



TRAVEL PLAN

139109/FO/2024

Contents

1.	Introduction	2
1.1	Background	2
1.2	What is a travel plan	2
1.3	Document purpose	2
1.4	Document structure	2
2.	Existing site and proposed development	3
2.1	Site Location	3
2.2	Existing use	3
2.3	Access arrangement	3
2.4	Proposed development	4
3.	Value of Travel Plan	5
3.1	Health benefits	5
3.2	Environmental benefits	5
3.3	Wider benefits	5
4.	Travel Plan Initiatives	6
4.1	Travel Plan Objectives	6
4.2	Measures to encourage walking	6
4.3	Information Material	6
4.4	Targets	7
4.4.1	Data collection	7
4.4.2	Monitoring	7
4.4.3	Review	7
5.	Appendix A: Location Plan	9
6.	Appendix B: Proposed Pedestrian Path to the site	10
7.	Appendix C: Location of business that will access and use the site	11

Table of Figures

Figure 1 Proposed site location	3
Figure 2 Site Accessibility	4

1. Introduction

1.1 Background

SMS architecture have been appointed to produce a Travel Plan to support the planning application 139109/FO/2024 and to satisfy the planning conditions attached following its approval by Manchester City Council (MCC)

1.2 What is a travel plan

A Travel Plan is a strategic document that outlines measures to promote sustainable transport choices, such as walking, cycling, public transport, and car sharing, while reducing reliance on single-occupancy vehicles. It aims to mitigate the impact of new developments on traffic and the environment by encouraging more sustainable commuting practices.

According to the National Planning Policy Framework (NPPF), Travel Plans are required for all developments that generate significant amounts of movement. They are essential to manage traffic impacts, improve accessibility, and contribute to reducing carbon emissions.

1.3 Document purpose

The document primarily aims to satisfy the planning conditions associated with the approval of the planning application 39109/FO/2024. As per the NPPF guidance, the scale and use of the proposed development does not align and warrant the need for a full travel plan.

Notwithstanding that, to fulfil the planning condition and contribute to the local planning policies aimed at promoting the use of sustainable forms of travel to the development, including policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007), a Travel Plan with a proportionate scope to match the scale of development has been prepared.

Furthermore, there are several benefits of a travel plan discussed further in this document that make it a valuable part of development operation and management. .

This document is aimed to be reviewed at regular intervals and enhances and updated as necessary to reflect and aid the site operation in a safe and sustainable manner.

1.4 Document structure

The document has following structure:

- Existing Site Conditions and Proposed Development
- Value of Travel plan
- Sustainable Site access
- Travel Plan Initiatives
- Travel Plan Targets, Monitoring and Review and
- Action Plan to conclude the report and suggests next steps

2. Existing site and proposed development

2.1 Site Location

The proposed site is located at 19 Edward Street, Cheetham Hill area of Manchester. It is shown in Figure 1 below. Detailed Location Pla drawing can be found in Appendix A.



Figure 1 Proposed site location

2.2 Existing use

The site is currently a wholesale store for mobile phones, their accessories, parts and repair services.

2.3 Access arrangement

The site is accessible from Edward through a car park in a retail agglomeration of predominantly mobile repair shops. The site is surrounded by paved streets with the A56 running along the eastern part of the site. A dedicated walking path will be provided and is shown in the drawing in Appendix B. It is also located within 100 meters of the Bury New Road / Jury Street Bus Stop (Stop D) which is served by route X41, X43 and 59.



Figure 2 Site Accessibility

2.4 Proposed development

Proposed development involves change of use from Class E (retail) at ground floor to Class F1(f) Public worship or religious instruction. It aims to provide a dedicated space for daily prayers to the business in the area.

It must be noted that is for private and limited use only under the hours of operation stipulated within the planning application. As such, it is intended for use solely by the business owners and their staff located within 50 meters of the site. These business and their locations are identified in the drawing which can be found in Appendix C.

As per the planning condition the site is only set to be used by upto 40 individuals for a given prayer and based on hours of operation and business hours there are likely to be only 2 or 3 prayers taking place depending on the time of the year.

3. Value of Travel Plan

3.1 Health benefits

Travel Plan offers numerous health benefits by promoting sustainable transport. In addition to improved physical activity and reduced air pollution, local planning policies like Manchester's Local Plan, particularly the Core Strategy (2012), emphasize the importance of sustainable travel to enhance public health. Policies such as T2 (Accessible Areas) and EN16 (Air Quality) support the reduction of car dependency, encouraging active travel modes like walking and cycling, which contribute to improved cardiovascular health, reduced obesity, and better mental well-being across the city.

3.2 Environmental benefits

Travel Plan not only promotes health but also delivers significant environmental benefits. Encouraging walking, cycling, and public transport reduces carbon emissions, which aligns with Manchester's Zero Carbon Framework and local policies like EN16 (Air Quality). Fewer cars on the road contribute to lower noise pollution, improved air quality, and reduced greenhouse gas emissions. Sustainable travel initiatives also protect green spaces by reducing the need for expansive car parks, supporting Manchester's Green and Blue Infrastructure Strategy, which enhances biodiversity and ecological resilience across the city.

3.3 Wider benefits

Travel plan enables greater choice for accessing the site by more sustainable and accessible modes of transport. The beneficiaries of these are often those from disadvantaged backgrounds. There are also financial benefits due to the low cost of active travel options and eliminating fuel and vehicle maintenance costs. An effective TP can help encourage residents and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

4. Travel Plan Initiatives

4.1 Travel Plan Objectives

This travel plan has following objectives:

1. Walking remains the primary and the only preferred option to access the site
2. Raise awareness of the positive impact of sustainable travel and habits
3. Promote sustainable travel as a preferred choice of transportation for any journey

4.2 Measures to encourage walking and cycling

Considering there are no parking proposal associated with the development, the access being limited to the business owners and their staff within 50m of the site and existing challenges in travelling to other place of workshop, walking is the natural and more direct mode of transport to access the site. Cycling would be the second most preferred option.

Similarly, the alternative praying facilities are at a distance that involves travelling over 5 miles for a return trip per prayer. Given there will be 40 individuals and assuming they result in 70% of car trips there are 30 additional car trips per prayer. As such during the hours of operation, the site has potential to save 90 trips, 450miles of travel per day and upto a 1 tonne of CO₂ emissions per working week².

Notwithstanding the following measures will be considered and adopted as necessary to promote walking and cycling to the site:

- Promotion material on benefits of walking and cycling
- Deliver clear marked pedestrian path as shown in Appendix B
- Provide a pool of umbrellas for the users
- Cycle parking at the front involving provision for 6 bikes as shown in Appendix B
- Adhere to the set prayer times to consolidate trips
- Raise awareness of disbenefits of taking individual car trips and saving of 1 tonne of CO₂ emissions by praying at the proposed site and arriving by walking

4.3 Information Material

The following materials will be printed and displayed in the entrance of the development:

- Travel plan objectives
- Location of walkable path to the site from nearby businesses
- Carbon savings being made by walking to the site

² Based on emission calculation of a typical diesel vehicle using the calculator from [Vehicle CO₂ Emissions Footprint Calculator | Comcar](#), accessed on 22/09/2024 and working week of 6 days involving 3 prayers a day.

- Contact details of the Travel Plan coordinator

4.4 Targets

Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. The following targets are considered appropriate for the site

- Over 80% of the trips occur by active modes
- Reduction in vehicle trips to other places of worship
- Journey time, cost and carbon footprint saved by reduction in vehicle kilometres travelled

4.4.1 Data collection

A regular headcount will be carried out and a monthly survey for the initial 3 months of the opening. The survey questions will include:

- How did you arrive and leave the site?
- How many times in a week did you attend?
- How many car trips did you make to access prayer?
- Has there been a positive impact on being able to walk to the prayer facility in your mental, spiritual or physical well being?

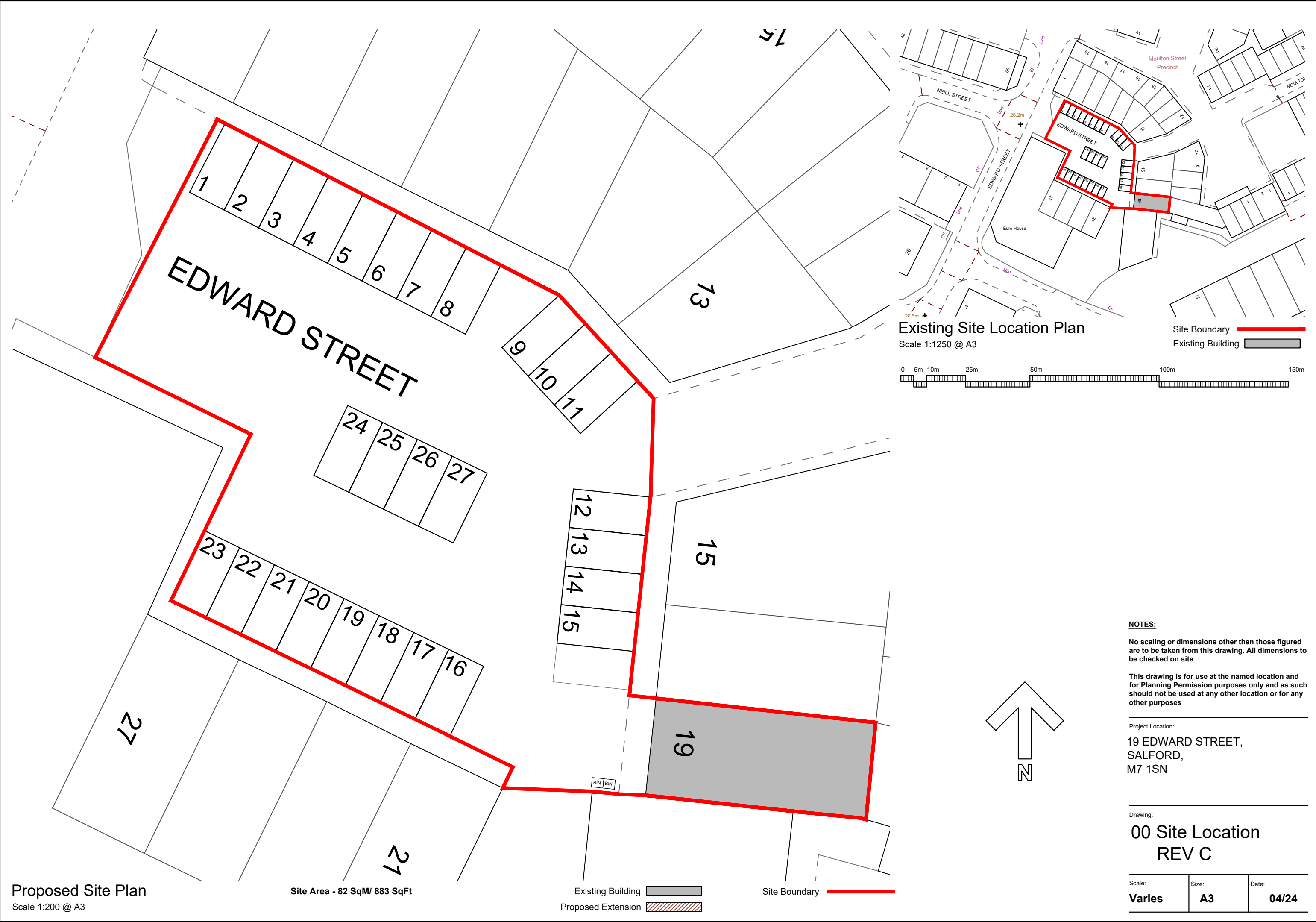
4.4.2 Monitoring

The targets stated above will be monitored by the Travel Plan Coordinator who will also be responsible for conducting surveys and publishing the results. The results will be made available to the users.

4.4.3 Review

Following initial 3 months, if required, a review will be carried out to adjust the targets to ensure they are achievable and continue to promote the objectives of the travel plan.

5. Appendix A: Location Plan



NOTES:

No scaling or dimensions other than those figured are to be taken from this drawing. All dimensions to be checked on site

This drawing is for use at the named location and for Planning Permission purposes only and as such should not be used at any other location or for any other purposes

Project Location:
 19 EDWARD STREET,
 SALFORD,
 M7 1SN

Drawing:
**00 Site Location
 REV C**

Scale: Varies	Size: A3	Date: 04/24
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6. Appendix B: Proposed Pedestrian Path to the site



Proposed Site Plan
Scale 1:200 @ A3

Site Area - 69 SqM/ 738 SqFt

Existing Building 
Pedestrian Route 

Site Boundary 

NOTES:
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Project Location:
19 EDWARD STREET,
SALFORD,
M7 1SN

Drawing:
04 Proposed
Pedestrian Route and
Cycle Parking - REV E

Scale:	Size:	Date:
Varies	A3	04/24

7. Appendix C: Location of business that will access and use the site

