

**PROPOSED EXTENSION TO CREATE EDUCATION FACILITY AT THE EXISTING
MOSQUE IN HEYWOOD STREET, MANCHESTER**

TRANSPORT STATEMENT



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TRANSPORT STATEMENT

1.0 Introduction and Background

- 1.1 This Transport Statement has been produced to support a planning application to build an extension at the Al Falah mosque building in Heywood Street, Manchester to create an education facility.
- 1.2 In preparing this Transport Statement the following has been undertaken :-
- an inspection of the existing site, the highway access and the adjacent local highway network;
 - an interrogation and analysis of the road safety record for the local highway network;
 - a consideration of the relevant national and local policy;
 - an examination of the proposed extension scheme and plans;
 - an assessment of the traffic generating potential of the proposed extension to the madrassa;
 - an assessment of the traffic and highway impact of the proposed education centre including an assessment of the parking demand; and
 - an assessment of the accessibility of the proposed development by public transport, walking and cycling.
- 1.3 The following Sections describe the analysis and assessment undertaken.

2.0 Site Location

- 2.1 The proposed Masjid and Islamic Centre re-development site is located in the Cheetham Hill area of Manchester approximately 2 km north of Manchester city centre. The site is surrounded by Heywood Street to the west, Kelvin Grove to the north, Wordsworth Avenue to the south and residential terraced housing to the east. Access to the car park is situated on Wordsworth Avenue and has 8 car parking spaces.
- 2.2 The mosque currently operates at the building with daily prayers offered throughout the day. The busy prayer period is typically Friday lunchtime / afternoon. No changes are planned regarding the mosque building which will affect the number of prayers and the number of people attending for daily prayers.
- 2.3 Figure 1 shows the location of the development site in relation to the surrounding road network.

The site plan is shown in **Appendix A**.

3.1 Road Layout and Hierarchy

3.2 The site is surrounded by Heywood Street to the west, Kelvin Grove to the north, Wordsworth Avenue to the south and residential terraced housing to the east. Heading south on Heywood Road, Cheetham Hill Road can be accessed via Balmfield Street. Cheetham Hill Road is the A665, a major route in to Manchester city centre to the south, and to the north the A665 joins the M60 via the A576.

3.3 Along Heywood Street in the vicinity of the site there are residential dwellings, commercial units, shops and religious buildings. There is a single lane in each direction along Heywood Street although the road is of a sufficient width to allow parking bays to be marked out on the westerly side of the road. There is traffic calming installed along the road which includes chicane features which require a vehicle in one direction to give way to traffic travelling in the opposite direction. Parking is generally unrestricted along most parts of Heywood Street and also in the surrounding streets. On the easterly side of Heywood Street, the streets are laid out in a grid pattern and the properties do not, in the main, have off-street parking facilities. On the westerly side of Heywood Street, the streets are laid out slightly differently and in some streets there is less direct frontage.

3.4 There are bus stop facilities located on Cheetham Hill Road servicing both directions, which are located to the east side of the site.

3.5 Public Transport Access

3.6 Bus Access

3.7 Cheetham Hill Road is located to the east of the site. It can be accessed by walking south along Heywood Street and east along Balmfield Street. Outbound and Inbound bus stops can be accessed on Cheetham Hill Road both within a 400-metre walking distance from the site, a walk of around 4 or 5 minutes. This is within the desirable

walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

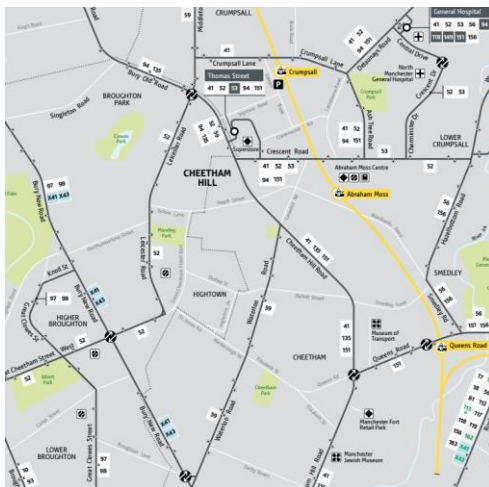


Figure 2 - Bus Map

- 3.8 Tables 1 and 2 show the frequent bus services that travel along A665 Cheetham Hill Road. Tables 1 and 2 indicate that there are at least 20 bus services per hour during the am and pm peak hours and during the rest of the morning and afternoon on Mondays-Saturdays including at least 8 services per hour running up to midnight during the evenings. On Sunday there are frequent services during the morning, afternoon and evening time with up to 16 services per hour and at least 7 services per hour up to midnight.

Table 1 Bus Service along Cheetham Hill Road north bound

Service	Route	Monday-Saturday				Sunday
		AM Peak	Off-Peak	PM Peak	Evening	
41	Middleton Road-Bowker Vale-Cheetham Hill-Manchester -Sale	3	3	3	At least 1 per hour up to midnight	1 per hour early morning then 2 per hour during the rest of the morning and afternoon, at least 1 per hour up to midnight
135	Manchester – Bury Via Cheetham Hill and Whitefield	6/7	6/7	6/7	At least 3 per hour up to midnight	3 per hour early morning then 6 per hour during the day and early evening, then at least 2 per

						hour to midnight
151	Ashton-under-Lyme-Failsworth-Moston-Higher Crumpsall	1	1	1	1 then finishes early evening	0

Table 2 Bus Service along Cheetham Hill Road south bound

Service	Route	Monday-Saturday				Sunday
		AM Peak	Off-Peak	PM Peak	Evening	
41	Sale-Sale Moor-Cheetham Hill-Bowker Vale-Middleton	3	3	3	At least 1 per hour up to midnight	2 per hour all morning and afternoon and at least 1 per hour up to midnight
135	Bury – Manchester Via Whitefield and Cheatham Hill	6/7	6/7	6/7	At least 3 per hour up to midnight	6 per hour early morning until evening, then at least 3 per hour to midnight
151	Higher Crumpsall-Moston-Failsworth-Ashton-under-Lyme	1	1	1	1 then finishes early evening	0

3.9 Rail Access

3.10 Manchester Victoria rail station is the closest located station and is situated to the north of the site. It is a walk of approximately 1.9km taking approximately 23 minutes or a cycle journey of approximately 6 minutes. A car or taxi journey is approximately 2.6km from the site taking approximately 8 minutes.

3.11 Facilities at Manchester Victoria rail station include a ticket machine, ticket counter, toilets, taxi rank, phone, ATM, help point, café, shops, newsagents, travel information office and cycle parking stands. Victoria tram interchange is also located at the station. Manchester Victoria station services include local and regional services in Northern England and the tram station serves many local towns.

3.12 Cycle Access

3.13 An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed residential development site. The analysis is illustrated below in Figure 3.



Figure 3 - Cycle Access to the Site

3.14 A cycle map of routes near the site is located in Figure 4.

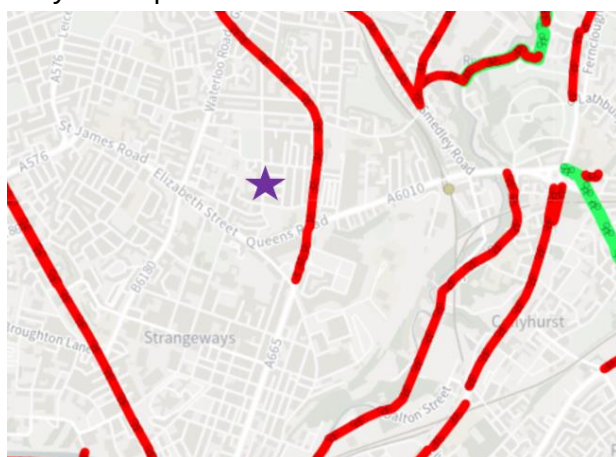


Figure 4 - Cycle Map of Routes (mappinggm.uk)

3.15 On road cycle routes can be found within 250 metres of the site on Cheetham Hill Road and the traffic calming facilities and slow traffic speeds of 20 mph on the roads adjacent to the site should encourage cycle journeys to and from the site. The figure below shows the speed limit of the roads adjacent to the site and cycling and pedestrian facilities on Cheetham Hill Road.

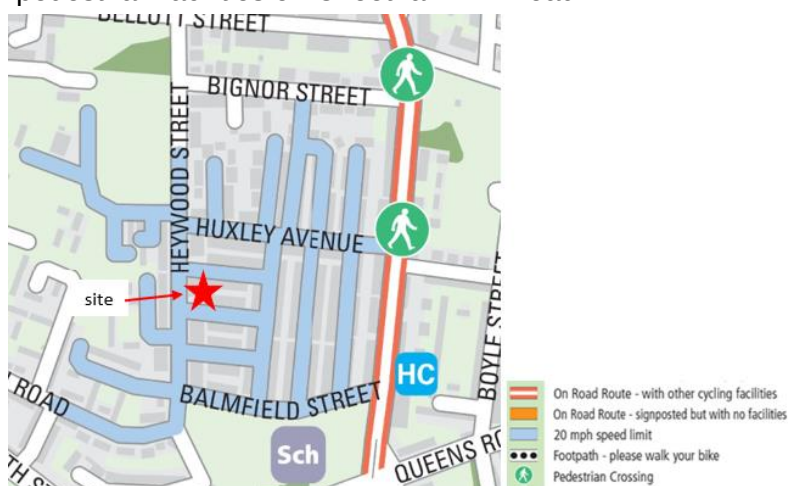


Figure 5 - Cycle Map of Routes (TfGM)

3.16 Walking Access

3.17 An assessment has been made of the locations that can be accessed within a 2km walk from the site. This analysis is depicted in Figure 6 below.

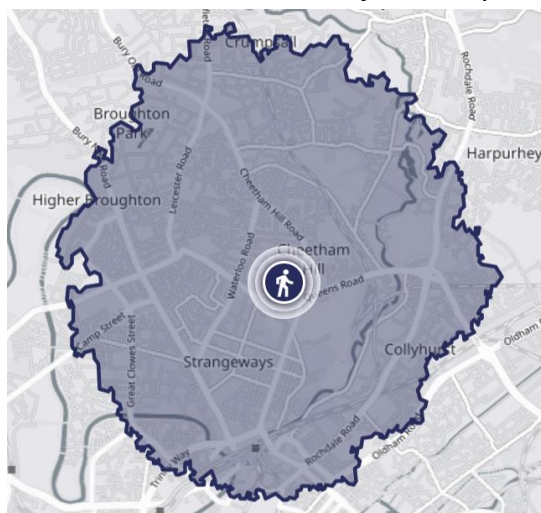


Figure 6 - Walking Access to the Site (www.app.traveltimeplatform.com)

3.18 There are footways along each side of Heywood Street and there is street lighting along Heywood Street. There are dropped kerbs with tactile paving at the junctions on Heywood Street in the vicinity of the site and refuge islands and traffic calming features along the road. In the streets adjacent to the site there are footpaths on both sides of the roads, dropped crossings, street lighting and traffic calming features in the form of speed bumps. These facilities should provide the conditions to encourage walking trips to and from the site assisting pedestrians.

3.19 Access to Services

3.20 The site is located approximately 2 km from Manchester city centre a walk of approximately 25 minutes, where all the facilities and services found in a large city are available.

3.21 Closer still to the site are other facilities including –

Table 3 Facilities / Service near the site

Service or Facility	Distance – Approximate meters	Approximate Minutes to walk	Approximate Minutes to cycle
Manchester Fort Shopping Centre	723	10	3
Café and Take Away	250	4	1
Mini Market Food Store	67	1	1
Convenience store with ATM, Newsagents and PP Pay point	310	4	1

3.22 The distances to facilities and services set out above and the access by walking (Figure 6) and cycling (Figure 3) demonstrate the site is accessible by sustainable transport methods.

3.23 Road Safety Record

3.24 The crashmap (www.crashmap.co.uk) database has been interrogated to assess the road safety record for Heywood Street near the mosque building and the surrounding road network. The output from the accident interrogation is shown in Figure 7 below.

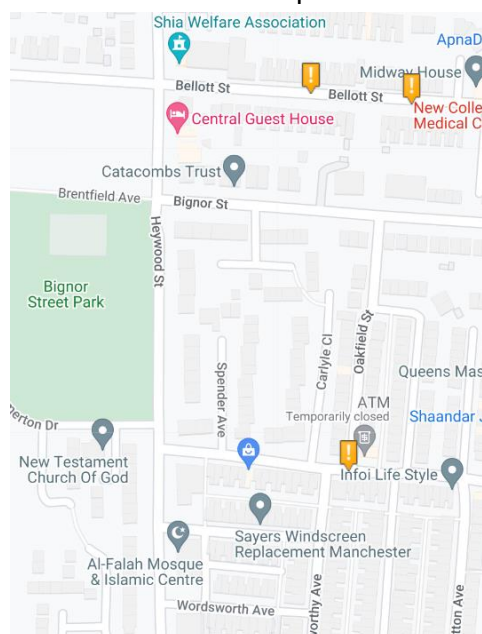


Figure 7 - Road Safety Record (www.crashmap.co.uk)

3.25 There have been no injury accidents in the immediate vicinity of the mosque on Heywood Street in the five-year period of the accident investigation. There has been a slight injury accident on Huxley Street in 2019 and two injury accidents on Bellott Street. The accidents on Bellott Street occurred in 2017 and 2018 and both resulted in slight injury accidents.

3.26 Whilst it is regrettable when there are injury accidents in the road network, overall the road safety record for Heywood Street and the adjacent road network over a recent five-year period can be considered to be good. The proposed extension scheme to create a madrassa at the mosque is not expected to have the potential to worsen the road safety record. The road safety record for the location should not represent a material concern in the context of the proposed development.

3.27 Census Data

3.28 Census 2011 data was analysed for the super output areas containing Heywood Street and the nearby streets and compared with the whole of Manchester. In the super output areas around the mosque in Heywood Street there are between 46% to 56% of households without access to a car compared to 45% in Manchester as a whole. In terms of method of travel to work, the analysis shows that the super output

areas around the mosque in Heywood Street between 51% to 66% travelled to work by sustainable transport methods. The census analysis also identified that between 31% to 59% of the population in the super output areas are Muslim compared to 16% across Manchester as a whole.

- 3.29 The analysis indicates that the super output areas around the mosque have a high Muslim population and a majority of people in the area do not have access to a car. The census analysis is contained in **Appendix B**.

3.30 Summary

- 3.31 The local road network has demonstrated a good road safety record in the recent road safety analysis. The local environment is conducive to encouraging journeys by bus, on foot and by cycling. Access to the mosque and proposed madrassa in Heywood Street by public transport, walking and cycling has been determined to be good.

4.0 Transport Policy Context

4.1 National Policy

4.2 National Planning Policy Framework (NPPF) (2021)

- 4.3 The NPPF sets out the Government's economic, environmental and social planning policies for England. The NPPF introduces a set of core land-use planning principles which should underpin both plan-making and decision-taking.
- 4.4 Section 9 of the NPPF covers 'Promoting sustainable transport'. Relevant elements of this section are summarised as follows.
- 4.5 Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a) the potential impacts of development on transport networks can be addressed;
 - b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c) opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 4.6 Paragraph 105 indicates that the planning system should actively manage patterns of growth in support of the above objectives.
- 4.7 If setting local parking standards for residential and non-residential development, policies should take into account:
- a) the accessibility of the development;

- b) the type, mix and use of development;
 - c) the availability of and opportunities for public transport;
 - d) local car ownership levels; and
 - e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
- 4.8 Paragraph 108 states that maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network.
- 4.9 Considering development proposals
Paragraph 110 indicates that appropriate opportunities should be given to promote sustainable transport, safe access can be provided for all modes of transport and any significant impacts from the developments are mitigated to an acceptable degree.
- 4.10 Paragraph 111 states 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.
- 4.11 Paragraph 112 indicates that developments should :
- a) Give priority to pedestrians and cyclists;
 - b) Address the needs of people with disability and reduced mobility;
 - c) Create places that are safe, secure and attractive;
 - d) Allow for the efficient delivery of goods, and access by emergency and service vehicles.
 - e) Be designed to enable plug-in and ultra-low charging points.
- 4.12 Paragraph 113 is concerned with travel plans and transport statements / assessments being required for developments that will generate significant levels of movement.
- 4.13 [Travel plans, transport assessments and statements in decision-taking \(DfT March 2014\)](#)
- 4.14 This policy update was issued as guidance by the DfT in March 2014 and supersedes the 2007 Guidance on Transport Assessment policy guidance documentation.
- 4.15 This updated guidance states that “the need for, scale, scope and level of detail required of a Transport Assessment or Statement should be established as early in the development management process as possible as this may therefore positively influence the overall nature or the detailed design of the development”.
- 4.16 [Local Policy](#)
- 4.17 [Manchester City Council Core Strategy](#)
- 4.1 Policy T 1 Sustainable Transport

4.2 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.

4.3 Policy T2 Accessible areas of opportunity and need

The Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:

- Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
- Links within East Manchester to employment locations, Central Park and Eastlands in particular.
- Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
- Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of

the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- District Centres
- Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

5.0 Development Proposals

5.1 The proposed Masjid and Islamic Centre re-development is situated in the Cheetham Hill area of Manchester approximately 2 km north of Manchester city centre. The site is surrounded by Heywood Street to the west, Kelvin Grove to the north, Wordsworth Avenue to the south and residential terraced housing to the east. The access to the car park is situated on Wordsworth Avenue and this access will remain. The car park presently has 8 car parking spaces.

5.2 The applicant is applying for planning permission for an extension to the first floor of the Masjid and Islamic Centre, erecting a porch to the side entrance, and adjusting the layout of the car park. The car park will continue to be accessed from Wordsworth Avenue and will have 4 car parking spaces including 2 with electric charging points and 12 cycle stands. An additional pedestrian entrance is proposed and will provide access from Wordsworth Avenue to the extension on the first floor which will provide 2 small classrooms accommodating a maximum of 10-12 children each, an office, a meeting room and a library/study area. The Design and Access Statement indicates the children proposing to attend the classes are children of the current attendees living in the local area.

5.3 The proposed Masjid and Islamic Centre re-development is expected to start to be occupied from early 2023. The scheme layout for the site is shown in **Appendix C**.

5.4 Parking Strategy and Management

5.5 Car Parking

5.6 The re-developed Masjid and Islamic Centre will have 4 car parking spaces including 2 electric vehicle charging points a reduction of 4 car parking spaces from current provision.

5.7 Cycle Parking

5.8 The re-developed Masjid and Islamic Centre will have 12 cycle parking space.

5.9 Operational Management

5.10 The Masjid and Islamic Centre has a management committee and a dedicated caretaker. The committee oversees the organisation and management of the building including planning for activities in the building. The caretaker is in attendance when the building is open to ensure access into the building is available and that it is locked up later.

5.11 The Masjid and Islamic Centre is aware of the impact that parking can have in the surrounding streets. The Masjid and Islamic Centre caters for a catchment residing close to the building that is suitable for walking to / from the building.

5.12 The madrassa will open for 5 days during the week and will open from 5pm to 7pm.

5.13 Parking Strategy

5.14 Manchester City Council sets out the parking standards within Appendix B of the Core Strategy. The Council does not set any specific parking standards for education facilities other than for higher and further education.

5.15 Car Parking

5.16 The building currently has 8 off-street car parking facilities and this will reduce to 4 car parking spaces. The scale of the mosque will not change and a parking survey has been undertaken to assess whether the loss of 4 car parking spaces could be accommodated through on-street parking.

5.17 The building is located in a sustainable location and is accessible by a range of travel modes.

5.18 The reduction in car parking should not present a concern to the Council, particularly as there is a strong propensity for walking in the area.

6.0 Trip Rates and Traffic Generation

6.1 Trip Rates

6.2 The TRICS database does not contained any comparable sites to the proposed madrassa at Heywood Street so it is not possible to derive a trip rate forecast from the TRICS database.

6.3 The National Travel Survey 2020 has been used to forecast the level of car travel to the madrasa. The NTS 2020 in Table NTS0614 indicates 18% of pupils travelling under 1 mile to school go by car. The amounts for cycling and public transport have

been added to the car and walking percentages equally. The car and walking proportions have been calculated to be :-

Table 4 Mode Share of Travel to School (National Travel Survey)

Walk	Cycle	Car	Public Transport
80%	2%	18%	0%

6.4 **Appendix D** contains the NTS 0614 travel information.

6.5 Bolton Survey

6.6 AMNI Transportation has experience of undertaking the assessment of the highway impact at other madrassas. At a scheme in Bolton, an existing madrasa, a site survey was undertaken to assess how people travelled to and from the facility (planning application 09405/20 refers). The survey produced the following as shown in the Table below.

Table 5 Mode Share of Travel to Other Madrasa

Walk	Car
81%	19%

6.7 There is clear correlation between the NTS for children travelling to school and the mode share for the scheme in Bolton. This evidences the travel patterns for an education facility with a local catchment.

6.8 From the analysis of the NTS the traffic generation and method of travel has been forecast for each session with 24 students. The analysis is shown in the Table below.

Table 6 Mode Share of Travel to Madrasa at Heywood Street

Method of Travel	%	No
Walk	80	19
Car	20	5

6.9 Vehicles that travel to the madrasa are expected to drop-off children then make a return journey to collect children when the classes end. Vehicles are expected to stop for short periods for the drop-off and collection trips rather than park up on the road for the duration of the class.

6.10 The predicted 5 vehicles that will travel to the madrasa to drop-off and then collect children later should be easily accommodated on the road in the designated on-street parking bays without creating any highway operational or safety issues.

6.11 Even if a worse-case scenario of all students travelling by car to the site then then from the parking survey undertaken during the day, parking space is expected to be available for the limited duration for drop-off and pick up of children.

6.12 Parking Survey

6.13 The proposed madrassa will result in the loss of 4 car parking spaces from the existing off-street car parking provision of 8 car parking spaces. A parking survey was undertaken in the streets near the mosque to assess the parking demand during Friday lunchtime prayers. The survey noticed an increase in parking demand just before the start of the lunchtime prayers.

6.14 The survey did note that the parking reduced significantly after prayers had ended. Whilst the focus of the survey was to count the number of vehicles parked on the street at various time intervals it was evident that there were still available car parking spaces in some of the streets, particularly those streets to the west of Heywood Street. The loss of 4 car parking spaces should not create an unacceptable road safety risk as 4 vehicles can be accommodated on-street without creating any highway safety issues. The parking of an additional 4 vehicles associated with lunchtime prayers is not considered to create a severe network impact as the parking will only occur for a short period during the day. The parking survey is contained in **Appendix E**.

6.15 Travel to the Madrassa

6.16 As demonstrated in the census analysis there are a high number of households in the area without access to a car and travel by sustainable methods is a key characteristic within the area. Walking as a method of travel is shown to range from 13% to 35% for the super output areas around the proposed madrassa. In our experience walking to a madrassa has been shown to be a key method of travel. Car travel will also be an expected travel mode for the madrassa but this will be to drop-off then collect children after the class. Waiting after the class has finished is only expected to last for 5 to 10 minutes maximum. No highway capacity or highway safety are considered to be capable from any the short periods associated with drop-off and collection of children after the class.

7.0 Travel Plan Approach

7.1 National Planning Practice Guidance: Travel Plans (2014) provides advice on travel plans including what should be included and how they should be monitored.

What are Travel Plans?

7.2 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). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

- 7.3 Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

What information should be included in Travel Plans?

- 7.4 Travel Plans should set the specific outcomes, targets and measures required to deliver a reduction in single occupancy car use and encourage sustainable travel.
- 7.5 They should evaluate and consider:
- benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - relevant information about existing travel habits in the surrounding area;
 - proposals to reduce the need for travel to and from the site via all modes of transport; and
 - provision of improved public transport services.
- 7.6 They may also include:
- parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and
 - proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

How should Travel Plans be monitored?

- 7.7 Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.
- 7.8
- 7.9 The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer and the Local Planning Authority.
- 7.10 Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

7.11 Travel Plan

- 7.12 The Design and Access Statement indicates that around 10 to 12 students will attend each classroom so a total of 20 to 24 students in the building. With the census analysis demonstrating there to be low car ownership and a propensity for sustainable

travel then this would suggest that approximately 5 vehicle trips for child drop-off and pick-up may be generated by the proposed madrassa.

- 7.13 The mosque will commit to encourage people to walk children to the classes. The mosque will also advise parents that drop-off / pick-up children by car to do so in a considerate and courteous manner, including how and where they park.

7.14 Action Plan

- 7.15 Typically a Travel Plan would require the production of travel targets, a travel plan action and undertaking surveys to assess the methods of travel compared to the proposed action plan.

- 7.16 The DfT advises that a travel plan can reduce car driving by around 15%. If those results were replicated at the proposed madrassa then this would result in approximately 1 less vehicle travelling to drop-off /pick-up. One less vehicles in the street during the evening, along Heywood Street, would be unnoticeable.

- 7.17 It is therefore requested that a formal Travel Plan with the setting of travel targets, travel surveys and an action plan is not insisted on by the Council. A Travel Plan would require regular on-going costs for the travel measures, surveys, etc and, if required, it would be unlikely to have a discernible impact in traffic terms on the adjacent streets in an area that has low car ownership and a strong characteristic to travel sustainably.

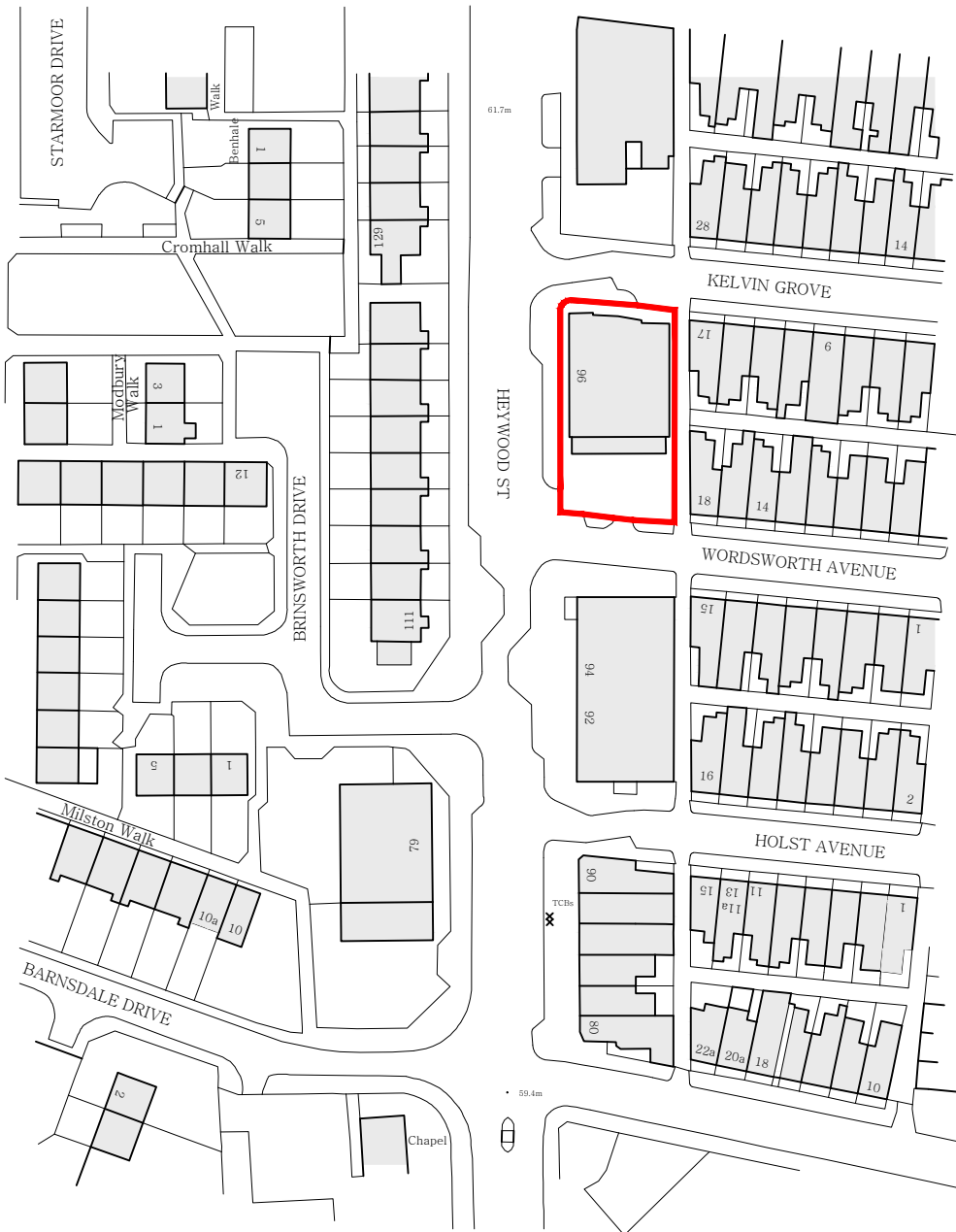
8.0 Summary and Conclusions

- 8.1 This Transport Statement has been prepared to support an application for a proposed extension at the mosque building in Heywood Street, Manchester to create an education facility.
- 8.2 The Transport Statement demonstrates that Heywood Street has experienced a good road safety record and the wider surrounding road network has experienced a good road safety record in a recent five-year period. The proposed development is not anticipated to worsen the road safety record particularly as there is a strong propensity for walking trips in the area.
- 8.3 The Transport Statement has undertaken a robust analysis of the anticipated traffic generation for the proposed extension by assessing the parking demand at the current mosque in Heywood Street and undertaking a mode share analysis of travel at the building.
- 8.4 The parking survey identified the busy period for on-street parking but also confirmed that the parking capacity in the streets increased after the busy prayer period. The loss of 4 car parking spaces from the existing car park for the mosque should not result in

any highway safety problem or any severe highway impact as the parking survey did note spare capacity in the streets during the survey period.

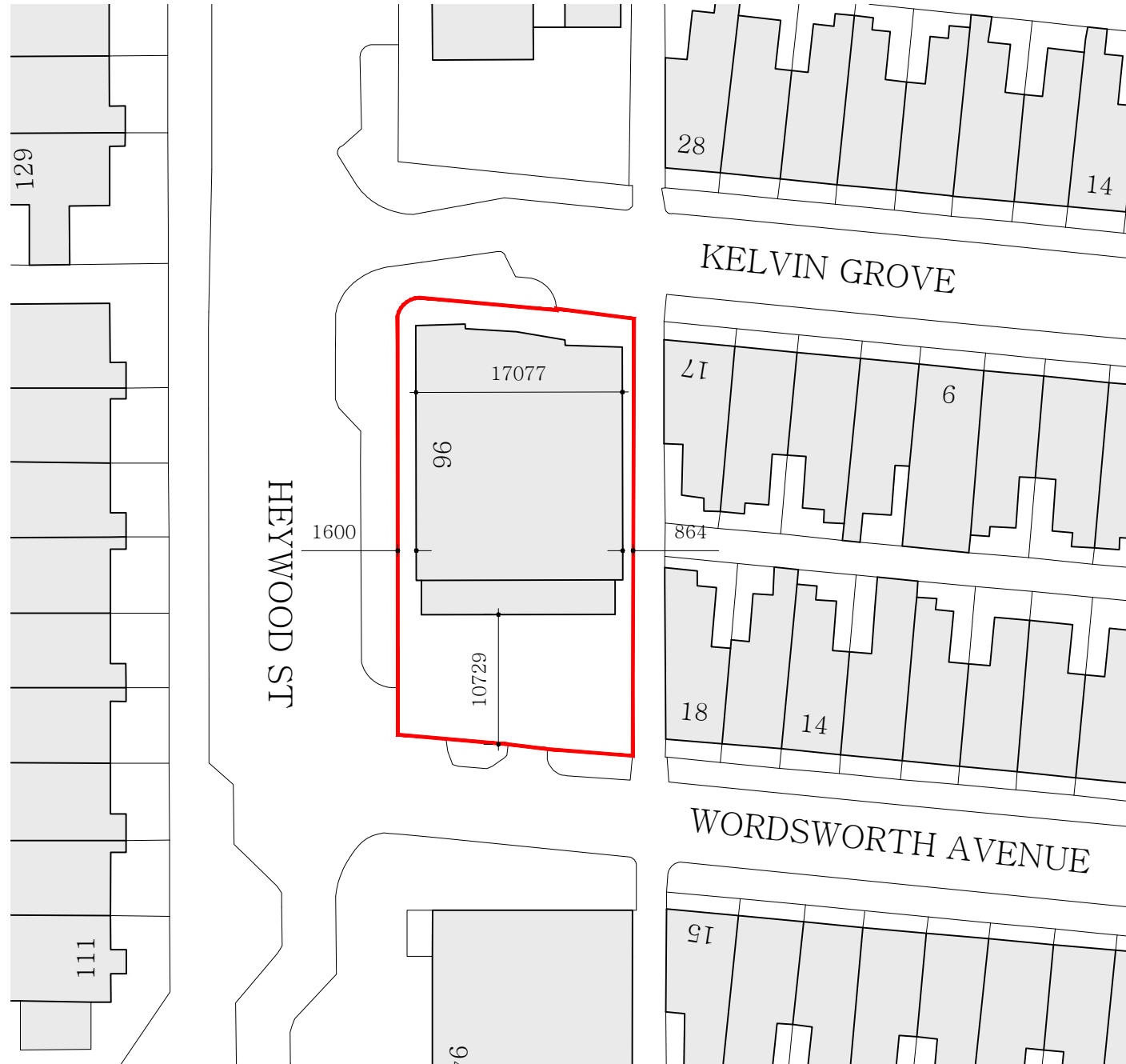
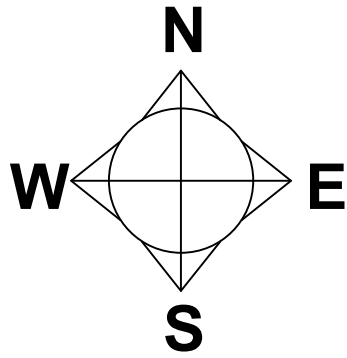
- 8.5 The proposed extension should not give rise to a considerable increase in vehicle trips into the streets in the area. Given that there is low car ownership and a strong propensity to use sustainable travel methods in the area then the proposed madrassa should not have the potential to result in parking that would create a highway safety problem.
- 8.6 The Masjid and Islamic Centre is located in a sustainable location with a strong propensity for walking trips in the area. The building is located in an area with low car ownership. The building is located in the heart of the Muslim community and walking trips are clearly easy to make.
- 8.7 The Transport Statement has demonstrated the traffic impact of the proposed madrassa development will have negligible effect on the operation or capacity of the local highway network and, combined with the good safety record within the local highway network, then this should mean on highway and traffic grounds the application for the proposed extension development scheme should be approved.

Appendix A



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SITE LOCATION PLAN 1:1250



BLOCK PLAN 1:500

LUM
LUMITEKTON

190-PL01

Revisions

revision	date	comments
----------	------	----------

Job Title

First floor extension

Site Address

Al Falah Masjid
Islamic Centre
96 Heywood St
Cheetham Hill
Manchester
M8 0DT

Drawing Title

Site plans

Scale

as shown @ A3

Date

05.09.20

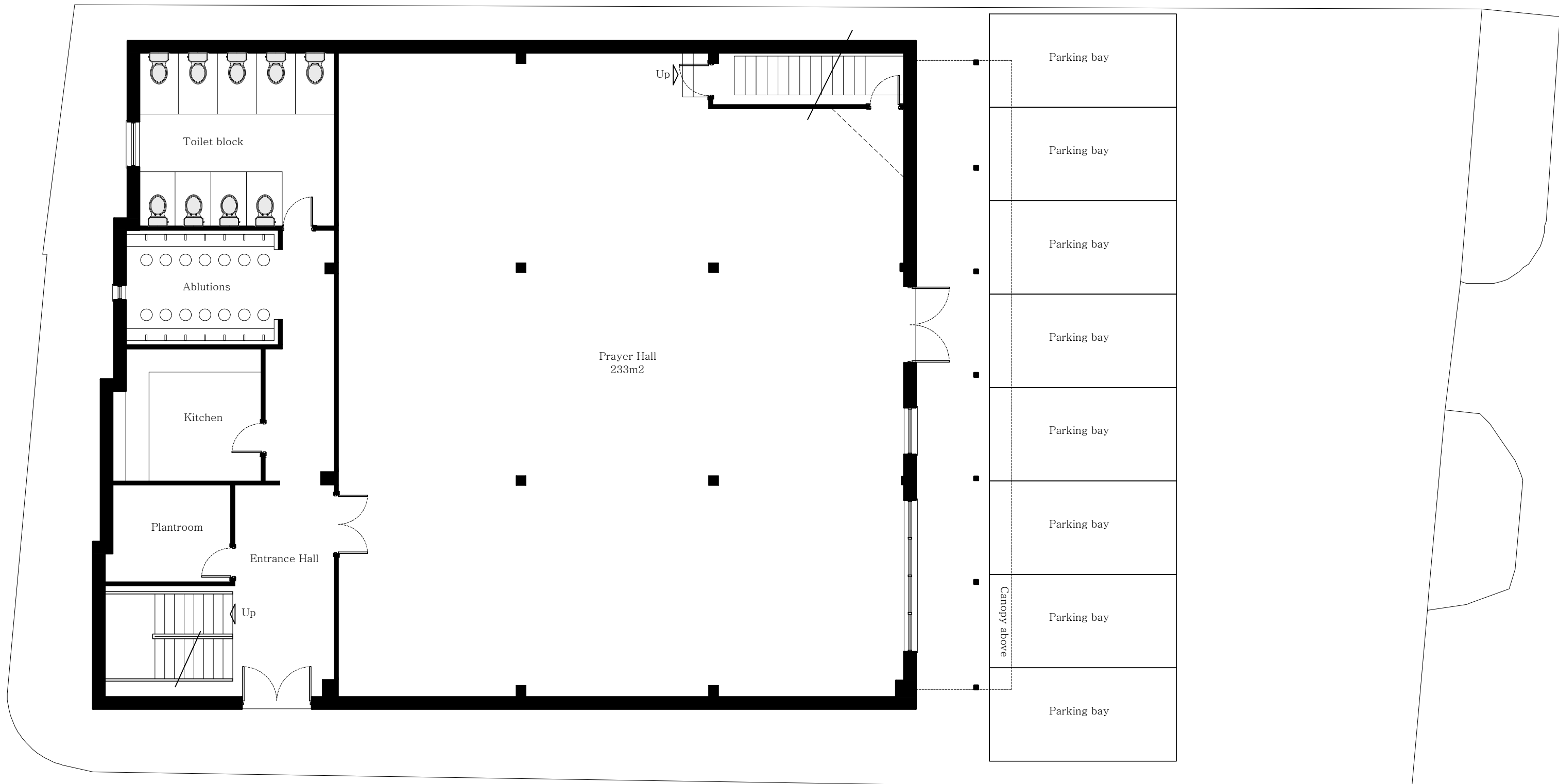
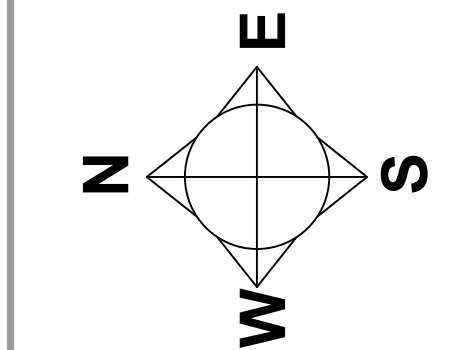
Drawn

uf

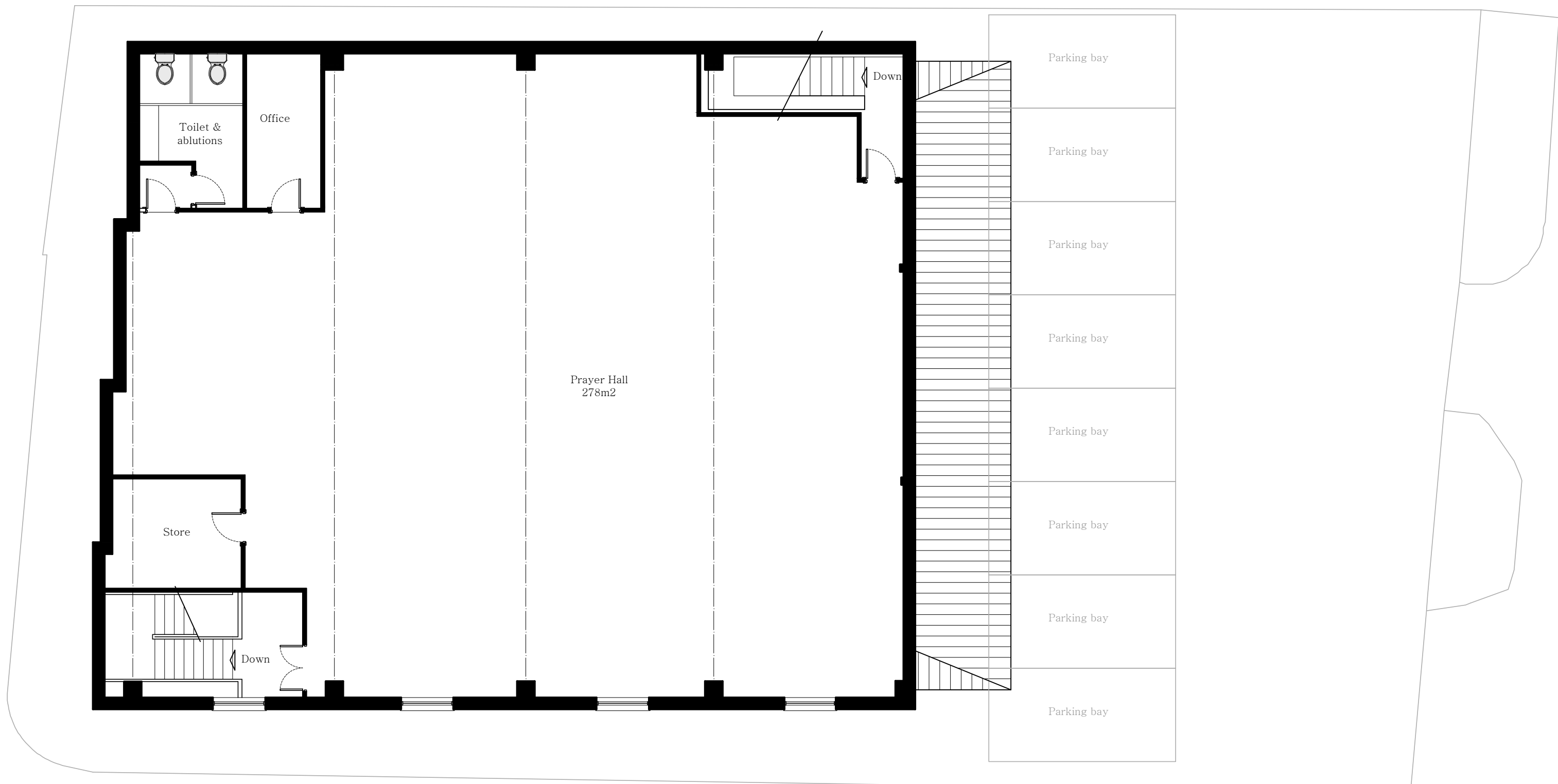
A. 275a Upper Brook St
Manchester
M13 0HR

T. 07894401574

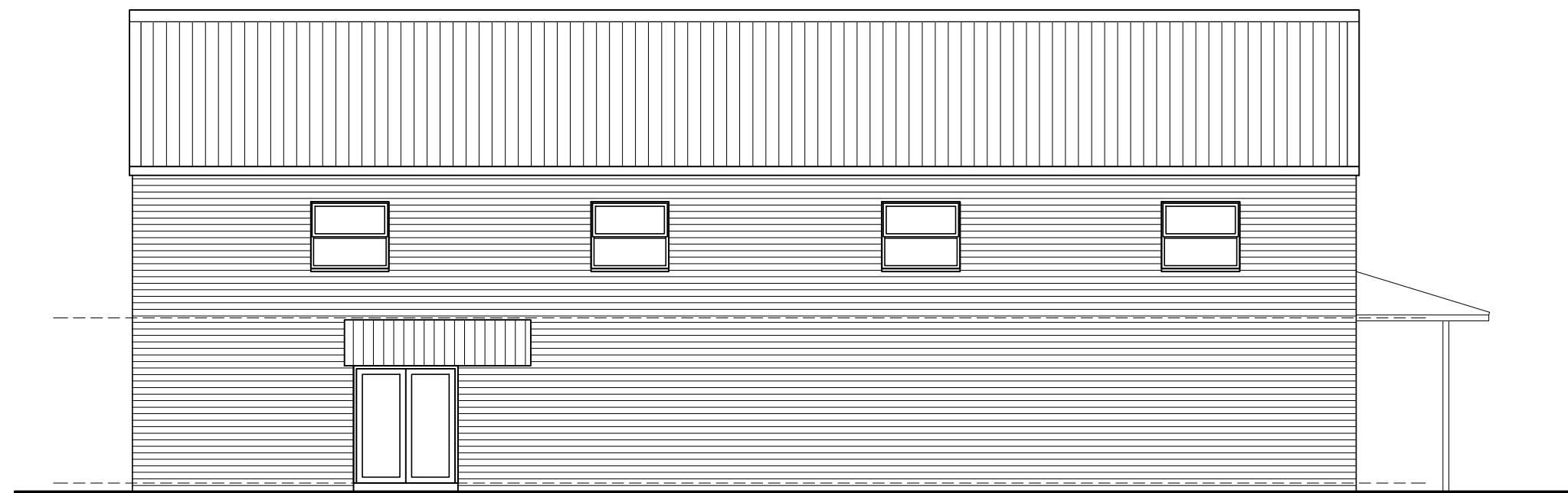
E. info@lumitekton.com



EXISTING GROUND FLOOR PLAN
1:100



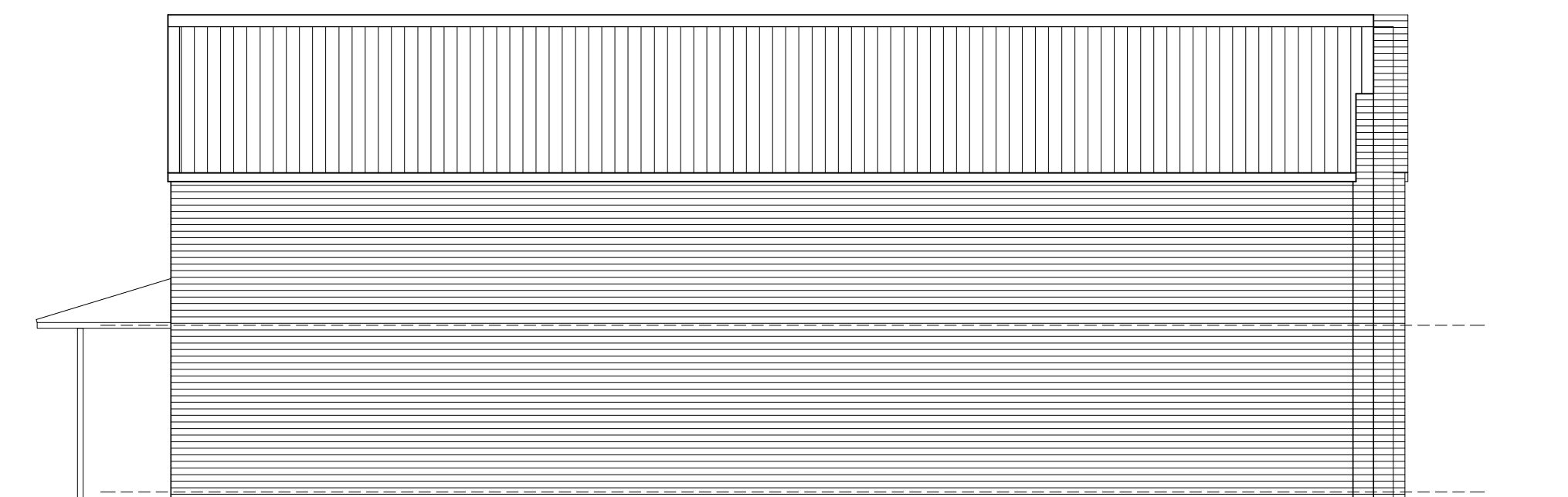
EXISTING FIRST FLOOR PLAN
1:100



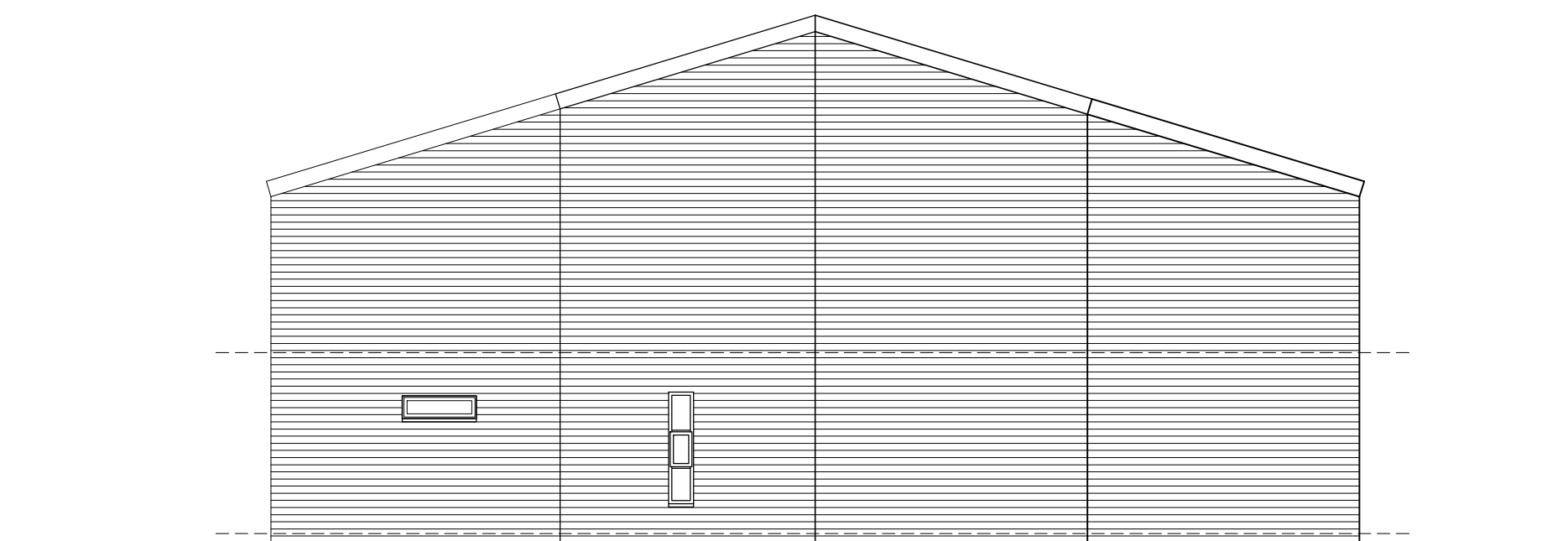
EXISTING SIDE ELEVATION (W)
1:100



EXISTING FRONT ELEVATION (S)
1:100



EXISTING SIDE ELEVATION (E)
1:100



EXISTING REAR ELEVATION (N)
1:100

Job Title

First floor extension

Site Address

Al Falah Masjid
Islamic Centre
96 Heywood St
Cheetham Hill
Manchester
M8 0DT

Drawing Title

Existing drawings

Scale
1:100 @ A1

Date
05.09.20

Drawn
uf

A. 275a Upper Brook St
Manchester
M13 0HR

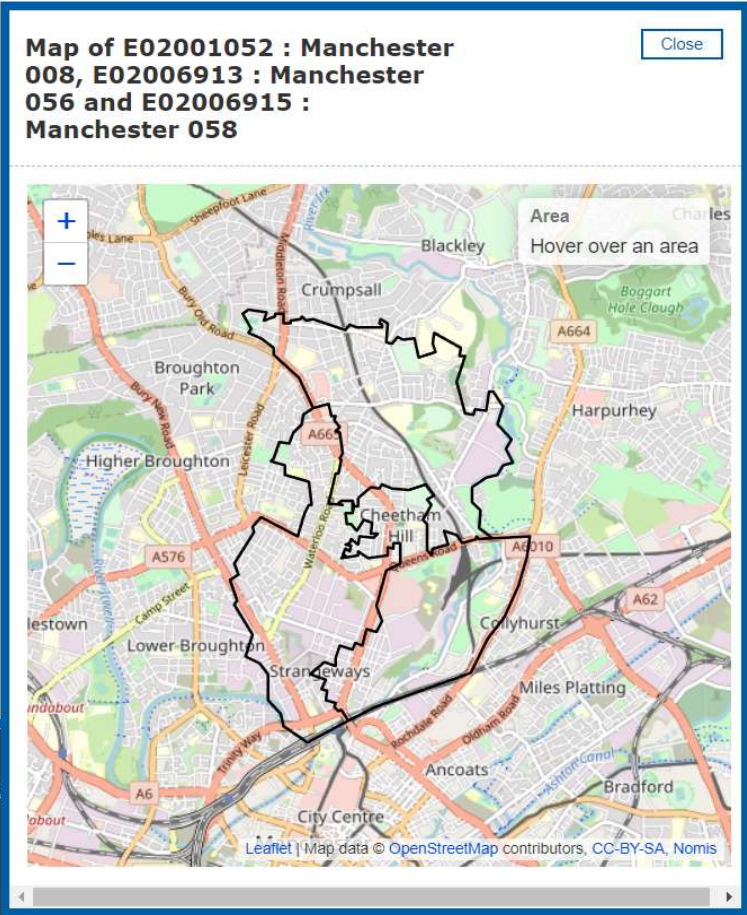
T. 07894401574
E. info@lumitekton.com

Appendix B

QS416EW - Car or van availability
 ONS Crown Copyright Reserved [from Nomis on 15 July 2022]

populationAll households; All cars or vans
 unitsHouseholds
 date2011
 rural urbanTotal

Cars	msoa2011:E02001052 : Manchester 008	msoa2011:E02006913 : Manchester 056	msoa2011:E02006915 : Manchester 058	uacounty09:Manchester	msoa2011:E02001052 : Manchester 008	msoa2011:E02006913 : Manchester 056	msoa2011:E02006915 : Manchester 058	uacounty09:Manchester
All categories: Car or van availability	4,384	2,939	3,047	204,969	100%	100%	100%	100%
No cars or vans in household	2,020	1,638	1,536	91,248	46%	56%	50%	45%
1 car or van in household	1,810	1,109	1,265	83,276	41%	38%	42%	41%
2 cars or vans in household	457	173	221	25,598	10%	6%	7%	12%
3 cars or vans in household	75	15	22	3,779	2%	1%	1%	2%
4 or more cars or vans in household	22	4	3	1,068	1%	0%	0%	1%



QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 15 July 2022]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	msoa2011:E02001052 : msoa2011:E02006913 : msoa2011:E02006915 : uacounty09:Manchester				msoa2011:E02001052 : msoa2011:E02006913 : msoa2011:E02006915 : uacounty09:Manchester				Sustainable Travel				uacounty09:Manchester
	Manchester 008	Manchester 056	Manchester 058		Manchester 008	Manchester 056	Manchester 058		Manchester 008	Manchester 056	Manchester 058		
All categories: Method of tr:	8,678	5,172	6,352	382,932									
Work mainly at or from hor	154	76	105	7,288	4%	3%	3%	3%					
Underground, metro, light r:	280	89	61	2,897	7%	3%	2%	1%	7%	3%	2%	1%	1%
Train	85	159	95	5,938	2%	5%	3%	3%	2%	5%	3%	3%	3%
Bus, minibus or coach	801	513	678	47,727	19%	17%	21%	22%	19%	17%	21%	22%	22%
Taxi	101	40	45	1,914	2%	1%	1%	1%	2%	1%	1%	1%	1%
Motorcycle, scooter or mop	8	10	7	855	0%	0%	0%	0%	0%	0%	0%	0%	0%
Driving a car or van	1,861	914	1,174	96,210	44%	30%	36%	45%					
Passenger in a car or van	206	95	135	10,056	5%	3%	4%	5%	5%	3%	4%	5%	5%
Bicycle	79	55	76	8,708	2%	2%	2%	4%	2%	2%	2%	4%	4%
On foot	565	1,046	874	30,714	13%	35%	27%	14%	13%	35%	27%	14%	14%
Other method of travel to w	66	26	34	1,398	2%	1%	1%	1%					
	4,206	3,023	3,284	213,705	100%	100%	100%	100%	51%	66%	60%	51%	

DC2201EW - Ethnic Group by Religion

ONS Crown Copyright Reserved [from Nomis on 15 July 2022]

population	All usual residents
units	Persons
date	2011
area type	2011 super output areas - middle layer
area name	E02001052 : Manchester 008

Ethnic Group	All categories: Religion	Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other religion	No religion	Religion not stated	All categories: Religion									
											Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other religion	No religion	Religion not stated	
All categories: Ethnic group	12,771	2,973	38	198	124	7,570	121	25	922	800	100%	23%	0%	2%	1%	59%	1%	0%	7%	6%
White: English/Welsh/Scottish/Northern Irish/British	2,417	1,455	5	0	97	86	9	6	539	220										
White: Irish	206	171	0	0	0	3	0	2	12	18										
White: Gypsy or Irish Traveller	4	2	0	0	0	1	0	0	0	1										
White: Other White	804	523	1	0	13	130	0	1	81	55										
Mixed/multiple ethnic group: White and Black Caribbean	108	67	2	0	1	4	1	0	27	6										
Mixed/multiple ethnic group: White and Black African	55	31	0	0	0	5	0	0	14	5										
Mixed/multiple ethnic group: White and Asian	222	36	2	2	2	146	0	0	18	16										
Mixed/multiple ethnic group: Other Mixed	130	50	1	0	0	49	0	2	12	16										
Asian/Asian British: Indian	507	25	1	166	0	199	71	3	9	33										
Asian/Asian British: Pakistani	5,278	27	0	6	4	4,968	9	1	10	253										
Asian/Asian British: Bangladeshi	70	0	0	0	0	66	0	0	0	4										
Asian/Asian British: Chinese	170	14	10	3	0	39	0	1	85	18										
Asian/Asian British: Other Asian	1,067	67	16	12	1	874	16	1	22	58										
Black/African/Caribbean/Black British: African	488	283	0	0	1	157	0	3	11	33										
Black/African/Caribbean/Black British: Caribbean	161	107	0	0	0	6	0	2	22	24										
Black/African/Caribbean/Black British: Other Black	170	62	0	0	0	64	0	0	36	8										
Other ethnic group: Arab	617	13	0	4	1	579	1	1	5	13										
Other ethnic group: Any other ethnic group	297	40	0	5	4	194	14	2	19	19										

DC2201EW - Ethnic Group by Religion

ONS Crown Copyright Reserved [from Nomis on 15 July 2022]

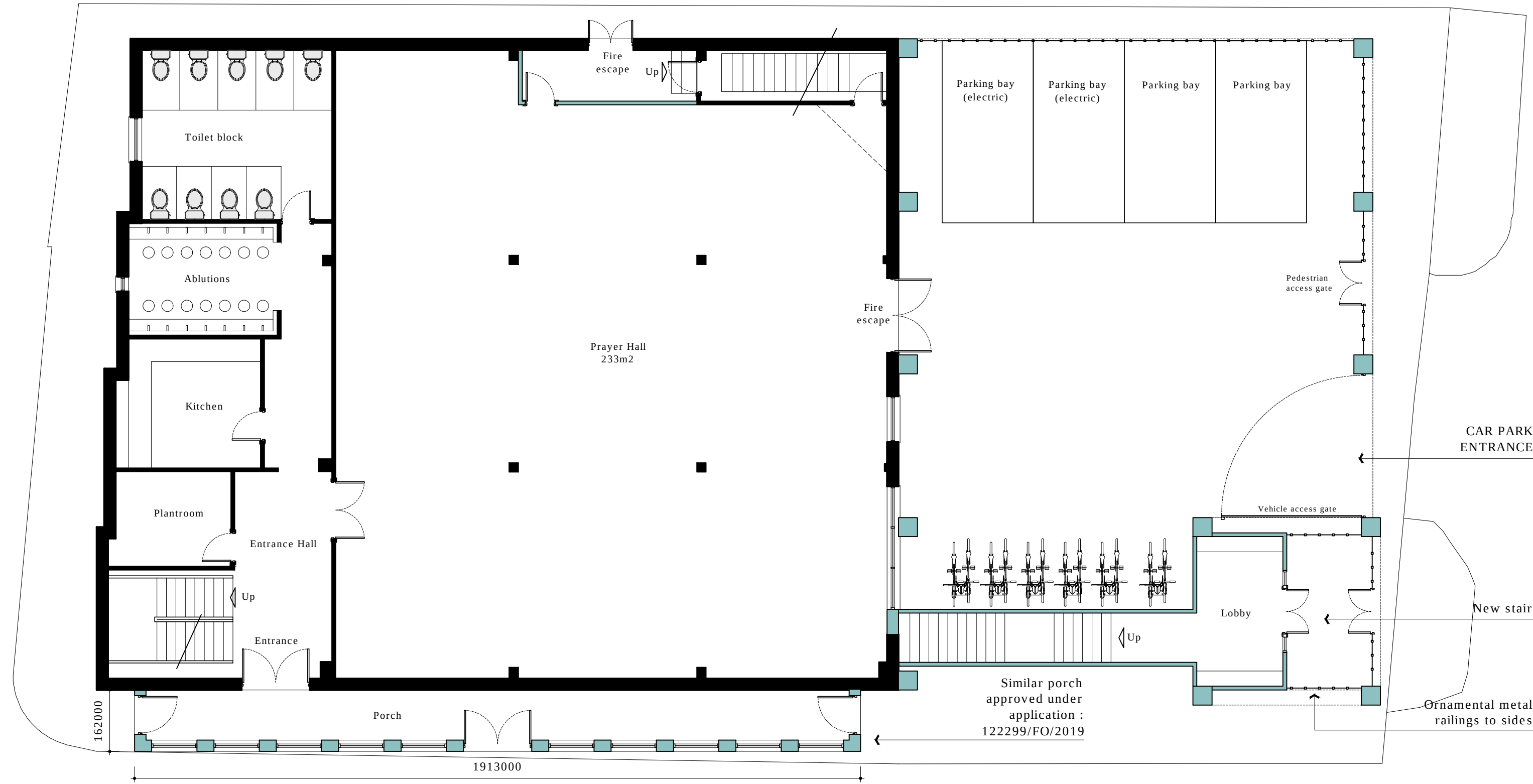
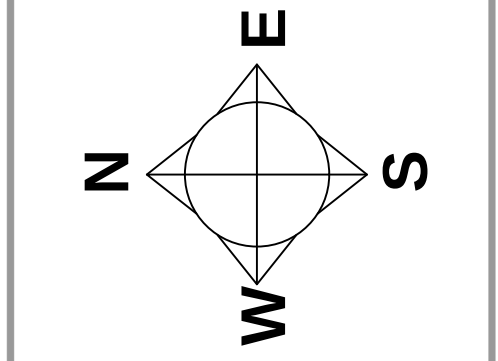
population	All usual residents
units	Persons
date	2011
area type	2011 super output areas - middle layer
area name	E02006913 : Manchester 056

Ethnic Group	All categories: Religion	Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other religion	No religion	Religion not stated	All categories: Religion									
											Christian	Buddhist	Hindu	Jewish	Muslim	Sikh	Other religion	No religion	Religion not stated	
All categories: Ethnic group	6,679	2,142	78	191	20	2,497	30	25	1,319	377	100%	32%	1%	3%	0%	37%	0%	0%	20%	6%
White: English/Welsh/Scottish/Northern Irish/British	2,530	1,311	5	0	12	42	2	15	981	162										
White: Irish	110	78	0	0	0	1	0	1	16	14										
White: Gypsy or Irish Traveller	9	7	0	0	0	0	0	0	0	2										
White: Other White	410	247	3	1	1	42	0	1	89	26										
Mixed/multiple ethnic group: White and Black Caribbean	68	42	0	0	0	2	0	0	17	7										
Mixed/multiple ethnic group: White and Black African	40	13	1	0	0	14	0	0	12	0										
Mixed/multiple ethnic group: White and Asian	55	17	0	0	0	22	1	0	14	1										
Mixed/multiple ethnic group: Other Mixed	46	12	0	0	0	20	0	0	11	3										
Asian/Asian British: Indian	333	10	1	181	0	89	26	1	5	20										
Asian/Asian British: Pakistani	1,691	9	1	3	0	1,622	1	0	6	49										
Asian/Asian British: Bangladeshi	26	0	0	0	0	18	0	0	0	8										
Asian/Asian British: Chinese	219	27	37	0	0	22	0	2	119	12										
Asian/Asian British: Other Asian	349	24	25	6	0	242	0	0	21	31										
Black/African/Caribbean/Black British: African	378	232	1	0	0	125	0	0	6	14										
Black/African/Caribbean/Black British: Caribbean	62	46	0	0	0	1	0	1	7	7										
Black/African/Caribbean/Black British: Other Black	85	52	2	0	0	23	0	0	2	6										
Other ethnic group: Arab	177	7	0	0	1	151	0	4	3	11										
Other ethnic group: Any other ethnic group	91	8	2	0	6	61	0	0	10	4										

DC2201EW - Ethnic Group by Religion

Appendix C

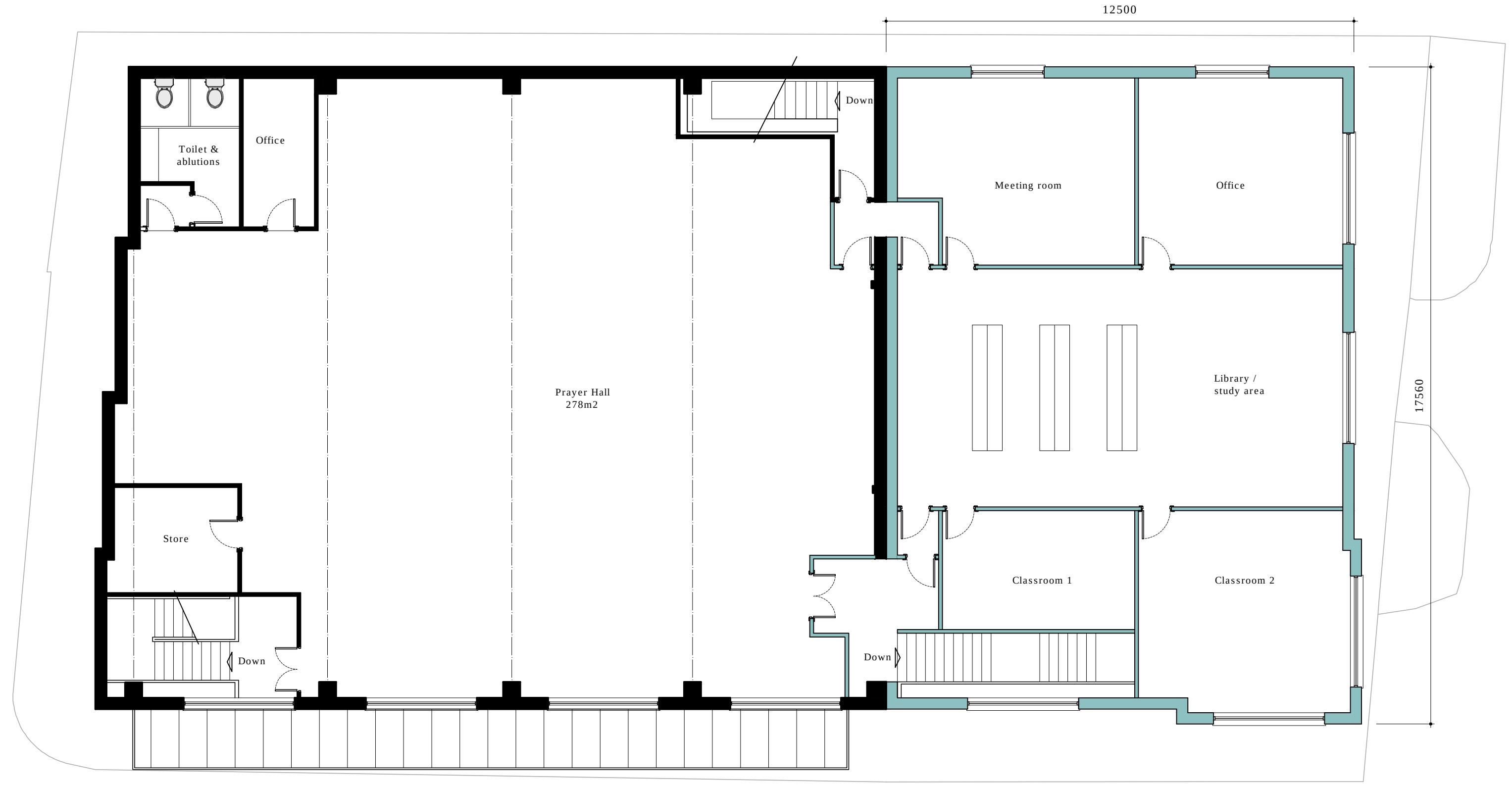
Revisions		
revision	date	comments
A	22.05.21	Staircase repositioned, parking layout amended
B	02.08.21	Windows enlarged, staircase feature introduced
C	01.12.21	Porch shown. Window design amended. Adjacent terrace shown
D	15.12.21	Ornamental arches formed in recess



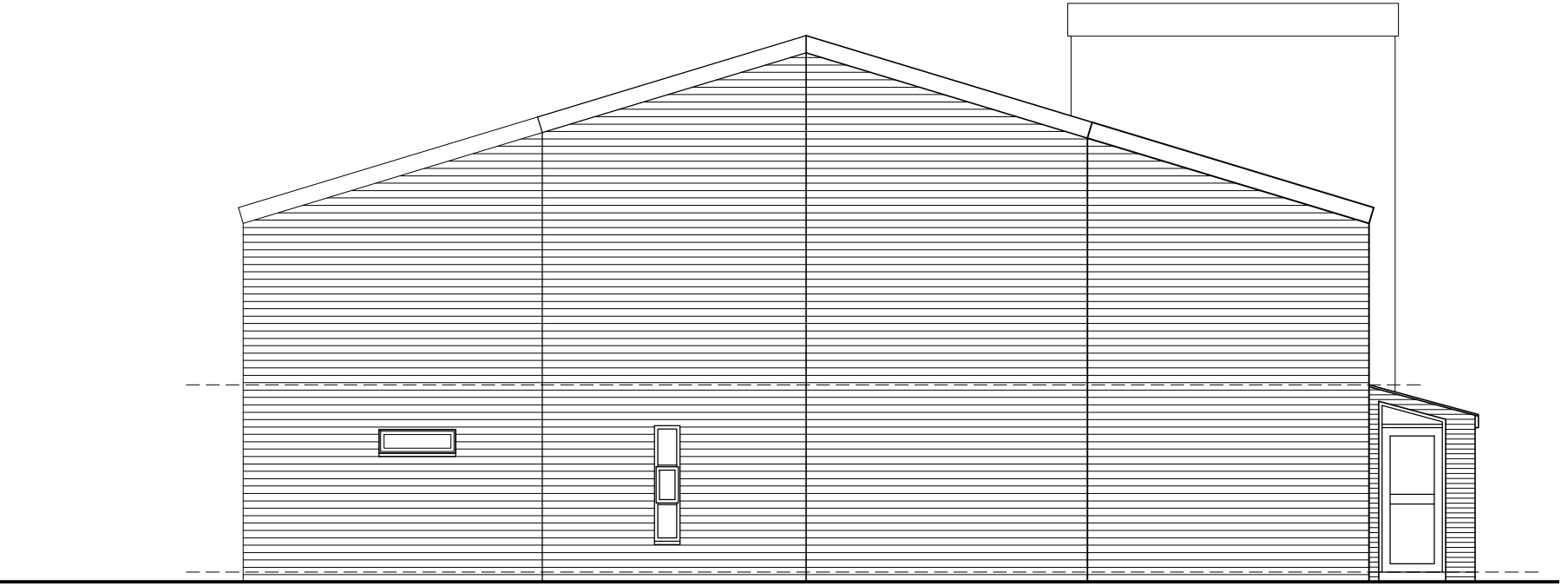
PROPOSED GROUND FLOOR PLAN
1:100



PROPOSED FRONT ELEVATION (S)
1:100



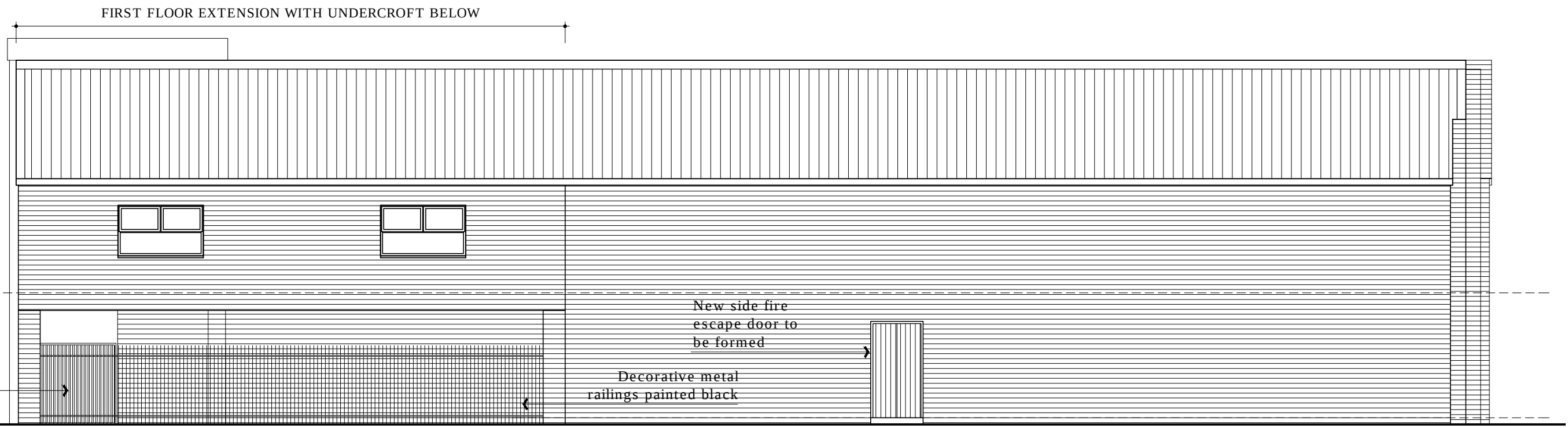
PROPOSED FIRST FLOOR PLAN
1:100



PROPOSED REAR ELEVATION (N)
1:100



PROPOSED SIDE ELEVATION (W)
1:100



PROPOSED SIDE ELEVATION (E)
1:100

Job Title
First floor extension

Site Address
Al Falah Masjid
Islamic Centre
96 Heywood St
Cheetham Hill
Manchester
M8 0DT

Drawing Title
Proposed drawings

Scale
1:100 @ A1
Date
05.09.20
Drawn
uf
A. 275a Upper Brook St
Manchester
M13 0HR
T. 07894401574
E. info@lumitekton.com

Appendix D

Table NTS0614

Trips to and from school¹ by main mode, trip length and age: England, 2002 onwards

Select year: 2020

Main mode	Percentage									
	Aged 5-10 years					Aged 11-16 years				
	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	All lengths	Under 1 mile	1 to under 2 miles	2 to under 5 miles	5 miles and over	All lengths
Walk ⁴	80	24	1	0	50	93	69	10	0	44
Bicycle	2	0	0	0	1	2	3	9	0	4
Car / van	17	74	95	83	47	4	27	49	30	28
Bus ²	0	1	4	11	2	0	1	32	50	20
Other transport ³	-	1	0	6	1	1	0	-	20	5
All modes	100	100	100	100	100	100	100	100	100	100
Unweighted sample size: trips	1,174	311	449	108	2,042	623	591	568	542	2,324

Appendix E

Parking Survey
96 Heywood Road, Cheetham Hill
Friday 17th June 2022
Vehicles parked on roads

	1	2	3	4	5	6	7	8	9	10	11	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16	Car Park	Total cars parked in each time period	
13.00-13.15	0	0	4	4	2	6	4	5	6	1	2	8	3	6	3	9	9	10	12	10	12	10	20							146
13.15-13.30	2	1	5	6	4	8	6	7	8	14	10	9	8	10	13	9	9	10	11	11	12	16	26	5	6	4	3	1	234	
13.30-13.45	5	4	4	6	3	7	6	7	10	16	11	9	7	10	13	9	9	10	11	11	12	18	25	9	12	10	11	3	268	
13.45-14.00	5	4	4	6	3	7	6	7	10	16	11	9	7	10	13	9	9	10	11	11	12	18	25	9	12	10	11		265	
14.00-14.15	1	2	6	6	4	6	4	3	2	4	4	6	7	8	6	4	6	8	9	9	6	13	23	4	3	5	1		160	
14.15-14.30	0	0	4	2	2	8	5	6	6	2	4	6	6	5	4	6	5	10	10	10	10	14	23	6	9	3	1	1	168	
14.30-14.45	0	1	4	2	2	8	5	6	6	2	4	6	6	5	4	6	5	10	10	10	10	14	23	6	9	3	1	6	174	
14.45-15.00	0	0	4	5	2	3	1	2	3	0	2	6	4	2	1	4	5	6	6	6	7	14	16	5	0	0	0	11	115	

Estimated Number of car parking spaces in each area on the roads

Zone Code	1	2	3	4	5	6	7	8	9	10	11	A1	A2	A3	A4	A5	A6	A7	A8	A9	A10	A11	A12	A13	A14	A15	A16	Car Park	Total Spaces
5 metre per car	5	5	5	6	4	9	6	7	11	20	14	10	15	10	16	9	9	10	12	14	12	19	28	9	13	12	11	7	308

