Parking Management Plan

Condition 3

Site	Ibraheem Mosque, 37-39 Upper Lloyd Street, Manchester, M14 4HY
Proposal	Place of Worship and Community Centre, Use Class F1
Planning reference	145561/FO/2026
Decision date	15 June 2026

Purpose

This plan sets out how Ibraheem Mosque will reduce on-street parking near the site, control vehicles using the forecourt and monitor whether the measures remain effective. It responds to condition 3 of planning permission 145561/FO/2026. The measures will be implemented within one month of written approval and will apply whenever the approved use operates.

Site operation and travel demand

Activity	Typical or maximum attendance	Management basis
Daily prayers	50 to 60 people	Predominantly local attendance
Friday prayer	120 to 150 people	Peak weekly session with six marshals
Ramadan, Eid and major events	150 to 170 people	Peak attendance with six marshals
Modelled walking share	80 percent	Provisional baseline for verification through attendee survey

The forecourt can accommodate up to 10 cars in a marshal-directed arrangement while retaining the proposed covered cycle parking. The modelled baseline indicates approximately three arriving cars at a typical daily prayer, seven at a typical Friday prayer and eight at a major event. The capacity is a managed maximum rather than an invitation to drive. Attendees will be told that on-street parking on surrounding residential roads is not promoted or guaranteed.

Forecourt arrangement

- Up to 10 vehicles may use the forecourt under marshal direction during peak sessions.
- One space will be prioritised for a disabled attendee or another person with limited mobility when required.
- Three covered Sheffield stands will provide six cycle spaces without reducing the stated managed vehicle capacity.
- The entrance, door swings and a continuous pedestrian route to the mosque will remain unobstructed.
- Vehicles will enter and leave slowly under marshal instruction. Engines must be switched off while stationary.
- No vehicle may wait on the footway, block neighbouring access, stop at a junction or obstruct emergency access.

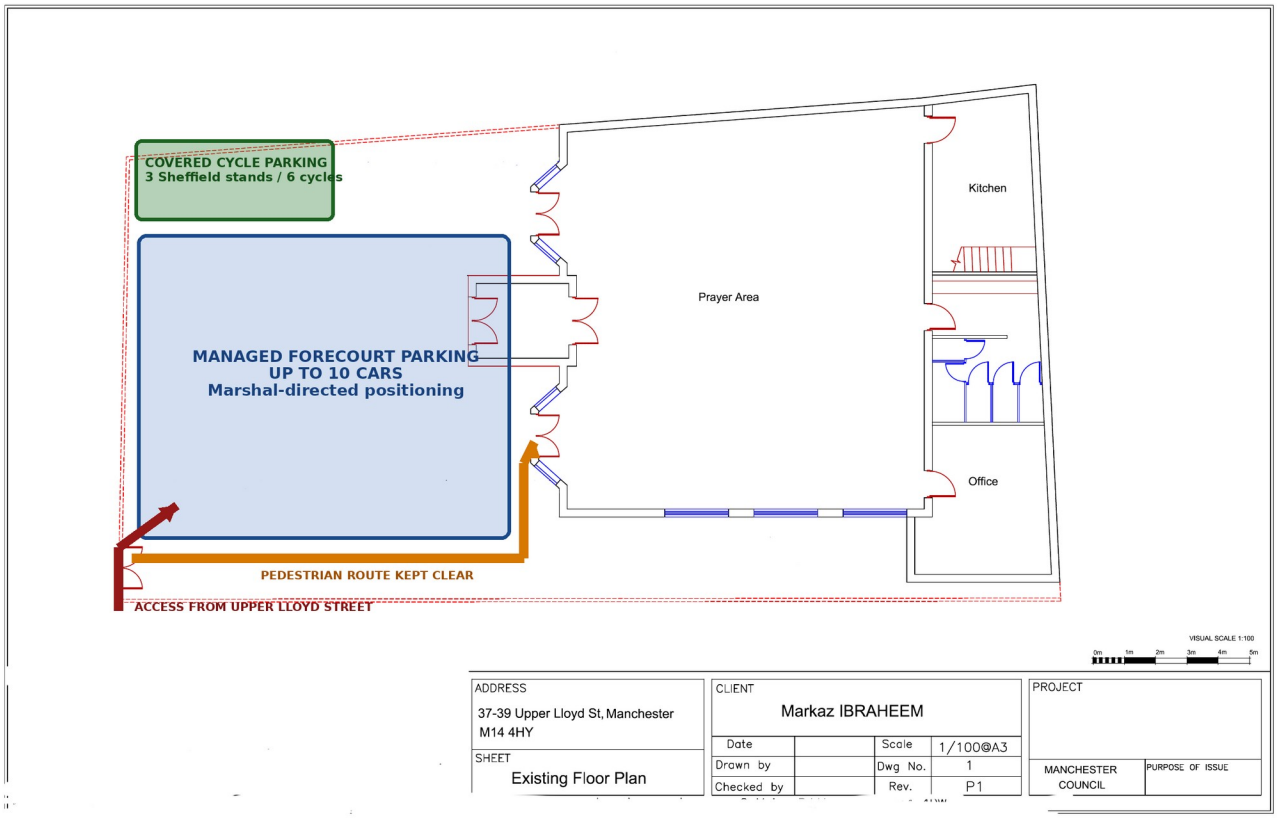


Figure 1 Diagrammatic forecourt management arrangement based on Existing Floor Plan Rev P1

Management during peak sessions

Stage	Required action
Before arrival	The Parking Coordinator confirms six marshals, opens the forecourt, checks the pedestrian route and places any temporary keep-clear signs.

Stage	Required action
Arrival period	Marshals position vehicles, prioritise disabled users, prevent footway waiting and direct attendees arriving on foot or by cycle away from vehicle movements.
When the forecourt is full	Vehicle entry stops. Marshals do not direct vehicles to residential streets. Drivers are asked to leave the area safely and use another lawful travel option.
During prayer	At least two marshals remain available to protect access and respond to any obstruction or complaint.
Departure	Marshals release vehicles in a controlled sequence, give pedestrians priority and prevent idling or horn use.
After the session	The coordinator records attendance, vehicle numbers, any obstruction, complaint, near miss and the action taken.

Measures to reduce private car use

- Promote walking as the normal mode for local attendees.
- Display walking, cycling and Bee Network information at the mosque and on digital notices.
- Promote car sharing for attendees who cannot walk, cycle or use public transport.
- Avoid advertising surrounding streets as parking locations.
- Use the six-space covered cycle facility and review demand through the Travel Plan survey.
- Stagger non-prayer activities where practicable so they do not coincide with the Friday prayer arrival period.

Monitoring and review

The Management Committee will appoint a Parking Coordinator. The coordinator will keep the Parking Monitoring Log for Friday prayers and major events. Records will cover attendance, vehicles arriving, drop-offs, cars observed nearby, marshals on duty, obstruction, unsafe parking, complaints and follow-up action. The modelled travel baseline assumes a 5.2 percent car-driver share and average vehicle occupancy of approximately 1.8 people; actual monitoring will be compared with these figures.

Review point	Assessment	Response
One month after implementation	Check that all measures are operating and review the first monitoring records.	Correct any missing signage, marshal cover or recording arrangements.
Quarterly for the first year	Review vehicle numbers, complaints, unsafe parking and Travel Plan survey results.	Increase messaging, marshal deployment or access controls where evidence shows a problem.

Review point	Assessment	Response
Annually thereafter	Assess whether the plan remains effective.	Update the plan and seek further approval if a material change is required.
After any substantiated complaint or obstruction	Review the incident within five working days.	Record the cause, action and whether additional measures are needed.

Effectiveness criteria

- No obstruction of the footway, neighbouring access or emergency routes.
- No marshal-directed parking on surrounding residential streets.
- Six marshals present at Friday prayers and major events.
- Pedestrian route and cycle parking kept clear throughout operation.
- All complaints and incidents recorded and reviewed within five working days.
- Private car dependency reviewed against the provisional modelled baseline and then replaced by verified three-month survey results.

References

Manchester City Council decision notice 145561/FO/2026 dated 15 June 2026. Manchester City Council Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, adopted April 2007. TfGM Bee Network travel information, tfgm.com.