



Framework Travel Plan – Al Falah Islamic Centre, Heywood Street, Manchester

July 2025

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Document Reference: LUM05-CTY-HTP-ZZ-RP-T-0002

Project Number: LUM05

Quality Assurance – Approval Status

This document has been prepared and checked in accordance with Citystruct's internal governing processes

Issue	Date	Prepared by	Checked by	Approved by
P01	29/07/25			

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1. Introduction

Overview

Citystruct has been appointed by Mr S Mohammad (the 'applicant') to prepare a Travel Plan in respect of the approved extension to an existing mosque to create ancillary accommodation for educational purposes (Class F.1 (f)) ('the approved development') at Al Falah Islamic Centre, 96-98 Heywood Street, Manchester, M8 0DT (the 'site').

The development was approved by Manchester City Council (MCC) in November 2022 under reference 134400/FO/2022. A copy of the Decision Notice is included at **Appendix A**. A copy of the approved site layout plan is included at **Appendix B**.

The site is situated within the administrative boundaries of MCC as Local Planning Authority (LPA) and Local Highway Authority (LHA). The site is located within the Cheetham Hill area of Manchester and covers a rectangular shaped plot, approximately 700 square metres in area. The site currently accommodates a two-storey building with a total Gross Floor Area (GFA) of 664 square metres and an associated area of hardstanding with parking capacity for in the order of 8 cars. Principal access to the site is currently provided from Wordsworth Avenue and Heywood Street.

The approved development includes a first-floor extension, supported by brick columns, to provide an additional 220 square metres of floor space at the site for ancillary educational purposes (a madrassa), thereby increasing the total GFA of the building to 884 square metres. The additional floor area includes the provision of two classrooms, each with capacity for some 10 to 12 students – thereby equating to a total of up to 24 students being at the facility at any one time.

The existing use of the main part of the building for public worship would remain broadly unchanged. No changes would be made that would affect the number of prayers and the number of people attending for daily prayers.

Alterations would be made to the area of hardstanding at the front of the site, including a reduction in car parking from 8 spaces (existing) to 4 spaces (approved). The approved 4 spaces would include 2 spaces with Electric Vehicle (EV) charging and 1 accessible parking space. A total of 12 secure, covered cycle parking spaces would also be provided on-site (none are currently provided).

Access to the site would be retained from Wordsworth Avenue in a broadly commensurate manner to existing, although the access would be gated and the car park fenced. A porch to the side entrance is also included as part of the approved development.

Report Purpose and Context

This Travel Plan has been prepared in order to discharge Condition 11 of approved application 134400/FO/2022, which requires a Travel Plan be provided that includes the following elements:

- i) Measures to reduce dependency on the private car travel;
- ii) A commitment to surveying the travel patterns of users of the development during the first three months of the first use and thereafter from time to time;
- iii) Mechanisms for the implementation and delivery of the measures to reduce dependency on the private car; and,
- iv) Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

This Travel Plan outlines the opportunities for sustainable travel to and from the approved development and details specific measures, initial targets and monitoring procedures to be implemented with the overall aim of reducing reliance on private car travel, in line with Condition 11.

It references the data and assessments that are set out within the AMNI Transport Statement (July 2022), submitted as part of approved application 134400/FO/2022.

Given that the approved development is not yet constructed and occupied, this Travel Plan currently takes the form of a 'Framework' Travel Plan. Following occupation of the approved development, a Full Travel Plan will be prepared and issued to MCC within 6 months of occupation, which will reference this document and site-specific baseline travel information that would be collected at the site within 3 months of occupation, as specified under Condition 11.

It should be noted that the measures contained within this Travel Plan are intended for all users of the site, however the primary target group of the Travel Plan will be those attending the madrassa. This is given that the approved development (134400/FO/2022) principally relates to these educational facilities, with the main operational element of the site for public worship being an existing situation that will not materially alter as part of the approved development.

That said, there are also likely to be opportunities to reduce the level of non-development related vehicular traffic at the site (trips to / from prayers etc.) and the measures set out herein would also provide benefit to the wider operation of the site in this respect.

It should also be noted that this Travel Plan has been prepared in conjunction with, and would be implemented alongside, a Traffic Management Plan (TMP) which relates to Condition 10 of approved application 134400/FO/2022. The TMP sets out measures to reduce and manage on-street car parking within the vicinity of the site.

Report Structure

Following this introduction, the remainder of this Travel Plan is formed of the following Chapters:

- i) Chapter 2: Travel Planning Guidance and Policy;
- ii) Chapter 3: Site Context and Accessibility Credentials;
- iii) Chapter 4: Baseline Travel Behaviour
- iv) Chapter 5: Aims, Objectives and Targets;
- v) Chapter 6: Actions and Measures;
- vi) Chapter 7: Implementation, Monitoring and Management; and,
- vii) Chapter 8: Approval.

2. Travel Planning Guidance and Policy

Overview

A Travel Plan is a long-term management strategy that seeks to minimise single-occupancy car trips and encourage travel via more sustainable modes. A Travel Plan includes a package of practical measures and associated monitoring procedures aimed at reducing the transportation and traffic impact of a given development.

For **staff and visitors**, a Travel Plan can:

- 1) Help provide less stressful options for travel, with the ability to socialise;
- 2) Present opportunities to build healthy exercise into daily life; and
- 3) Reduce the cost of travel.

For **employers / businesses**, a Travel Plan can:

- 4) Satisfy local planning and highway authorities;
- 5) Improve a company's 'green credentials' and strengthen their brand as seen by customers;
- 6) Improve corporate social responsibilities, above that of competitors;
- 7) Offer financial savings to the business, its staff and customers; and
- 8) Improve staff retention and morale.

For the **local community**, a Travel Plan can:

- 9) Make local streets less congested, less dangerous, less noisy and less polluted;
- 10) Enhance public transport
- 11) Improve the environment and the routes available for walking and cycling; and
- 12) Help create a place which is better to live in, work in and visit, which in turn can attract investment.

The Department for Transport's (DfT's) document 'Making Residential Travel Plans Work' (June 2007) introduced the concept of a 'Travel Plan Pyramid'. Although this is a non-residential development, the pyramid concept nonetheless helps to demonstrate how successful plans are built on firm foundations of a good location and site design.

The pyramid is presented in following **Figure 1**.



Figure 1 Travel Plan 'Pyramid' from DfT's 'Making Residential Travel Plans Work' (June 2007)

Again, whilst the approved development is non-residential, the use of a pyramid structure to illustrate the 5-tier hierarchy of importance demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.

The most important layer of the pyramid is considered to be the base, which shows that the key to making a Travel Plan work is the location of a given development. In terms of location, the subject site at Heywood Street is easily accessible by sustainable transport modes (see Chapter 3) being located close to public transport options as well as established residential areas within and around Cheetham Hill, from where many of the site users are likely to be travelling.

The second layer of the pyramid relates to how the layout of the site can assist. In this instance, secure, covered cycle storage would be provided on site (12 spaces) while suitable connections to the local non-car infrastructure are afforded from the site, including dedicated, separate pedestrian site entrances to / from the existing footway network on Wordsworth Avenue and Heywood Street. Suitable facilities are also provided on the site to minimise the need for external trips to be made (kitchen, toilets etc.)

As indicated in Level 3 of the pyramid, a Travel Plan Co-ordinator (TPC) will be appointed and will oversee the running of the Travel Plan and the implementation of the majority of the associated measures.

Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. As set out above, cycle parking (12 stands) will be provided on the site, along with a low level of car parking (4 spaces) that will accommodate the majority of demands at most times, whilst not otherwise discouraging use on non-car modes. This will be further supported through the promotion of sustainable modes, including local public transport options and use of active travel (walking / cycling) as well as the implementation of the TMP that is provided under separate cover.

The top layer of the pyramid relates to how the Travel Plan will be promoted. A key measure within this plan is to ensure that development users are made aware of the aims of the Travel Plan and the travel choices available as alternatives to car travel.

Policy and Guidance

This document has been prepared with due regard to the Government's National Planning Policy Framework (NPPF) and Planning Practice Guidance. It has also been prepared with reference to MCC's local planning policy documents, including the Core Strategy 2012 – 2027 (2012) and Addendum to Core Strategy (2024), and the Places for Everyone (PfE) Joint Development Plan 2022 – 2039 (2024). It has also been prepared with reference to the Greater Manchester Transport Strategy 2040 (2021). A review of the relevant policy and guidance from these documents is provided below.

National Planning Policy Framework (December 2024)

The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments which will generate significant amounts of movement should be required to provide a Travel Plan (Paragraph 118). Whilst the approved development would not generate significant amounts of movement, a Travel Plan is hereby provided.

Furthermore, Paragraph 111 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.

National Planning Practice Guidance

NPPG provides additional information to support the NPPF, this includes in relation to the production of supporting documents such as 'Travel Plans, Transport Assessments and Transport Statements'. With regard to Travel Plans NPPG states:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)."

MCC's Core Strategy (2012), Addendum to Core Strategy (2024) and Places for Everyone (PfE) Joint Development Plan (2024)

MCC's Core Strategy (2012) is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027.

Policy DM1 relates to development management and requires that development have regard to various listed matters, including that of accessibility and "access to new development by sustainable transport modes" as well as the effects of a given development upon matters such as traffic generation.

Policy T1 relates to sustainable transport and states that MCC will support proposals that "improve choice by developing alternatives to the car" as well as those that "facilitate modes of transport that reduce carbon emissions e.g by incorporating charging" and "would reduce the negative impacts of road traffic, for example, congestion, air pollution." The final bullet point of Policy T1 (transport user hierarchy) is replaced by PfE Joint Development Plan (2024) Policy JP-C1 as set out further below.

Policy T2 relates to accessible areas of opportunity and need and requires that new development is located so as to "ensure good access to the City's main economic drivers" and is "easily accessible by walking, cycling and public transport." This policy also requires that "all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B" and that Travel Plans are provided for all major applications.

The Places for Everyone Joint Development Plan of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan Councils (PfE Joint Development Plan (2024)) was adopted in March 2024 and forms part of the statutory development plan for each of the nine PfE Plan authorities – including MCC. It is a strategic plan that seeks to deliver sustainable, inclusive growth. The PfE Plan primarily relates to new housing and jobs although many of the themes are applicable to other areas of growth.

PfE Joint Development Plan (2024) Policy JP-P1 relates to sustainable places and seeks to deliver places that are easy to move around and well-connected by walking, cycling and public transport.

Policy JP-C1 (Integrated Transport Network) requires delivery of development that *“minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure”* and *“locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport.”* This approach is also advocated at Policy JP-Strat14 (A Sustainable and Integrated Transport Network).

The following hierarchy (highest priority first) of transport modes is set out as part of Policy JP-C1:

- 1) Pedestrians (and people using mobility aids);
- 2) Cyclists, powered two-wheelers, and public transport users;
- 3) People doing business or providing services (such as taxis/private hire, deliveries or waste collection); and,
- 4) People in personal motorised vehicle.

Policy JP-C6 relates to walking and cycling and seeks to deliver a higher proportion of journeys made by these modes through a range of measures, including the creation of *“safe, attractive and integrated walking and cycling infrastructure.”*

Policy JP-C8 of PfE Joint Development Plan (2024) (Transport Requirements of New Development) requires that new development is *“located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.”* This policy also requires that a Travel Plan is provided where appropriate.

Greater Manchester Transport Strategy (2021)

The Greater Manchester Transport Strategy sets out Greater Manchester’s *“long-term ambition for transport...Our vision is for Greater Manchester to have ‘World-class connections that support long-term sustainable economic growth and access to opportunity for all’”*.

A key vision of this document is that by 2040 *“we want 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport.”* A raft of initiatives and policies are set out in this document in relation to promoting and encouraging use of non-car modes of transport, including Policy 4, which states:

“We will work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.”

The Transport for Greater Manchester (TfGM) ‘Travel Plan Toolkit’¹ has also been reviewed in the preparation of this Travel Plan, albeit this toolkit primarily and principally relates to employment sites, as opposed to educational sites.

¹ [Travel Plan Toolkit - Home](#)



Summary

It is evident that travel planning and associated measures that reduce the levels of private car use to and from a given development is strongly advocated in various national, regional and local planning policy and guidance documents. This Travel Plan fully accords with these documents and associated recommendations pertaining to sustainable travel.

3. Site Context and Accessibility Credentials

Site Location, Existing Use and Access

The site is located within the Cheetham Hill area of Manchester, approximately 2km north of the city centre. The site is bound by Heywood Street to the west, Kelvin Grove to the north and Wordsworth Avenue to the south. To the east of the site are residential dwellings in a traditional grid terrace format. The site sits in a predominantly residential area.

The location of the site is shown at **Figure 2**.

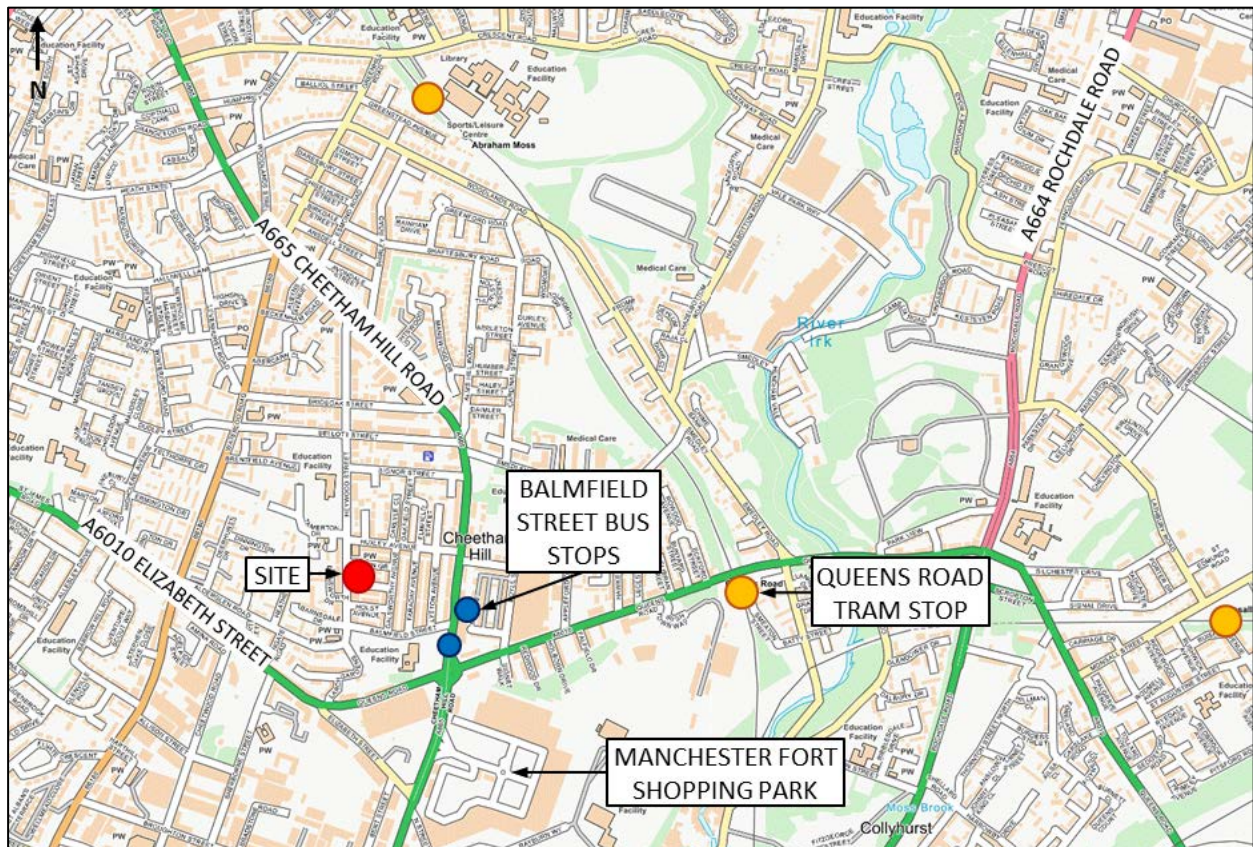


Figure 2 Site Location Plan

The site covers a rectangular shaped plot, approximately 700 square metres in area. The site currently accommodates a two-storey building with a total Gross Floor Area (GFA) of 664 square metres and an associated area of hardstanding with parking capacity for in order of 8 cars. Principal access to the site is provided from Wordsworth Avenue and Heywood Street.

Al Falah Islamic Centre is a registered charity, which is run by local volunteers and funding by donations from the local community. The mosque has operated from the site since circa 2015. The centre for the most part provides a prayer hall for the local Muslim community, for their 5 obligatory daily prayers. During evenings and weekends, the centre also provides a facility for teaching Islamic studies including Quran classes for mainly children.

Local Highway Network

The local road network, including the abovementioned roads to the west, north and south of the site, is characterised by residential, low speed (20mph speed limit zone) streets that benefit from a comprehensive network of lit footways and associated crossing infrastructure.

There are no general restrictions pertaining to parking or loading activity on the local road network with parking generally taking place on both sides of the road on the majority of roads locally. Heywood Street (west of the site) is provided with formal, inset parking bays on both sides of the road, retaining a residual carriageway width of 8.0 metres or so.

A number of speed reduction measures are in place on Heywood Street, including kerb buildouts in a chicane arrangement with formal priority working some 20 metres south of the site. A speed hump is located further north on Heywood Street adjacent to the western site frontage. A further speed hump is located on Kelvin Grove immediately north of the site.

Accessibility Credentials

In order to establish the potential for those accessing the site to travel by sustainable travel modes, in accordance with relevant local and national transport planning policy objectives, a review of the existing transport infrastructure and services within the vicinity of the site has been undertaken.

Considering the site's location, it is likely that public transport and 'active' modes of travel such as walking and cycling would accommodate a number of trips to and from the site. Indeed, the site is very well located relative to the Cheetham Hill area of Manchester, including associated residential areas, public transport connections and key local facilities, education providers and areas of employment. The site is therefore very well located in respect to the areas where users of the approved development are likely to be travelling from.

Walking and Cycling

It is commonly accepted that walking and cycling can replace motorised transport for journeys of up to 2 kilometres and 5 kilometres respectively, which are considered the preferred maximum distances as outlined in CIHT's '*Guidelines for Providing Journeys on Foot*' (2000).

Walking and cycling play a vital role in healthy and active lifestyles and if convenient and safe links are available there is significant opportunity to reduce the need for local car trips, thus reducing the traffic volumes on the surrounding highway network. Over short distances, especially in urban areas such as this, cycling is often quicker and cheaper than using a car and more flexible than public transport.

The centre of Cheetham Hill is located some 650 metres north of the site (an 8-minute walk or so) - well within the recommended maximum 2-kilometre walking of the site. It is easily and directly accessible via the existing pedestrian infrastructure on Heywood Street. A wide range of additional destinations locally are also easily accessible on-foot, including various local schools and Manchester Fort Shopping Centre, which is located some 600 metres south of the site (a 7-minute walk). Manchester City Centre can also be reached by way of a 2km walk (a 24-minute or so journey) and is also therefore reasonably accessible on foot from the site.

These destinations are accessible by way of a network of good quality pedestrian infrastructure. As set out previously, the site benefits from a comprehensive network of footways and other pedestrian infrastructure in its vicinity. Good quality, lit footways are provided along the roads closest to the site.

The local road network is also considered to be conducive to cycling, particularly the residential roads locally to the site, comprising relatively lightly trafficked, low speed streets. A wide, extensive range of destinations can be reached within a 5km cycle of the site, including the entirety of Manchester City Centre. As shown at **Figure 3**, the site is also well located relative to various local cycling routes and associated infrastructure as set out on TfGM's cycle network map².

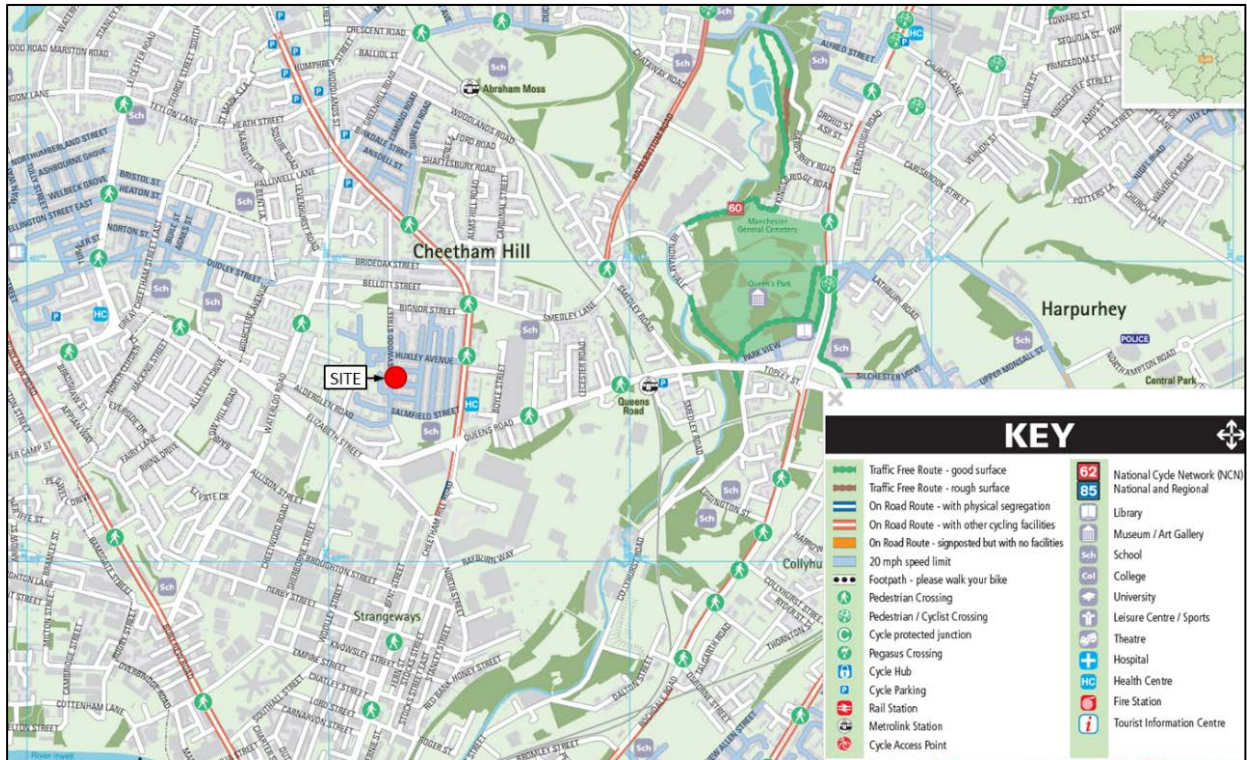


Figure 3 Site Location Relative to TfGM's Cycle Network Map

National Cycle Network (NCN) Routes 6, 55, 60, 62, 85 and 86 also run through a number of different parts of the city. The nearest NCN routes to the site are NCN 6 (which passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere) and NCN 66 (which operates from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull). These two NCNs (nos. 6 and 66) are located some 2km south-west and south-east of the site respectively as shown at **Figure 4**.

² [TfGM Online Mapping - Interactive Map - County Map](#)

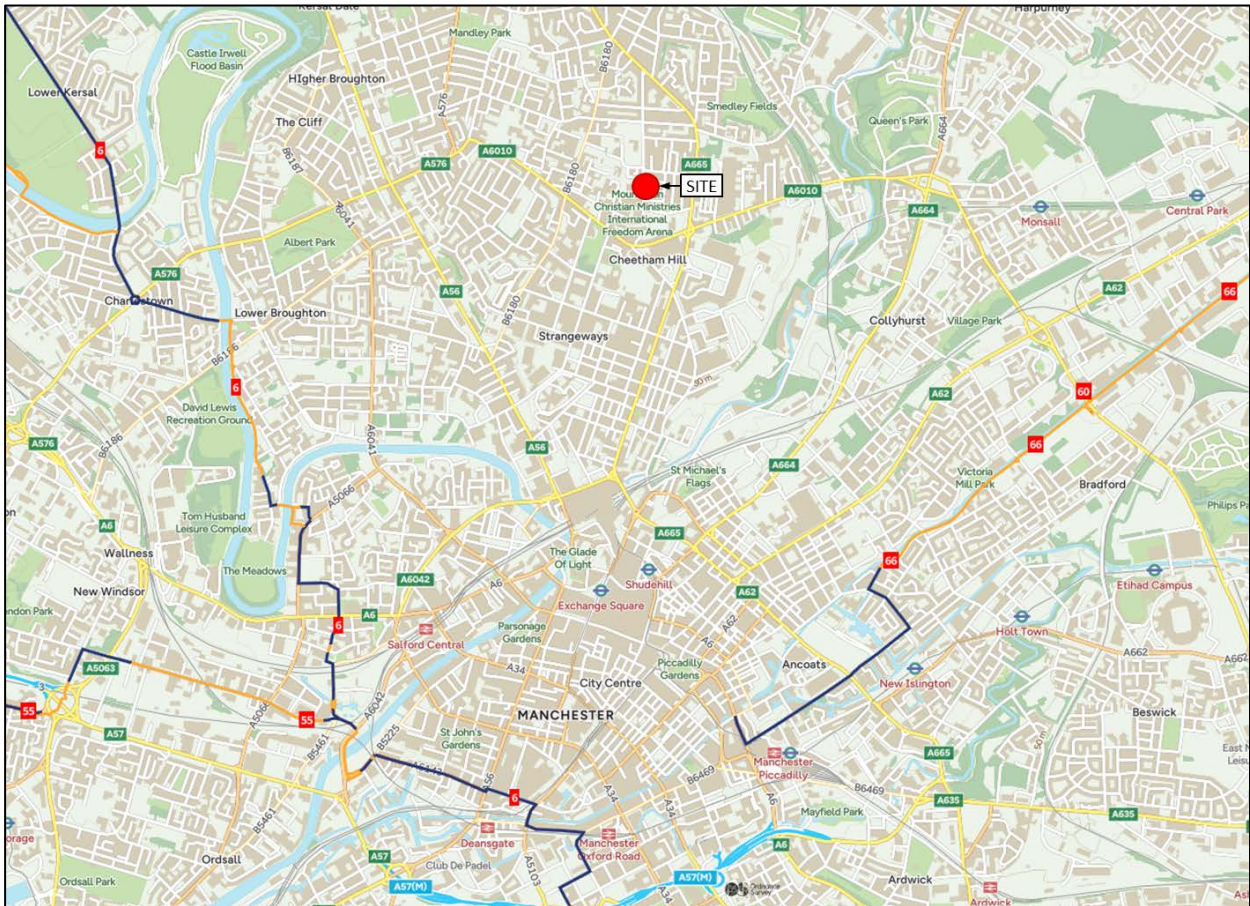


Figure 4 Site Location Relative to National Cycle Network (Source: Sustrans)

Further details of these NCNs are available on the Sustrans website³. On the basis of the above, it is considered that the site has an excellent level of accessibility on-foot and by cycle.

Bus

Guidance within the CIHT document, '*Guidelines for Planning for Public Transport in Development*', recommends that the maximum walking distance to a bus stop from a new development should be no more than 400 metres.

Figure 2 identifies the location of the nearest bus stops to the site which are located on A665 Cheetham Hill Road at Balmfield Street - some 350 metres east of the site by foot (a 4-minute walk or so). Safe access to / from southbound services from the bus stop on the eastern side of this road is facilitated by a signal-controlled crossing facility close to the Huxley Avenue / A665 Cheetham Hill Road junction.

Both bus stops feature a shelter, seating, timetable information, onward travel information and real time bus information screens (stop for southbound services only).

Table 1 provides a summary of the principal services that operate from these bus stops.

³ [The National Cycle Network - Sustrans.org.uk](http://TheNationalCycleNetwork-Sustrans.org.uk)

Service	Route	Typical Daytime Frequency	Hours of Operation (Weekday)
41	Middleton - Bowker Vale - Manchester City Centre - Sale	Every 20 minutes	04:34 – 23:38
135	Bury - Whitefield - Cheetham Hill - Piccadilly Gardens	Every 10 minutes	04:55 – 23:54
151	Ashton-under-Lyne - Failsworth - Moston - Higher Crumpsall	Hourly	06:53 – 18:30

Table 1 Summary of Bus Services from Balmfield Street Bus Stops

It is evident that the existing local bus stops provide access to a range of bus services to key local destinations, including services into the centre of Manchester at a typical frequency of every 10 minutes. On the basis of the above, the site is considered to be highly accessible by bus.

Rail

Queens Road Tram Stop (identified at **Figure 2**) is located some 1.1km from the site (a 13-minute walk) and is served by the Altrincham - Bury (Green Line) service and the Bury – Manchester Piccadilly (Yellow Line) service. This tram stop is in tram zone 2. Services typically operate every 10 – 12 minutes or so. The site is therefore considered to be accessible by tram.

It also noteworthy that Manchester Victoria National Rail station is located approximately 1.9km from the site, with an associated walking journey time from the site of approximately 23 minutes or a cycle journey of approximately 6 minutes via Cheetham Hill Road. This station provides access to a wide range of Northern and Transpennine Express train services.

Summary

In summary, the site is very well located to facilitate journeys by sustainable travel modes. The site is well located in the context of surrounding land uses and amenities which can be accessed within a reasonable walking and cycling distance.

The site is also highly accessible by public transport, being located close to a bus stop serving a range of bus routes, along with being a short walk from Metrolink tram services into central Manchester.

Accordingly, it is evident that the site is highly accessible by sustainable transport modes and is therefore compliant with national and local policy on such matters.

4. Baseline Travel Behaviour

It is necessary to collect data to establish and understand the travel habits against which the Travel Plan's progress can be measured.

Given that the approved development is yet to be constructed and occupied, an estimated, initial mode split for the approved development has been ascertained with reference to the trip generation and modal split estimates that are set out in the approved AMNI Transport Statement.

Census (2011) Data

As detailed at Section 2.7 of the AMNI Transport Statement, Census 2011 data was analysed for the super output areas containing Heywood Street and nearby streets and subsequently compared with the average for the whole of Manchester.

In the super output areas around the site, there are between 46% to 56% of households without access to a car. This is compared to 45% in Manchester as a whole. In terms of method of travel to work, the Census data shows that the areas around the site exhibit between 51% and 66% of commuting individuals travelling to work by sustainable transport methods. It should be noted that this Census data relates to commuting journeys (i.e. to a place of work) which are likely to exhibit difference modal split profiles to educational journeys, which are more likely to be local trips, close to individuals' places of residence. Separate assessments are therefore set out below with reference to National Travel Survey (NTS) data for school pupil journeys and data relating to an existing madrassa site in Bolton.

The Census analysis also identified that between 31% and 59% of the population in these super output areas are Muslim, compared to 16% across Manchester as a whole. The Census analysis within the AMNI Transport Statement indicates that relative to the Manchester average, the super output areas around the site have a high Muslim population with low levels of access to a car and subsequently high levels of use of non-car modes.

National Travel Survey and Bolton Madrassa

The AMNI Transport Statement also includes (Chapter 6) a review of NTS data in respect to method of travel to school amongst pupils travelling up to 1 mile. This demonstrates that just 18% do so by car with the remaining individuals walking (80%) or cycling (2%).

A review of a travel survey undertaken in relation to an existing madrassa site in Bolton is also referenced in the AMNI Transport Statement and demonstrates that just 19% of those travelling to the existing madrassa site in Bolton do so by car, with the remaining 81% walking. This modal split profile is highly comparable to the NTS data.

Forecast Baseline Modal Share

Based on the NTS data, the AMNI Transport Statement sets out the following forecast (baseline) arrivals by mode profile for each session at the madrassa, based on maximum capacity of 24 students at any one time.

Mode	No. Persons Arriving at Madrassa Per Session	%
Walk	19	80%
Car	5	20%
Total No. Persons	24	100%

Table 2 Forecast Baseline Modal Split (Source: Table 6 of AMNI Transport Statement)

From the findings shown in **Table 2**, it is estimated that 80% of those travelling to and from the madrassa would do so on-foot, with just 20% doing so by car. This reflects the good accessibility credentials of the site, the likely local catchment of those travelling to and from the site, and low relative levels of car ownership locally.

The baseline information outlined above is considered to be a suitable starting point for formulating appropriate measures and targets, however iTRACE compliant travel surveys will be carried out following occupation of the approved development (to be undertaken within 3 months of occupation) and incorporated within the Full Travel Plan (to be submitted to MCC within 6 months of occupation).

The travel surveys will obtain, as a minimum, information on travel patterns to and from the madrassa, including mode and distance travelled as well as attitudinal data pertaining to the reasons why different transport options are utilised and measures which would encourage / maintain the use of sustainable transport. The travel surveys will record all modes of travel (i.e. not just those listed in **Table 2**).

5. Aims, Objectives and Targets

It is now widely accepted that it is not possible to build our way out of congestion. Instead, the approach has to be to reduce the need to travel by increasing travel choice and awareness, therefore the overall aim of this Travel Plan is:

To reduce reliance upon the private car, by effecting a change in attitude to travel by increasing awareness of sustainable travel modes and their associated benefits.

To achieve this aim, objectives should be provided that focus the role of the Travel Plan. These objectives also support the MCC and Greater Manchester area policy and sustainability aims. For the site, the objectives are:

Objective 1 - Promote and actively encourage sustainable travel to and from the site

Objective 2 - Provide the on-site infrastructure and equipment to facilitate sustainable travel

To support the aim and objectives, targets have been set to focus the delivery of the Travel Plan.

When setting site specific targets, it is important that they are 'SMART' in order that the outcomes can be quantified and an assessment of what the Travel Plan has or will achieve can be made.

- i) **Specific**
- ii) **Measurable**
- iii) **Achievable**
- iv) **Realistic**
- v) **Time-bound**

All targets set will meet the SMART criteria and be suitably linked to the objectives of the Travel Plan.

Table 3 presents the targets for the Travel Plan which will support the overall aim and two objectives. These should be achieved 3 and 5 years from implementation of the Full Travel Plan.

Initially, these targets will be assessed against the data presented at **Table 2** of this report, however these targets may be subject to revision (either more realistic or more ambitious) depending on the results of the baseline travel surveys that would be completed within 3 months of occupation.

Target	Target Date
Decrease the proportion of journeys made by car by 5% / 10%	End of Year 3 / 5
Increase the proportion of trips made by active modes (walking / cycling) or public transport by 5% / 10%	End of Year 3 / 5

Table 3 Travel Plan Targets

Again, the above targets may be subject to revision (either more realistic or more ambitious) depending on the results of the baseline travel surveys at the site, subject to discussion and agreement with MCC.

The targets stated will be reviewed regularly and should be achieved by the target date set. If they have been attained before the target date, they will be modified to provide further, more challenging targets, while if the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall targets will be met.

Travel related concerns raised by users of the site and any identified barriers to sustainable travel will be ascertained by way of regular travel surveys and routine monitoring. Further bespoke measures and changes could then be introduced to address these barriers, if necessary, and to ensure that the Travel Plan continues towards achieving its targets and overall aim.

Future targets will be established through a process of consultation between the Travel Plan Coordinator and MCC to ensure that they are appropriate in the context of the objectives, yet realistic and achievable

Given the operational profile of the madrassa and the characteristics of this area (local catchment, relatively low levels of car ownership etc.) it is anticipated that the baseline levels of car use to and from the madrassa will be low (circa 20%) without requiring the measures that are set out within this Travel Plan. Indeed, it is significant that the forecast baseline travel modes are well in line with the Greater Manchester Transport Strategy vision of 50% of journeys in Greater Manchester being by walking, cycling and public transport, as detailed earlier in this Travel Plan.

With its implementation from the outset, it is reasonable to assume however that the Travel Plan would be effective in changing the travel habits of site users who would be encouraged to consider using non-car modes before getting into the habit of travelling by car.

The Travel Plan will also assist in achieving the aims of the Traffic Management Plan (TMP) which is submitted under separate cover and sets out measures to reduce and manage on-street car parking within the vicinity of the site.

6. Actions and Measures

A summary of the actions and measures is provided below. The associated responsibilities, timeframes and likely cost is provided below each measure / action.

Further details and clarity will be provided in the Full Travel Plan following site occupation.

Objective 1 - Promote and actively encourage sustainable travel to and from the site

- Appoint **Travel Plan Coordinator** (TPC) – details of the current, Framework Travel Plan Coordinator are provided later in this report.

Responsibility: Site Manager Timeframe: Prior to Occupation
Cost: Operating Budget
- **Promote and market the Travel Plan** and its associated aims, objectives, targets and measures in site literature and other formats, such as site advertising, posters, leaflets, inductions etc

Responsibility: TPC Timeframe: Prior to Occupation / Ongoing
Cost: Negligible / Operating Budget
- Hold **Travel Plan Event** at the site to promote the Travel Plan and to discuss opportunities for collaborative engagement towards achieving its aims and objectives

Responsibility: TPC / Site Management Timeframe: Within 1 Month After Occupation
Cost: c. £250
- Encourage **alternative study practices** where feasible (home learning etc.)

Responsibility: Site Management Timeframe: Upon Occupation / Ongoing
Cost: TBC
- Seek **local recruitment of volunteers and students** where feasible

Responsibility: Site Management Timeframe: Upon Occupation / Ongoing
Cost: Negligible / NA
- **Promote Apps** which allow for mobile handset planning of public transport trips and awareness of network issues and problems as well as other aspects of health, wellbeing and fitness.

Responsibility: TPC Timeframe: Upon Occupation / Ongoing
Cost: Negligible
- Provide and update details of local and wider **walking / cycling routes** (by way of a noticeboard with maps and guides, as well as within Welcome Packs etc. within a communal area of the site)

Responsibility: TPC / Site Management Timeframe: Prior to Occupation / Ongoing
Cost: c. £50 annually
- Provide and update details of local and wider **public transport routes** (by way of a noticeboard with maps and guides, as well as within Welcome Packs etc. within a communal area of the site)

Responsibility: TPC / Site Management Timeframe: Prior to Occupation / Ongoing
Cost: c. £50 annually

- Set up a **walking bus / group** – whereby students attending the madrassa would walk to and from the site together (accompanied by a volunteer from the mosque as required and dependent on age of pupils).
Responsibility: TPC / Site Management Timeframe: Upon Occupation / Ongoing
Cost: Negligible / Operating Budget
- Information to be provided on **health and financial benefits of walking and cycling** (e.g. leaflets on noticeboard and details to be provided in Welcome Packs)
Responsibility: TPC Timeframe: Upon Occupation / Ongoing
Cost: Negligible
- Prepare and issue **Welcome Packs** to those attending the madrassa – including details of local public transport information, local walking / cycling maps and local and national sustainable travel schemes.
Responsibility: TPC / Site Management Timeframe: Upon Occupation / Ongoing
Cost: £50 annually
- Promotion of **car sharing** amongst those that have an inherent reliance on car travel (e.g. a disability) - this may be by setting up a database for users at the site and / or providing a guaranteed ride home in emergencies and offering priority parking for car sharers.
Responsibility: TPC Timeframe: Upon Occupation / Ongoing
Cost: Negligible / Operating Budget
- **Personalised Travel Planning (PTP)** service offered:
Responsibility: TPC Timeframe: Upon Occupation / Ongoing Cost: Negligible / Operating Budget
- Potential to offer **financial incentives / vouchers / points scheme** for those not travelling by car.
Responsibility: Site Management Timeframe: Upon Occupation / Ongoing
Cost: TBC
- Provide advice on **personal safety when walking / cycling**
Responsibility: TPC Timeframe: Upon Occupation / Ongoing
Cost: Negligible / Operating Budget
- Potential to arrange **cycle training courses and 'Dr Bike'** cycle maintenance sessions at the site (depending on interest)
Responsibility: TPC / Site Management Timeframe: Within 3 months after occupation
Cost: TBC
- Investigate potential for any **local bike shop discounts**
Responsibility: TPC Timeframe: Within 3 months after occupation
Cost: Negligible / Operating Budget
- Potential to implement **Bicycle User Group (BUG) / Cycling Buddy Scheme**
Responsibility: TPC Timeframe: Within 3 months after occupation
Cost: Negligible / Operating Budget

- Promote **Cycle Membership Organisations**

Responsibility: TPC

Timeframe: Upon Occupation / Ongoing

Cost: Negligible / Operating Budget

- Issue **E-Newsletters** that provide travel planning advice and resources and provide updates as to the Travel Plan's progress

Responsibility: TPC / Site Management

Timeframe: Upon Occupation / Ongoing

Cost: Negligible / Operating Budget

- Promote wider **cycle to work / school and walk to work / school initiatives** and / or set **site-specific challenges**. Provide pedometers to monitor progress and attainment of personal goals.

Responsibility: TPC

Timeframe: Upon Occupation / Ongoing

Cost: Negligible / Operating Budget

Objective 2 - Provide the on-site infrastructure and equipment to facilitate sustainable travel

- Provide a suitable level of **car and cycle parking** at the site

Responsibility: Developer

Timeframe: Planning / Prior to Occupation

Cost: Part of Construction Costs

- Provide **Travel Noticeboard / Information Point** at a conspicuous, communal area

Responsibility: Developer / Site Management

Timeframe: Prior to Occupation

Cost: c. £250

- Ensure cycle parking is **suitable for use and well maintained**. Investigate potential for additional cycle parking if demand warrants it

Responsibility: Developer / Site Management

Timeframe: Prior to Occupation / Ongoing

Cost: TBC

- Ensure **site layout is suitably designed and constructed** to facilitate and encourage active travel (well-lit, suitably surfaced, footway / footpath connections etc.)

Responsibility: Developer

Timeframe: Planning / Prior to Occupation

Cost: Part of Construction Costs

- Provide on-site **welfare facilities** that minimise the need for off-site journeys (toilets, refreshments etc.)

Responsibility: N/A

Timeframe: Already in place at site

Cost: N/A

- Provide communal **cycle repair kit and pump** at the site for all site users

Responsibility: Site Management

Timeframe: Prior to Occupation

Cost: c. £50

- Provide communal **umbrellas** at the site for all site users

Responsibility: Site Management

Timeframe: Prior to Occupation

Cost: c. £50

- Provide free personal **attack alarms and high visibility jackets** for those travelling by active travel modes and / or public transport

Responsibility: Site Management
Cost: c. £100

Timeframe: Prior to Occupation

- Potential to provide **pool cycles** on the site

Responsibility: Site Management
Cost: TBC

Timeframe: Upon Occupation

The specified measures and initiatives should act to achieve the overall aim of the Travel Plan, consequently increasing the use of sustainable modes and achieving the targets set. The TPC will be free to implement further measures as suitable.

7. Implementation, Monitoring and Management

Implementation

Prior to the occupation of the approved development, a Travel Plan Coordinator (TPC) will be appointed to oversee the management of the Travel Plan and to ensure it achieves the stated aims.

It is anticipated that the TPC role would fall within the remit of the Site Manager, although specific tasks would become the responsibility of others, following instruction from the Site Manager.

The TPC will be responsible for much of the Travel Plan management to include the implementation, review and promotion of the Travel Plan. It is anticipated that this role would take 3-5 hours per month. Any infrastructure works are associated with the development's construction costs (unless already in place at the site).

The TPC will also be responsible for managing the agreed budget for the Travel Plan. Aside from infrastructure works which are associated with the development's construction costs, funding is required to cover initial set up, printing and marketing. This is estimated to amount to circa £250 annually.

This investment in resources, both in terms of appointment of a TPC and monetary, support the implementation, management and review of the Travel Plan and mitigate against any financial burden that may be imposed as a consequence of failure to meet the agreed targets.

Monitoring and Management

Site-specific baseline data is to be collected within 3 months following first occupation of the approved development. This will represent Year 1 and form the revised baseline for inclusion in the Full Travel Plan.

Annual monitoring reports will then be prepared. As a minimum the monitoring reports will contain:

- Details of the progress made since the last report. This will look at those targets set in the Travel Plan and assess whether they have been met.
- A summary of the monitoring results including an annual travel survey and where appropriate traffic counts.
- An identification of action and priorities for the following year.

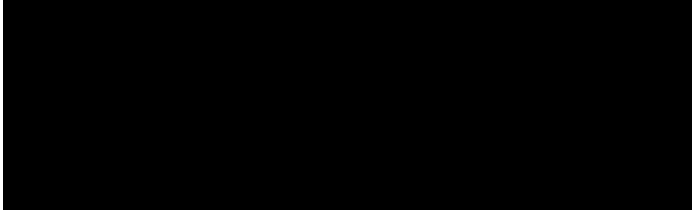
The monitoring reports will be submitted to MCC.

If the Travel Plan is not meeting its targets, details will be provided of appropriate remedial actions that will be taken if the annual review report shows that the Travel Plan targets at Year 3 and Year 5 have not been achieved.

8. Approval

This Framework Travel Plan is hereby approved for implementation at the following site:

Al Falah Islamic Centre, 96-98 Heywood Street, Manchester, M8 0DT



Signed:

[ADD NAME] [ADD COMPANY] - Travel Plan Coordinator

Date:

Email:

Contact Tel:



APPENDIX A



APPENDIX B

