Al-Furqan Islamic Centre

Transport Statement

SLR Consulting Limited

Date: 23 September 2024

Project No. 410.066325.00001

Introduction

SLR have been instructed to provide traffic and transportation advice to support a planning application in respect of the Al Furqan Islamic Centre in Greater Manchester.

A planning application (Ref: 121897/FO/2018) at the site was previously approved and given consent by Manchester City Council (MCC) in 2021 for the following:

"Erection of second-floor extension and infill extensions to courtyard to provide prayer hall and classrooms"

This scheme was supported by a number of transport reports that were submitted and validated as part of the application that included a Transport Statement and Travel Plan. For information these approved documents have been included as **Appendix A**.

This Technical Note has been prepared in support of a revised planning application (Ref: 140313/FO/2024) that is currently awaiting decision and will provide further assurance in relation to the transport elements of the updated scheme.

Overview

The Al Furqan Islamic Centre is stemmed with the migration of Somali community to Manchester, from the early 1990's onwards. There was growing need to find space to cater for the community's diverse needs such as for prayer, community social gatherings, celebration of Islamic events and festivals, and for Islamic education, as well as for other subjects such as GCSE curriculum and language support. In 1997 the community rented the existing property, and Al Furqan Islamic Centre was formed.

The Al-Furqan Islamic Centre has grown became one of the most important Islamic Centres in Greater Manchester. It became a hub for the diverse Muslim Community for prayer, community social gatherings, celebration of Islamic events and festivals, and for Islamic education, as well as for other subjects such as GCSE curriculum and language. In 2009 the community managed to purchase the entire building, which has since come to serve their spiritual, educational, cultural and social needs.

The building is broadly used as a masjid and educational centre. It is used most intensively during prayer times (5 times a day) across the day, whereby congregation takes place at set, short period of around 15 mins for each prayer. For each prayer the congregation would number approximately 100 persons. In addition to daily prayers, there is a main Friday prayer around midday when the congregation could number around 750 persons. The Friday prayer lasts around one hour, between 12-1pm. The other main use of the building is for education, with classes taking place between 5pm-8pm on weekdays and 9am-5pm on weekends.

Revised Development

As stated above, a revised planning application (Ref: 140313/FO/2024) for the development site was submitted in August 2024, for the following:

"Erection of a second floor rooftop extension together with associated external elevational alterations including lift and staircore to form additional classrooms, office and kitchen and dining space."

It should be noted that the proposed / revised scheme is almost identical to the scheme that was given planning permission in 2021. However, a new planning permission has been submitted as a result of an additional fire escape stair and a lift for disabled access that were listed as a requirement following consultation. With these changes the Courtyard area is no longer to be infilled with a Prayer Hall and Youth Centre. Therefore, in overall terms the area of development for active uses is less with the current proposed scheme compared that approved.

Traffic Implications

Given the proposed changes form the approved scheme, the revised application (Ref: 140313/FO/2024) will present no change in relation to traffic and transport. It is not proposed that any changes be made to the site access arrangements, or to the sustainable transport infrastructure around the site. Servicing and refuse collection will occur as existing, via the adopted highway that surrounds the site.

Therefore, on the basis of the above it is considered that the information contained within the transport reports submitted as part of the previous application approved in 2021 (Ref: 121897/FO/2018) that are appended to this note are still applicable and representative of the revised scheme.

It should be noted that since these reports were prepared, there have been some alterations to the parking arrangement on Great Southern Street to the north of the site, where there is now a maximum 3-hour parking permit system in place along this section of road. Based on the surveys undertaken as part of the previous application it can be seen that this would not impact the majority of visitors to the site, as in most cases they spend less than an hour there.

If there is a need for the attendees to stay for longer than a 3-hour period then they can apply for a parking visitor permit, and this can be requested through the AL Furqan Islamic Centre website.

Taking into account the surrounding wider highway network and the availability of on-street car parking, this minor change is not considered to present a material impact / change to the original proposals.

Summary & Conclusion

- The revised application (Ref: 140313/FO/2024) is almost identical to the scheme that was given planning permission in 2021 (Ref: 121897/FO/2018).
- As well as the provision of a lift for disabled access and a fire escape staircase. the Courtyard area is no longer to be infilled with active floorspace and therefore there is a small reduction in the active floor area compared to the approved scheme. Therefore, the revised scheme will give rise to no change to trips made to the centre.
- The approved scheme was supported by a Transport Statement, Travel Plan and Car Park Management Plan and as there is no change in traffic demands, the conclusions of the previous reports are unchanged.
- Therefore, this Transport Statement can conclude that the revised application would have no impact upon highway operation, safety or parking compared to the approved scheme.
- Given this there are no reasons why the planning application should be refused on highways or transportation grounds.

Appendix A

Transport Statement for Approved Scheme

vectos.

REPORT

Muse Architects

Al-Furqan Islamic Centre, Great Southern Street, Manchester

December 2020

VN201784

Transport Statement

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1 Introduction

Introduction

1.1 Vectos have been commissioned by Muse Architects to advise on the transport matters relating to a current planning application (planning application reference 121897/FO/2018) at the Al-Furqan Islamic Centre at Great Southern Street, Manchester. The Al-Furqan Islamic Centre contains a mosque, education and community facilities.

1.2 The proposal provides additional, up-to-date facilities for worshippers and the local community, as well as an increased capacity. They comprise the erection of a second-floor extension, which will provide a prayer hall and additional classrooms.

Development Site and Location

1.3 The site is located in Rusholme, an inner-city area of Manchester which is approximately two miles south of the city centre. The location of the site is shown within the approximately red line boundary in **Figure 1.1**.

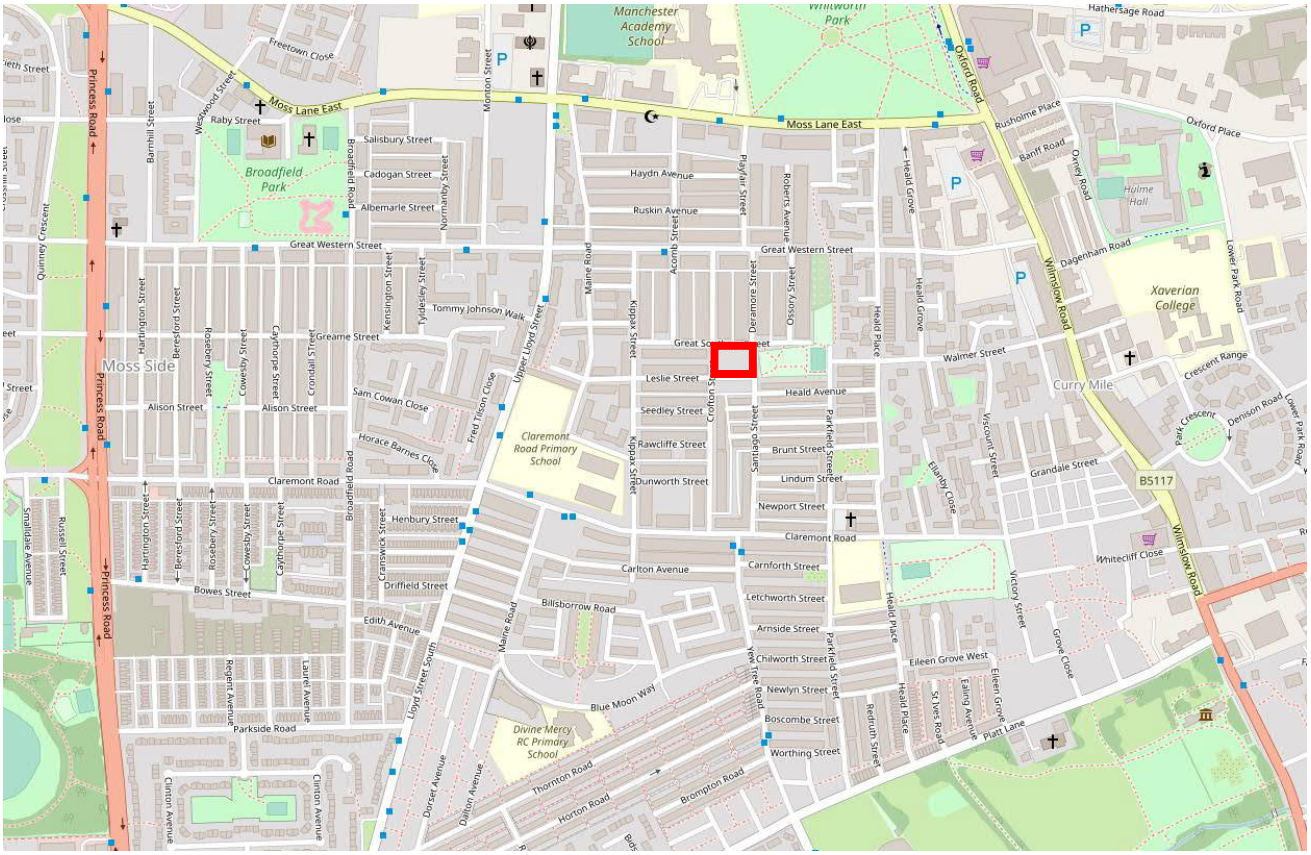


Figure 1.1 – Site Location

Report Content

1.4 This Transport Statement has been prepared in accordance with guidance provided by the Department for Transport on '*Travel Plans, Transport Assessment and Statements*' (2014) document, as well as paying due notice to the now superseded DfT '*Guidance on Transport Assessments*' document.

1.5 Following this introduction, the report provides the following information:

- **Section 2: Policy Context** – reviews both national and local planning policy;
- **Section 3**: **Baseline Conditions** – outlines the site's location, local highway network and local accident statistics;
- **Section 4: Travel Survey** – presents the results of a travel survey completed by visitors to the Centre;
- **Section 5**: **Accessibility by Sustainable Modes of Travel** – describes the accessibility of the site by foot, cycle, bus and rail;
- **Section 6**: **Development Proposals** – sets out the development proposals and access strategy for the site;
- **Section 7**: **Travel Plan** – provides details of a Travel Plan which will be implemented at the Centre to discourage journeys by car; and
- **Section 8**: **Conclusions** – summarises the findings of the Transport Statement.

2 Policy Context

Introduction

2.1 This section of the report reviews both national and local planning policy relating to the proposed development.

National Planning Policy

2.2 The main source of national policy regarding the transport planning aspects of new development can be found in the 'National Planning Policy Framework'. This document replaces previous planning guidance and policy notes.

National Planning Policy Framework (2019)

2.3 The latest National Planning Policy Framework (NPPF) was published in February 2019 by the Ministry of Housing, Communities and Local Government, replacing the previous versions published in March 2012 and July 2018. The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.

2.4 As part of promoting sustainable transport, paragraph 108 of the revised NPPF states that in assessing applications for development, it should be ensured that:

– appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
– safe and suitable access to the site can be achieved for all users; and
– any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.

2.5 Paragraph 109 goes on to state that 'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'.

Manchester Core Strategy

2.6 The Core Strategy forms the key document in Manchester's Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027.

2.7 Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:

– Improve choice by developing alternatives to the private car.
– Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

1) Pedestrians and disabled people.
2) Cyclists, public transport.
3) Commercial access.
4) General off peak traffic.
5) General peak time traffic.

2.8 The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.

Greater Manchester Transport Strategy 2040

2.9 Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester's transport system in support of long-term needs and aspirations.

2.10 The vision is for Greater Manchester to have 'World class connections that support long-term, sustainable economic growth and access to opportunity for all'. The Transport Vision aims are as follows:

– Supporting Sustainable Economic growth.
– Protecting Our Environment.
– Improving Quality of Life for All.
– Developing an Innovative City Region.

2.11 The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025, structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.

2.12 The Delivery Plan 1: 2016/17 – 2021/22 sets out schemes and measures that are aimed to be brought forward up to 2021. It also sets out the funding availability and will provide annual updates on progress against key performance indicators.

2.13 The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment. The Greater Manchester Transport Strategy also highlights improving the safety of the transport network as a key priority, and the development proposals are considered to provide a safer site layout and access arrangements for all users.

3 Baseline Conditions

Introduction

3.1 This section of the report discusses the development site and location in more detail, the local highway network and reviews accident statistics for the immediate highway network.

Site Location and Existing Development

3.2 The Al-Furqan Islamic Centre is located in Rusholme, an inner-city area of Manchester which is approximately two miles south of the city centre. It is surrounded by dense residential housing, although an area of public parkland is located directly to the east.

3.3 The Centre acts as a community hub and place of worship for the local Muslim community. The vision is to develop a broad-based representative organisation, accommodating and reflecting the variety of social and cultural backgrounds in line with authentic Islamic Principles. It has been operational since 1997. The Centre contains a prayer room, teaching and conference spaces.

3.4 The Centre currently employees 2 full-time members of staff and 3 part-time members of staff.

3.5 The Centre can currently accommodate up to 410 worshippers, who regularly attend Friday Jummah Prayer. In addition, daily prayers usually attract up to 120 worshippers. Jummah Prayer lasts for 45 minutes whilst daily prayers last for 15 minutes. Therefore, the majority of visitors to the centre are only on-site for a very short period.

3.6 In addition to prayer, the Centre educates up to 105 students in 7 classes of between 10 and 15 students each week. Further religious ceremonies, classes and community events are also held.

3.7 The Mosque's main entrance for prayers is on Rutherford Avenue, whilst the majority of people attending classes are dropped-off and picked-up on Great Southern Street. No car parking is provided, meaning that the majority of visitors who drive, park on the surrounding streets.

3.8 Further detail relating to the volume of cars attracted to the site can be found in Section 4, which summarises the findings of a recent travel survey. This survey also provides further information on how often people visit the site, who with and how they travel. This information has been used to set targets for a Travel Plan, which aims to reduce car use to the Centre.

3.9 The existing site, including the approximate application red line boundary, is shown in **Figure 3.1**.



Figure 3.1 – Existing Site

Local Highway Network

3.10 Great Southern Street runs along the site's northern boundary. It is a two-way, single carriageway road with a speed limit of 20mph. There are no parking restrictions on either side of the road and a road narrowing immediately adjacent to the junction with Santiago Street in the site's north-eastern corner. There is also a road sign on the eastbound side of the road signalling a playground nearby and subsequently that children may be crossing at and close to this point.

3.11 Santiago Street runs along the site's eastern boundary. It is a two-way, single carriageway road with a speed limit of 20mph, which is signposted immediately adjacent to the junction with Great Southern Street. There are no parking restrictions on either side of the road and speed bumps are located close to the priority junction with Rutherford Avenue.

3.12 Rutherford Avenue runs along the site's southern boundary. It is a two-way, single carriageway with a speed limit of 20mph. There are no parking restrictions on either side of the road.

3.13 Crofton Street runs along the site's western boundary. It is a two-way, single carriageway with a speed limit of 20mph. There are no parking restrictions on either side of the road.

3.14 The local highway network in the vicinity of the site, including the approximate application red line boundary, is shown in **Figure 3.2**.

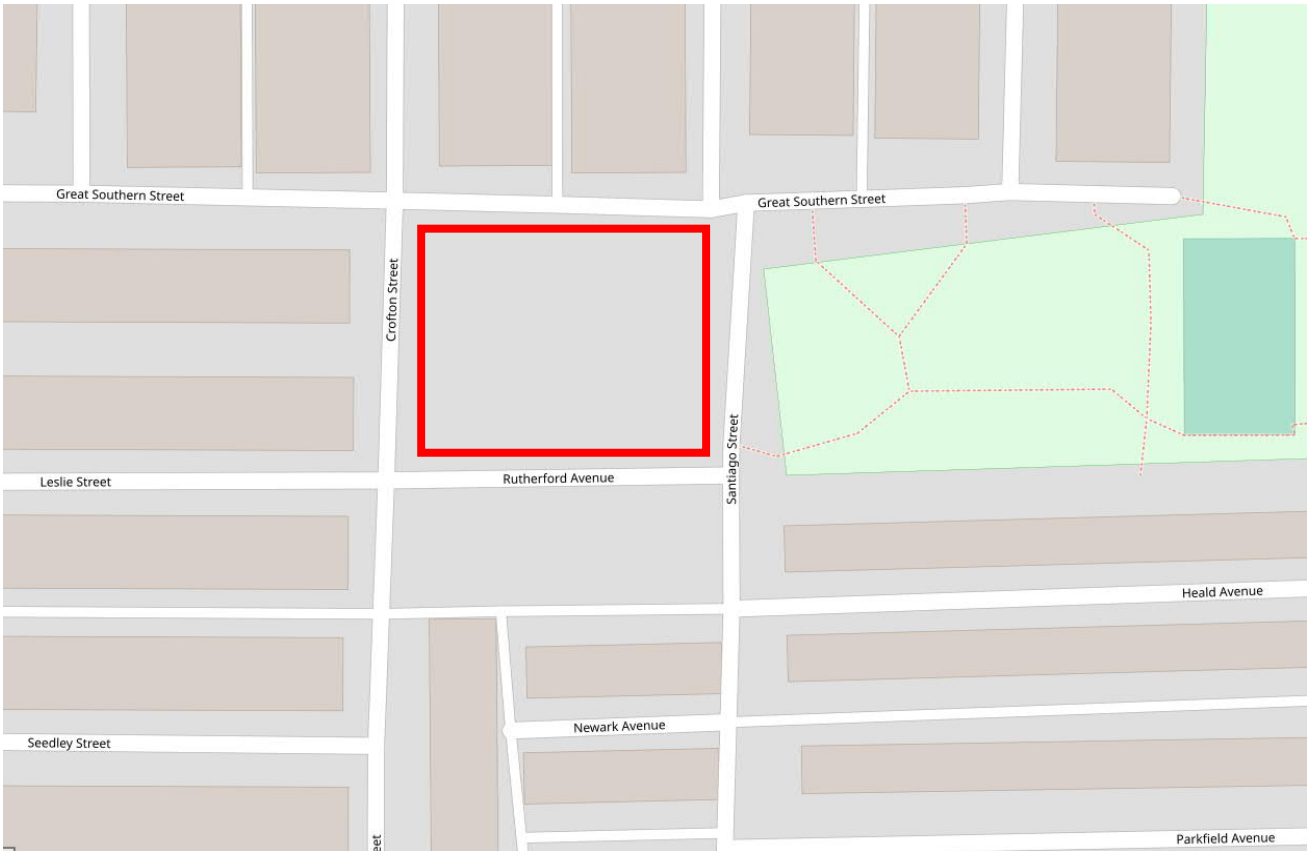


Figure 3.2 – Local Highway Network

Accident Records

3.15 To consider the safety of the highway network in the vicinity of the site, the Crashmap website has been interrogated for the most recently available five-year period (between 2015 and 2019).

3.16 Crashmap uses accident data collected by the police. This data is approved by the National Statistics Authority and reported on by the Department for Transport each year.

3.17 A summary of the Crashmap data in the immediate vicinity of the site is shown in **Figure 3.3**.



Figure 3.3 – Accident Records (between 2015 and 2019)

3.18 The accident records show that there was one accident which occurred on the highway network in the immediate vicinity of the site (between 2015 and 2019). The accident was classified as slight and it did not involve a pedestrian.

3.19 It is therefore not considered that there are any material safety issues with the design or operation of this section of highway.

4 Travel Survey

Introduction

4.1 In order to establish how visitors currently travel to the Centre a visitor travel survey has been completed. The results of this survey have been used to estimate how many additional cars would be attracted to the enhanced Centre, and form the basis of Travel Plan that has been written to discourage car-use and is discussed in more detail in Section 7 of this report.

4.2 A travel survey, prepared by Vectos, was distributed to visitors to the Centre on Tuesday 3rd and Wednesday 4th of November 2020.

4.3 The travel survey is contained in **Appendix A**. It should be noted that this survey was conducted just prior to Greater Manchester going back into a Covid 19 related lockdown. As a result, attendance at the Centre during this time was approximately 60% less than average. However, it is felt that the results of the survey are still valid and reflect a cross-section of visitors and worshippers.

4.4 The travel survey was comprised of the following questions:

- 1) What days of the week do you visit the Al-Furqan Islamic Centre?
- 2) How long do you plan on staying at the Al-Furqan Islamic Centre today?
- 3) How many people did you travel with to the Al-Furqan Islamic Centre today?
- 4) What mode of transport did you use when visiting the Al-Furqan Islamic Centre?
- 5) Where did you park when visiting the Al-Furqan Islamic Centre today?
- 6) Do you ever find it difficult to park close to the Al-Furqan Islamic Centre?

4.5 In total, 205 visitors to the Centre completed the travel survey over the two days surveyed.

Survey Results

4.6 **Figure 4.1** provides information relating to when people visit the Centre.

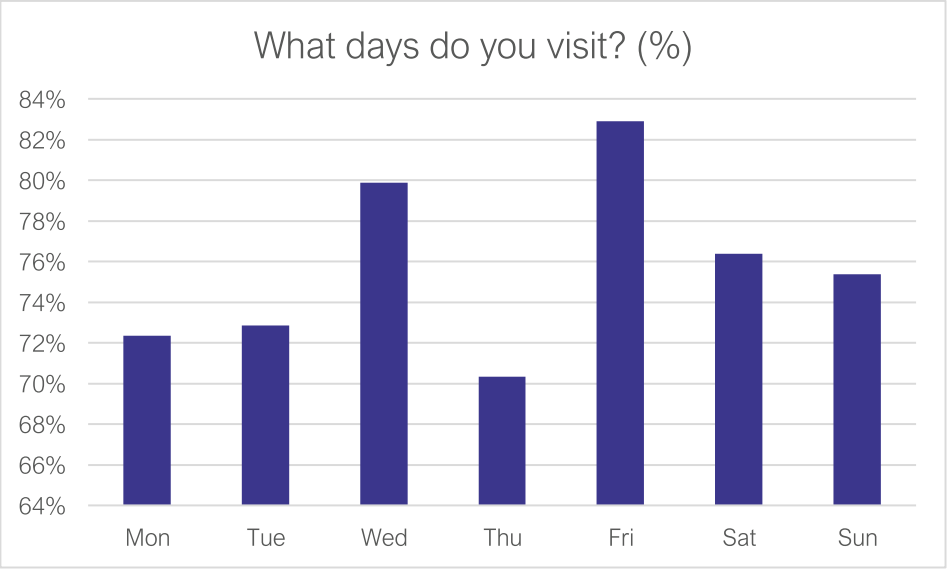


Figure 4.1 – What days do you visit?

4.7 **Figure 4.1** shows that the busiest day at the Centre is Friday, when 83% of respondents attend the Centre. It also shows that on less busier days such as Thursdays, circa 70% of the survey respondents confirmed that they attended the Centre.

4.8 The average number of days a survey respondent attended the Centre was 5, although around half of the survey respondents said that they attended the Centre daily.

4.9 **Figure 4.2** shows how long visitors stay once at the Centre.

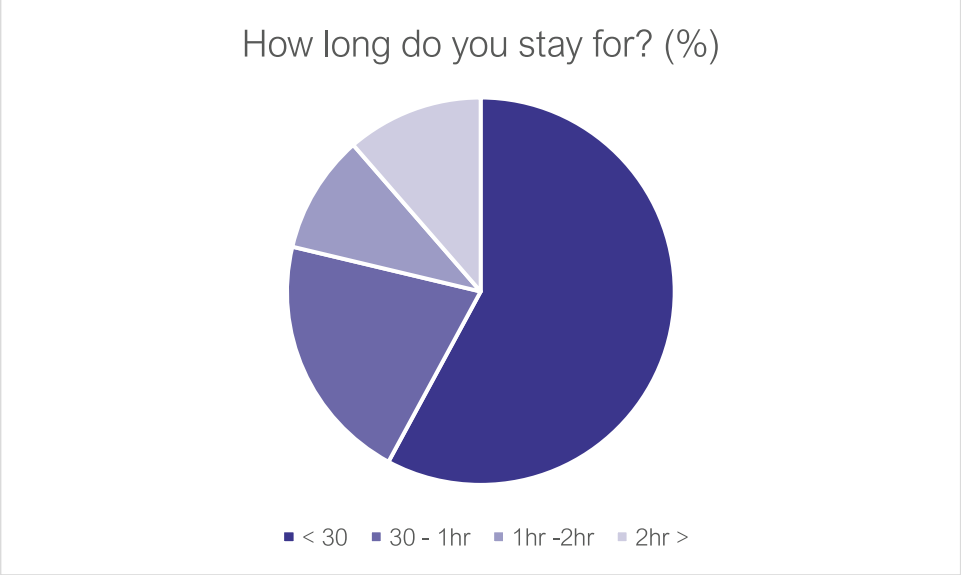


Figure 4.2 – How long do you stay?

4.10 **Figure 4.2** shows that 60% of the survey respondents planned on staying at the Centre for half an hour or less on the day of the survey, with a further 20% staying for less than an hour. As previously outlined, this ties in with one of the main functions of the Centre as a place of prayer.

4.11 **Figure 4.3** summarises how many people travel together when visiting the Centre. This is useful in that it will help to establish whether people travel on their own in a car or whether they car share.

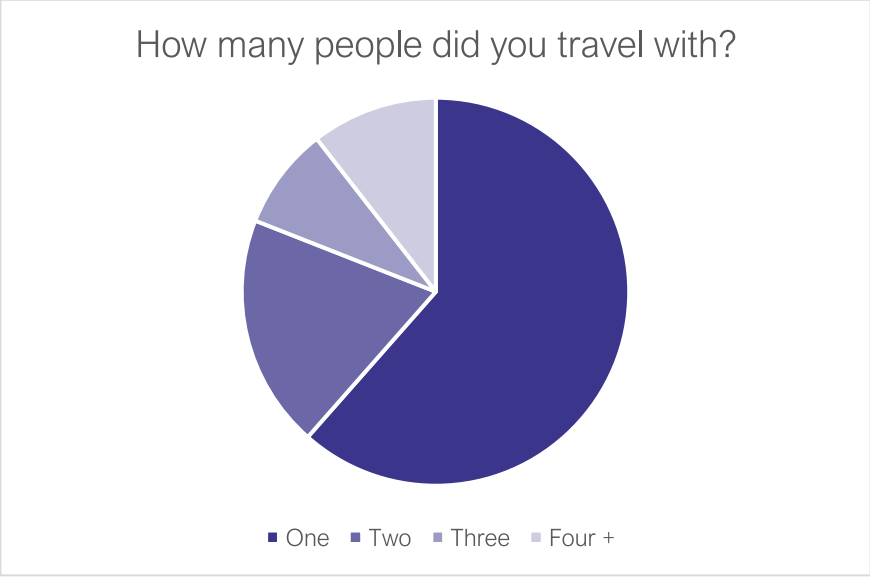


Figure 4.3 – How many people did you travel with?

4.12 **Figure 4.3** shows that around 60% of the survey respondents travelled to the Centre on their own, with 20% travelling with one other person and the remaining 20% travelling with two or more people. An assessment of those who travelled to the Centre by car has shown that group sizes are larger, with the average number of people travelling in each car being 1.9 people.

4.13 **Figure 4.4** shows how respondents currently travel to the Centre.

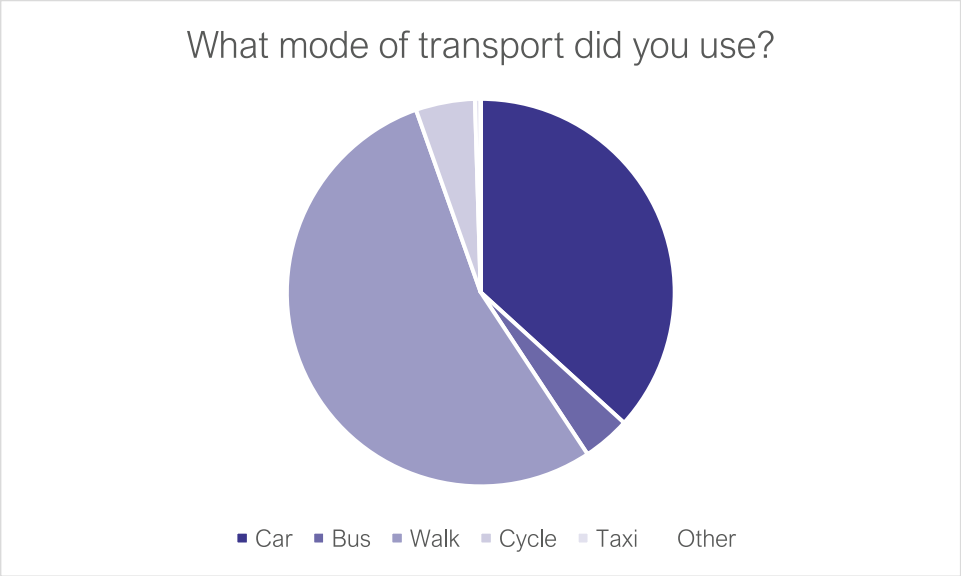


Figure 4.4 – What mode of transport did you use?

4.14 **Figure 4.4** demonstrates that 54% of visitors walk to the Centre, with a further 5% cycling. This demonstrates the local catchment that the Centre serves. With a further 4% of respondents travelling by bus, a total of 65% of visitors travel to the site by sustainable modes of transport. Whilst 37% travel by car, it should be remembered that the average car arrives with 1.9 passengers per vehicle, meaning that the sharing of lifts is commonplace.

4.15 Despite the already high level of car sharing and sustainable travel, it should be remembered that the survey was undertaken at a time when Manchester was under tight Covid restrictions and that people were being asked to avoid contact with each other. As a result, it is likely that these results are very robust in that more worshippers are likely to usually travel by public transport or share a lift with other visitors.

4.16 When car drivers were asked where they parked a variety of responses were given. These generally confirmed that drivers park across the local streets in the vicinity of the Centre, such as on Great Southern Street and Crofton Street. Drivers are therefore generally able to park locally and walk a short distance to the Centre.

4.17 **Figure 4.5** provides the responses to Question 6, which asked whether drivers had any difficulty finding somewhere to park close to the Centre.

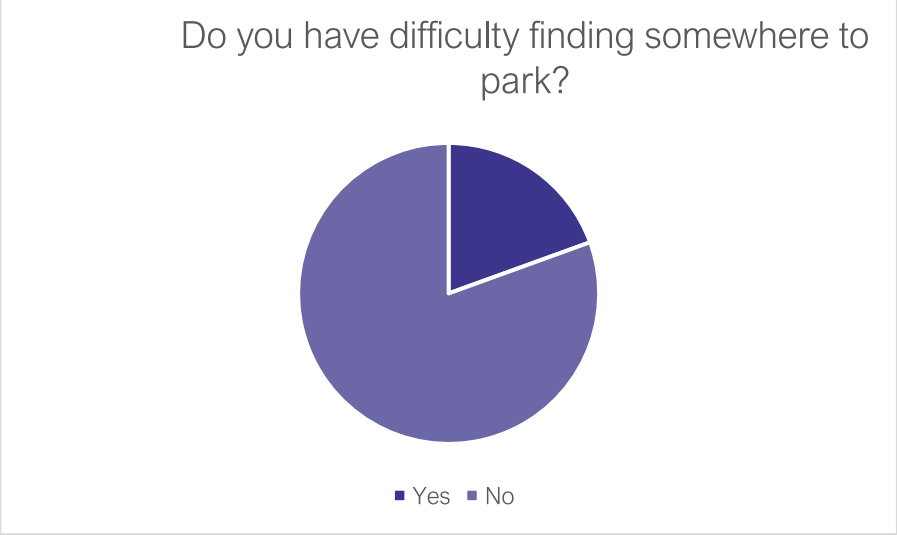


Figure 4.5 – Do you have difficulty finding somewhere to park?

4.18 **Figure 4.5** shows that around 80% of the survey respondents do not feel they struggle to park close to the Centre.

Summary

4.19 The results of the travel survey have shown the following:

- The busiest day at the Centre is Friday, although many worshippers visit the Centre multiple times every week;
- The majority of visitors to the Centre stay for half an hour or less;
- Most visitors to the Centre travel on their own, although car drivers will usually travel with somebody else post-Covid;
- The average car occupancy is 1.9 people per car;
- The most popular mode of travel is walking, highlighting the Centre's local catchment area;
- 65% of people travel by sustainable modes of transport;
- This is likely to increase post-Covid as more visitors return to public transport; and
- A significant majority of visitors do not struggle to park close to the Centre.

5 Accessibility by Sustainable Modes of Travel

Introduction

5.1 This section provides a travel audit of the existing travel infrastructure and facilities provided in the vicinity of the site, and considers the accessibility of the site by walking, cycling and public transport.

Accessibility on Foot

5.2 Walking is the most popular mode of transport for journeys under a mile. As has already been noted, walking is the most popular way to travel to the centre, with 54% of visitors doing so. A maximum walking distance of 2,000 metres is considered feasible for journeys to the Centre, as outlined in the Institution of Highways and Transportation (IHT) document entitled 'Guidelines for Providing for Journeys on Foot'. In this document 2,000 metres is seen as being a 'preferred maximum' distance for commuting, school and sight-seeing journeys.

5.3 **Plan G102** shows a pedestrian catchments for both 1km and 2km journeys, highlighting the areas that can be easily reached based on a leisurely walk from the site.

5.4 As can be seen, the 1-kilometre pedestrian catchment encompasses many of the areas surrounding the site including all of Rusholme and part of Moss Side. Furthermore, the 2-kilometre pedestrian catchment encompasses the rest of Moss Side, as well as parts of Whalley Range, Hulme and Fallowfield.

5.5 Pedestrian access for the Islamic Centre will continue to be provided from Great Southern Street, located immediately to the east of the intersection with Crofton Street.

5.6 There are lit footways with dropped kerbs at junctions provided on both sides of Great Southern Street, Santiago Street, Rutherford Avenue and Crofton Street.

5.7 In conclusion, the proposed development site is accessible by foot with the majority of visitors to the Centre already choosing to walk.

Accessibility by Bicycle

5.8 An alternative mode of travel to the development could be achieved by bicycle.

5.9 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. PPG13 A Guide to Better Practice states that 'The bicycle is an effective mode for short trips up to 3 to 5 miles (5-8km)'.

5.10 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although, for commuters, a trip distance of over five miles is not uncommon.

5.11 Using a leisurely speed of 12kph, a catchment of 5km would be available within approximately a 25 minutes cycle time. The cycle accessibility of the site has therefore been assessed on the basis of a 5km catchment.

5.12 **Plan G103** shows a 5-kilometre catchment from the boundary of the application site. This shows that the 5-kilometre cycle catchment encompasses the local area, as well as Manchester City Centre, Old Trafford, Chorlton-cum-Hardy, Didsbury, Withington, Gorton and Ardwick.

5.13 **Figure 5.1** shows an extract of Transport for Greater Manchester's (TfGM) Cycle Map for the area in the vicinity of the site.

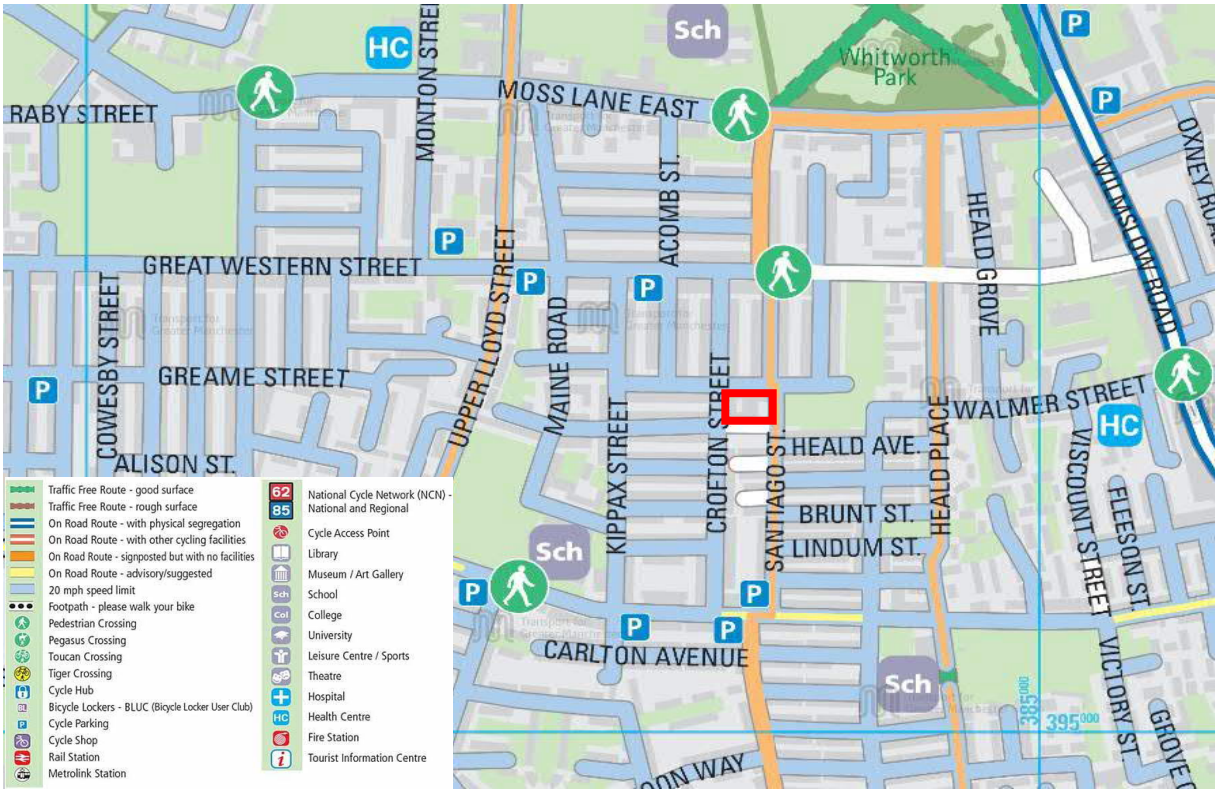


Figure 5.1 – Extract of TfGM's Cycle Map

5.14 **Figure 5.1** shows that Santiago Street, which runs along the Centre's eastern boundary, is an on-road cycle route which is signposted but with no cycling facilities. It also confirms that all the roads which border the centre are subject to a 20mph speed limit and therefore allow for safer cycling despite not all being designated cycle routes.

5.15 Furthermore, the plan shows that cycle parking is available to the south of the Centre, with the nearest parking being on Santiago Street. A key element of the Travel Plan is to allow bicycles to be stored within the Centre, improving security for cyclists' equipment.

5.16 In light of this review the Centre is considered to be highly accessible by bicycle, making cycling a viable alternative to single-occupancy car travel for visitors.

Accessibility by Bus

5.17 The Institute of Highways and Transportation's (IHT) document 'Planning for Public Transport in Developments' states that "new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop".

5.18 The closest bus stops are located on Yew Tree Road approximately 350m south of the site. The northbound and southbound bus stops are opposite one another and immediately south of the priority junction with Claremont Road.

5.19 The following bus service currently stops at the bus stops on Yew Tree Road:

– 111 Manchester to Southern Cemetery via Fallowfield, operated by Stagecoach Greater Manchester

5.20 This bus service operates every 10 minutes between Monday and Saturday and every 20 minutes on a Sunday.

5.21 In addition to the bus stops on Yew Tree Road, there are bus stops located on the B5117 Wilmslow Road to the east of the site, on Upper Lloyd Street to the west of the site and Moss Lane to the north. The stops on Wilmslow Road are served by services including the 41, 42, 43, 142, 143 and 147 which run between Manchester city centre to the north and destinations such as Sale, West Didsbury, East Didsbury and Manchester Airport to the south.

5.22 In addition to the 111 service, the 217 service also operates along Upper Lloyd Street. This service operates between Wythenshawe Hospital, Manchester City Centre and Ashton-under-Lyne. Service 15 operates along Moss Lane, linking Piccadilly Gardens, Hulme, Stretford, Urmston and Flixton.

5.23 These services offer an excellent opportunity for trips to be undertaken by this mode to a wide range of destinations. The site is therefore highly accessible by bus.

6 Development Proposals and Impacts

Introduction

6.1 This section of the report sets out the development proposals and access strategy for the site.

Development Proposals

6.2 The development proposals comprise the erection of a second-floor extension, which will provide a prayer hall and additional classrooms for the Centre. The primary purpose of these proposals is to provide enhanced facilities and more space for existing worshippers and the surrounding community who use the Centre.

6.3 However, the proposals will also result in additional floorspace which could result in more visitors attending the Centre. For example, the extension will permit the following increase in visitors:

– Friday Jummah Prayer – 550 worshippers, an increase of 140 on present numbers;
– Daily prayer – 150 to 200 worshippers, an increase of 30 – 80 on present numbers; and
– A total of 150 students across the week, an increase of 45 – 80 on present numbers.

6.4 It is not proposed that any changes be made to the site access arrangements, or to the sustainable transport infrastructure around the site. Servicing and refuse collection will occur as existing, via the adopted highway that surrounds the site.

6.5 Whilst there is not predicted to be any increase in visitor numbers in the short term, the proposals allow for additional capacity and therefore it is worth considering how traffic and car parking demand could alter as a result of the proposals in the long term.

6.6 An assessment has therefore been completed looking at the period when there could be the biggest increase in visitor numbers, during Jummah Prayer each Friday.

6.7 To complete this assessment, modal split and car occupancy data has been taken from the recent visitor survey to establish current levels of demand. This has then been growthed to allow for the predicted future capacity of the centre during Jummah Prayer.

6.8 Using the transport survey data that has been outlined in Section 4 of this report, it can be confirmed that of the 205 people surveyed, 36.8% travelled to the Centre by car. Therefore, 75 people travelled by car with an average group size of 1.9 people per car. This means that the 75 respondents travelled to the Centre in 39 cars.

6.9 Assuming a similar modal split for a capacity Jummah Prayer would result in 410 worshippers visiting the site in 78 cars. This is the maximum number of cars that are currently attracted to the site and park on the local streets at any time.

6.10 Factoring this further to allow for an increased capacity of 550 worshippers would increase the number of cars visiting the site from 78 to 105 cars, which is an increase of 27 cars.

6.11 It should of course be remembered that this maximum increase in cars and parking demand would only take place once a week, on a Friday during Jummah prayer. Taking into account the surrounding highway network and the availability of on-street car parking, this is not considered to be a material impact when compared with the existing situation.

6.12 However, it should also be noted that this predicted increase does not allow for any benefits gained from the Centre implementing a Travel Plan, which outlines a strategy to discourage staff, worshippers and other visitors from attending the Centre by car. Rather, it actively promotes the use of sustainable transport and provides a target of a 10% increase in the use of sustainable modes which will assist in reducing on-street car parking and traffic around the site. The Travel Plan is outlined in Section 7.

7 Travel Plan

Introduction

7.1 The Al-Furqan Islamic Centre wishes to minimise the number of cars visiting the site and therefore propose the implementation of a Travel Plan. A Travel Plan is a live document that aims to reduce car dependency and promotes the use of sustainable modes of transport including walking, cycling and public transport.

Travel Plan Summary

7.2 Successful Travel Plans require clear objectives, targets and a monitoring programme to ensure that their benefits are maximised. A Travel Plan for the Al-Furqan Islamic Centre is attached at **Appendix B**.

7.3 It is proposed that the Travel Plan be implemented immediately, with the timetable of actions listed in the document clearly outlining what actions need to be taken and when. The Travel Plan contains a very clear target, to reduce the proportion of visitors who travel to the Centre by car by 10% over 3 years.

7.4 This modal shift will require all aspects of the strategy to be actioned satisfactory. This will require confirmation of a Travel Plan-Coordinator, somebody within the Centre's community who will become a focus and point of contact for the Travel Plan. This appointment will be made imminently, with the contact details of the Travel Plan Co-ordinator being made available to the relevant Officers at Manchester City Council.

7.5 The content of the Travel Plan includes the following:

- Introduction
- Summary of travel survey results
- Targets and objectives
- Travel Plan measures
- Monitoring and Review

7.6 It is proposed that the success of the Travel Plan will be monitored annually, with a travel survey being completed each year to establish how modal share has changed, and to establish whether the targets are being met.

8 Conclusions

8.1 Vectos have been commissioned by Muse Architects to advise on the transport matters relating to a current planning application (planning application reference 121897/FO/2018) at the Al-Furqan Islamic Centre at Great Southern Street, Manchester. The Al-Furqan Islamic Centre contains a mosque, education and community facilities.

8.2 The proposal provides additional, up-to-date facilities for worshippers and the local community, as well as an increased capacity. They comprise the erection of a second-floor extension, which will provide a prayer hall and additional classrooms.

8.3 The primary purpose of these proposals is to provide enhanced facilities and more space for existing worshippers and the surrounding community who use the Centre. However, the proposals will also result in additional floorspace which could result in more visitors attending the Centre. For example, the extension will permit the following increase in visitors:

– Friday Jummah Prayer – 550 worshippers, an increase of 140 on present numbers;
– Daily prayer – 150 to 200 worshippers, an increase of 30 – 80 on present numbers; and
– A total of 150 students across the week, an increase of 45 – 80 on present numbers.

8.4 It is not proposed that any changes be made to the site access arrangements, or to the sustainable transport infrastructure around the site. Servicing and refuse collection will occur as existing, via the adopted highway that surrounds the site.

8.5 An assessment has shown that the site is accessible by a range of modes of transport including walking, cycling and public transport. A recent survey of worshippers found that the majority, 54%, currently walk. A total of 65% travel by sustainable modes of transport with only 37% travelling by car.

8.6 Whilst 37% of worshippers travel by car, average car occupancy is 1.9 per vehicle. This demonstrates that there is already a significant level of car sharing being undertaken to the site. This is likely to increase post-Covid.

8.7 To promote travel by public transport further a Travel Plan has been developed. This document sets firm objectives and targets to encourage more people to travel by non-car modes of transport. It is proposed that the Travel Plan targets a 10% reduction in car travel over a 3-year period. A detailed monitoring and review strategy has been included to maximise the likelihood of success.

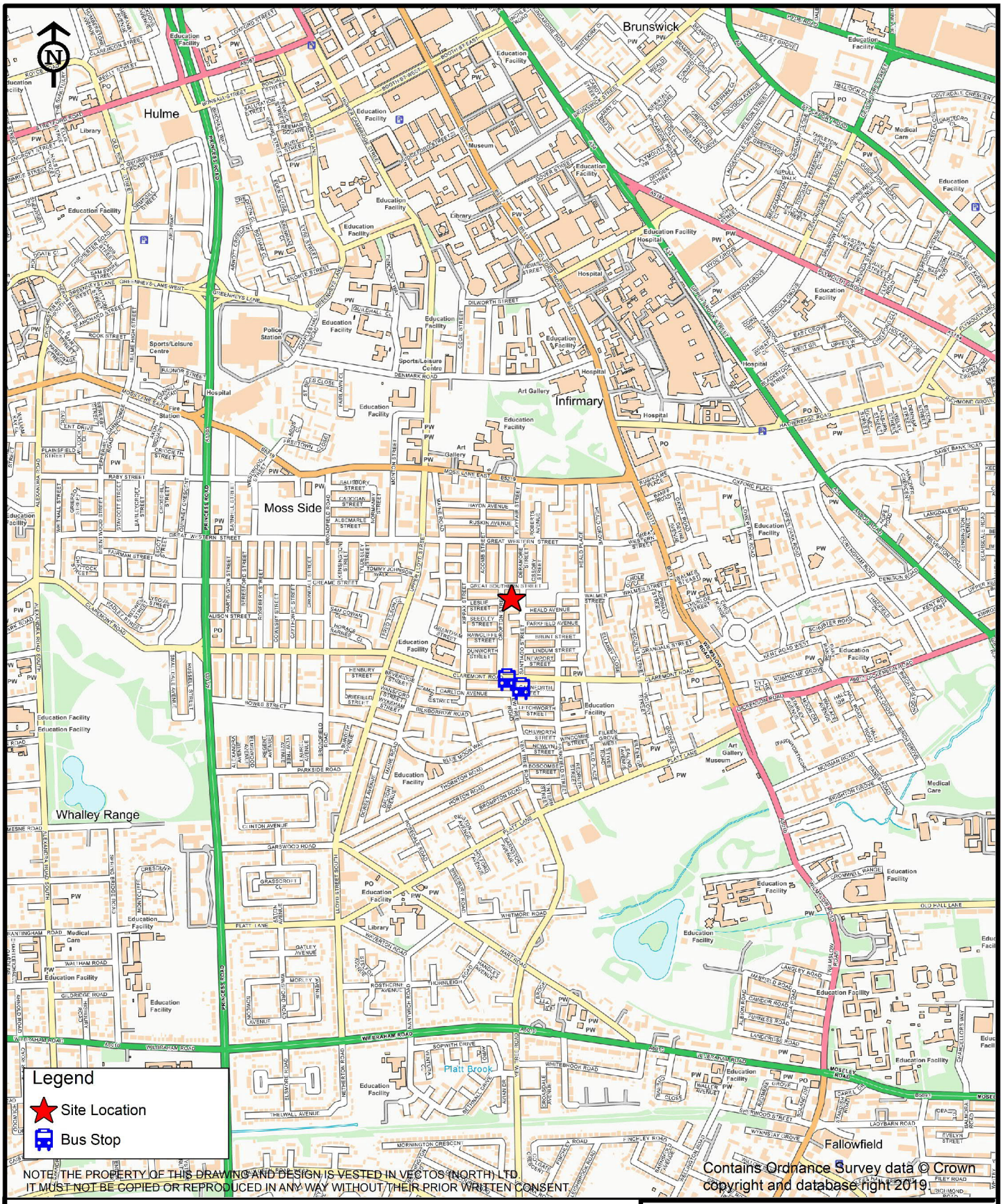
8.8 An assessment of the likely increase in car movements and parking demand as a result of the development proposal has also been completed. Using data from the travel survey and factoring the results to allow for higher levels of attendance, it is predicted that the proposals could increase peak traffic movements and parking demand by 27 cars during Jummah Prayer each Friday.

8.9 Taking into account the surrounding highway network and the availability of on-street car parking, this is not considered to be a material impact when compared with the existing situation. Furthermore, it should be noted that this assessment has not made any allowance for any reduction in car travel as a result of the implementation of the Travel Plan document.

8.10 It can be concluded therefore that there are no highway or transportation reasons why this application should be refused planning permission.

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Plans



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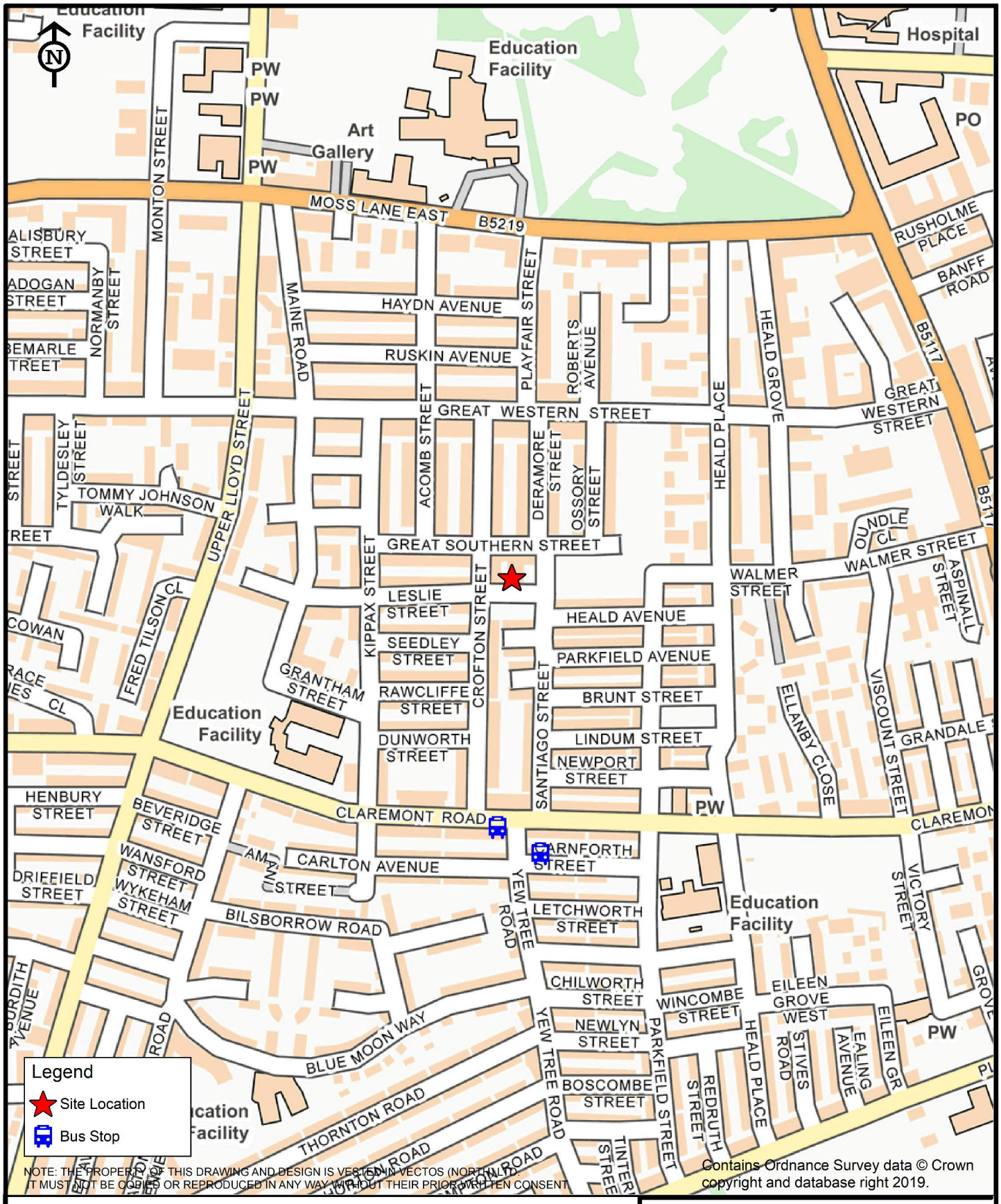
PROJECT TITLE:
Al-Furqan Islamic Centre,
Great Southern Street, Manchester

DRAWING TITLE:
Site Location (Wider Context)

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Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:	CHECKED:	DATE	SCALE:	DRAWING NO:	REVISION:
TO	CJ	Nov 2020	1:15,000 at A4	VN201784-G100	.



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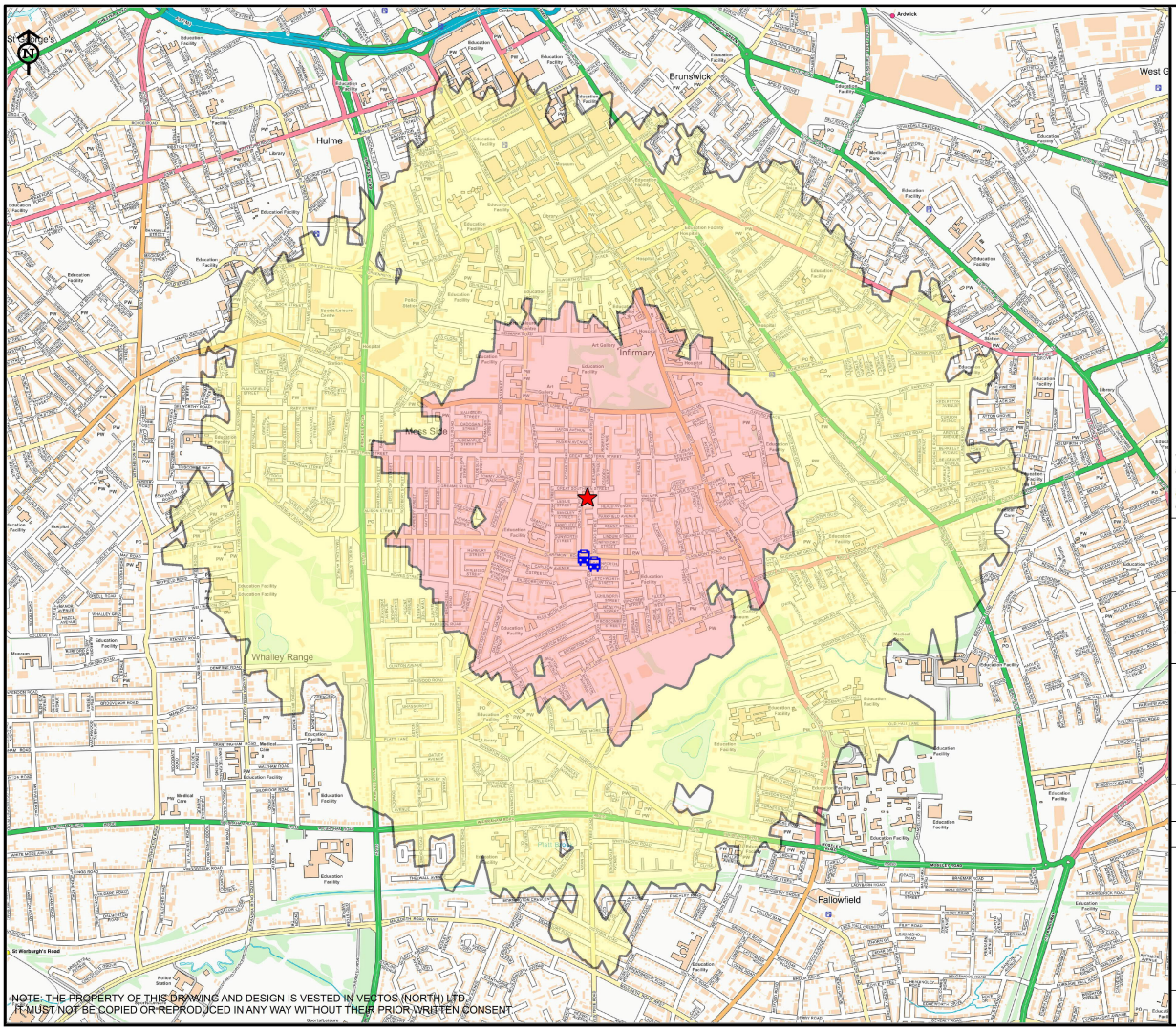
PROJECT TITLE:
Al-Furqan Islamic Centre,
Great Southern Street, Manchester

DRAWING TITLE:
Site Location (Local Context)

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TO	CJ	Nov 2020	1:5,000 at A4	VN201784-G101	.



Legend

- Site Location
- Bus Stop

Walking Catchment

- 0km - 1km
- 1km - 2km

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CLIENT:

Muse Architects

PROJECT TITLE:

Al-Furqan Islamic Centre,
Great Southern Street, Manchester

DRAWING TITLE:

Walking Catchment

SCALE: N.T.S

DRAWN:	CHECKED:	DATE:
TO	CJ	Nov 2020

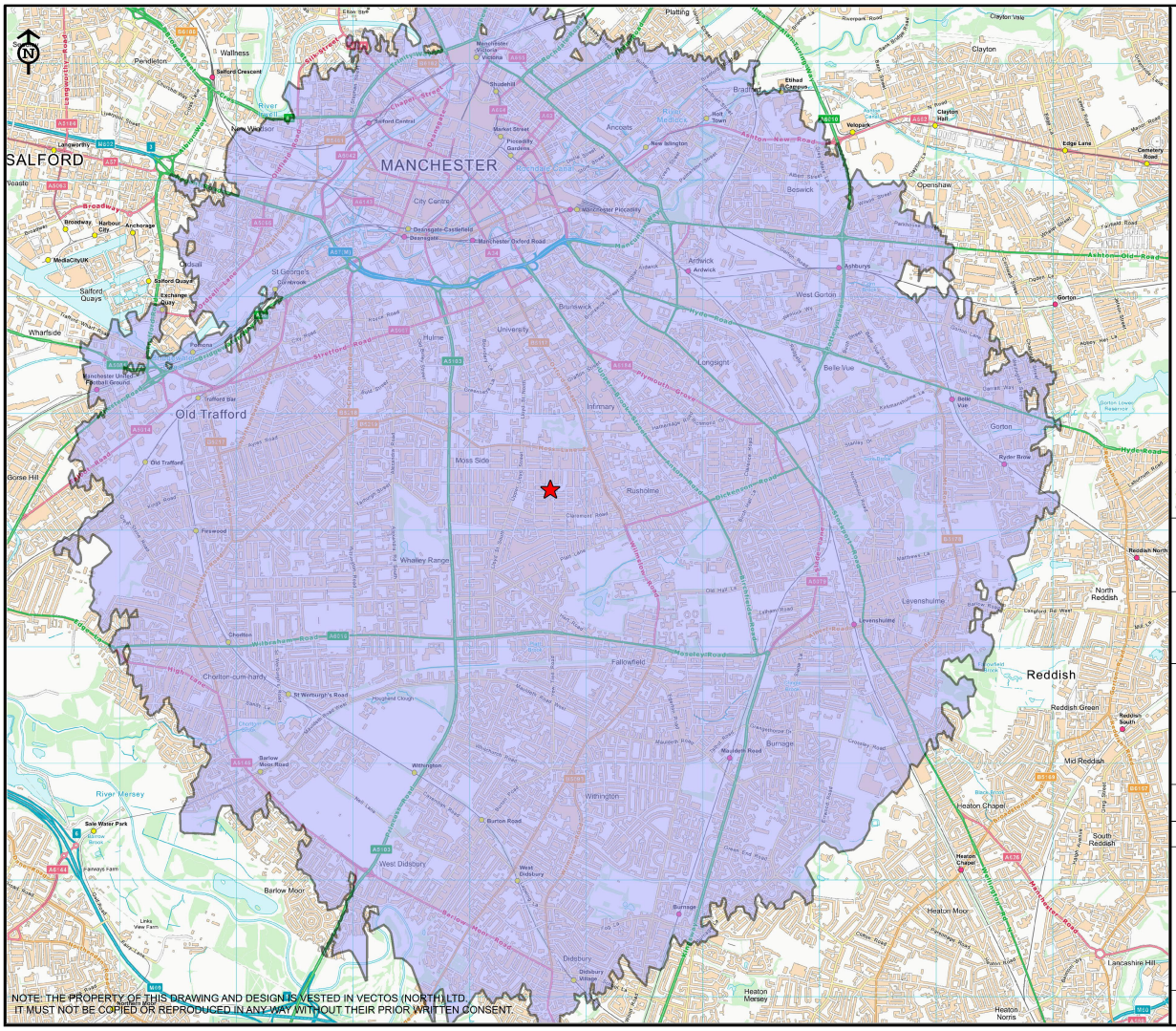
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PROJECT TITLE:
Al-Furqan Islamic Centre,
Great Southern Street, Manchester

DRAWING TITLE:
Cycling Catchment

SCALE: N.T.S

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TO	CJ	Nov 2020

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Appendices

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Appendix A

Travel Survey

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VN201784 – Al-Furqan Islamic Centre, Great Southern Street, Manchester

Travel Survey

1) **What days of the week do you visit the Al-Furqan Islamic Centre? Please circle each day of the week you visit.**

   Monday Tuesday Wednesday

   Thursday Friday Saturday Sunday

2) **How long do you plan on staying at the Al-Furqan Islamic Centre for today? Please circle your answer.**

   a. Less than 30 minutes
   b. 30 minutes – 1 hour
   c. 1 hour – 2 hours
   d. 2 hours or more

3) **How many people did you travel with to the Al-Furqan Islamic Centre today? Please circle your answer.**

   a. None
   b. One
   c. Two
   d. Three or more

4) **What mode of transport did you use when visiting the Al-Furqan Islamic Centre? Please circle your answer.**

   a. Car
   b. Bus
   c. Walk
   d. Cycle
   e. Taxi
   f. Other *If 'Other (f.), please specify:* …….

If you answered 'Car (a.)' for Question 4 only

5) **Where did you park when visiting the Al-Furqan Islamic Centre today?**

   ……...

6) **Do you ever find it difficult to park close to the Al-Furqan Islamic Centre? Please circle your answer.**

   a. Yes
   b. No

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Appendix B

Travel Plan

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Al-Furqan Islamic Centre, Great Southern Street, Manchester

December 2020

VN201784

Travel Plan

Report control

Document: Travel Plan
Project: Al-Furqan Islamic Centre, Great Southern Street, Manchester
Client: Muse Architects
Job number: VN201784
File origin: N:\Vectos Job Data\2020\VN201784 Al-Furqan Islamic Centre, Great Southern Street, Manchester\Docs\Reports\TP

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Issue	Date	Status	Checked for issue
1	08/12/2020	Travel Plan	AS
2			
3			

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VN201602-G102 - Walking Catchment
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1 INTRODUCTION

1.1 Vectos have been commissioned by Muse Architects to advise on the transport matters relating to a current planning application (planning application reference 121897/FO/2018) at the Al-Furqan Islamic Centre at Great Southern Street, Manchester. The Al-Furqan Islamic Centre contains a mosque, education and community facilities.

1.2 The proposal provides additional, up-to-date facilities for worshippers and the local community, as well as an increased capacity. They comprise the erection of a second-floor extension, which will provide a prayer hall and additional classrooms.

1.3 This Travel Plan (TP) is aimed at promoting a choice of sustainable transport modes for future site users. This TP contains a range of measures and procedures for encouraging a move away from single occupancy car travel towards public transport, walking, cycling and car sharing.

Site Location

1.4 The site is located in Rusholme, an inner-city area of Manchester which is approximately two miles south of the city centre. The location of the site is shown within the approximate red line boundary in **Figure 1.1**.

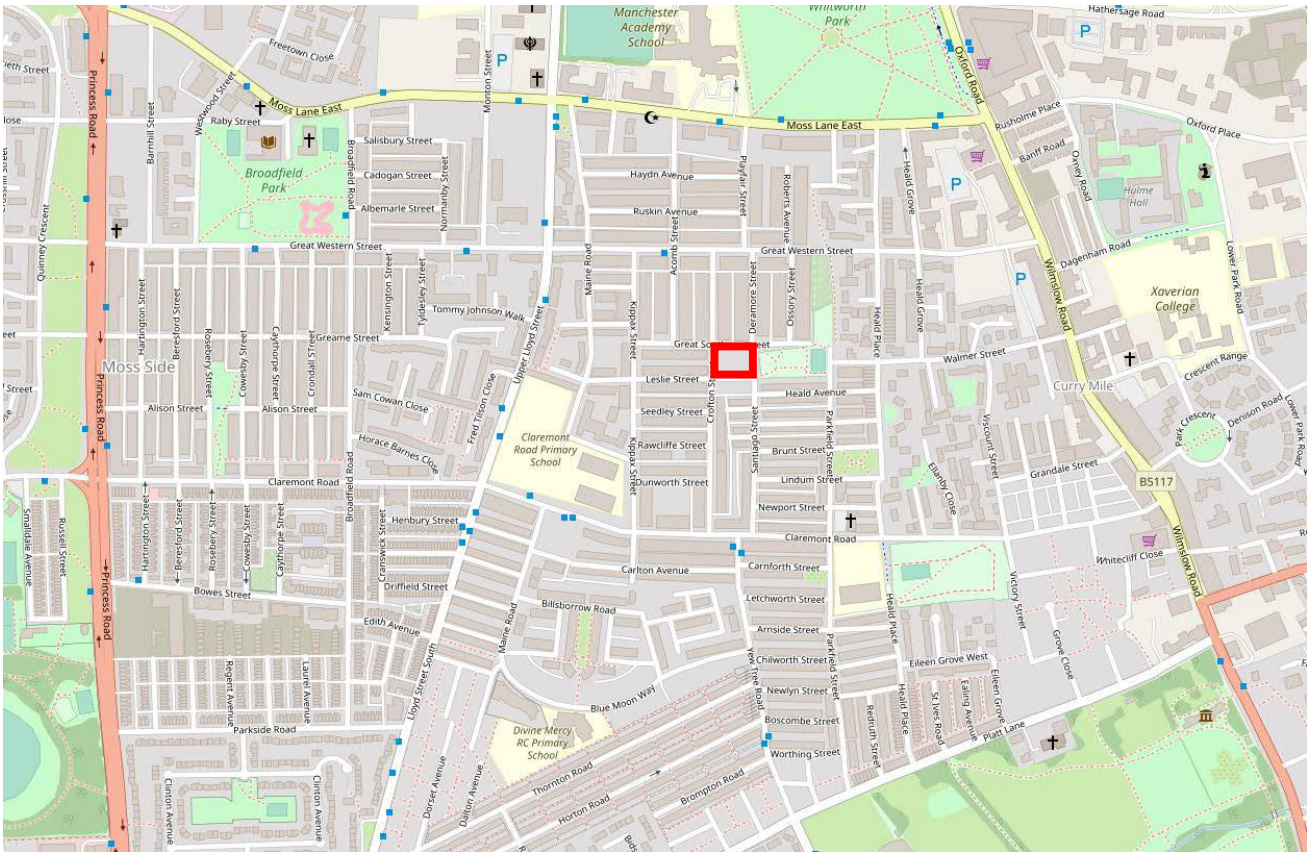


Figure 1.1 – Site Location

1.5 Manchester City Council (MCC) are the Local Planning and Highway Authority.

The Al-Furqan Islamic Centre

1.6 The Centre acts as a community hub and place of worship for the local Muslim community. The vision is to develop a broad-based representative organisation, accommodating and reflecting the variety of social and cultural backgrounds in line with authentic Islamic Principles. It has been operational since 1997. The Centre contains a prayer room, teaching and conference spaces.

1.7 The Centre currently employees 2 full-time members of staff and 3 part-time members of staff.

1.8 The Centre can currently accommodate up to 410 worshippers, who regularly attend Friday Jummah Prayer. In addition, daily prayers usually attract up to 120 worshippers. Jummah Prayer lasts for 45 minutes whilst daily prayers last for 15 minutes. Therefore, the majority of visitors to the centre are only on-site for a very short period.

1.9 In addition to prayer, the Centre educates up to 105 students in 7 classes of between 10 and 15 students each week. Further religious ceremonies, classes and community events are also held.

1.10 The Mosque's main entrance for prayers is on Rutherford Avenue, whilst the majority of people attending classes are dropped-off and picked-up on Great Southern Street. No car parking is provided, meaning that the majority of visitors who drive, park on the surrounding streets.

1.11 Current development proposals comprise the erection of a second-floor extension, which will provide a prayer hall and additional classrooms for the Centre. The primary purpose of these proposals is to provide enhanced facilities and more space for existing worshippers and the surrounding community who use the Centre.

Context of the Travel Plan

1.12 The submitted Transport Statement in support of the planning application (Manchester City Council application reference 121897/FO/2018) included the results of a Travel Survey which established how people travel to the Centre and how frequently people visit.

1.13 It is recognised that the development proposals under consideration by Manchester City Council could result in additional traffic and on-street car parking demand if travel habits remain the same as existing. While this is not predicted to cause any problems, the Islamic Centre wish to be good neighbours and therefore propose a strategy that seeks to reduce single-occupancy car travel to and from the Centre.

Report Structure

1.14 Following this introductory section, this TP is structured as follows:

- Section 2: Site Accessibility;
- Section 3: Aims, Objectives and Targets;

- Section 4: Travel Plan Measures and Initiatives;
- Section 5: Travel Plan Delivery; and
- Section 6: Action Plan, Roles and Responsibilities.

2 SITE ACCESSIBILITY

Overview

2.1 This section provides a travel audit of the existing travel infrastructure and facilities provided in the vicinity of the site, and considers the accessibility of the site by walking, cycling and public transport.

Accessibility on Foot

2.2 Walking is the most popular mode of transport for journeys under a mile. Walking is the most popular way to travel to the centre, with 54% of visitors doing so. A maximum walking distance of 2,000 metres is considered feasible for journeys to the Centre, as outlined in the Institution of Highways and Transportation (IHT) document entitled 'Guidelines for Providing for Journeys on Foot'. In this document 2,000 metres is seen as being a 'preferred maximum' distance for commuting, school and sight-seeing journeys.

2.3 **Plan G102** shows a pedestrian catchments for both 1km and 2km journeys, highlighting the areas that can be easily reached based on a leisurely walk from the site.

2.4 As can be seen, the 1-kilometre pedestrian catchment encompasses many of the areas surrounding the site including all of Rusholme and part of Moss Side. Furthermore, the 2-kilometre pedestrian catchment encompasses the rest of Moss Side, as well as parts of Whalley Range, Hulme and Fallowfield.

2.5 Pedestrian access for the Islamic Centre will continue to be provided from Great Southern Street, located immediately to the east of the intersection with Crofton Street.

2.6 There are lit footways with dropped kerbs at junctions provided on both sides of Great Southern Street, Santiago Street, Rutherford Avenue and Crofton Street.

2.7 In conclusion, the proposed development site is accessible by foot with the majority of visitors to the Centre already choosing to walk.

Accessibility by Bicycle

2.8 An alternative mode of travel to the development could be achieved by bicycle.

2.9 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. PPG13 A Guide to Better Practice states that 'The bicycle is an effective mode for short trips up to 3 to 5 miles (5-8km)'.

2.10 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although, for commuters, a trip distance of over five miles is not uncommon.

2.11 Using a leisurely speed of 12kph, a catchment of 5km would be available within approximately a 25 minutes cycle time. The cycle accessibility of the site has therefore been assessed on the basis of a 5km catchment.

2.12 **Plan G103** shows a 5-kilometre catchment from the boundary of the application site. This shows that the 5-kilometre cycle catchment encompasses the local area, as well as Manchester City Centre, Old Trafford, Chorlton-cum-Hardy, Didsbury, Withington, Gorton and Ardwick.

2.13 **Figure 2.1** shows an extract of Transport for Greater Manchester's (TfGM) Cycle Map for the area in the vicinity of the site.

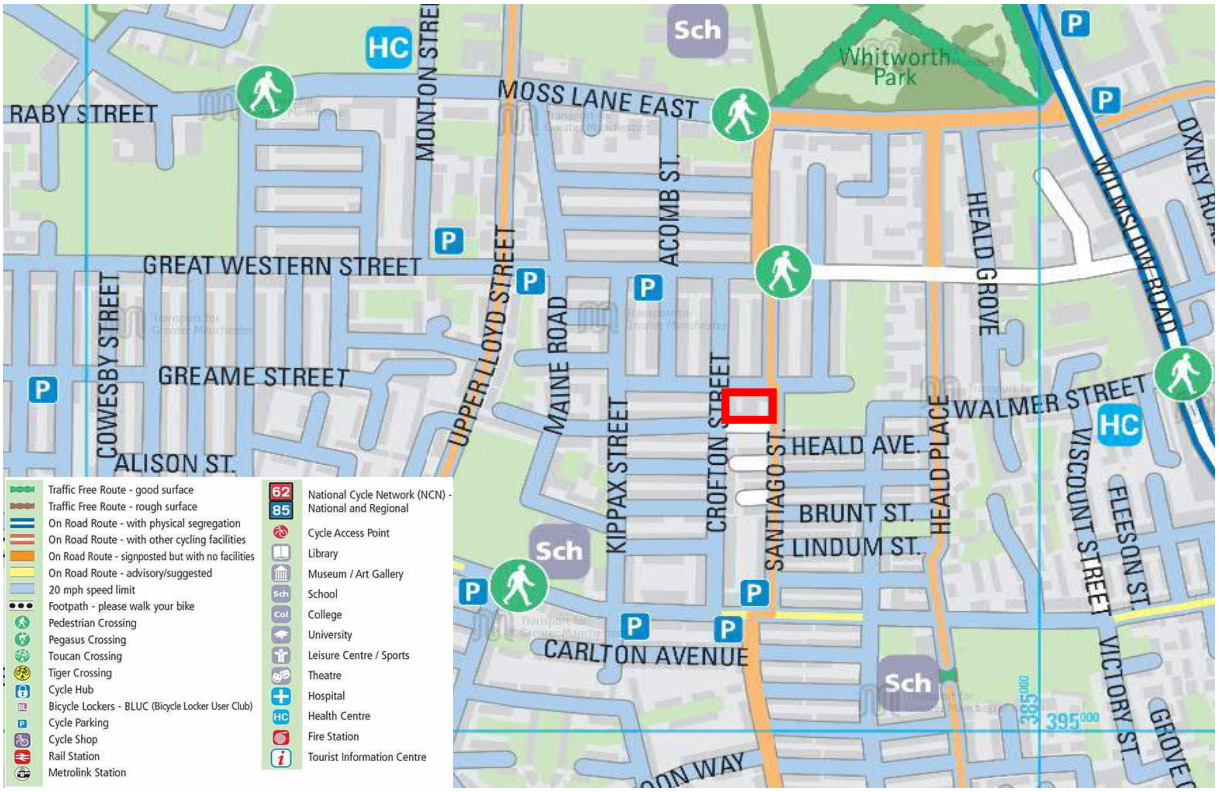


Figure 2.1 – Extract of TfGM's Cycle Map

2.14 **Figure 2.1** shows that Santiago Street, which runs along the Centre's eastern boundary, is an on-road cycle route which is signposted but with no cycling facilities. It also confirms that all the roads which border the centre are subject to a 20mph speed limit and therefore allow for safer cycling despite not all being designated cycle routes.

2.15 Furthermore, the plan shows that cycle parking is available to the south of the Centre, with the nearest parking being on Santiago Street. A key element of the Travel Plan is to allow bicycles to be stored within the Centre, improving security for cyclists' equipment.

2.16 In light of this review the Centre is considered to be highly accessible by bicycle, making cycling a viable alternative to single-occupancy car travel for visitors.

Accessibility by Bus

2.17 The Institute of Highways and Transportation's (IHT) document 'Planning for Public Transport in Developments' states that "new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop".

2.18 The closest bus stops are located on Yew Tree Road approximately 350m south of the site. The northbound and southbound bus stops are opposite one another and immediately south of the priority junction with Claremont Road.

2.19 The following bus service currently stops at the bus stops on Yew Tree Road:

111 Manchester to Southern Cemetery via Fallowfield, operated by Stagecoach Greater Manchester

2.20 This bus service operates every 10 minutes between Monday and Saturday and every 20 minutes on a Sunday.

2.21 In addition to the bus stops on Yew Tree Road, there are bus stops located on the B5117 Wilmslow Road to the east of the site, on Upper Lloyd Street to the west of the site and Moss Lane to the north. The stops on Wilmslow Road are served by services including the 41, 42, 43, 142, 143 and 147 which run between Manchester city centre to the north and destinations such as Sale, West Didsbury, East Didsbury and Manchester Airport to the south.

2.22 In addition to the 111 service, the 217 service also operates along Upper Lloyd Street. This service operates between Wythenshawe Hospital, Manchester City Centre and Ashton-under-Lyne. Service 15 operates along Moss Lane, linking Piccadilly Gardens, Hulme, Stretford, Urmston and Flixton.

2.23 These services offer an excellent opportunity for trips to be undertaken by this mode to a wide range of destinations. The site is therefore highly accessible by bus.

3 AIMS, OBJECTIVES AND TARGETS

Overview

3.1 This section outlines the objectives of the Travel Plan and also considers the established travel patterns of visitors to the Centre.

3.2 Objectives are required in order to give the plan direction and to provide focus. Targets are measurable goals that are set in order to assess whether the objectives have been achieved. It is also useful to identify a number of indicators which can be monitored to determine whether the targets have been met and thus if objectives have been achieved.

3.3 This TP recognises that there is not one specific mode of transport suitable for every individual and that there need to be a number of alternatives in place. A TP is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

3.4 This TP relates to all users of the centre, including staff, visitors and worshippers.

Travel Plan Pyramid

3.5 Within the DfT guidance '*Good Practice Guidelines: Delivering Travel Plans through the Planning Process'*, the TP pyramid sets out the various facets of a TP that are key to making it successful. The pyramid is reproduced in **Figure 3.1.**

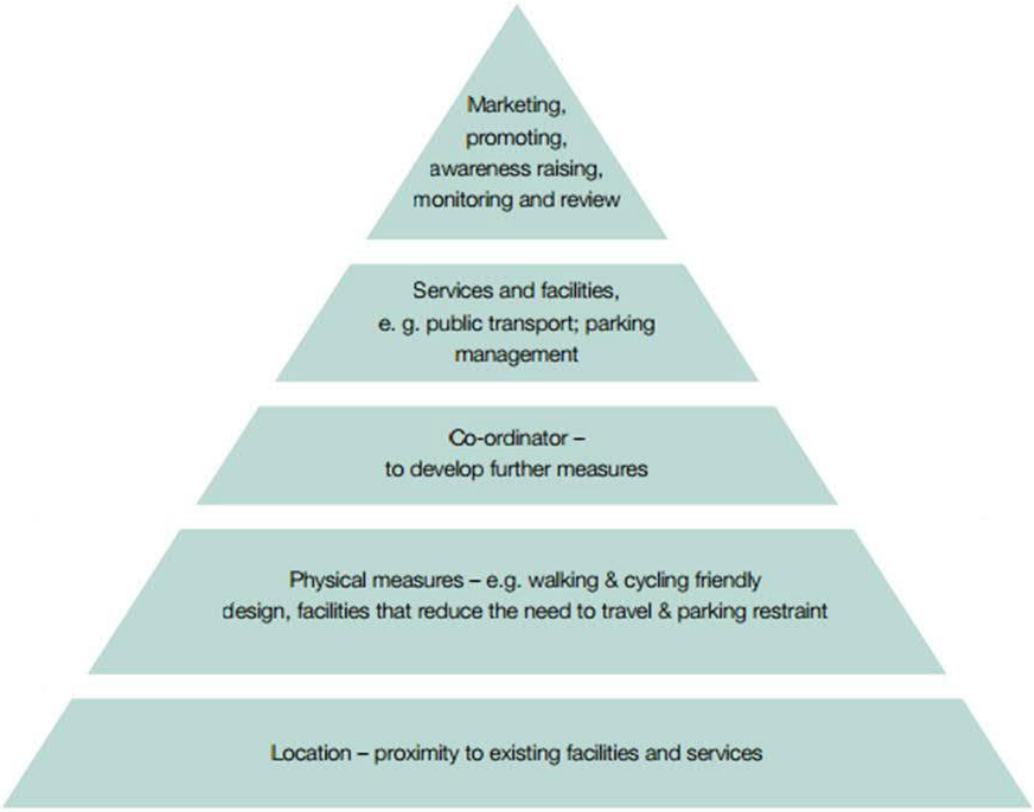


Figure 3.1 – Travel Plan Pyramid
Source: 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process')

Travel Plan Objectives

3.6 In line with National and Local Government planning policy and guidance, the aims of this TP are:

- To encourage visitors, staff and worshippers to use alternatives to the private car;
- To reduce the traffic generated by the Centre (in particular single occupancy car trips) to a lower level of car trips than would be predicted without the implementation of the TP;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To promote healthy lifestyles and a sustainable culture at the Centre; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

Baseline Travel Patterns

3.7 A travel survey, prepared by Vectos, was distributed to visitors to the Centre on Tuesday 3rd and Wednesday 4th of November 2020.

3.8 It should be noted that this survey was conducted just prior to Greater Manchester going back into a Covid 19 related lockdown. As a result, attendance at the Centre during this time was approximately 60% less than average. However, it is felt that the results of the survey are still valid and reflect a cross-section of visitors and worshippers.

3.9 In total, 205 visitors to the Centre completed the travel survey over the two days surveyed.

3.10 **Figure 3.2** provides information relating to when people visit the Centre.

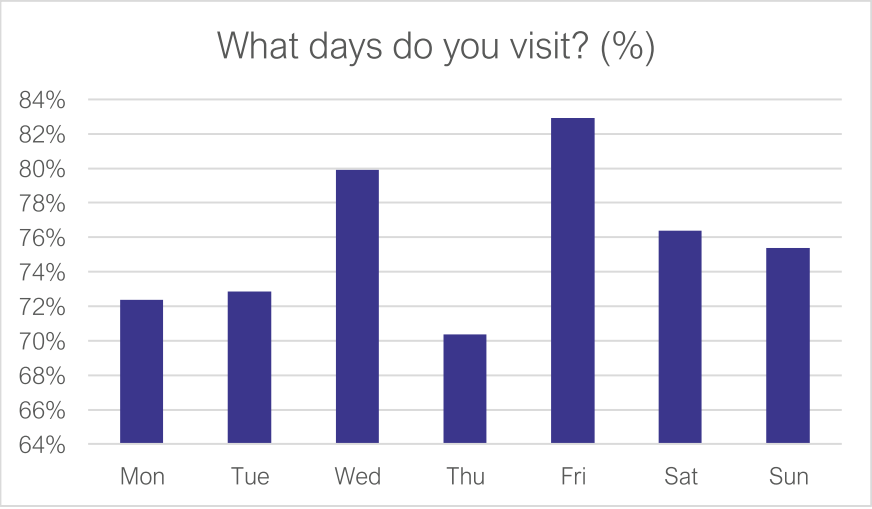


Figure 3.2 – What days do you visit?

3.11 **Figure 3.2** shows that the busiest day at the Centre is Friday, when 83% of respondents attend the Centre. It also shows that on less busier days such as Thursdays, circa 70% of the survey respondents confirmed that they attended the Centre.

3.12 The average number of days a survey respondent attended the Centre was 5, although around half of the survey respondents said that they attended the Centre daily.

3.13 **Figure 3.3** provides information about how many people travel together when visiting the Centre.

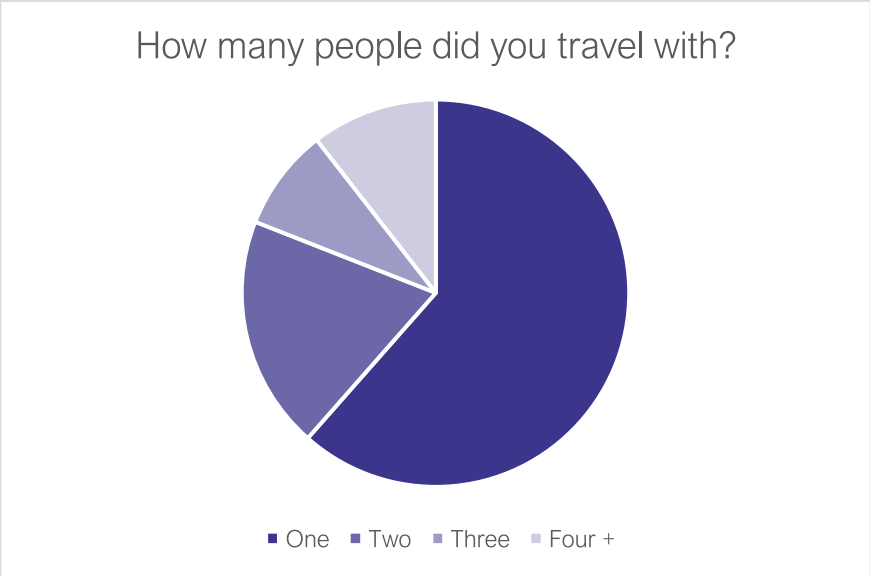


Figure 3.3 – How many people did you travel with?

3.14 **Figure 3.3** shows that around 60% of the survey respondents travelled to the Centre on their own, with 20% travelling with one other person and the remaining 20% travelling with two or more people. An assessment of those who travelled to the Centre by car has shown that group sizes are larger, with the average number of people travelling in each car being 1.9 people.

3.15 **Figure 3.4** shows how respondents currently travel to the Centre.

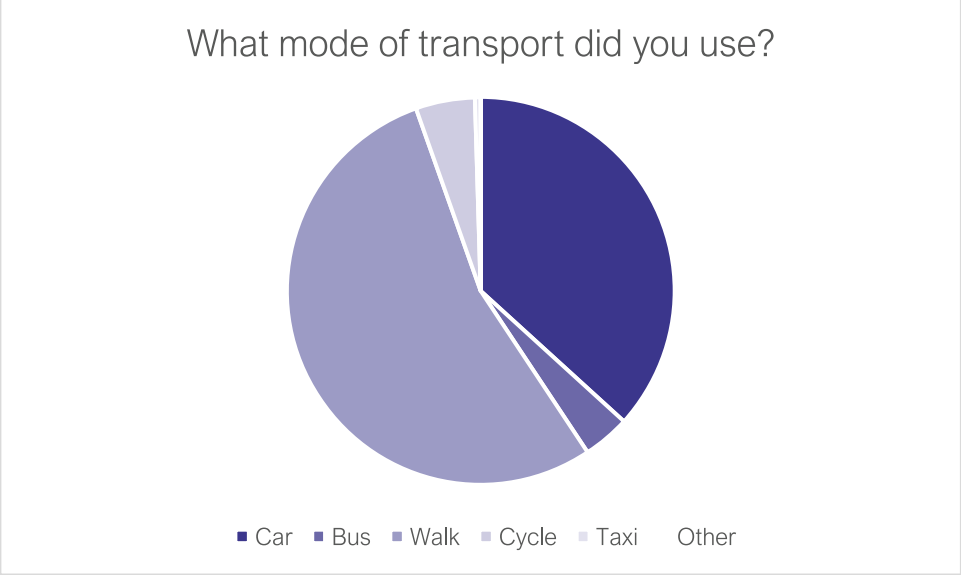


Figure 3.4 – What mode of transport did you use?

3.16 **Figure 3.4** demonstrates that 54% of visitors walk to the Centre, with a further 5% cycling. This demonstrates the local catchment that the Centre serves. With a further 4% of respondents travelling by bus, a total of 65% of visitors travel to the site by sustainable modes of transport. Whilst 37% travel by car, it should be remembered that the average car arrives with 1.9 passengers per vehicle, meaning that the sharing of lifts is commonplace.

3.17 Despite the already high level of car sharing and sustainable travel, it should be remembered that the survey was undertaken at a time when Manchester was under tight Covid restrictions and that people were being asked to avoid contact with each other. As a result, it is likely that these results are very robust in that more worshippers are likely to usually travel by public transport or share a lift with other visitors.

Travel Plan Targets

3.18 TP targets should be Specific, Measurable, Achievable, Realistic and Time-bound ("SMART"). A

3.19 Presented in **Table 3.5** are proposed mode shift targets for the first 3 years of the Travel Plan.

Table 3.5 – Mode Shift Targets First Three Years of the Travel Plan

Method of Travel	Baseline	Year 1	Year 3
Walking	54%	56%	58%
Bus	4%	5%	7%
Rail	0%	0%	1%
Tram	0%	0%	0%
Car	37%	33%	27%
Bicycle	5%	6%	7%

3.20 As shown in **Table 3.5**, it is aimed for trips by car drivers to be reduced by 10% over the first 3 years from 37% to 27% and as a result use of all other modes are to increase by 10% collectively.

3.21 The TP will focus mode shift away from the car towards a range of sustainable travel modes (including car sharing) to reflect the excellent accessibility by these modes already demonstrated by the baseline information presented. Detailed next in Section 4 is a description of the measures that will be implemented in order to deliver the above sustainable travel targets.

4 TRAVEL PLAN MEASURES AND INITIATIVES

Overview

4.1 The initiatives produced in this TP are intended to encourage and promote travel by sustainable modes. As far as possible, the measures set out are designed to be suitable for review and monitoring. The list is not exhaustive and additional measures may be added to the list in the future as the TP develops.

4.2 A Travel Plan Co-ordinator will investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

Development Provision for Sustainable Travel Modes

4.3 As already described, the Centre is located in good proximity to local transport links which provides access to sustainable transport as summarised below:

- Well established pedestrian and cycle infrastructure available within the vicinity of the site;
- The Centre is within acceptable walking distance of bus stops with good service provision, and access to rail services and tram stops; and
- The Centre will provide a secure location for visitors to park their bicycles on-site.

Provision of Information

4.4 The dissemination of information relating to sustainable travel modes of transport will be an important part of the TP.

4.5 Information in relation to sustainable transport opportunities will be disseminated in the following ways:

- Visitors will be made aware of the existence of the TP for the Centre including the contact details of the nominated TP Co-ordinator. A copy of this document will be made available to MCC and TfGM;
- Travel information on sustainable transport options for making journeys to the Centre will be issued to new worshippers, staff and those studying, which will be the responsibility of the TP Co-ordinator; and
- Travel bulletin board(s) to be set up in communal areas within the Centre. These bulletin board(s) will include walking and cycling maps, public transport information and promotional material relating to any sustainable travel events.

Mode Specific Travel Information

<u>Walking</u>

4.6 Measures to encourage walking will include:

- TP Co-ordinator liaison with the MCC and TfGM to ensure that pedestrian walking routes serving the Centre are appropriately maintained;
- Visitors are informed of active travel opportunities through the use of information sheets provided on bulletin board(s) in communal areas;
- Visitors will also be directed to use www.walkit.com, which is an online website and app that assists in planning journeys by foot. Walkit.com provides details of alternative routes and the approximate travel times, the number of calories burnt, step count and carbon savings for each trip; and
- Identify safe and convenient routes to the Centre on the Al-Furqan Islamic Centre's website with a link to the walkit.com facility.

Cycling

4.7 Cycling is promoted with cycle parking provided at the Centre. Further measures to encourage cycling should include:

- Monitoring of cycle parking facilities at the Centre with additional space provided should demand warrant it;
- Provide a link to the TfGM cycle map on the Al-Furqan Islamic Centre's website;
- Promotional material on bicycle maintenance to be available to staff and visitors;
- Organising cycle training and maintenance sessions for worshippers in conjunction with MCC and TfGM. More information on such initiatives is available on websites including www.bikeability.org.uk or www.bikeright.co.uk.
- Participate in National Bike Week events;
- The TP Co-ordinator to liaise with MCC and TfGM to ensure that cycle routes and facilities around the area are appropriately maintained; and
- Option for partnership with local cycle store(s) (to be identified by the TP Co-ordinator), which may facilitate the provision of discounts for staff and visitors.

4.8 Visitors can use online websites like www.sustrans.org.uk which assist in planning journeys by cycle. In addition to this, TfGM's online cycle map can be accessed from the website www.tfgm.com/cycling.

Public Transport Services

4.9 As previously noted, there are a number of bus services available in the vicinity of the site which provide access to local destinations, Manchester City Centre and further afield.

4.10 Measures to encourage bus, train and tram usage include:

- Make available up-to-date details of bus services including route information and service frequencies via bulletin board(s) in communal areas at the Centre;
- The TP Co-ordinator will liaise regularly with the public transport operators and TfGM for up to date information on bus operations serving the area, as well as liaising with these stakeholders to promote local service and infrastructure improvements;
- Visitors will also be made aware of the online websites administered by the public transport operators; and
- Investigate the possibility of negotiating discounted travel passes from public transport operators.

4.11 Visitors can also access the TfGM website, www.tfgm.com/public-transport, to find out additional information regarding local travel options. For regional journey planning, websites including www.trainline.com and www.nationalrail.co.uk can be used.

Car Sharing

4.12 It is recognised that a proportion of visitors will not have a reasonable way of accessing the site via public transport or active travel based on their home location. Car sharing is therefore a viable option in reducing the number of car trips that the site generates.

4.13 The TP Co-ordinator will promote the benefits of car sharing to staff and visitors. Car sharing will allow visitors to benefit from the convenience of the car whilst saving money by reducing mileage and petrol costs, car parking demand, congestion and pollution.

4.14 The car share scheme Liftshare is completely free to join and use. More information on Liftshare can be accessed via www.liftshare.co.uk.

4.15 Given the site's location, Car Share GM can also be used. CarShareGM is a secure online matching service which helps individuals find local people who make a similar journey to them. Anybody is able to sign up to Car Share GM and become a member. Car Share GM can be accessed via www.carsharegm.com/index.html.

4.16 The Centre will also investigate promoting the use of FAXI, which is a car sharing app and online platform which enables people in communities to identify each other and easily arrange to share journeys. It provides real time location information and organisations can create their own car sharing community within FAXI. The link to the FAXI website is Home - Faxi Carpooling.

Communication

4.17 It is considered that a successful TP is built upon effective consultation the Centre's community and the local authority.

4.18 This will be best achieved through a wide range of surveys, meetings and regular publicity. Staff and visitors will be given the opportunity to provide input into the TP via these forums to facilitate discussions on both promoting and improving the opportunities for travel by sustainable transport modes.

5 TRAVEL PLAN DELIVERY

Overview

5.1 This section of the report provides details of the manner in which the TP is being implemented. It outlines the administration of the TP along with the proposed methodology for monitoring and review.

Travel Plan Administration

5.2 The TP Co-ordinator for the Centre will be confirmed in due course. Prior to this appointment, the Centre will be supported by Charlie Jones of Vectos and his contact details are:

Charlie Jones, Transport Planner
Vectos North Ltd
4th Floor, Oxford Place
61 Oxford Street
Manchester
M1 6EQ
T. 0161 228 1008
E. Charlie.Jones@vectos.co.uk

5.3 The TP will be managed and monitored by the TP Co-ordinator who will have overall responsibility for the TP and for ensuring that the delivery of the proposed measures, initiatives and monitoring are completed.

5.4 The TP Co-ordinator will be the main driving force behind the TP and will be responsible for:

- To be the key decision maker on day-to-day matters of implementation of the TP;
- Liaison with users of the site as well as external organisations, stakeholders, MCC, TfGM and public transport operators;
- To provide a point of contact for staff and visitors in relation to travel advice;
- To promote the use of travel modes other than the car, including the distribution of publicity material and travel information;
- Ensuring that all relevant information is available to users and that up-to-date information is clearly displayed within the Centre and on the relevant websites, including the TP;
- To co-ordinate the implementation of TP's measures; and
- Data collection, surveys, monitoring and report production.

5.5 It is not proposed that the TP Co-ordinator will need to be a dedicated role. Therefore, the TP Co-ordinator will be able to undertake the role alongside their other day to day responsibilities.

5.6 The TP Co-ordinator will be the first point of contact for staff and visitors and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence relating to the TP.

Budgetary Requirements

5.7 The Centre are committed to providing sufficient funding to ensure the TP will be adopted and implemented in an appropriate manner, including an appropriate range of measures and initiatives in line with those detailed within the TP. This budget will support the day to day running of the TP including travel surveys / audits, publicity material, marketing and monitoring.

Monitoring and Review

5.8 Travel surveys will be repeated annually for a period of 3 years. The outputs will be used to inform the content of the subsequent monitoring reports and will encompasses the following elements:

- Monitoring the demand for cycle parking;
- Monitoring the levels of pedestrian activity accessing the site and public transport usage amongst visitors;
- Monitoring the demand for on-street car parking; and
- Recording of comments / observations received on transport and travel issues.

5.9 Monitoring and review of the TP thereafter will be the responsibility of the TP Co-ordinator. This will be undertaken in the form of annual surveys and monitoring reports. This assessment will include a review of mode share targets, assessing the effectiveness of measures and consideration of different initiatives for implementation. Each TP review should include the production of a brief report to be submitted to the MCC / TfGM Sustainable Travel Officers.

6 ACTION PLAN, ROLES AND RESPONSIBILITIES

Overview

6.1 This section of the report includes an Action Plan for the TP. This provides a list of measures designed to promote and encourage travel by sustainable modes.

Action Plan

6.2 The Action Plan includes:

- A time frame for each action so as to provide a clear approach for the implementation of the TP;
- Details of who is responsible for ensuring the actions are accomplished; and
- A range of measures of varying degrees designed to promote and encourage uptake of a range of travel modes.

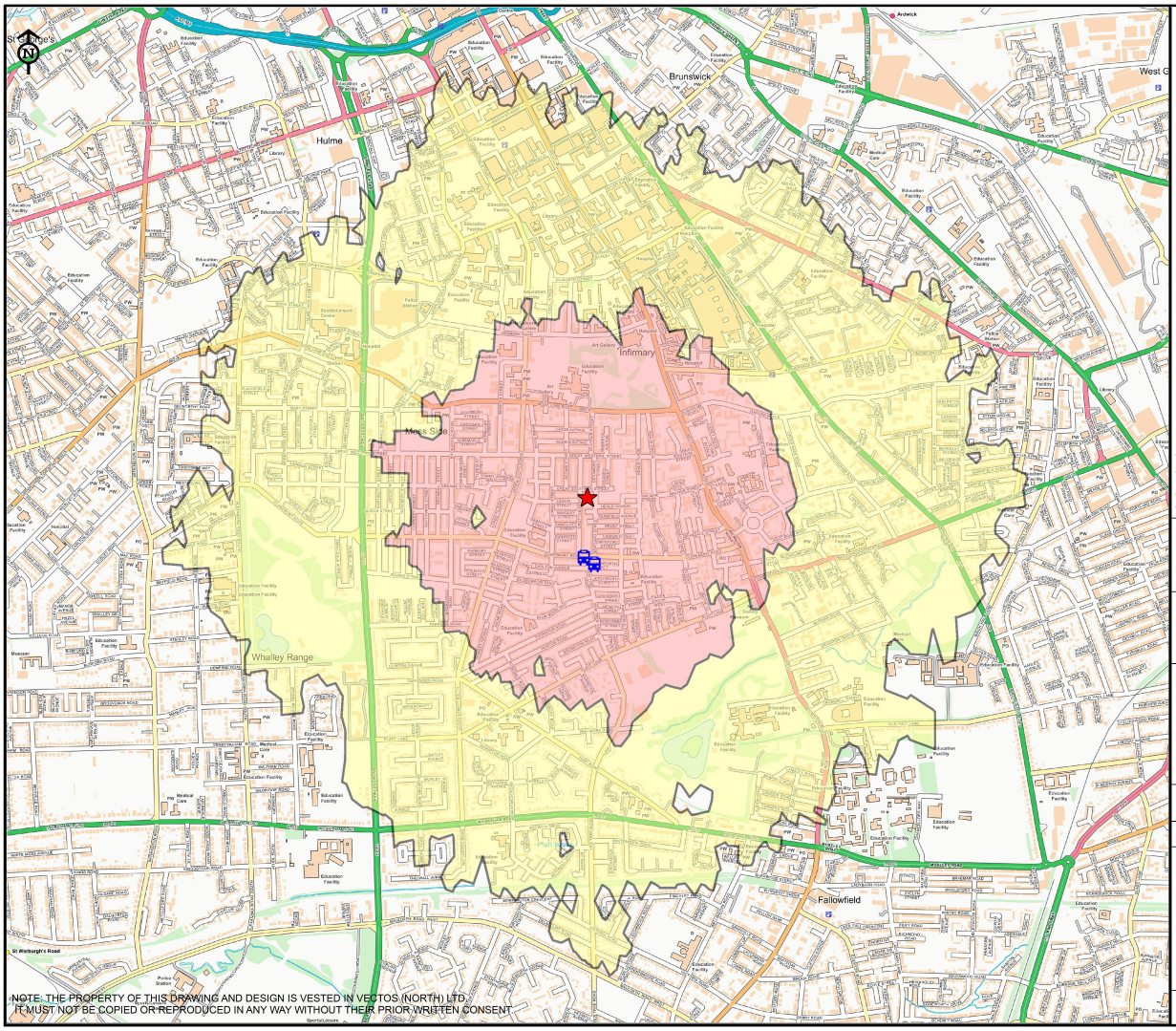
6.3 The Action Plan for the site is provided in **Table 6.1** overleaf.

Table 6.1 – Travel Plan Action Plan

Al-Furqan Islamic Centre - Action Plan		
Measure	**Timescales**	**Responsibility**
Short Term - first 12 months		
Provision of travel information to visitors	Ongoing	Travel Plan Co-ordinator
Provision of travel information in communal areas via bulletin board(s). Including public transport timetables, information on local taxi firms and walking/cycling maps	Undertaken within the first month	Travel Plan Co-ordinator
Travel survey to set baseline	Undertaken	Vectos
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional material	Months 6-12	Travel Plan Co-ordinator
Implement and promote a range of walking, cycling, public transport and car sharing in line with those identified in the TP		
Investigate potential partnership with local cycle store to provide discounts and establish relationships with MCC, TfGM and public transport operators		
Medium Term - 1 year to 3 years after completion		
Conduct further travel surveys / travel questionnaires	Every year	Travel Plan Co-ordinator
Liaison with MCC and TfGM to ensure walking and cycling routes in the vicinity of the site are appropriately maintained	On-going	Travel Plan Co-ordinator
Liaison with MCC and TfGM to ensure public transport infrastructure in the vicinity of the site is appropriately maintained	On-going	Travel Plan Co-ordinator
Monitoring of cycle parking facilities. Consideration of additional parking facilities should demand warrant it	On-going	Travel Plan Co-ordinator
Monitoring of on-street car parking demand. Consideration of further TP measures if parking results in problems for the local community	On-going	Travel Plan Co-ordinator
Advertise travel events and national travel days to encourage participation	On-going	Travel Plan Co-ordinator
Ensure travel information is periodically kept up to date and made available for staff and students	Every 6 months	Travel Plan Co-ordinator
Review of TP	Annually with travel surveys undertaken every year for 3 years	Travel Plan Co-ordinator

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Plans



Legend

- Site Location
- Bus Stop

Walking Catchment

- 0km - 1km
- 1km - 2km

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CLIENT:

Muse Architects

PROJECT TITLE:

Al-Furqan Islamic Centre,
Great Southern Street, Manchester

DRAWING TITLE:

Walking Catchment

SCALE: N.T.S

DRAWN:	CHECKED:	DATE:
TO	CJ	Nov 2020

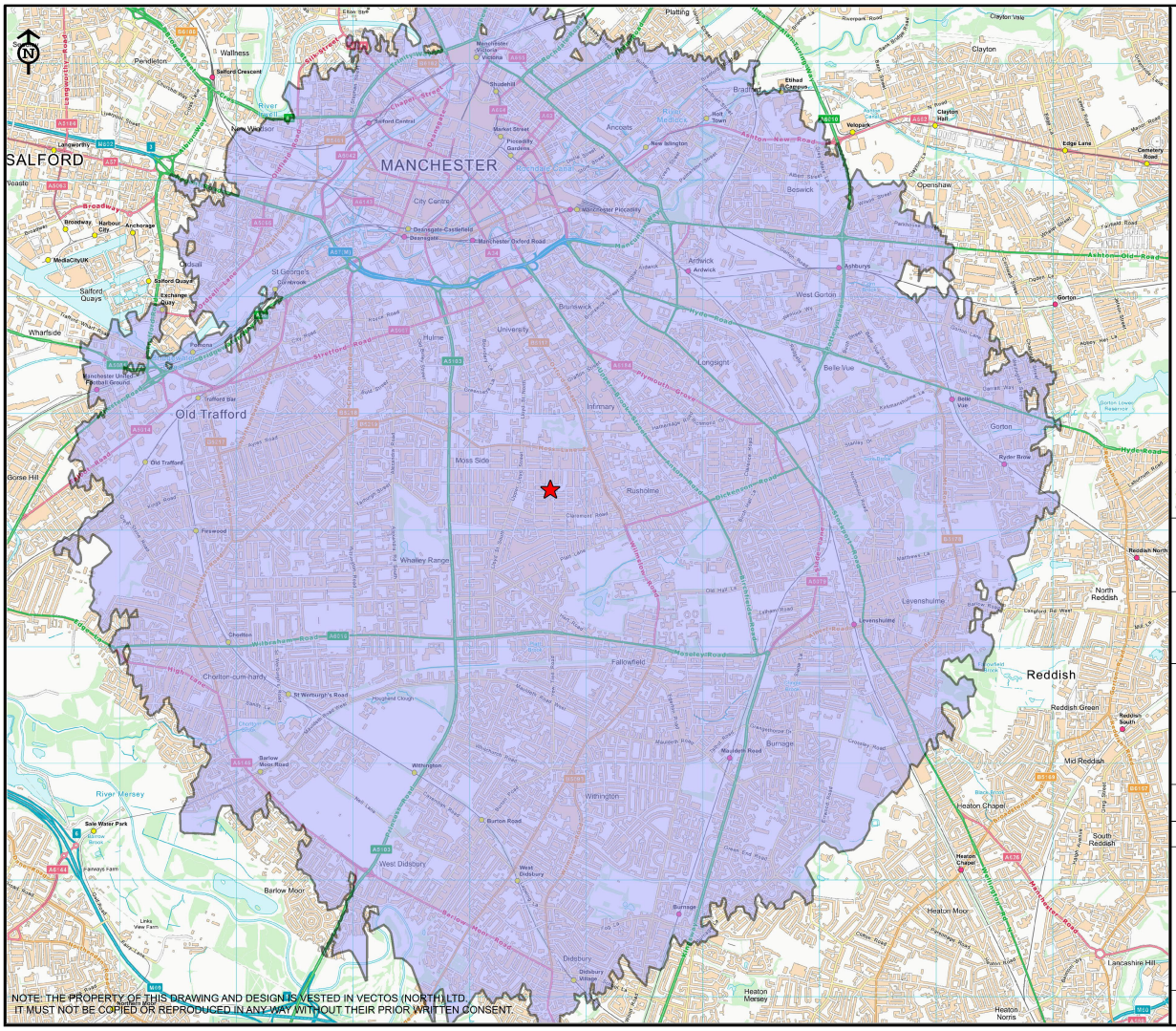
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CLIENT:
Muse Architects

PROJECT TITLE:
Al-Furqan Islamic Centre,
Great Southern Street, Manchester

DRAWING TITLE:
Cycling Catchment

SCALE: N.T.S

DRAWN:	CHECKED:	DATE:
TO	CJ	Nov 2020

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