



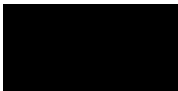
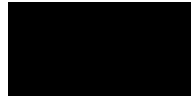
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mobility solutions through design and innovation

Proposed Place of Worship
at Chain Road, Blackley
for World Mission Agency
Winners Chapel International
Traffic Management Strategy

October 2025 (Revision 4)

Quality Management

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1. Introduction

1.1.1 Mosodi Limited have been appointed by Winners Chapel International Manchester to provide highways and transport related planning advice in support of the proposed development at Chain Road, Blackley.

1.1.2 This Strategy has been prepared to outline the operational characteristics and the approach to traffic management to ensure that there is no severe impact on the highway network. This strategy document will be conditioned to the planning approval and should be referred to when operating the Site and particularly during events catering for up to 1,500 at a single service. It should be noted that capacity will initially be restricted to 1,100 attendees in a day prior to travel survey results demonstrating an acceptable parking provision.

1.1.3 This traffic management document should be read in connection with the transport assessment and travel plan which support the Site in order to understand and mitigate the impacts expected at the Site. This strategy has been written to ensure that the surrounding uses are not impacted with the following critical elements:

- Access to St Euphrasia's Care Home should be retained at all times along Chain Road;
- Access to the surrounding schools should not be impacted; and
- All car parking should take place on the proposed Site so that residents are unaffected.

1.1.4 The key development and operational proposals which will ensure that the above elements are not impacted are as follows:

- No services will take place which coincide with the school starting/finishing times (8-9am and 3-4pm);
- 189 car parking spaces are to be provided alongside cycle and motorcycle parking;
- Widening of Chain Road to a minimum of 5.5m within the Site to allow a coach to pass a car;
- Parking restrictions (double yellow lines) are proposed to be implemented along Chain Road between Northridge Road and St Euphrasia's Care home;
- Taxi, mini-bus and coach drop off provided on Site;
- Mini-buses/coaches to be arranged by the church to ensure that the congregation can access the church via sustainable modes of transport and limit the use of the car;
- Booking system to be implemented for the church services, including bookings for car parking spaces and mini-bus services;
- A review and monitoring assessment which will initially cap the total number of attendees in a single day until the mode split targets in the travel plan are achieved; and
- Monitoring of how the Site is accessed will be undertaken annually by the travel plan coordinator as part of the travel plan.

2. Operational Characteristics

2.1.1 This chapter outlines the operational characteristics of the Site throughout the week. These are taken as a worst case operation and the maximum level of occupation likely to be experienced.

2.1 Weekday and Saturday Operations of the Site

2.1.1 The following are specific characteristics specifically associated with weekdays and Saturdays;

- 200 visitors/staff every Wednesday evening for the service between 18:00-20:00;
- The Monday – Saturday prayer group (06:00-07:00) is expected to have 30 attendees;
- 20 members of staff are proposed between 08:00-17:00 7 days a week;
- The onsite café is open to visitors of the Site only and not open to the general public; and
- The onsite bookshop will be open to the public Monday-Friday from 09:00-17:00.

2.2 Sunday Operations of the Site

2.2.1 The following are operational characteristics specifically associated with Sundays:

- A worst case 1,500 visitors expected every Sunday which will be split over 3 services (each service will last approximately 1 hour 40 minutes) leaving 50 minutes between each service:
 - 08:00 - 09:40;
 - 10:30 – 12:10; and
 - 13:00 - 14:40.
- The church facilities will be open on Sundays but only to attendees and not to the wider public, therefore no additional traffic will be generated; and
- As with the rest of the week, 20 members of staff will be present on Site between the hours of 08:00 – 17:00.

2.3 Occasional Uses of the Site

2.3.1 There are a number of additional events that may occur at the Site throughout the year which include:

- Weddings will occasionally take place throughout the year on a Saturday, although frequency cannot be determined as it is based on demand. It is assumed that between 100-150 guests will be present;
- It is expected that up to 5 events per year will take place which will attract a total capacity of up to 1,500 attendees (1,100 until the travel planning cap is increased);

- A foodbank will be open on the last Saturday of each month, it is expected that 150 families will take advantage of this between the hours of 11:00 – 13:00; and
- The church café will be open when the foodbank is provided on every last Saturday of the month between the hours of 11:00 – 13:00.

3. Proposed Traffic Management

3.1.1 As outlined above, the highest volumes of traffic will be on Sundays and the 5 events per year where up to 1,500 attendees are expected (subject to cap). To ensure that the local highway network is not detrimentally impacted during these times a traffic management plan is proposed.

3.1.2 There are 3 proposed car parks at the Site varying in occupancy size as shown in Image 3.1. It is proposed that the two smaller car parks are filled first with the volunteers and organisers who arrive early, these are marked as 1 and 2 on Image 3.1. All car parking spaces will be available on a booking system which will be available electronically and in paper format at the Site – attendees of the Sunday and Special events will need to pre-book their space to ensure no overspill onto the highway network.

3.1.3 Following this, the larger car park marked 3 on Image 3.1 will be available for attendees to use.

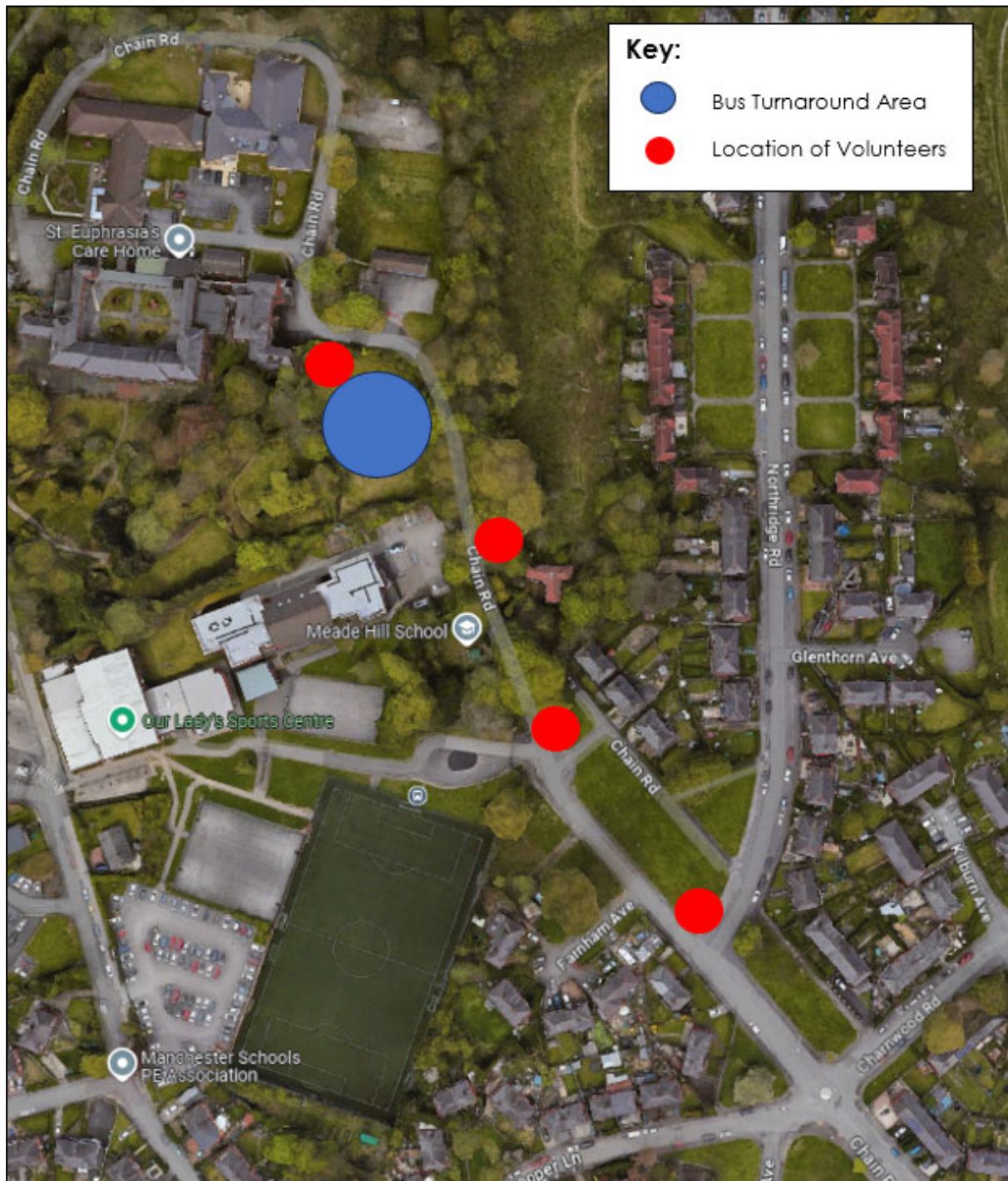
Image 3.1 Car Park Locations



3.1.4 All the church mini-buses are also pre-booked to ensure there is sufficient space within the coach/mini-bus and that the routes are planned to ensure the shortest routes between collection points.

3.1.5 To ensure a swift and safe arrival and departure the volunteer organisers will be positioned as shown in Image 3.2 directing attendees where to park their car. All volunteer organisers will be provided walkie talkies to ensure that they can keep in constant contact with one another and advise on when larger coaches are entering the site to ensure that two large coaches aren't using the access road at the same time.

Image 3.2 Volunteer Locations



3.1.6 For coaches, mini-buses and taxis, organisers will communicate to one another via the walkie talkies when these arrive, they will be directed to the turn around point for drop off and pick up (as shown in Image 3.2). This is to ensure that only one coach utilises Chain Road at a time to ensure that it is always kept clear.

3.1.7 Organisers will also ensure that no car parking or dropping off occurs along Chain Road.

3.2 Review and Monitoring Assessment

3.2.1 In order to ensure that as the congregation is growing in size all car parking can be accommodated on the Site, a period of monitoring will take place which will inform a cap on the attendees in any one service. The existing congregation is 1,050 and their existing mode split at the current church is shown in Table 3.1. A travel survey also identified a current car occupancy of 4.0638 due to the family nature of the services.

Table 3.1 Congregation Mode Split (Sunday)

Use	Current	Proposed	Change
Car Occupant	66.28%	49.2%	-17.08%
Church bus	13.57%	28.80%	+15.23%
Public bus	10.08%	10.08%	-
Cycle/Scooter	1.16%	2.39%	+1.17%
Taxi	6.20%	6.20%	-
Tram/Train	0.39%	0.39%	-
Walk	2.33%	3.00%	+0.67%
Total	100%	100%	-

3.2.2 Applying the current congregation, mode split and car occupancy all arriving at a single service, the total car parking required for the Site would be 171 as shown in the calculation below.

$$\frac{1,050 \text{ (congregation)} \times 66.28\% \text{ (mode split)}}{4.0638 \text{ (occupants per car)}} = 171$$

(Congregation X Car User mode split) / Car Occupants = Car Parking Demand

3.2.3 Subject to demand, it is planned for the service to continue with the three services proposed and as such the expected number of vehicles in each service will initially be less. The maximum number of attendees that could be accommodated within a single service with the existing mode split would be 1,100 (calculation below) to ensure that all cars could be accommodated. The above calculation leaves 5% of spaces within the 189 proposed for efficiency of car parking.

$$\frac{1,100 \times 66.28\%}{4.0638} = 179$$

(Congregation X Car User mode split) / Car Occupants = Car Parking Demand

3.2.4 In order to grow the congregation further, the mode split targets as identified in the travel plan, must be worked towards and achieved in order to increase the attendance cap. The key travel plan measure will be the provision of mini-buses/coaches and these will be promoted at the services and will be bookable in order to monitor the demand and take up. Other modes of travel will also be monitored as part of the travel planning at the Site.

3.2.5 To increase the 1,100 cap at a single service the mode split must be monitored and the evidence submitted to Manchester City Council to agree to an increase in the cap. Suitable evidence would include the following:

- ATC survey of arrivals /departures at the Site;
- Vehicular Occupation Survey;
- Car Park Occupation Survey;
- Travel Mode Questionnaire;
- Recording of booking of car parking; and
- Recording of booking mini-buses.

3.2.6 The Travel Plan has a mode split target of 49.2% as shown in Table 3.1. Applying this figure to the existing car occupancy and 1,500 maximum capacity, the assessment would have the following number of vehicles.

$$1,500 \times 49.2\% / 4.0638 = 182$$

$$\text{(Congregation X Car User mode split) / Car Occupants = Car Parking Demand}$$

3.2.7 Once the Site is occupied, travel surveys will be undertaken as set out within the travel plan to encourage mode shift away from the car and increase the attendance cap from 1,100 per day at the services. Any increase in the cap of attendees will be agreed on the basis of the above calculation and agreed with Manchester City Council.