

Parking Management Plan

Markaz Ibraheem Mosque & Community Centre

37–39 Upper Lloyd Street / 2 Maine Road, Moss Side, Manchester

1. Introduction

This Parking Management Plan (PMP) outlines the operational strategy for managing all vehicle and pedestrian activity associated with Markaz Ibraheem Mosque & Community Centre. The plan ensures safe, efficient, and low-impact traffic movement, consistent with best practice for community-use premises in dense residential neighborhoods.

2. Objectives

The key objectives of this Parking Management Plan are:

- Minimise disruption to local residents.
- Ensure safe pedestrian movement.
- Prevent congestion at peak arrival and departure times.
- Provide a clear, steward-managed system for short-stay vehicle movements.
- Encourage sustainable travel including walking, cycling and public transport.

3. Site Context

The site is located on Upper Lloyd Street in Moss Side, an established urban neighbourhood with strong walking routes, multiple bus connections, 20mph traffic calming, and surrounding residential streets. The majority of attendees live within walking distance.

4. Pedestrian Priority Zone

Pedestrians form the majority of site users. A designated pedestrian priority zone ensures unobstructed access to the main entrance. Volunteers actively manage crossings and prevent build-up of waiting groups at the doorway.

5. Vehicle Access Strategy

Vehicle access is limited to:

- Short-stay drop-off and pick-up movements (2–3 minutes).
- Controlled volunteer-managed arrivals.

Vehicles are not permitted to remain on-site for the duration of prayers or classes. Engines remain off during drop-off.

5.1 One-Way Flow System

A managed one-way system directs vehicles in front of the main entrance for short-stay operations before exiting onto Upper Lloyd Street. This prevents turning maneuvers and reduces congestion.

6. Parking Demand Management

Parking demand is inherently low due to the local catchment area. Most attendees walk. Public transport via Moss Side, Hulme, Whalley Range, Rusholme and Old Trafford further reduces car dependency.

Where vehicle use is necessary, parking occurs on surrounding streets for brief durations only. Volunteers discourage long-stay activity.

7. Steward / Volunteer Roles

Trained volunteers manage:

- Entrance supervision.
- Pedestrian flow.
- Vehicle queuing and dispersal.
- Prevention of driveways or junctions being blocked.
- Quiet dispersal protocols during late evenings.

8. Short-Stay Drop-off / Pick-up Area

A designated area directly outside the entrance allows:

- Quick drop-offs.

- Engine-off waiting.
- No long-term parking.
- Steward-managed staggered access.

9. Surrounding Streets and Overspill Strategy

Optional, short-term overspill parking is available on:

- Maine Road.
- Adjacent residential side streets.
- Public car parks in wider Moss Side (used occasionally).

Overspill is rarely required due to high walk-in attendance.

10. Attendance Management Strategy

The site uses the following operational controls:

- Staggered arrival patterns before prayer times.
- No long-stay parking permitted.
- Quiet dispersal policy implemented by volunteers.
- Public transport actively encouraged.

11. Overall Vehicle Impact Assessment

Overall traffic impact is low due to:

- Local catchment population walking to the centre.
- Short dwell times prevent road occupation.
- Volunteers actively prevent congestion.
- Reduced trip generation compared to the previous retail use.

12. Text-Based Diagram

See below for a text-based representation of the parking management layout:

Upper Lloyd Street

↓ Pedestrian Priority Zone ↓

MAIN ENTRANCE

VOLUNTEERS

Short-Stay Drop-off / Pick-up (2–3 mins)

- Engine off
- Staggered arrival

Vehicle Route Out → One-way back onto Upper Lloyd Street

Surrounding Streets (Optional Parking):

- Maine Road
- Side Streets
- Public Car Parks