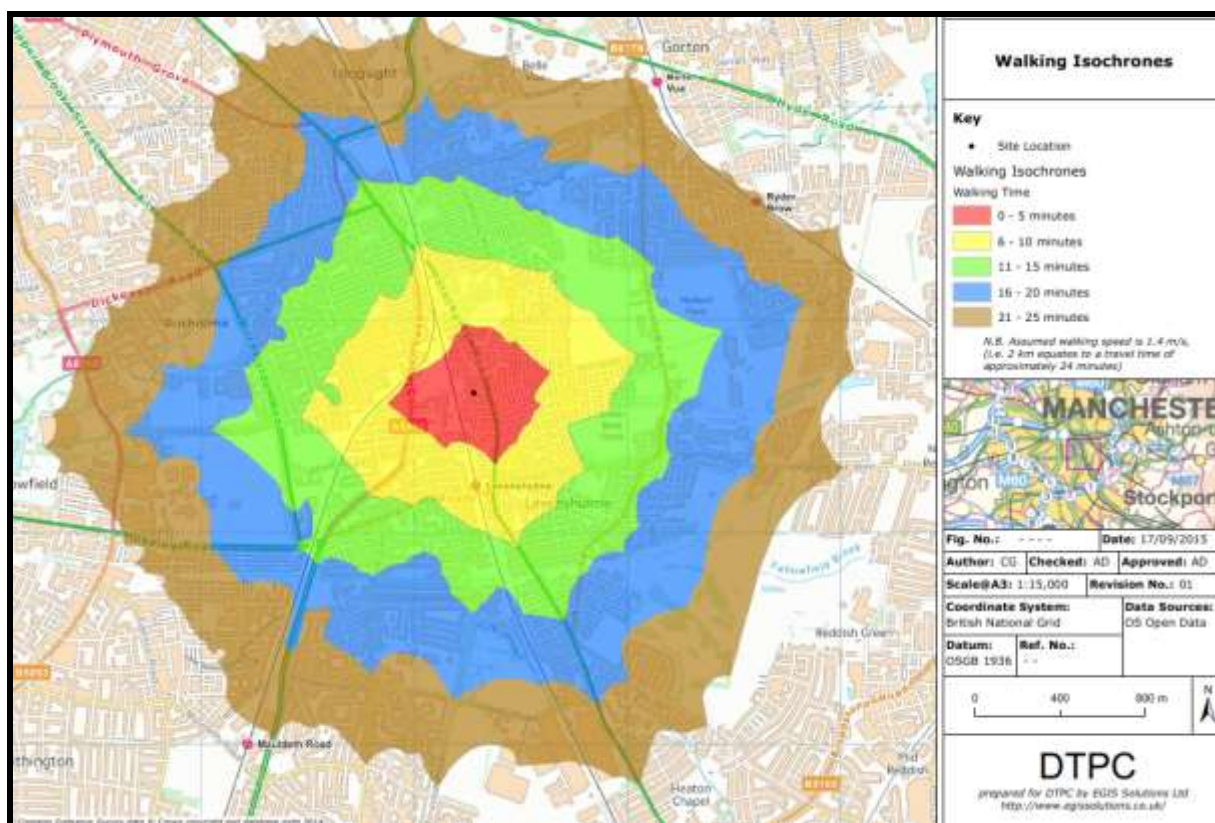
ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.5km / 1km distance are the 6 and 12.5 minutes walk journeys covers a significant urban area. There are, therefore, opportunities for residents to access on foot.

The DfT identify that 78% of walk trips are less than 1km in length,(DfT Transport Statistics GB). It offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car.

The diagram below illustrates a distance of 0.5k in red and 1km in yellow/green from the proposal site.

It demonstrates the pedestrian catchment area for the proposed development site extends to cover the local area. For completeness the 2km is also shown in blue.



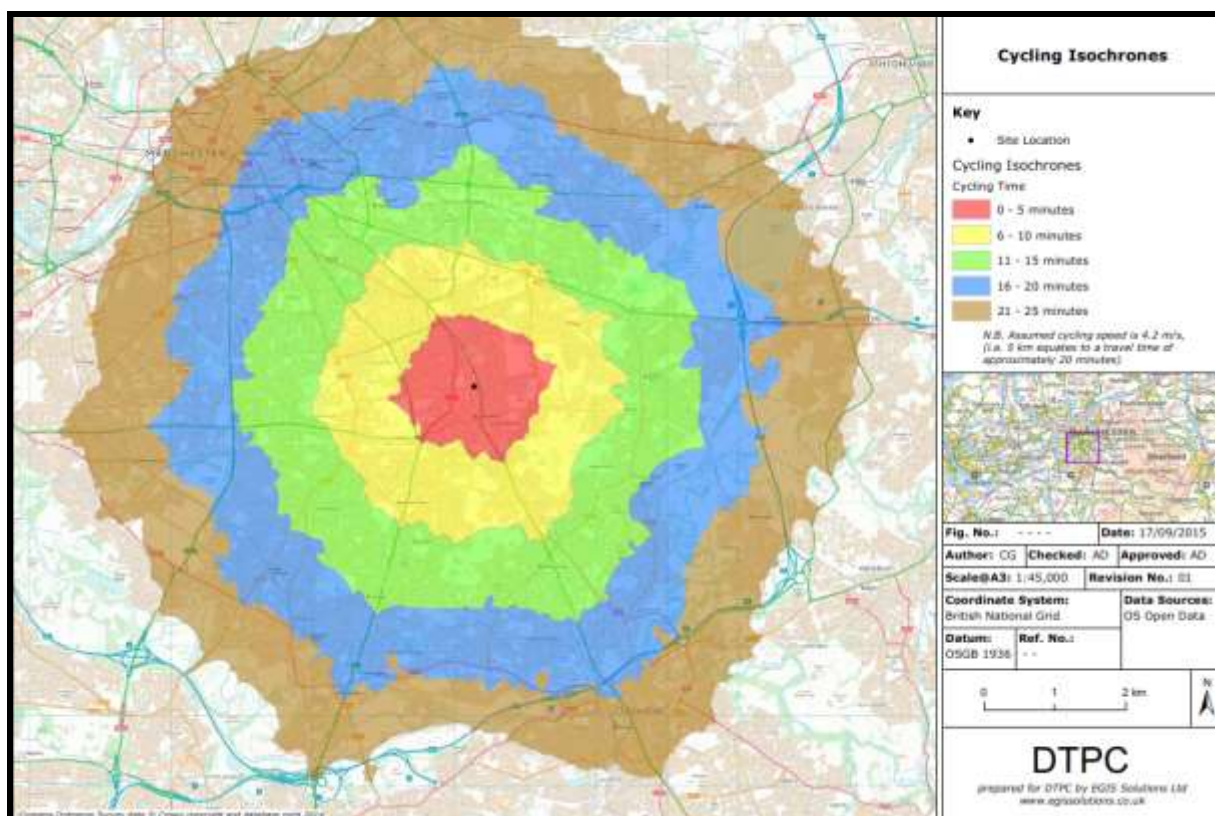
The 1km distance covers part of the centre thus employees can return to the Mosque if needed.

There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians to maintain the current low car use.

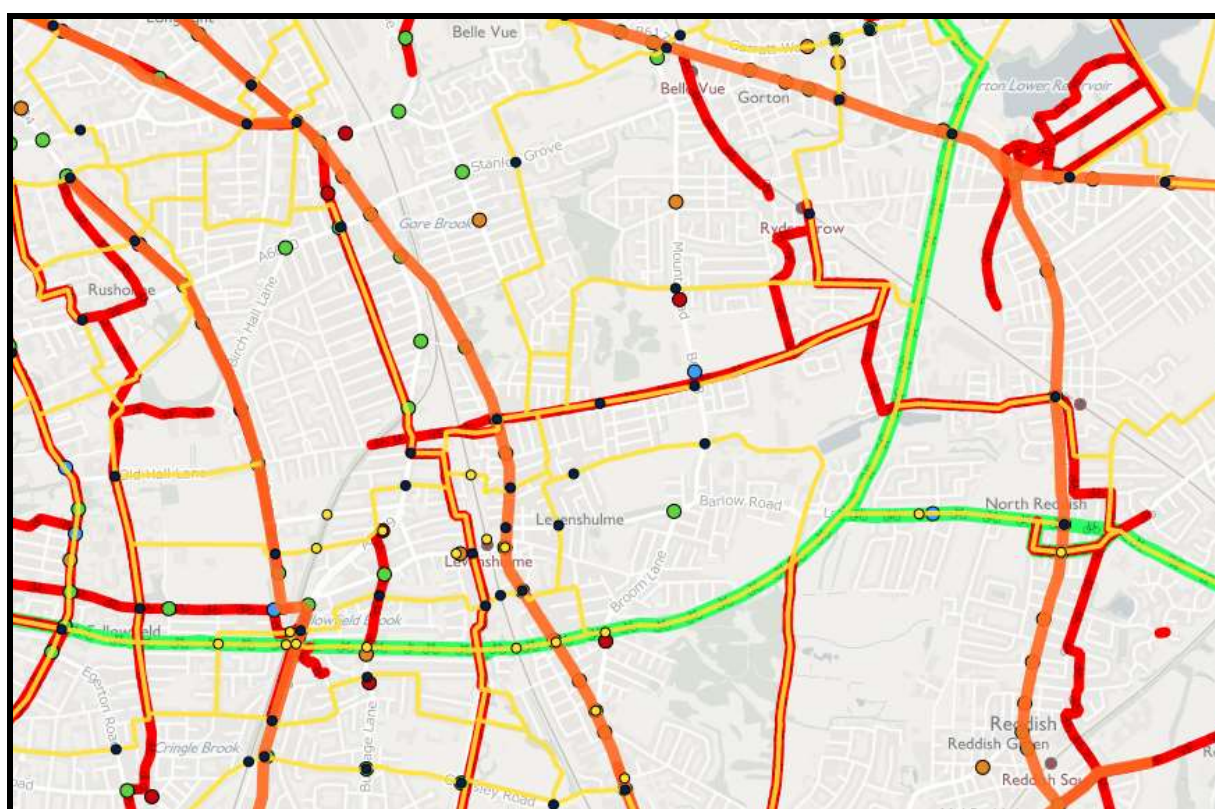
Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

The blue area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the community hall is well linked to the wider area.



Cycle Catchments



Local cycle routes

There are a number of on road and off road cycle routes within the cycle catchment area that can access the site.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

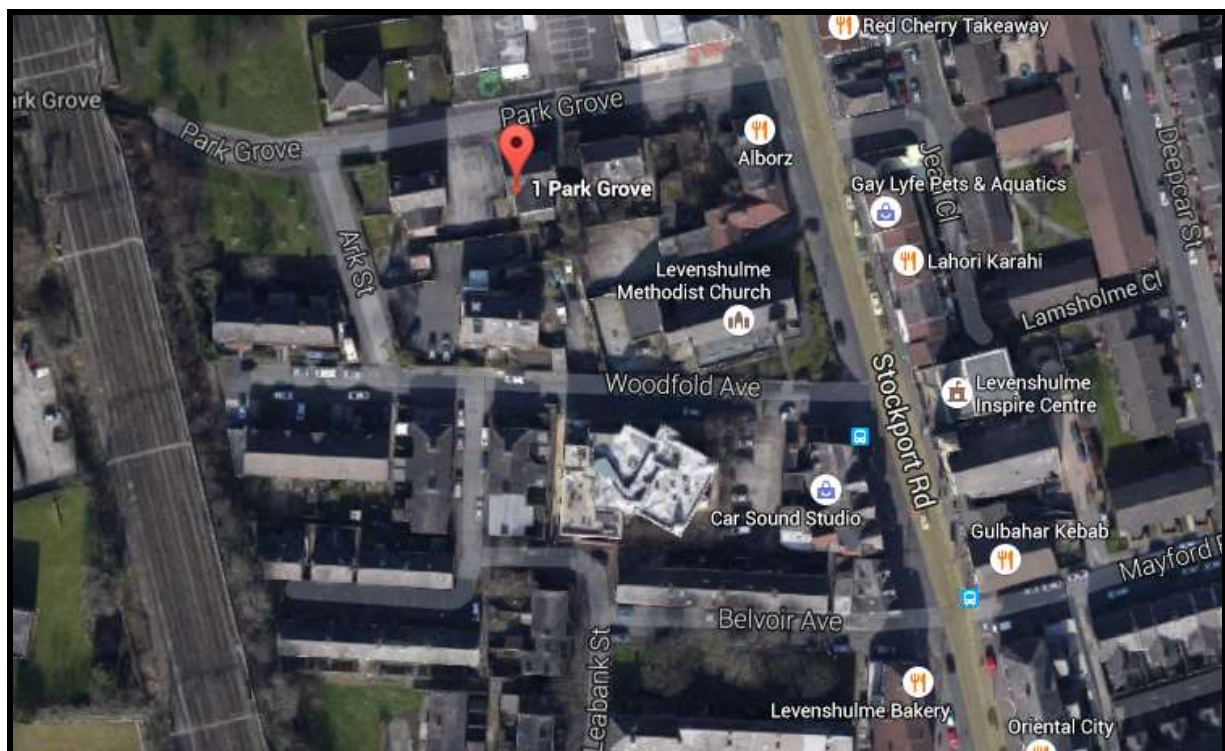
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?

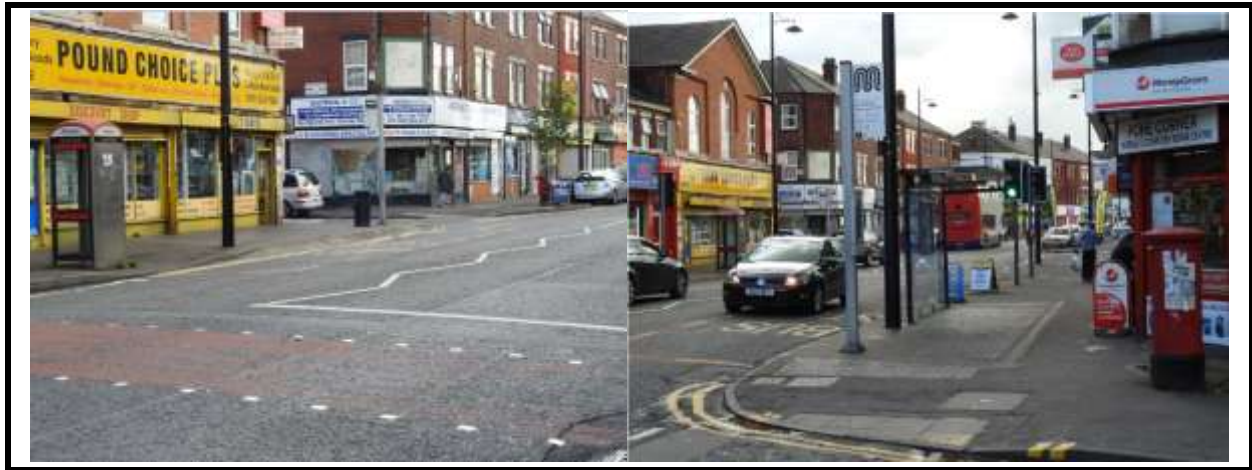
What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The bus stops closest to the site are along the A6, as shown below some 150m from the site and the map.



Bus stops locations and routes below



Bus stops on either side of the A6

192 to Longsight, Ardwick, Brunswick, Manchester													
0448	0458	0508	0518	0528	0538	0548	0553	0558	0602	0607	0611		
0615	0619	0623	0626	0629	0632	0635	0638	0641	0643	0645	0648	0651	
0655	0658	0701	0703	0705	0707	0709	0711	0713	0716	0719	0722	0724	
0727	0730	0733	0736	0740	0743	0746	0750	0753	0756	0759	0802	0805	
0809	0812	0815	0819	0822	0825	0829	0832	0835	0839	0842	0845	0849	
0852	0855	0859	0902	0905	0909	0912	0915	0919	0922	0925	0928	0930	
0933	0936	0939	0942	0945	0947	0949	0952	0955	0957	1000	1003	1006	
1010	1013	1016	1020	1023	1026	1030	1033	1036	1038	1040	1043	1046	
1048	1050	then at 00, 03, 06, 08, 10, 13, 16, 18, 20, 23, 26, 28, 30, 33,											
36, 40, 43, 46, 50, 53, 56, 58 minutes past each hour until	1156 then at 00, 03, 06,												
10, 13, 16, 20, 23, 26, 30, 33, 36, 40, 43, 46, 50, 53, 56 minutes past each hour until	1156 then at 00, 03, 06,												
1446	1448	1450	1453	1456	1500	1503	1506	1508	1510	1513	1516		
1518	1520	1523	1526	1530	1533	1536	1540	1543	1546	1549	then at 02,		
05, 09, 12, 15, 19, 22, 25, 29, 32, 35, 39, 42, 45, 49, 52, 55, 59 minutes past	each hour until												
1745	1748	1751	1754	1758	1801	1804	1808	1811	1814	1817			
1820	1823	1826	1829	1832	1835	1838	1841	1844	1846	1849	1851	1854	
1857	1900	1903	1906	1909	1912	1915	1919	1922	1925	1929	1932	1935	
1938	1942	1946	1950	1954	1958	2002	2006	2010	2014	2019	2024	2029	
2034	2039	2044	then at 04, 14, 24, 29, 34, 44, 54, 59 minutes past each hour until										
2154	2204	2214	2224	2234	2244	2254	2304	2314	2324	2334	2344	2354	
2359	0014	N15											

192 to Longsight, Ardwick, Brunswick, Manchester													
Night bus.													
0029FS	0044FS	0059FS	0114FS	0121FS	0126TN	0131FS	0141T	0151FS	0156TN	0201FS	0211FS		
0218FS	0228FS	0238FS	0248FS	0258FS	0308FS	0318FS							



The site well catered for in terms of bus frequency and connections to the wider network, the site is accessible by bus.

Summary

In summary, the application site can be considered as having a very good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

7. EID PARKING OBSERVATIONS

1. The observations were undertaken prior to and after the start of the EID meeting 12/9/2016 before and after 9.00 AM.

Baseline images 8.30



View along site and towards the A6 2 vehicles parked on road both observed as related to the nearby businesses.



Car park baseline 5 vehicles parked



Residents van parking west of site and no parking in off street area.



Park Grove beyond Ark Street



Ark Street 1 vehicle parked



Woodfold Avenue east and west showing residents parking levels.

Baseline images 9.15



View along site and towards the A6 2 vehicles parked 2 extra on road 1 observed as related to the nearby businesses.



Car park an extra 15 vehicles parked



Residents van parking west of site and 10 extra cars parked (ignore black car surveyors).



Park Grove beyond Ark Street 5 new vehicles parked



Ark Street 6 vehicles parked, an extra 5



Woodfold Avenue east and west showing residents parking levels, 1 van and 1 car increase not related to the Mosque.

2. The observations undertaken show 21 vehicles parked on street and 15 in the car park totalling 36 vehicles.
3. At the same time the in numbers were also counted for those walking in and those arriving by car.
4. 151 attendees were observed, 71 arrived on foot and 80 by car. The car usage indicates 2.2 per car.
5. The survey indicates a mode split of 47% by foot, 24% by car and 29% as passengers.
6. The 151 are considered the maximum use and the mode splits are a very good representation of the way access is gained.
7. Parking was not controlled by stewards on the day as such on street parking was increased.

8. TRAVEL PLAN MEASURES

Travel Plan Co-ordinator

The role of the Travel Plan Co-ordinator must be actioned before the occupation of the new building takes place. This will ensure that community can be made aware of the Travel Plan as soon as practically.

Posters can be used to raise awareness of the schemes and can be displayed on notice boards within the building.

Each resident will be made aware of sustainable travel measures being implemented as part of the Travel Plan. This information could be provided through a newsletter and Council site.

The information provided should include details of the services offered (currently walking, cycling routes and public transport information including bus frequencies) and be updated as new investment is made.

The responsibilities of the Travel Plan Co-ordinator are to generally assist in the promotion of sustainable transport and will include:

- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for residents/visitors and other outside organisations in all matters regarding the Travel Plan,
- Liaise with Manchester Travel Co-ordinator to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

- Lead the development and implementation of the TP
- Have responsibility for raising awareness of sustainable travel issues

Principal Duties

1. To work proactively to raise awareness of sustainable transport issues
2. To lead the development of TP (s) to include:
 - Engage advisors as necessary to gathering information about how users travel to work through regular surveys
 - Liaising with senior management to secure support and funding for the plan, and keep abreast of proposals which will affect travel.
 - Setting up and co-ordinating relevant steering / working groups
 - Acting as a point of contact for those requiring information
 - Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e, review of the business travel arrangements, public transport provision, cycling, walking, etc.)
3. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
4. Working with advisors to formulate and implement a comprehensive pick up and drop off management strategy

5. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
6. Drawing into the TP other initiatives that could support it (such as Internet / Intranet development)
7. Promoting the concept and development of the TP with publicity and awareness events as appropriate
8. Keeping abreast of developing TP techniques.

Walking

Many of the key factors in successfully supporting walking already exist in and around the site where there are already a good quality access to the Mosque and Madrassa for those on foot.

Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks.

Ideas for promoting walking to and from the accommodation include:

- Map showing walking routes– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport connections.

The greatest potential involves encouraging walking as part of longer journey such as to public transport connections.

Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their site by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows
- Provide lockers, access to changing/drying facilities?

In order to further encourage the use of cycling the following measures could also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the site,
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Motorcycling

The use of motorcycling will be promoted to encourage motorise transport used that has less impact on the environment than cars, takes less road space and reduces the scale of parking needed either on site or at destination.

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking on site

- Promote and publicise
- Provision of reflective bands to encourage use outside daylight hours.

Car Sharing – to reduce single occupancy car trips

The scheme will be able to access the GM Travel wise car share scheme delivered local via <http://www.tfgm.com/travelchoices/Pages/business-CarShareGM.html>. The site states “Sharing a car with someone else to and from work could save you up to £1000 a year on parking and petrol costs. A car with 2 people in it is twice as efficient, takes up much less road space, uses half the fuel and produces half the pollution as 2 cars with just one driver each”.

- **FREE** to use - simply share travel costs
- Find drivers and passengers on-line instantly
- Find information on travel and public transport
- Reduce the congestion and pollution on our roads

Help your staff travel to work in a more sustainable way

car share GM
A free online car sharing service

Back to business homepage →

Sign up here and discover the benefits ✎

Cycling support for businesses 🚲

Simple, safe and savvy – free car sharing tool for businesses

Free to members of the Travel Choices Business Travel Network, CarShareGM provides a secure and easy way for colleagues to travel by car together.

The easy-to-use, online resource has been developed by Transport for Greater Manchester to encourage more car sharing to help reduce peak time congestion. Car sharing offers multiple benefits, reducing commuting costs for staff, and pressure on parking spaces on and near your site.

Once a business or organisation signs up to CarShareGM, its staff can use the service to find colleagues who live nearby and would like to offer a lift, or are looking for one.

They fill in some basic details, including journey preferences, and the system will match them with similar journeys made by colleagues. If both parties feel that the match is suitable they then contact each other and discuss the sharing arrangement between themselves.

Our CarShareGM team will support you by providing training for an administrator in your workplace, ongoing technical support if required and support to promote the service among your staff.

Take a look at the CarShareGM website here and to sign your business up e-mail business.travel@tfgm.com

Public Transport

The site needs to be committed to promoting public transport through:

- Advertising current timetables and routes
- Advertise local proposals and amendments to services
- Allowing demand responsive community transport vehicles to enter the site

Information about journey routes and times can be gained from the Manchester and the local operator website and provided to staff.

Travel Apps

There are a number of travel apps provided by TFGM and bus/train operators that could be useful to the residents.

<https://www.stagecoachbus.com/app>



TFGM app www.getmethere.com

Transport for Greater Manchester

Plan a journeyTickets and passesWays to travelMore

get me there mobile app service update

We are continuing to work with our supplier of the **get me there** app. There has been a significant improvement in the service we have been able to provide over the course of the last week with most customers now able to buy and display tickets again during peak times.

A number of technical upgrades have been made that have improved the performance and speed of the **get me there** app. We are continuing to work with our supplier to enable them to make further upgrades, but in the meantime are advising customers of the following:

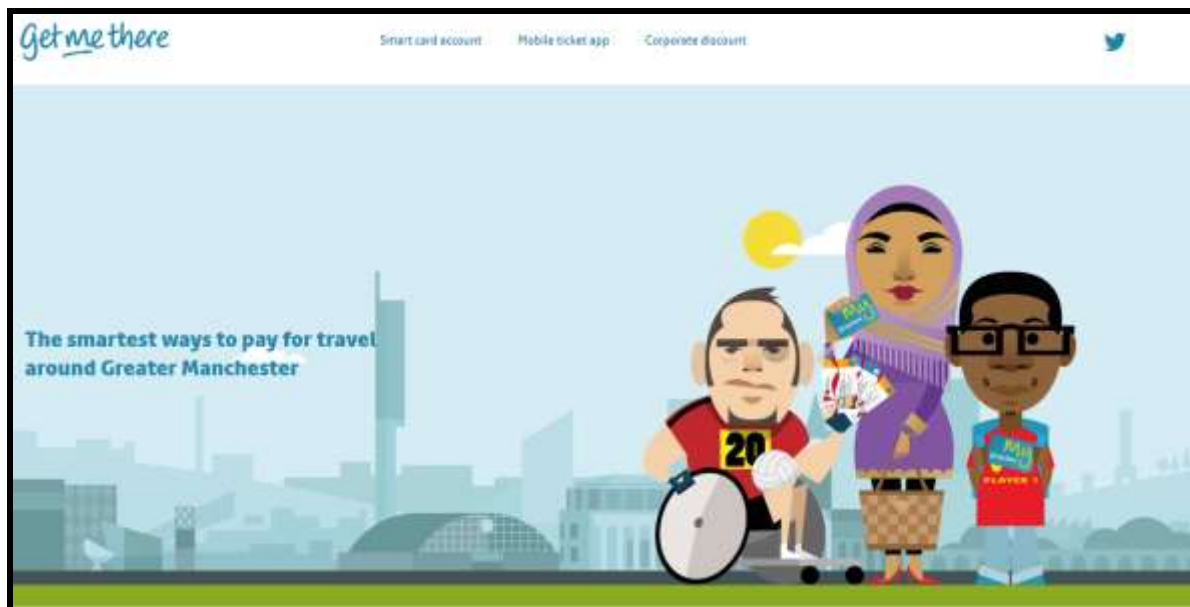
- Download the latest version of the app.
- If you experience any issues purchasing a single or return ticket, try buying from a ticket machine or consider registering for a free **get me there** smart card.
- If you have purchased a ticket but can't view it, turn your phone to 'airplane mode' and you should be able to view it.
- Follow @MCRMetrolink @OfficialTFGM and @mygetmethere and visit www.tfgm.com for the latest information and advice.

Transport for Greater Manchester's Customer Director, Stephen Rhodes, said

"Customers who use our **get me there** app on a daily basis should have seen a marked improvement in the service over recent days.

"We are continuing to work with our supplier to get the app fully up and running and they are making improvements to the app behind the scenes to further boost its stability.

"We understand that this has been a frustrating time but would once again like to thank customers for bearing with us."



Publicity Campaign

Raising awareness of the sites intentions of its Travel Plan can be done though publicity campaigns and by running campaigns in conjunction with national campaigns, such as 'Bike to Work Week' in advance of occupation.

Issuing travel information to staff and visitors can outline the different methods of travel that are available to and from the site.

Quick Wins

These will be subject to review following the updating of the TP and analysis of the new questionnaire surveys.

There are a number of measures that will be taken in the short term in order to promote sustainability.

These include:

- Provide all community with a travel pack.
- Making local bus timetables accessible to all via the newsletter.
- Encourage participation in the initiative through campaigns issued by the TP Coordinator Support and encourage participation in national initiatives such as Bike Week with information issued by the TP Coordinator
- Promote health aspect of not using a car, i.e. benefits of brisk walks or cycling with information issued by the TP Coordinator

Event planning

The proposed internal layout is planned to accommodate some 20 parking spaces as marked.



The proposed internal layout is planned to accommodate some 24 parking spaces as marked.

The number can be increased by double parking as shown an extra 10 cars can be accommodated.

This would reduce the observed on street parking to 6 vehicles. A further control that can be incorporated on a management plan is to ensure the mosque users only park on one side of the street on Park Grove upto and including Ark Street.

The plan overleaf shows some 24 spaces that can be occupied with no operational issue arising and this is doubled the observed demand.



Mode split and car park monitoring

It is essential that travel plans are monitored so that its effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing year on year.

In the operational phase the Friday parking and events parking will be reviewed monitoring of the travel plan will be undertaken through an annual survey to gauge the travel characteristics of the users by mode and trip type. Ideally these should be undertaken in the same month each year for comparisons to be made.

The TPC will prepare an annual report detailing progress of the plan which will be issued to the local authority. This will detail progress between the reports, any issues arising, changes in local network and service that could help or detract from the plan. A summary of the results and the survey outcomes.

An indicative monitoring and review process is summarised below along with an outline programme for the monitoring process and investment/initiative programme.

Programme

Assumed start 2021 pre occupation:

- Appoint Travel Coordinator after start on site but at least 3 months before completion.
- Prepare the travel packs before completion
- Provision of secure, cycle parking

From Day One

All attendees to be issued with promotional material / non-car access maps.

Display notice board / bus timetable information etc at occupation

Following Occupation

Within 3 months of opening a survey of staff travel patterns will be undertaken and then annually thereafter.

Within 6 months of first occupation unless otherwise agreed issue the updated travel plan and survey results to Manchester.

There after provide an annual report 12 months after submission of the updated travel plan including the survey of the EID travel patterns.

Actions to be undertaken in each year set out with funding as required, details of the way the plan will be communicated to visitors, staff and stakeholders to be provided beyond the staff pack set out above.

Annual initiatives programme.

Annual travel actions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Cycle to education week leaflet and preparation, issue			★								
Walk to education and work week leaflet and preparation, issue					★						
Work smart week inc. work from home day					★						
Cycle to work week leaflet and preparation, Issue						★					
Travel wise and car free week									★		
Walk to education month leaflet and preparation, issue										★	
Liftshare week										★	
Commute smart week											★

Budget

The final approved plan has an agreed budget allocated to the TPC to allow action for:

- Promoting, encouraging and providing incentives for increasing sustainable travel, see above annual initiatives.
- Covers the administration tasks and publicity material.
- The TPC will be responsible for expenditure and budget control.

All funding related to the travel plan will be paid for by the Mosque.

Budget management and spend is agreed in liaison between the Travel Plan Coordinator and the Mosque.