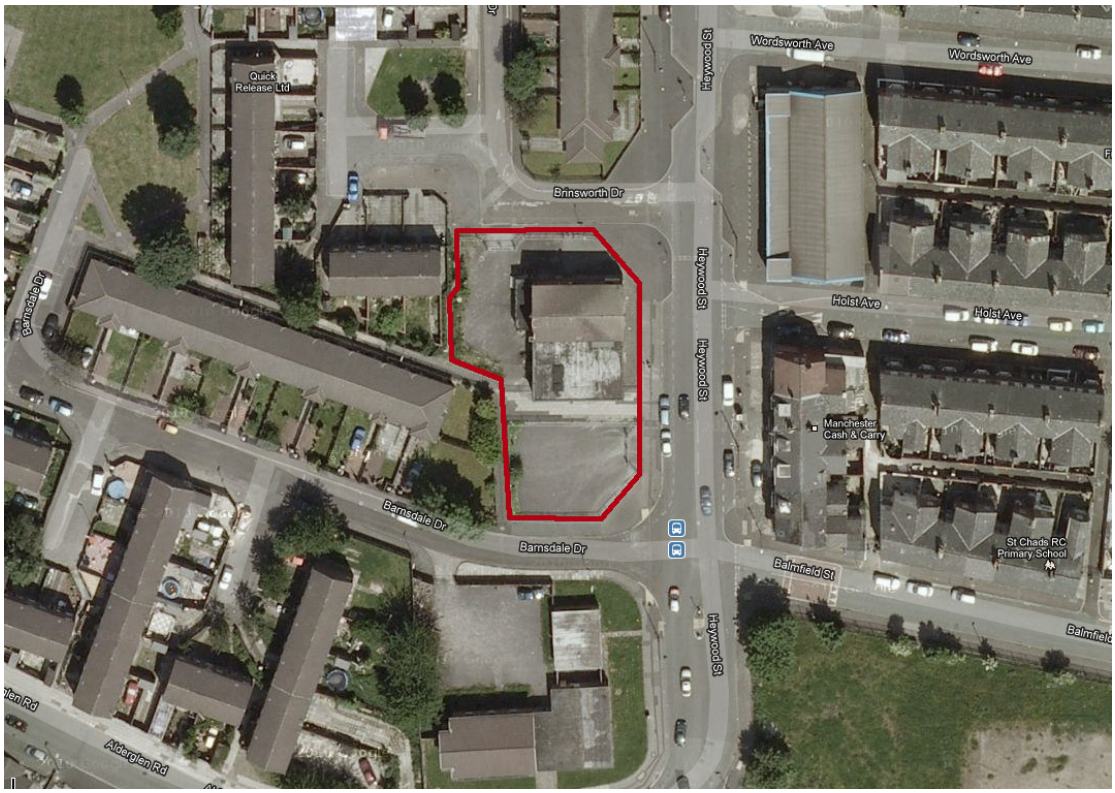
Travel Plan and Transport Statement



Proposed New Mosque and Community Hall at 79 Heywood Street, Manchester

This document has been prepared to support the outline planning application to erect a new purpose built Mosque on Heywood Street, for the local community.

May 2012

DK Architects
Sovereign House
Stockport Road
Cheadle
SK8 2EA

0161 8501045

Introduction

This travel plan has been prepared to support the planning application for new 3 storey building (with basement level) which will provide accommodation for a prayer hall, teaching classrooms and space for community activities.

This report will consider the suitability of the proposal site for the intended development. We will look at the existing road infrastructure around the site, the proximity of the end users from the site and public transportation links to and from the site.

Transportation Infrastructure

The proposal site is located within a residential area which can be accessed via Cheetham Hill Road, a major arterial route in and out of Manchester city centre. To the North and South boundaries of the site run Brinsworth Drive and Barnsdale Drive respectively, both are cul-de-sac, allowing access mainly to the residential properties in the area. Along the East boundary of the site is Heywood Street, which allows access to the two major A Class Roads Queens Road and Cheetham Hill Road. The west side of the site are residential properties thus accessible from here is not possible.

There are a number of small residential streets off Heywood Street. The housing on the western side of Heywood Street have off road parking however only the parking available for the terraced houses on the eastern side of Heywood Street are the spaces in front of their properties.

There are quite a few bus stops within a 250m radius from the site. Their destinations and frequency are shown in the table below.

The closest Metrolink Station is on Woodland Road which is about 1.3 miles walking distance from the site.

Bus Services

There are a couple of bus route running along Queens Road and Cheetham Hill Road which provide cost effective public transport to the proposal site and the surrounding area. The following services operate within approximately 250 metres of the site location.

Bus Service Frequency

Bus No.	Bus Route	AM PEAK 8am to 9am	PM PEAK 5pm to 6pm	Daily	Sat	Sun	Bank holiday
88 89	PICCADILLY – MOSTON – WHITE MOSS – MANCHESTER	6	6	72	73	30	30
88 89	MANCHESTER – WHITE MOSS – MOSTON – PICCADILLY	6	6	83	75	27	27
135	MANCHESTER – CHEETHAM HILL – WHITEFIELD – BURY	6	6	96	90	65	65
135	BURY – WHITEFIELD – CHEETHAM HILL – MANCHESTER	6	6	96	85	58	58
149	MANCHESTER – MOSTON – OLDHAM – HOLTS (circular route)	6	6	83	64	31	31
151	HOLLINWOOD – FAILSWORTH – NMGH – MANDLEY PARK	2	1	22	19	0	0
151	MANDLEY PARK – NMGH – FAILSWORTH – HOLLINWOOD	3	1	22	19	0	0
167	MANCHESTER – NORDEN	0	3	6	0	0	0
167	NORDEN – MANCHESTER	1	0	5	0	0	0
51A	CHEETHAM – PENDLETON – TRAFFORD CENTRE	0	0	1	0	0	0

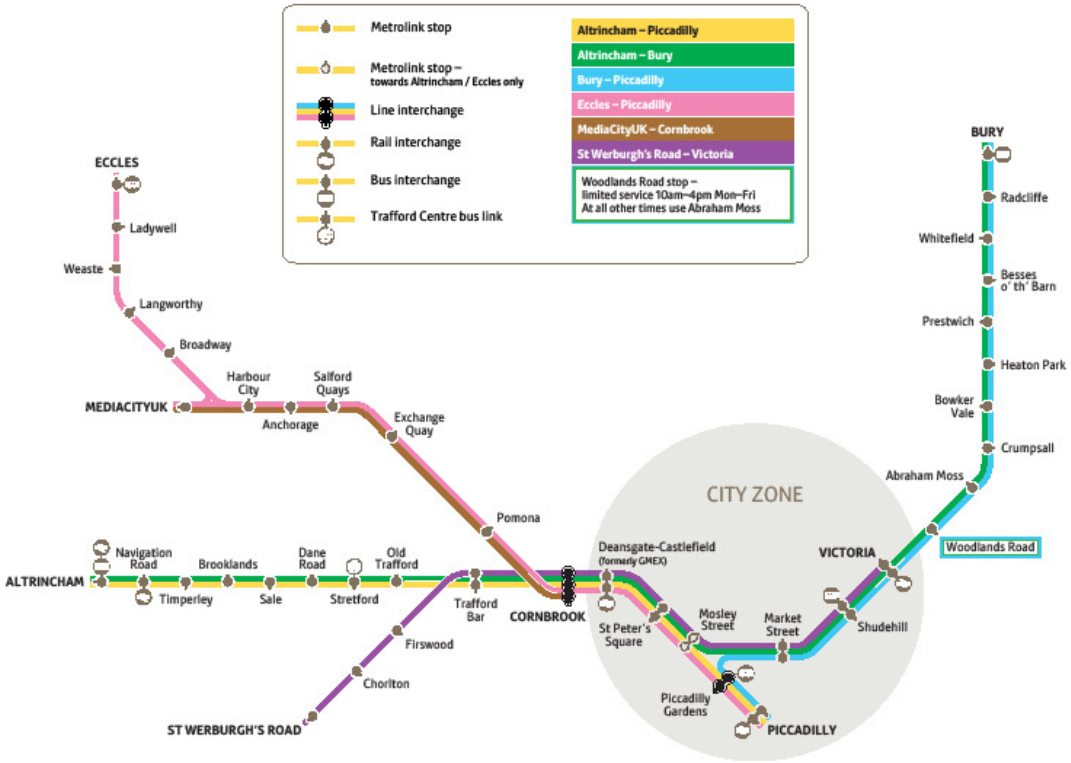
Railway Network

There are a number of train stations in the city centre of Manchester, the closest one to the site being Manchester Victoria Station which is approx. 1.3 miles away.

Metrolink

As previously mentioned, the nearest Metrolink Station is at Woodland Road which is 1.3 miles away from the site. Images below show the travel route from site to the station and the stops within the Metrolink route





Walking and Cycling

The proposal site is easily accessible by foot, there are 231 residential properties which are within 0.25km of the proposal site, this distance can be covered in less than 5 minutes, from these properties; and it is these household for which the proposed development is intended.

Transport Planning Policy Guidance Note 13 States:

'Walking is the most important mode of travel at the local level and offers the greatest potential to replace shore car trips, particularly under 2 kilometres. Walking also forms an often forgotten part of all longer journeys by public transport and car'

Local shops, services, businesses, schools and bus stops and tram stops are all within acceptable thresholds for pedestrian access from the site. The map below shows the 2km radius around the proposal site.

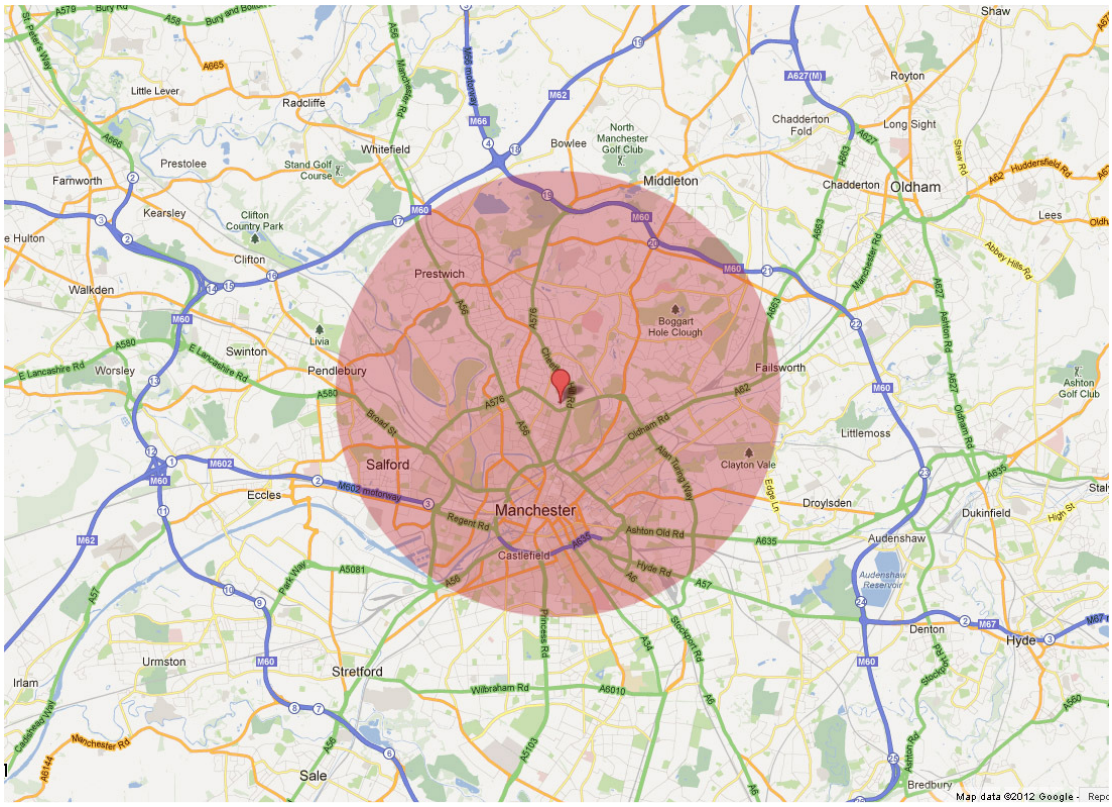

Wellington Lodge
Cheetham Hill
Belgravia Flats
St John's Church
The Mosque
Smedley Lane Playing Fields
Marlborough Road School
City View
New Central Guest House
Collegiate Medical Centre
Westwood Apartments
Broadoak Court
The Youth Action
Temple Primary School
Museum of Transport
Kelvin Grove
Heywood Newsagents
Waterloo
Irish Heritage Travel
Halfords
B&Q
St Davids Court
Laura Ashley
Dudley St
Bellott St
Bridgeoak St
Brideoak St
Bignor St
Smedley Ln
Boyle St
Huxley Ave
Smedley St
Balmfield St
Queens Rd
Elizabeth St
Aldergate Rd
Cheetham Hill Rd
Waterloo Rd
Cheetwood Rd
Thorngate Rd
Larch
Haywood St
Gaskell St
Fairfield St
Rosefield St
Carlyle Close
Lyndhurst Dr
Lytton Ave
Faraday Ave
Galsworthy Ave
Hoist Ave
Ramsdale Dr
Rosedale Dr
Templesquare
Boyle St
Appleford Dr
Moorcroft Close
Parkhead Rd
Wilby
Aims Hill Rd
Cardinal St
Humber St
Haley St
Daimler St
Collegiate Medical Centre
Westwood Apartments
Broadoak Court
Smedley Lane Playing Fields
Temple Primary School
Museum of Transport
Wilby
Moorcroft Close
Parkhead Rd
Appleford Dr
Templesquare
Boyle St
Rosedale Dr
Irish Heritage Travel
Halfords
B&Q
St Davids Court
Laura Ashley
Queens Rd
Cheetham Hill Rd
Aldergate Rd
Balmfield St
Elizabeth St
Waterloo
Waterloo Rd
Cheetwood Rd
Thorngate Rd
Larch
Haywood St
Gaskell St
Fairfield St
Rosefield St
Carlyle Close
Lyndhurst Dr
Lytton Ave
Faraday Ave
Galsworthy Ave
Hoist Ave
Ramsdale Dr
Rosedale Dr
Templesquare
Boyle St
Huxley Ave
Smedley St
Bignor St
Smedley Ln
Bellott St
Dudley St
Brideoak St
The Mosque
St John's Church
Cheetham Hill
Wellington Lodge
Belgravia Flats
Humber St
Haley St
Daimler St
Aims Hill Rd
Cardinal St
Smedley Lane Playing Fields
Temple Primary School
Museum of Transport
Wilby
Moorcroft Close
Parkhead Rd
Appleford Dr
Broadoak Court
Westwood Apartments
Collegiate Medical Centre
New Central Guest House
Marlborough Road School
City View
Brentfield Ave
Featherpe Dr
Highfields Ave
Ermington Dr
Kennington Dr
Dorrington Dr
Elizabeth St
Waterloo
Aldergate Rd
Barrow Hill Rd
Treasure Scout Way
Glanville Rd
Fairy Ln
Allinson St
Cheetwood Rd
Waterloo Rd
Thorngate Rd
Larch
Queens Rd
Elizabeth St
Irish Heritage Travel
Halfords
B&Q
St Davids Court
Laura Ashley
Cheetham Hill Rd
Aldergate Rd
Balmfield St
Queens Rd

Map showing a 2km radius around the proposal site.

Cycling is also an important mode of transport when considering sustainable travel. PPG13 states that:

'Cycling also has the potential to substitute for short car trips, particularly those under 5km, and form part of longer journeys by public transport.'

Map below shows the distance around the proposal site which can easily be covered by a bicycle journey. The proposed development will have provision for 10 covered bicycle stands.



Map showing a 5km radius around the proposal site.

Summary

The proposal site has good public transport links, which currently is by way of frequent bus services along Queens Road and Cheetham Hill Road proving access to and from, not just to local town centres, but to Manchester City centre, and from there international transportation hubs can be easily reached.

Conclusions

As it has been shown above, the proposal site has very good public transportation links, however what is more important is the 2km walking distance to the proposal site, this shows that the proposed development can easily be reached in by the local community for which it is intended. We do not envisage that the residents from the surrounding areas which will be using this facility live more than a kilometre away from the site.

Should the proposed development be granted outline approval, the building will be ready for use by the public by around 2-3 years time, which would mean the Metrolink extension will be up and running by this time, thus further improving access to and from the proposed development.

There are also 13 car parking spaces provided within the proposals, 2 of which will be accessible spaces. This substantially increases the current parking situation around the current facility, which has no off road parking. We believe by moving the current mosque facility to the proposal site, will greatly improve the car situation around the Heywood Road and the surrounding streets, particularly at peak times, such as the mid afternoon prayer on Fridays.

We are also proposing to provide 8 covered bicycle stands within the proposed development; this will encourage people from the local area, who are able to, to cycle to the facility.

The management of the new mosque facility will actively encourage all the members of the congregation to walk to the site, highlighting not just the cost benefits of this, but also the health benefits of a short daily walk. Car use to and from the mosque will be greatly discouraged. As over 95% of the congregation which attend the existing mosque facility are all from the local area, less than 0.25km away from the mosque, we believe the new development will also have the same percentage of its congregation from within this proximity.

We do not believe the proposed development will have an adverse impact of the local highway network, furthermore we believe this will improve the current situation due to the location of the existing facility.