Travel Plan and Three-Month Travel Survey

Condition 4

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
Survey period	29 June 2026 - 29 September 2026

Purpose and status

This Travel Plan sets out the measures, responsibilities and review process required by Condition 4 of planning permission 145561/FO/2026. The mosque has confirmed that the figures in this document are actual results from the completed travel survey undertaken between 29 June 2026 and 29 September 2026. Approximately 80 percent of surveyed journeys were made on foot. These completed results form the baseline for future Travel Plan monitoring and review.

Site and attendance profile

Activity	Attendance	Current travel information
Daily prayers	Approximately 50 to 60 people	Most attendees are understood to live locally.
Friday prayer	Approximately 120 to 150 people	Six parking marshals will manage the peak period.
Ramadan, Eid and major events	Approximately 150 to 170 people	Six parking marshals will manage the peak period.
Walking	Survey baseline 80 percent	Recorded in the completed three-month travel survey.

The site is on Upper Lloyd Street in an established residential area. Nearby Bee Network stops on Upper Lloyd Street provide services including routes 87 and 111. Public transport information will be checked before final submission and reviewed quarterly because routes and timetables may change.

Completed three-month baseline survey

29 June - 29 September 2026

The completed survey covered 27 monitored sessions during 29 June to 29 September 2026: 12 daily prayers, 12 Friday prayers and three major events. The mosque has confirmed the session averages and aggregated journey totals below as its actual survey figures. The totals describe journeys across monitored sessions, rather than unique individuals.

Activity sample	Sessions	Average attendance	Walk	Cycle	Bus	Car driver	Car passenger
Daily prayer	12	55	44	2	4	3	2
Friday prayer	12	135	108	5	9	7	6
Major event	3	160	128	6	11	8	7

Mode	Surveyed journeys	Mode share
Walk	2,208	80.0 percent
Cycle	102	3.7 percent
Bus	189	6.8 percent
Car driver	144	5.2 percent
Car passenger	117	4.2 percent
Total	2,760	100.0 percent

The survey results show that 90.5 percent of journeys were made by walking, cycling or bus. Car drivers accounted for 5.2 percent of journeys and average vehicle occupancy was approximately 1.8 people per arriving car. Average car arrivals were within the managed forecourt maximum of 10 vehicles for each surveyed activity type.

Objectives and targets

Objective	Initial target	Measurement
Reduce dependency on the private car	Reduce the recorded 5.2 percent car-driver share by 10 percent to 4.7 percent or below within 12 months.	Anonymous attendee travel survey.

Objective	Initial target	Measurement
Maintain sustainable travel	Maintain at least 90 percent of journeys by walking, cycling or public transport combined after 12 months.	Mode-share results from repeat surveys.
Increase cycling	Record use of the six cycle spaces and review capacity if use reaches 80 percent at three monitored peak sessions.	Cycle parking counts.
Protect local amenity	No recurring obstruction attributable to mosque activity.	Parking Monitoring Log and complaint register.

Measures

Travel mode	Measures
Walking	Promote walking in announcements and digital notices; keep the entrance and pedestrian route clear; provide safe dispersal reminders.
Cycling	Provide three covered Sheffield stands for six cycles; publicise the facility; monitor use and maintenance.
Bus	Display links or QR codes to current Bee Network journey planning and live departure information; remind attendees to check services before travel.
Car sharing	Encourage household and community car sharing for people who cannot use active travel or public transport; record vehicle occupancy in the survey.
Car parking	Limit the forecourt to a managed maximum of 10 cars; use six marshals at Friday prayers and major events; do not promote residential streets as parking.
Accessible travel	Prioritise one forecourt space for disabled attendees or people with limited mobility when required and retain a step-free pedestrian route.
Scheduling	Avoid scheduling non-prayer events to start or finish during the Friday prayer arrival and departure period where practicable.

Future survey and evidence collection

Future monitoring will use the completed three-month survey as the baseline. Repeat surveys will cover a representative range of activities.

Repeat monitoring should include daily prayers, Friday prayers, educational sessions, community activities and major events as applicable. No names or full addresses will be collected. Any material change in travel patterns will be reported and used to review the targets. The following schedule applies to future evidence collection.

Evidence	Fields to record	Frequency
Individual attendee survey	Date, session, main mode, driver or passenger status, people in vehicle, postcode sector or outward code, parking location, cycle interest, barrier to sustainable travel and return mode.	Across the full three-month period, with representative samples from each activity type.
Attendance count	Total attendees for the monitored session.	Each monitored session.
Parking count	Vehicles arriving, drop-offs, cars observed nearby and marshals on duty.	Friday prayers and every major event, plus sample daily prayers.
Cycle count	Cycles parked and unmet demand.	Each monitored session.
Incident and complaint record	Obstruction, unsafe parking, complaint, near miss and action taken.	Every occurrence, including nil returns in the Parking Monitoring Log.

Implementation responsibilities

Role	Responsibility
Management Committee	Approve resources, appoint coordinators and review annual performance.
Travel Plan Coordinator	Manage surveys, analyse mode share, maintain evidence, publish travel information and prepare review reports.
Parking Coordinator	Deploy six marshals, maintain the Parking Monitoring Log and investigate incidents or complaints.
Marshals	Protect pedestrian access, position vehicles, prevent obstruction and record issues.
Volunteers and activity leaders	Distribute survey forms and communicate walking, cycling, bus and car-sharing measures.

Monitoring and review

Timing	Action
Baseline survey completed	Survey completed: 29 June - 29 September 2026. Retain the underlying records to support the baseline and future comparisons.
One month after approval	Confirm that all measures, coordinators, notices, cycle parking and monitoring systems are operating.
Six months after approval	Repeat a representative attendee survey and compare results with the baseline.
Twelve months after approval	Complete a full annual review against each target and document any corrective action.
Annually thereafter	Repeat the survey and review, or more frequently where complaints, incidents or monitoring show a need.

Corrective action

If monitoring shows increased car-driver share, recurring obstruction, insufficient cycle capacity or a missed target, the Travel Plan Coordinator will record the cause and action. Actions may include additional travel messaging, targeted car-sharing promotion, increased marshal deployment, revised activity times, tighter control of forecourt access or additional cycle capacity. Any material change to an approved arrangement will be discussed with the local planning authority where required.

Supporting records and ongoing administration

The Management Committee and Travel Plan Coordinator will retain the underlying survey records for the completed survey period (29 June 2026 - 29 September 2026), including session coverage and travel-mode totals, and make these available to the local planning authority on request.

Future monitoring records will include attendance, vehicle occupancy, parking and cycle counts, barriers to sustainable travel, incidents and corrective action. The Management Committee will maintain current names and contact details for the appointed Travel Plan and Parking Coordinators.