

Masjid E Bilal

Al Bilal Mosque, Bury Old Road, Prestwich

Travel Plan

240049

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SCP GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

CONTENTS

1.0	INTRODUCTION	1
2.0	POLICY CONTEXT.....	2
3.0	DEVELOPMENT PROPOSALS.....	9
4.0	ACCESSIBILITY	13
5.0	TRAVEL PLAN ADMINISTRATOR	20
6.0	TRAVEL SURVEY	21
7.0	TRAVEL PLAN TARGETS.....	32
8.0	TRAVEL PLAN MEASURES.....	34
9.0	MONITORING AND REVIEWING.....	38
10.0	ACTION PLAN.....	40
11.0	CONCLUSION.....	42

1.0 INTRODUCTION

- 1.1 This travel plan has been prepared by SCP on behalf of Masjid E Bilal (Islamic Centre), in support of a planning application for the demolition of the existing Al Bilal Mosque and subsequent erection of a new, purpose-built Islamic community centre. The building is located on the north-east side of Bury Old Road, Prestwich approximately 2km south-east of Prestwich town centre.
- 1.2 This report sets out the operator's commitment to reducing the number of vehicular trips generated by the development.

Travel Plan Approach

- 1.3 A travel plan is an important tool for delivering sustainable access to a development. Place of worship travel plans focus on a single destination and aim to provide a long-term strategy to positively influence travel patterns in favour of sustainable modes.
- 1.4 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the impact of traffic, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.
- 1.5 This travel plan focuses on influencing greater use of sustainable transport by site users when travelling to and from the site, and will establish and promote the sustainable transport links available.

2.0 POLICY CONTEXT

- 2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access.
- 2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

- 2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:
- Promote healthy lifestyles and sustainable, vibrant communities;
 - Provide adequately for all users, with a variety of mobility needs;
 - Reduce demand for car parking, thereby enabling more efficient land use;
 - Reduce pressure on highway capacity, particularly at peak times;
 - Improve social inclusion;
 - Cut carbon emissions and their contribution to climate change;
 - Reduce road danger and protecting vulnerable road users; and
 - Improve local air quality, while reducing noise pollution.
- 2.4 A travel plan provides benefits to all parties, including the owner, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.
- 2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

Policy Context

- 2.6 The **National Planning Policy Framework** (December 2023) (NPPF) is published by the Ministry for Communities and Local Government, along with thematic Planning Practice Guidance (PPG) to set the framework under which local transport, parking and accessibility plans and policies are set.

- 2.7 The NPPF states that when promoting developments *“it should be ensured that:*
- *appropriate opportunities to promote sustainable transport modes are 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”.*
- 2.8 It goes on to say 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.”*
- 2.9 With regard to promoting sustainable transport the NPPF states at para 117 that *‘All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.’*
- 2.10 Planning Practice Guidance (PPG) is in place to support the NPPF. The PPG on **“Travel Plans, Transport Assessments and Statements”** was provided in 2014. The PPG provides advice on when these documents are required, and what they should contain.
- 2.11 The document states that 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.
- 2.12 The primary purpose of a travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.
- 2.13 Travel plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be proportionate.

- 2.14 Travel plans should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should fit in with wider strategies for transport in the area.
- 2.15 A further key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled “**Good Practice Guidelines: Delivering Travel Plans through the Planning Process**”. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.
- 2.16 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development, and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.
- 2.17 In addition to the above, the **Places for Everyone Joint Development Plan Document** (DPD) 2022 to 2039 (Adopted March 2024) is in place. This includes several sections relevant to the Mosque redevelopment, including:
- Policy JP-P3 - Cultural Facilities
 - Policy JP-C2 - Digital Connectivity
 - Policy JP-C8 - Transport Requirement of New Developments
- 2.18 Relevant elements include:
- Policy JP-P3 – Cultural Facilities*
- 2.19 “We will proactively develop and support cultural businesses and attractions in our cities and towns through a range of measures, where appropriate, including:
1. Protecting existing heritage, cultural and community venues, facilities and uses;
 2. Supporting the development of new cultural venues in town centres and places with good public transport connectivity;

3. *Promoting new, or enhancing existing, locally-distinct clusters of cultural facilities, especially where they can provide an anchor for local regeneration and town centre renewal;*
4. *Identifying, protecting and enhancing strategic clusters of cultural attractions;*
5. *Considering the use of vacant properties and land for pop-ups or meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability and promote diversity in town centres;*
6. *Maximising opportunities for redundant heritage assets and the role they can play in economic and social well-being;*
7. *Considering the identification of 'Creative Improvement Districts' where there is evidence that the identification will enhance the local economy and provide facilities and workspace for the creative industries; and*
8. *Supporting a mix of uses which derive mutual benefits from, and do not compromise, the creative industries and cultural facilities in the Creative Improvement District in line with the Agent of Change principle. If development would potentially result in conflict between a cultural activity and another use, especially in terms of noise, then the development responsible for the change must secure the implementation of appropriate mitigation before it is completed."*

- 2.20 Policy JP-P3 is relevant to the site given that it supports the development of a new cultural venue and enhances the existing valuable cultural facility for the community by bringing it up to high standards.

Policy JP-C2 - Digital Connectivity

- 2.21 "We support the provision of affordable, high quality, digital infrastructure. In making decisions we will support a range of measures, including:
1. *Enabling the roll-out of latest generation mobile technology and full fibre to the premises connectivity, in a way that maximises coverage whilst protecting townscape quality and ensuring an ability to respond to updated/changing technology;*
 2. *Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting compliant*

with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties and

3. Facilitating the provision of free, secure, high speed public wi-fi connections, particularly in the most frequented areas.”

- 2.22 Policy PJ-C2 is relevant to the site as the proposed new building will provide free public wi-fi connections which will be immediately accessible for site users.

Policy JP-C8 - Transport Requirement of New Developments

- 2.23 “We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments. We will do this by:

Connectivity and Permeability

1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;

- *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
 - *be direct, safe and convenient;*
 - *connect to nearby facilities, employment areas, public transport stops; and*
 - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
- *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
- *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*

2. Ensure appropriate connectivity to the existing highway network

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;

6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;

Parking Infrastructure

7. Making adequate car parking provision, including for disabled drivers and passengers;

8. Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;

9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:

i. Showers, changing facilities and lockers for cyclists and walkers

ii. Pool or hire bikes for use by occupiers

iii. Information in advance about facilities to visitors;

10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;

11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.

12. Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location.

Transport Assessments

16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage, with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered.”

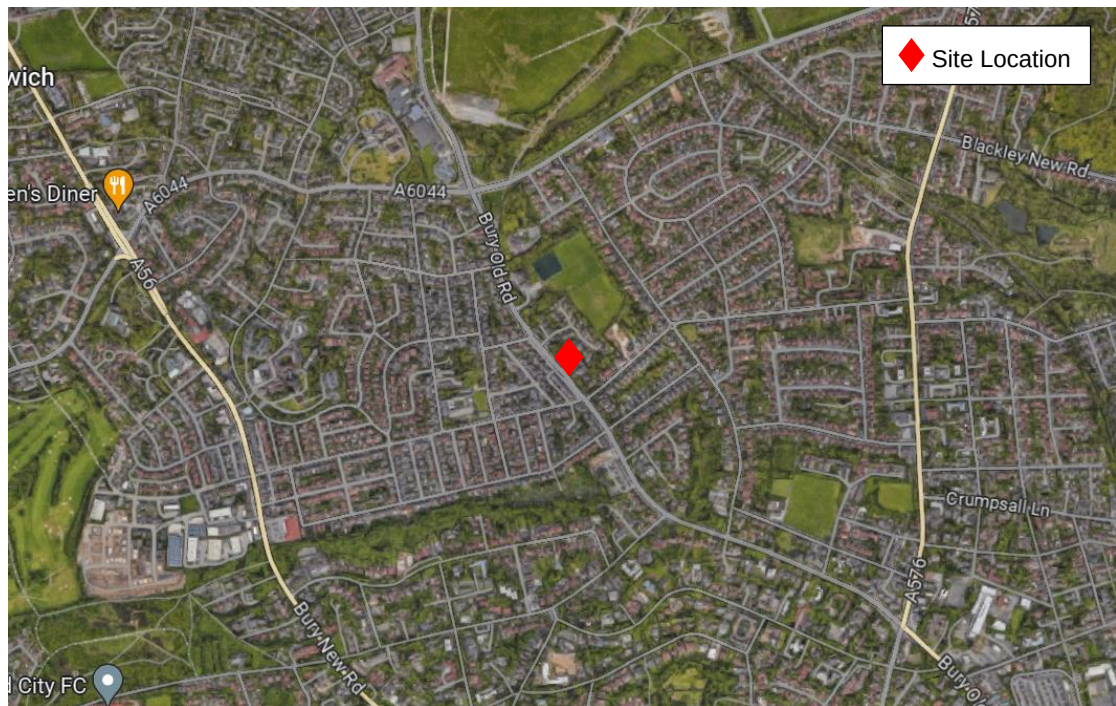
- 2.24 The site meets the requirements of the above Policies, as the site is well located in relation to the surrounding local community and amenities, and can be easily accessed by public transport, walking and cycling. There are a number of bus stops located within close proximity to the site which provide connections to the site and other areas across Manchester. The proposed parking arrangement has been designed in a way that will improve the existing car parking area by making spaces more accessible and providing safe entry and exit from the site. In terms of cycle parking, cycle stands are proposed to the rear of the building, encouraging more sustainable modes of transport to the site.
- 2.25 This travel plan has therefore been developed in line with local and national transport policy and guidance.

3.0 DEVELOPMENT PROPOSALS

Site Overview

- 3.1 The site is located off the A665 Bury Old Road, approximately 2km south-east of Prestwich town centre and 5.3km north of Manchester city centre. The site is bordered to the north, east and south by residential properties, with the A665 Bury Old Road to the west.
- 3.2 The location of the site in relation to the wider highway network is illustrated at **Figure 3.1** below.

Figure 3.1 Site Location – Wider Context



Source: Google Maps

- 3.3 **Figure 3.2** shows the site location in a local context.

Figure 3.2 Site Location – Local Context



Source: Google Maps

- 3.4 The site is currently occupied by the existing Al Bilal Mosque, with access taken directly from A665 Bury Old Road.

Local Highway Network

- 3.5 The A665 Bury Old Road is one of the main arterial routes into Manchester city centre. It runs in a north-south direction for approximately 18.8km, linking the site to Whitefield to the north, and Manchester city centre to the south.
- 3.6 In the vicinity of the site, the road is subject to a 30mph speed limit. There are footways located on either side of the carriageway; street lighting is also present. Approximately 25m to the south-east of the site, there is a signalised crossing facility present on Bury Old Road. Pedestrian refuge islands are also present around 80m to the north-west and 85m to the south-east of the site access.

Development Proposals

- 3.7 The proposals comprise of the demolition of the existing mosque and the erection of a new, purpose built, Islamic community centre.

- 3.8 The mosque holds daily prayers which run five times during the day; the busiest prayers typically take place on a Friday lunchtime. Other prayers running throughout the week are anecdotally known to attract fewer attendees.
- 3.9 The mosque also holds education classes for children on all weekday evenings, with smaller education classes taking place for adults on a Saturday and Sunday.
- 3.10 **Table 3.1** below highlights the prayers and education classes which take place at the Mosque across a typical week.

Table 3.1 – Mosque Utilisation Across a Typical Week

Activity	Names	Time	No. of Attendees	Area of building used	Parking comments
Prayer	Fajar	Before sunrise 7am winter/5am summer	10-15 people	Main prayer hall – Middle floor	No parking issues
Prayer	Zuhur	Early noon – 1pm winter/1.45pm summer	10-15 people	Main prayer hall – Middle floor	No parking issues
Prayer	Asr	Late noon -3pm winter/6pm summer	10-15 people	Main prayer hall – Middle floor	No parking issues
Prayer	Maghrib	Sunset -4.30pm winter/ 9pm summer	15-20 people	Main prayer hall – Middle floor	No parking issues
Prayer	Isha	Evening 7.45pm winter / 11pm summer	20-25 people	Main prayer hall – Middle floor	No parking issues reported
Prayer	Friday	Two gatherings 12.30 and 1.30pm winter time/ 1.30 pm and 2.30pm	100-150 people per gathering	Main prayer hall – Middle floor	Parking in local streets, with no local enforcement and sufficient capacity.
Education	Madrasa	Children's education classes Monday - Friday 5pm -7pm	50 children attending	Classrooms on top floor	Parents drop off and pickup children. Car park is marshalled at all times.
Education	Adult classes	Sat and Sunday 10-12pm ladies' classes	10-15 people	Ground floor	No parking issues
Education	Adult classes and recreation activity	Sat and Sunday 10-4pm	10-20 people	Top floor classrooms and lower ground floor recreation rooms	No parking issues

- 3.11 At present, there is a single spacious classroom which provides education to children between 17:00-19:00 Monday to Friday. The proposals are to establish four separate classrooms within the new building to facilitate undisturbed classes.
- 3.12 There will be 10-12 students per class, totalling 40-48 students. There will be no change in the number of children attending the madrassa and the classes are already operating, therefore no change in parking for the madrassa is deemed necessary.
- 3.13 As is the current practice, parents will drop off their children outside the mosque, without the need for parking. Marshals will be available to assist in the car park during these periods if required.

4.0 ACCESSIBILITY

4.1 This chapter presents a review of the accessibility of the site by alternative and active modes of transport, including walking, cycling and public transport.

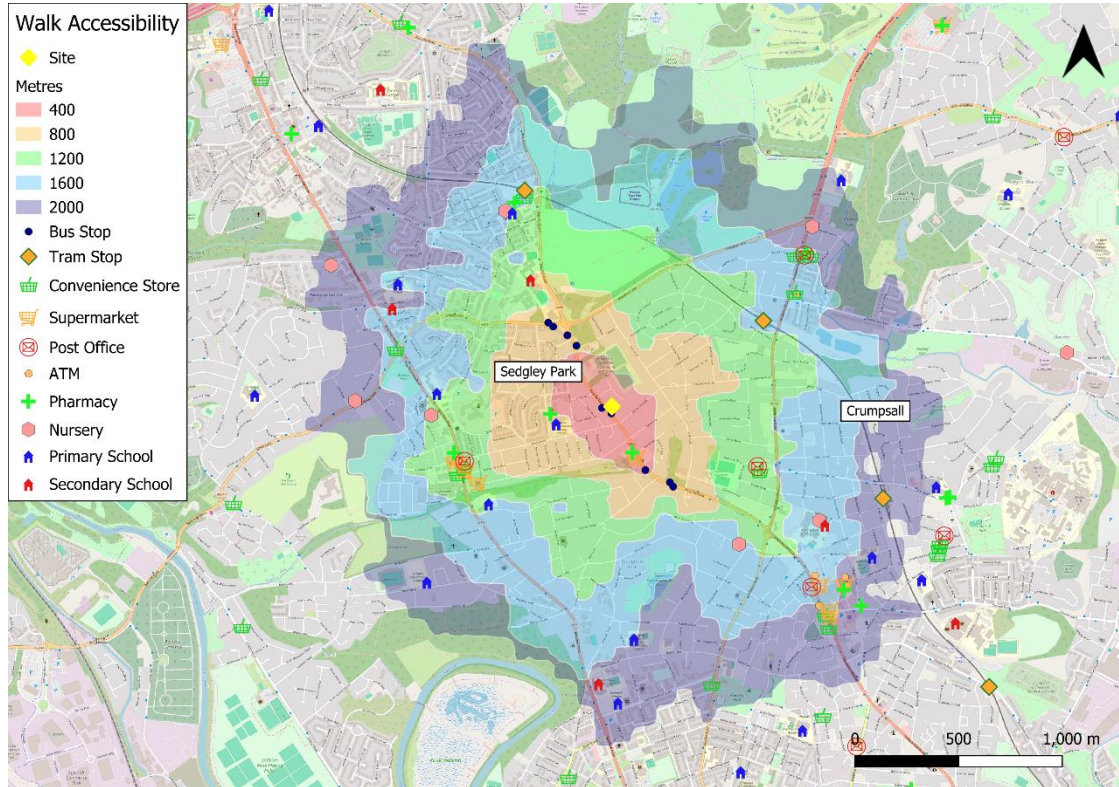
Pedestrian Accessibility

4.2 The Manual for Streets states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which site users may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

4.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software. The purpose of the mapping is to demonstrate the areas within an acceptable walking distance of the site.

4.4 The 2km walk distance plan is shown on **Figure 4.1** below.

Figure 4.1 – 2km Walking Accessibility



Source: Basemap TRACC

- 4.5 The above demonstrates that a number of local residential areas from which site users travel are within walking distance of the site, including Sedgley Park and Crumpsall.
- 4.6 The plan demonstrates that the site is well located in terms of local facilities and in close proximity to a number of residential areas, which will facilitate site users' sustainable access to the Mosque.
- 4.7 As noted above, close to the site the A665 is subject to a 30mph speed limit. There are footways located on either side of the carriageway; street lighting is also present. A signalised crossing facility is present on Bury Old Road, approximately 25m to the south-east of the site. Pedestrian refuge islands are also present around 80m to the north-west and 85m to the south-east of the site access.
- 4.8 **Table 4.1** identifies some of the local facilities within an acceptable 2km walking distance of the site. This list is not exhaustive but is intended to give an indication of key everyday facilities close to the site.

Table 4.1 – Facilities within 2km Walking Distance of the Site

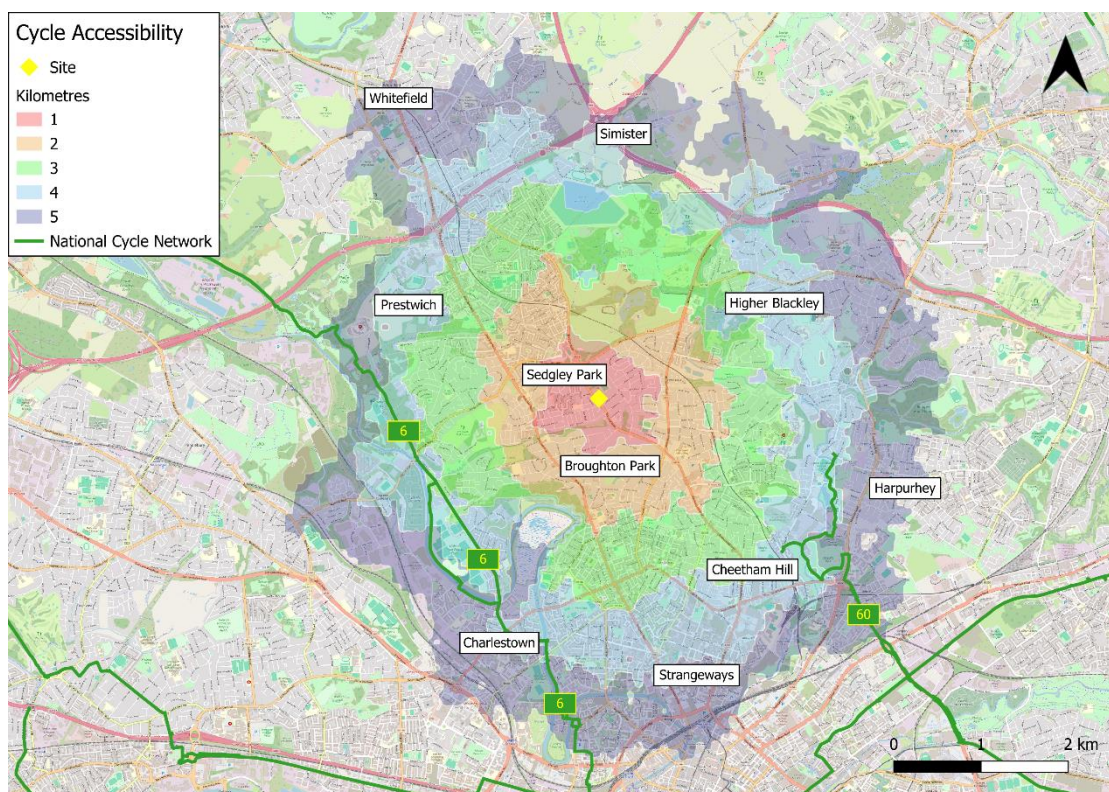
Facility	Details	Distance from Site
Bus Stop	'King's Road', Bury Old Road	40m
Pharmacy	Formans Chemist, Bury Old Road	270m
Convenience Store	K Outlet, Bury Old Road	290m
Primary School	Sedgley Park Primary School, Bishops Road	500m
Secondary School	St Monica's Secondary School, Bury Old Road	800m
Supermarket	Sainsbury's Local, Bury New Road	900m
Post Office	Sedgley Park Post Office, Bury New Road	900m
ATM	Sedgley Park Post Office, Bury New Road	900m
Supermarket	Lidl, Bury New Road	1.1km
Convenience Store	Premier, Whittaker Lane	1.2km
Nursery	Swans Care and Education, Whittaker Lane	1.2km
Tram Stop	Bowker Vale, Crumpsall	1.2km
Convenience Store	Londis, Middleton Road	1.5km
Supermarket	Tesco Superstore, Thomas Street	1.5km

- 4.9 Overall, it can be seen that the site benefits from good levels of accessibility by foot, enabling walking to be a viable alternative to private car use for site users.

Cycle Accessibility

- 4.10 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 4.11 GIS TRACC software has again been used to assess the accessibility of the site by bicycle for a 5km cycle distance; this is shown on **Figure 4.2**.

Figure 4.2 – 5km Cycle Accessibility Isochrones

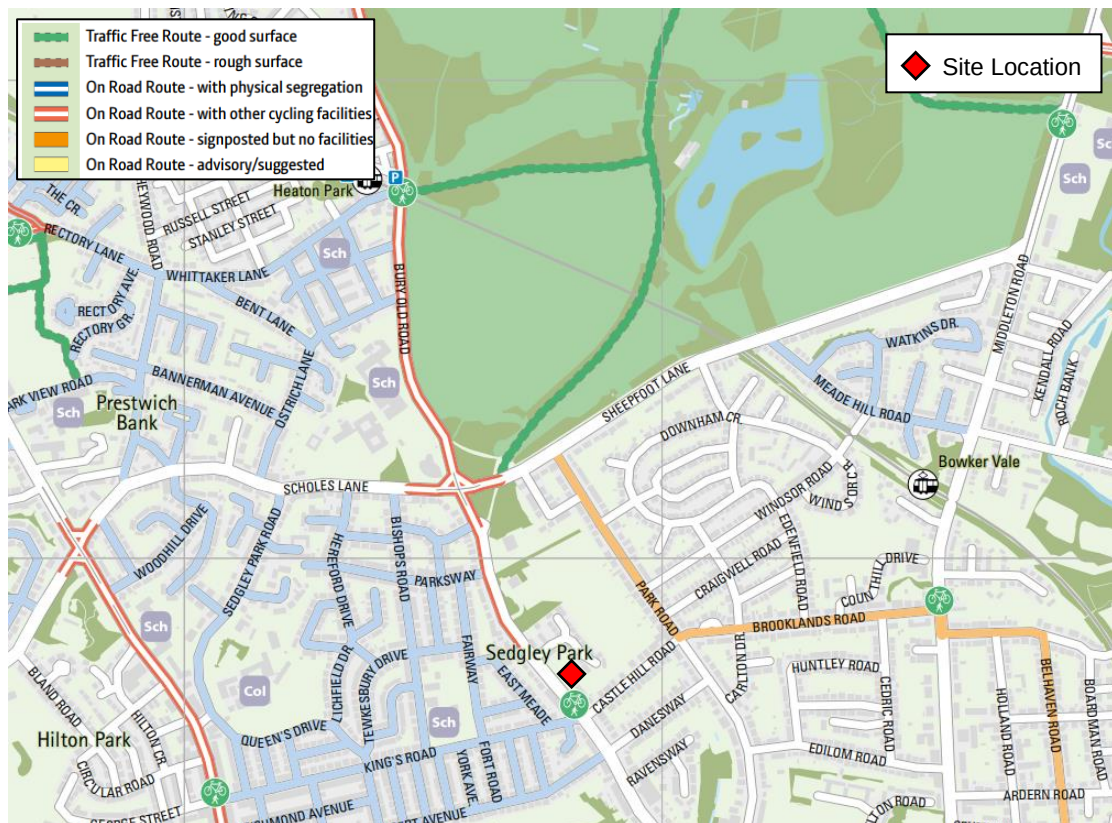


Source: Basemap TRACC

- 4.12 The plan demonstrates that site users residing in Broughton Park, Higher Blackley, Prestwich and Cheetham Hill as well as many of the locations close to the application site, are within a 5km cycle distance from the site.
- 4.13 **Figure 4.2** also shows the site's proximity to National Cycle Route (NCR) 6, located approximately 2.7km to the west of the site, equivalent to a 10-minute cycle time. NCR 6 runs from London to the Lake District, passing through Milton Keynes, Northampton, Leicester, Sheffield, Manchester and Lancashire. Locally it runs between Bury to the north of the site and Manchester city centre to the south.

- 4.14 NCR 60 is located approximately 3.3km to the south-east of the site and can be accessed in a 10-minute cycle time. NCR 60 runs for around 13.7km between north and east Manchester.
- 4.15 The Bury Cycle Map on TfGM's website shows existing traffic-free and on-road cycle routes, providing access into the surrounding residential areas and beyond, as shown on **Figure 4.3** below.

Figure 4.3 – Bury Cycle Map



Source: TfGM

- 4.16 **Figure 4.3** identifies the local cycling facilities. It can be seen that there is an on-road cycle route which runs along Bury Old Road, which can be accessed approximately 150m to the north-west of the site access. There is also a traffic-free route which begins around 600m to the north of the site from Sheepfoot Lane, which runs through Heaton Park. A signposted on-road route is also present within the vicinity of the site, providing access into Cheetham Hill. This route can be accessed from the Park Road / Castle Hill Road junction, approximately 350m to the east of the site access.

- 4.17 It can be seen that the site is well located for cycle access; site users will therefore be encouraged to cycle to the Mosque, when viable, to make use of the excellent local provision.

Public Transport Accessibility

Bus Accessibility

- 4.18 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 4.19 The closest bus stop to the site is the 'King's Road' stop located on the eastern side of the A665 Bury Old Road to the immediate south of the site which provides access to southbound services. The bus stop is within a 40m walk of the site access. The bus stop is sheltered and provides a flag and pole, bin, seating and timetable information.
- 4.20 Further bus stops are available along Bury Old Road, with a north-bound stop 70m from the site access. Bus stops are also available approximately 400m to the north-east of the site and 350m to the south of the site. These stops also provide a flag and pole, seating and timetable information.
- 4.21 **Table 4.2** below provides an overview of the bus services available at the aforementioned bus stops along with the route and an average frequency for service intervals across the week.

Table 4.2 – Bus Service Summary

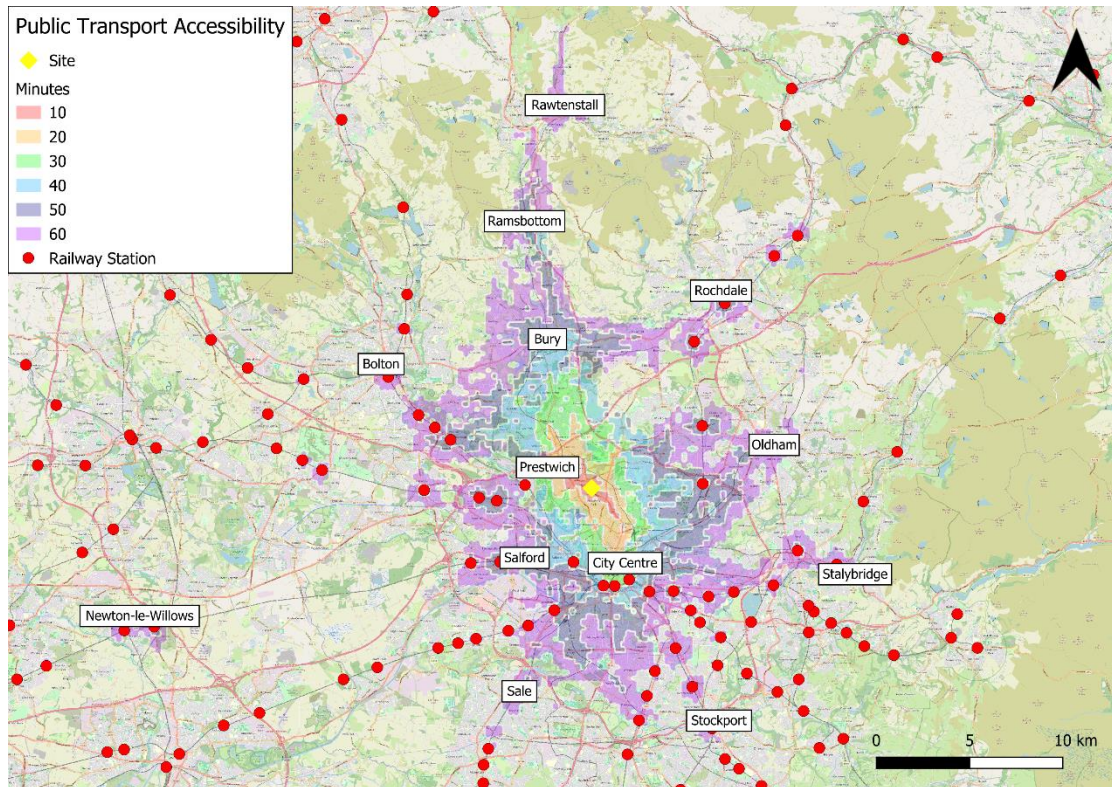
Service No.	Route Description	Mon-Fri		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-End	Average Freq.
94	Higher Crumpsall – Bury	06:45-21:49	60 mins	07:45-21:49	60 mins	09:49-19:49	120 mins
135	Bury – Piccadilly Gardens	04:45-23:44	10 mins	04:56-23:44	10 mins	06:25-23:24	10 mins

- 4.22 The table shows that there are two bus services which pass close to the Mosque at a good frequency.

[Metrolink](#)

- 4.23 Bowker Vale Metrolink Station is the nearest tram stop to the site; it is located approximately 1.2km north-east of the site, equivalent to an approximate 16-minute walk time or a 5-minute cycle.
- 4.24 Bowker Vale tram stop provides 10 cycle stands. Accessible ticket machines are available along with customer information screens. A ramp is available for access to services along with step-free access coverage to all platforms.
- 4.25 Tram services from the stop run to a variety of destinations along the same line, including Piccadilly, Altrincham and Bury. Access to further locations can be gained by travelling into Manchester and changing trams at locations including Victoria, Deansgate-Castlefield and Cornbrook. Services run from early morning to late at night, with services every 12 minutes at peak times.
- 4.26 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 4.4**. The figure illustrates the area that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus/tram/rail stops.

Figure 4.4 – 60 Minute Public Transport Accessibility Isochrones



- 4.27 The plan demonstrates that the site is within close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas such as Manchester city centre, Sale, Oldham, Bolton and Stockport, amongst others, are all within an acceptable 60-minute travel time.

Summary

- 4.28 Having regard to the above, it is considered that the site benefits from good levels of accessibility by sustainable modes and has a range of local amenities within close proximity. Access to the site on foot and by cycle are of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that site users and volunteer staff will not need to be reliant on the private car.

5.0 TRAVEL PLAN ADMINISTRATOR

Travel Plan Co-ordinator

5.1 The travel plan will be managed by a travel plan coordinator (TPC); the TPC contact details are provided below:

- Name: Maulana Sayam Khan, Imaan and Administrator for the Mosque
- Email: sayamk22@gmail.com
- Phone: 07865 355 430

5.2 The TPC will act as the main contact for the travel plan and will be responsible for undertaking surveys, implementing measures and monitoring the travel plan.

5.3 The TPC will exchange contact details with Bury Council (BC) travel plan officers. The TPC will be responsible for setting up and launching the travel plan in accordance with the following schedule, which will be agreed with BC.

Funding

5.4 Appropriate funding will be allocated by the Mosque at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.

5.5 The funding will cover all costs relating to the TPC, implementation of measures and initiatives, marketing of the travel plan, annual monitoring and submission of a review to BC.

6.0 TRAVEL SURVEY

- 6.1 Travel surveys are undertaken in order to understand how site users currently travel, how they would like to travel and what would encourage them to make those changes.
- 6.2 A survey was undertaken in June/July 2024 and provides an indication of the current travel patterns of the existing site users, covering all trips to the existing Al Bilal Mosque across a 10-day period from 21st June to 1st July. The responses also provide an indication of what targets would be most appropriate, and which measures would be most successful in helping to achieve them.
- 6.3 A total of 200 site users completed the survey equating to an approximate 67% return rate based on a maximum of 300 attendees. The responses are considered to be representative of the site users.
- 6.4 Of those who responded to the survey, 71% were male and 28% were female; the remaining 1% preferred not to reveal their gender.
- 6.5 A range of ages were noted by respondents, extending from under 20 years old to over 60 years old. The largest group of respondents were within the age band of 30-39 who comprised 31% (55) of the total response. 24% respondents (42) were aged between 40-49 and 15% (27) aged between 20-29. Smaller proportions of respondents were in the remaining age brackets, with 11% (19) aged 50-59, 10% (17) were 20 or younger, and 9% (16) were aged 60 or older.
- 6.6 70% of respondents noted that they normally travel to the Mosque as a one-off journey, with the remaining 30% usually travelling to the Mosque on their way to or from another location. The high proportion of respondents travelling from home indicates that potential for modal shift is present.
- 6.7 Respondents were asked the time that they usually attend the Mosque; the responses are summarised in **Table 6.1**.

Table 6.1 – Number of Attendees

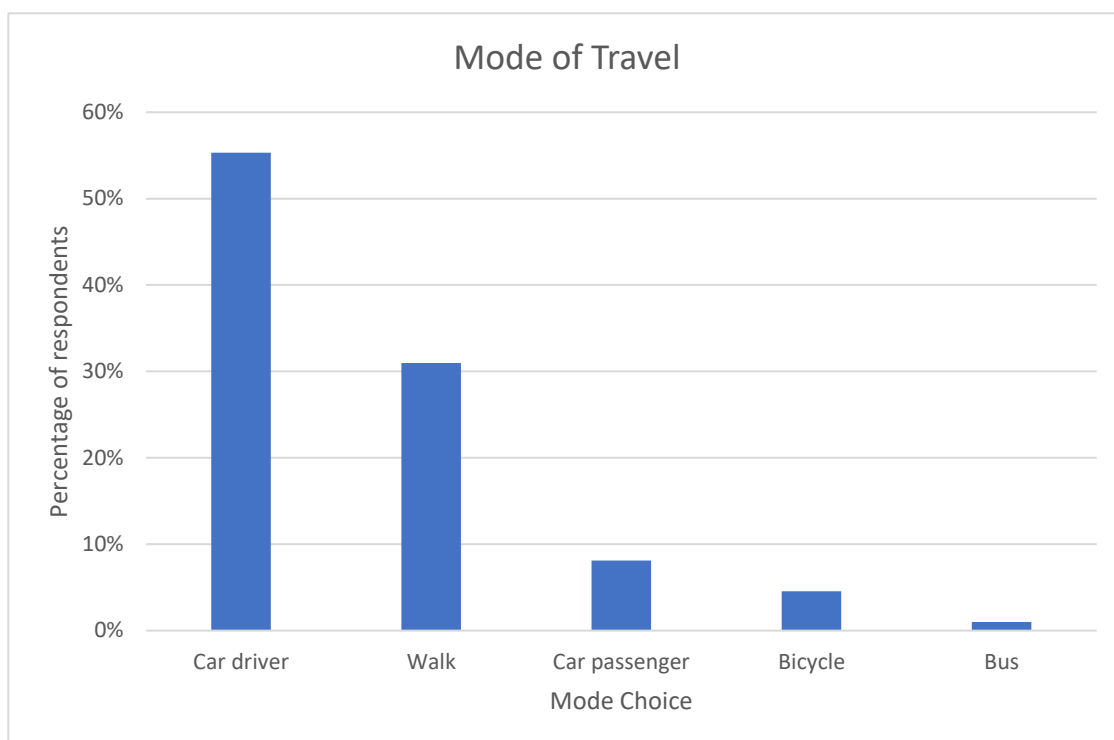
Day	Time Period			
	Earlier than 10am	10am – 2pm	2pm – 6pm	6pm onwards
Monday	18	25	46	50
Tuesday	13	18	44	50
Wednesday	15	27	55	52
Thursday	13	27	60	53
Friday	54	63	101	73
Saturday	21	26	44	41
Sunday	20	31	40	42

6.8 **Table 6.1** shows that the majority of respondents attend the mosque on a Friday, between the hours of 2pm – 6pm. It can be clearly seen that Friday is the busiest day at the Mosque; on other days the afternoon and early evening periods are the busiest times at the site.

Modal Choice

6.9 In terms of how respondents travel to the Mosque on the day that they completed the survey, a range of responses were received, as shown in **Figure 6.1**.

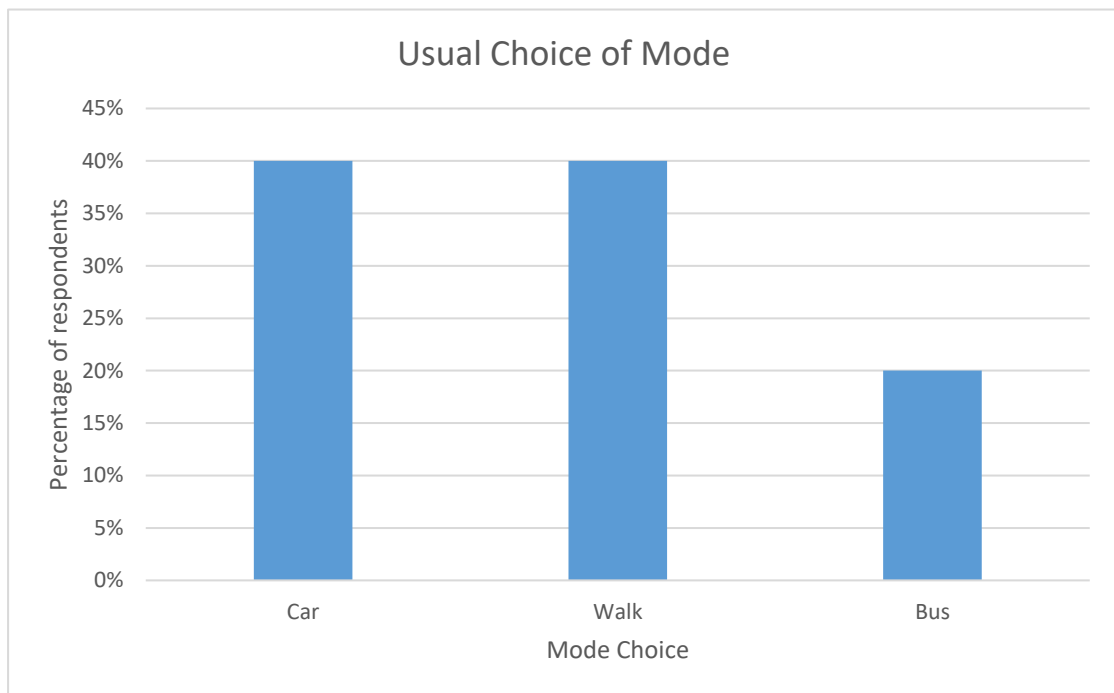
Figure 6.1 – Current Methods of Travel to Al Bilal Mosque



- 6.10 As can be seen in **Figure 6.1**, a significant proportion of respondents choose to travel by car, with 55% (101) respondents travelling in this way.
- 6.11 Of the remaining respondents, 31% (61) travel to the Mosque on foot, 8% (16) share a car with others as a passenger, 5% (9) ride a bike, and 1% (2) take the bus to the Mosque. None of the respondents travelled to the Mosque by train or tram.
- 6.12 It should be noted that not all respondents provided an answer for this question, hence the total number of responses being slightly less than the number of respondents.
- 6.13 It can be seen that whilst the car does dominate as the chosen mode of travel on journeys to the Mosque, other modes of transport are used by respondents and further work therefore needs to take place with regard to encouraging use of these modes of transport on trips undertaken by attendees of the Mosque.

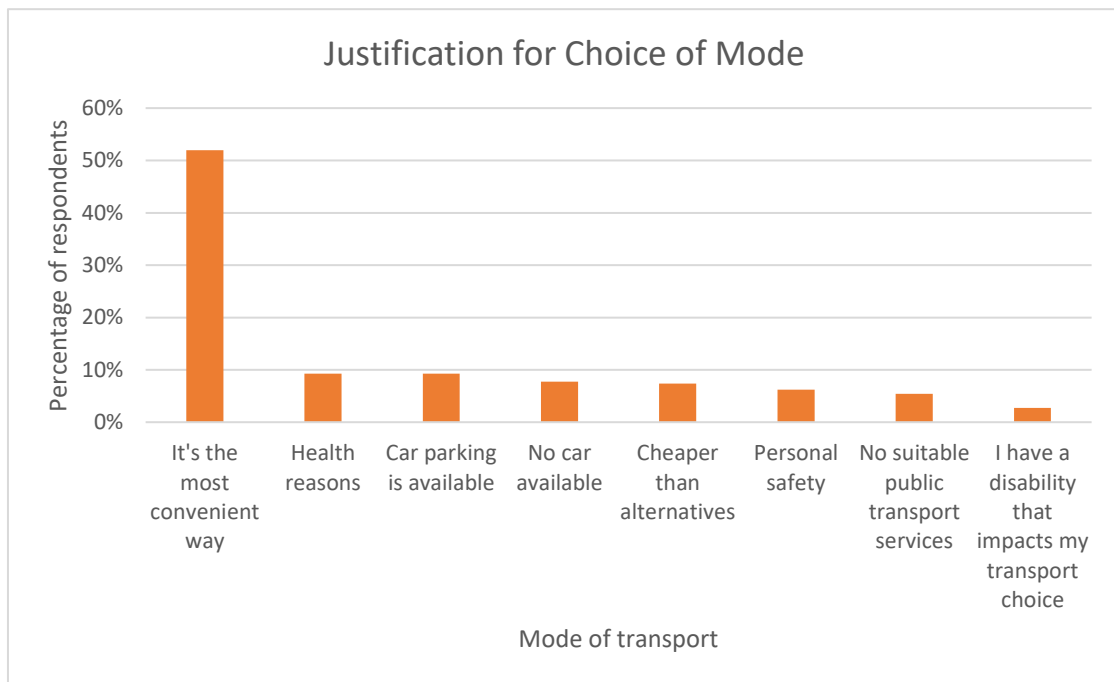
- 6.14 Respondents were asked if this was their usual way to travel to the Mosque on the day that they completed the survey, to which 98% responded 'yes' and 2% responded 'no'. Those who responded 'no' were then asked to provide their usual choice of mode to travel to the Mosque. The responses are displayed in **Figure 6.2** below.

Figure 6.2 – Usual Choice of Mode



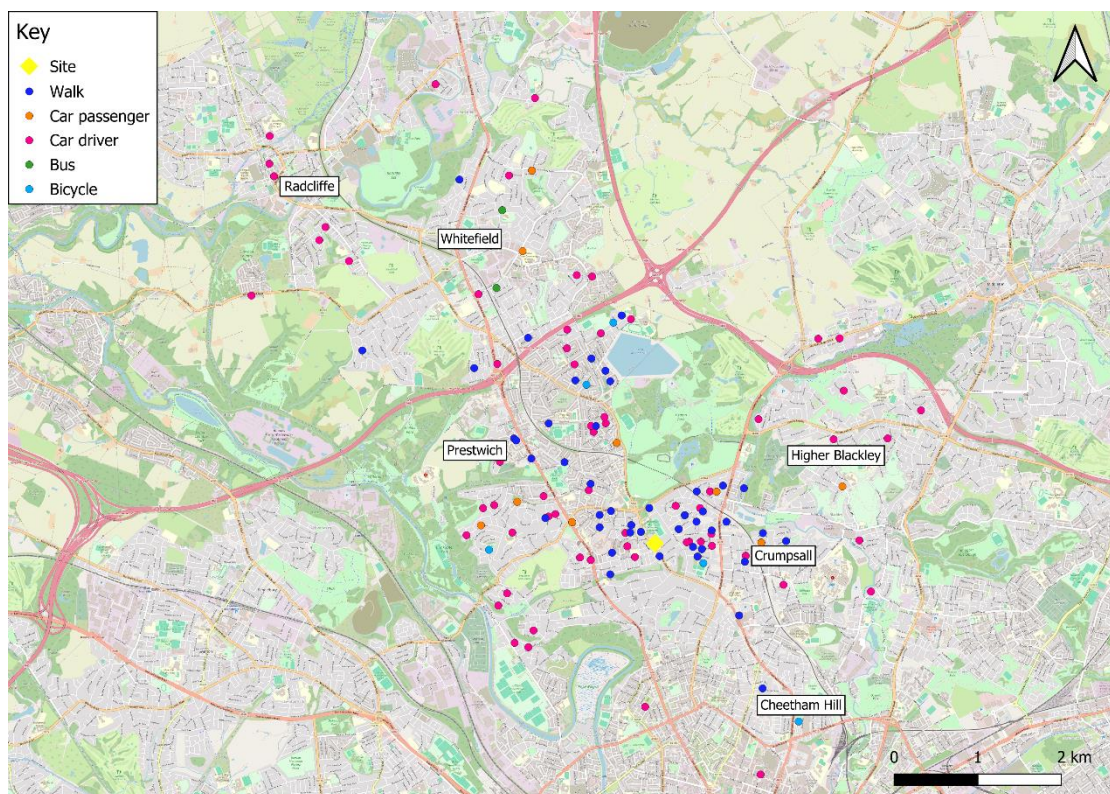
- 6.15 As can be seen in **Figure 6.2**, the majority of respondents choose the car or walking as their usual way of travel to the Mosque, with 40% (2) choosing these modes, respectively. One respondent (20%) noted that they sometimes take the bus to the Mosque.
- 6.16 Respondents were next asked why they travel as they do. The range of answers is presented in **Figure 6.3**.

Figure 6.3 – Justification for Choice of Mode



- 6.17 For the majority of respondents (52%, 134), the reason for their preferred mode choice is because it is the most convenient way to travel to the Mosque.
- 6.18 Other reasons for respondent choice of mode were represented by 9% (24) for both health reasons and the availability of car parking, respectively. Following this, 8% (20) of respondents stated that their transport choice is because they do not have a car available; 7% (19) noted that their transport choice is cheaper than alternatives; and 6% (16) cited that their travel choice is due to personal safety. Of the remaining respondents, 5% (14) stated that their travel choice is based on there being no suitable public transport services available, and 3% (7) said that they have a disability which impacts their travel choice.
- 6.19 **Figure 6.4** provides a plot showing the approximate home locations of attendees utilising postcode data; the plan also identifies respondents' chosen mode of transport.

Figure 6.4 – Attendee Origin Postcodes by Mode



- 6.20 **Figure 6.4** shows that the majority of respondents live within the Prestwich area and in close proximity to the site. The figure also demonstrates that the respondents living closest to the site use a combination of walking and solo vehicle use. Some of the respondents share a car with others as a passenger, whilst few either ride a bike or take the bus to travel to the site.
- 6.21 The plan shows that potential exists to encourage the respondents that live in close proximity to the site to travel by alternative means, and as such this will be addressed within the Measures section of this report.
- 6.22 Of the 109 respondents who stated that they travelled to the Mosque by car, 90% parked within a 5-minute walk, and the remaining 10% did not.
- 6.23 **Table 6.2** presents a summary of the parking locations of those who travelled to the Mosque by car.

Table 6.2 – Parking Locations

Parking Location	Percentage of Respondents
Mosque Car Park	67%
Castle Hill Road	12%
King's Road	7%
Bury Old Road	6%
Maccabi Centre Car Park	4%
Bury New Road	1%
Woodthorpe	1%

6.24 When attending the Mosque, the majority of respondents (67%, 45) park in the Mosque car park if there is availability. Other respondents noted that they park on side streets including Castle Hill Road (12%, 8) and King's Road (7%, 5).

6.25 Other parking locations include Bury Old Road (6%,4), the Maccabi Centre Car Park (4%, 3), Bury New Road (1%, 1) and the Woodthorpe (1%, 1).

6.26 The respondents were then asked if they usually park somewhere else. **Table 6.3** shows a summary of the responses.

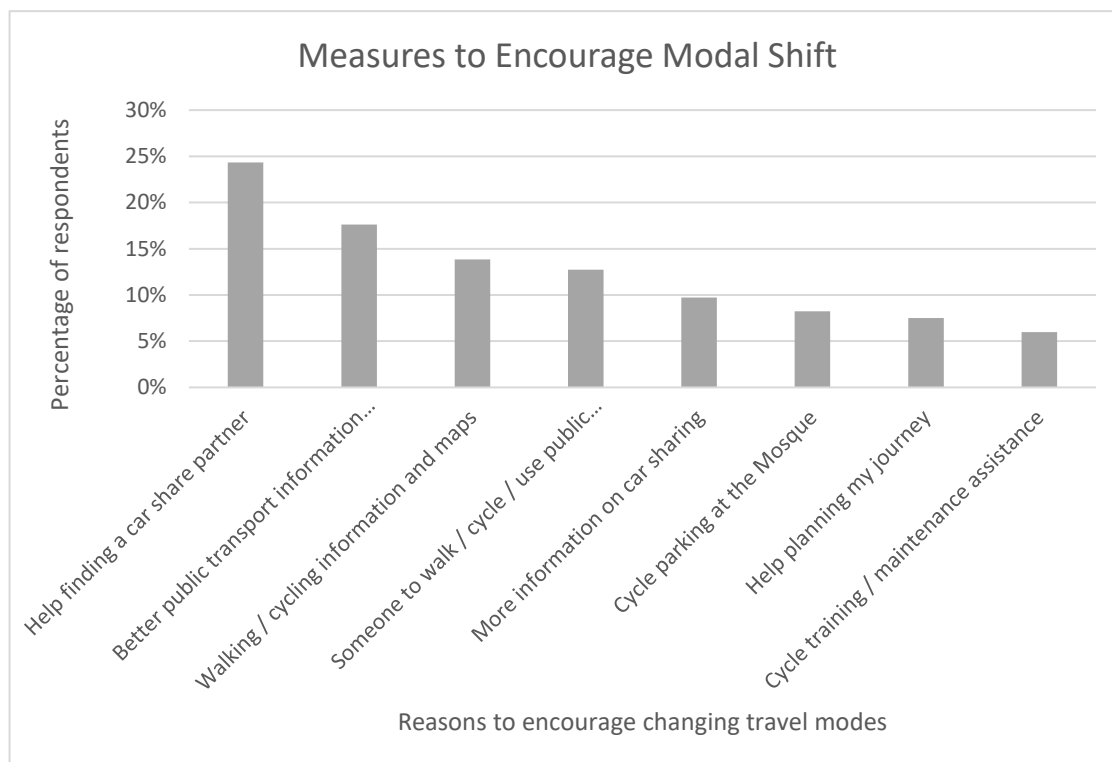
Table 6.3 – Other Parking Locations

Other Parking Locations	Percentage of Respondents
King's Road	32%
Castle Hill Road	27%
Linksway	9%
Park Road	5%
Heaton Park	5%
Danesway	5%
Bishops Road	5%
Parksway	5%
Bury Old Road	5%
Edenfield Road	5%

- 6.27 As can be seen in **Table 6.3**, a total of 10 parking locations were provided as other locations where attendees would usually park. Of the respondents who usually park in another location, the majority (32%, 7) stated that they park on King's Road. This is closely followed by Castle Hill Road which 27% (6) respondents noted down as another parking location. Both of these locations were noted amongst the responses to the previous question, suggesting that these are popular areas to park should the Mosque car park have no availability.
- 6.28 9% (2) respondents cited that they usually park on Linksway. The remaining respondents (5%, 1, each) provided various other locations for where they would usually park: Park Road, Heaton Park, Danesway, Bishops Road, Parksway, Bury Old Road and Edenfield Road. The majority of these locations comprise of many of the local residential side streets which surround the site. The respondent who would usually park at Heaton Park also stated that they work there and have access to free parking.

Modal Shift Encouragement

- 6.29 The next question focused on incentives to encourage modal shift.
- 6.30 **Figure 6.5** shows the incentives that would encourage respondents to change the way they travel to the Mosque on future journeys.

Figure 6.5 – Measures to Encourage Modal Shift

- 6.31 The figure demonstrates that the majority of respondents noted that helping to find a car share partner would encourage them to change the way they travel to the mosque (24%, 65). Better public transport information and maps would encourage 18% (47) respondents, walking / cycling information and maps would help encourage 14% (37) respondents, and someone to walk / cycle / use public transport with would assist a further 13% (34). 10% (26) respondents identified that more information on car sharing would also encourage them to change the way they travel to the Mosque.
- 6.32 Other responses to help encourage modal shift to the Mosque included the addition of cycle parking at the Mosque, which was selected by 8% (22) respondents, help with planning their journey which was of interest to 7% (20), and cycle training / maintenance assistance which was chosen by 6% (16) respondents.
- 6.33 Further travel-related comments are presented in **Table 6.4**.

Table 6.4 – Further travel-related comments

Further travel-related comments	Number of respondents	Percentage of respondents
Can only travel by car	2	33%
Safer entry/exit of the Mosque car park	1	17%
Car park needs to be utilised as much as possible	1	17%
No adequate parking	1	17%
Regular and more frequent bus services	1	17%

- 6.34 Two respondents noted that they can only travel by car to the mosque, with one stating that they have limited time due to work, and the other stating that it is too far for them to walk.
- 6.35 One respondent noted that consideration should be made towards a safe entry/exit for the Mosque car park as it can get full and congested at times. The respondent recognised that there is a Marshall system in place, but suggested further training to develop a more efficient process.
- 6.36 Another respondent also commented on the Mosque car park, stating that this needs to be utilised as much as possible due to many families travelling together. The lack of adequate parking was also noted down by another respondent, as any available space for parking is shared with local businesses.
- 6.37 In terms of public transport, one respondent noted that they would like to see regular and more frequent bus services around the Mosque.
- 6.38 Further work will therefore take place to encourage greater use of sustainable modes by all site users, such as provision of walking and cycling maps and public transport information. This will be further investigated in Section 8 of this report.

Summary

- 6.39 In summary the results from the survey show that respondents are commuting from a close catchment area of the Mosque. The most popular way for respondents to travel on their trips to the Mosque for prayers is by car, followed by walking. A small proportion choose to travel by car sharing, bus or by bicycle.

- 6.40 It can be seen that existing travel patterns to the Mosque are mainly car-focused, but that use of other forms of transport such as active and sustainable modes are used by some attendees.
- 6.41 A number of additional measures have been identified through the survey as being of interest to attendees; the most popular measures will be further investigated as part of the ongoing implementation of the travel plan and are incorporated into the implementation plan.

7.0 TRAVEL PLAN TARGETS

Objectives

- 7.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 7.2 The travel plan recognises that there is not one specific mode of transport suitable for all Mosque attendees and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.
- 7.3 This travel plan has been prepared to achieve the following objectives:
- Reduce reliance upon the car and improve awareness and usage of alternative modes by site users;
 - Promote walking, cycling and public transport;
 - Reduce the transport impact of the Mosque upon the environment; and
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

- 7.4 As noted in Section 6, baseline surveys have been undertaken. Based on the findings, a set of targets have been identified below which are based on a 15% reduction in single occupancy car usage, and a 15% increase in use of other forms of transport.

Table 7.1 – Indicative Existing Modal Split and Proposed Targets

Mode	Indicative Existing Modal Split	Absolute Nos.	5-Year Target	Absolute Nos.
Walk	31%	93	36%	107
Cycle	5%	15	7%	22
Public Transport	1%	3	1%	3
Single Occupancy (Car)	55%	165	47%	140
Car Share	8%	24	9%	28

- 7.5 Absolute numbers are based on a congregation of 300 Mosque attendees.
- 7.6 The targets will be updated following annual travel survey analysis to ensure they are representative of SMART targets based on actual Mosque users.

Indicators

- 7.7 The TPC will be responsible for implementing measures at the Mosque, which are set out in an action plan later in this report. The measures will be reviewed annually following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified. Any new measures will be set out in a revised action plan, alongside timescales for implementation.
- 7.8 Milestones to assess progress against the travel plan objectives and targets include:
- Issue of a travel plan information pack to all site users within one month of occupation of new Mosque;
 - Provision of cycle parking facilities within one month of new Mosque occupation; and
 - Provision of noticeboard information.
- 7.9 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

8.0 TRAVEL PLAN MEASURES

8.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the site.

8.2 The following sections outline the measures to be promoted by the TPC.

Travel Awareness

8.3 Good accurate information on the range of services and travel initiatives available will be a critical element of the travel plan.

8.4 The TPC will make all site users aware of the existence of the travel plan by providing them with a travel information pack summarising the travel plan, which would be developed following approval of this travel plan, to ensure that sustainable travel patterns are encouraged.

8.5 The travel information pack will include, though not exclusively, the following:

- Contact details of the TPC;
- A map showing the location of the Mosque in relation to the local area, highlighting the nearby bus and tram stops;
- Public transport information, including:
 - A map showing the location of the site, highlighting the route between the Mosque, local bus stops and Bowker Vale tram stop;
 - Bus and Metrolink timetables of existing services from nearby bus stops and Bowker Vale tram stop.
- Active travel information, including:
 - A map showing local cycle and walking routes between the site and key residential areas where site users are based; the map would also indicate the locations of cycle shops in the area;
 - Details of local bike repair shops/retailers, along with available training and maintenance sessions;
 - Health information.
- Taxi contact details.

- 8.6 A travel information noticeboard (TIB) will be installed in the Mosque to encourage travel via sustainable modes. This will include up-to-date travel information and contact details for the TPC.
- 8.7 The TPC will ensure that any changes to the travel plan or any relevant information such as timetable seasonal changes are passed on to site users on a biannual basis in leaflet / electronic form or via noticeboards.

Walking

- 8.8 The TPC will encourage walking as a mode of travel to the Mosque by implementing the following initiatives:
- Raise awareness of the health benefits of walking through promotional material in the travel information pack and on noticeboards.
 - Provide a map showing walking routes, indicating distances and times at appropriate intervals to the site.
 - Set up a walking buddy scheme for site users living within walking distance of the Mosque.
- 8.9 Other walking initiatives will be considered as the travel plan progresses.

Cycling

- 8.10 The TPC will encourage cycling as an alternative mode of travel to the Mosque by implementing the following initiatives:
- Provision of cycle parking and storage for site users, with 12 Sheffield cycle stands to be provided within the car park, to accommodate up to 24 bicycles, which is in line with BC cycle parking standards.
 - Provision of CCTV to the rear of the building within the car park for bicycle security, with signage erected to alert site and car park users of this.
 - Provision of on-site signage to the cycle parking area, both within the entrance area to the car park as well as within the cycle parking area itself.
 - Promotion of the cycle parking to all site users.
 - Raise awareness of the health benefits of cycling through promotional material in the travel information pack and on noticeboards.

- Provide mapping showing local cycling routes from key residential areas to the site, indicating distances and times at appropriate intervals to the site.
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website (<http://www.sustrans.org.uk/>) and on the BC and TfGM websites (<https://www.bury.gov.uk/health-and-wellbeing/cycle-for-health/> / <https://beeactive.tfgm.com/cycling/>).
- Provide information on local cycle training and maintenance courses (<https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>).
- Set up a cycling buddy scheme for site users living within cycling distance of the Mosque.

Public Transport Information

8.11 The TPC will encourage use of public transport as a mode of travel to the Mosque by implementing the following initiatives:

- Provide up-to-date bus and train information, including route maps and timetables, with travel information packs and on noticeboards.
- Provide details of the websites and telephone advice services to enable site users to obtain details on their individual journey requirements, including the Traveline website (<http://www.traveline.info/>) and TfGM's journey planner (<https://tfgm.com/plan-a-journey>)
- Set up a public transport buddy scheme for site users living within close to a public transport route which provides access to the Mosque.

Car Sharing

8.12 The TPC will encourage use of car sharing as a mode of travel to the Mosque by implementing the following initiatives:

- Provide information on car sharing, including the benefits and an easy guide of how to start, on noticeboards and as part of the travel information pack.
- Set up an informal car sharing scheme to enable Mosque attendees to register their regular journeys and offer or request a lift to other attendees.
- Promote other area-wide car share schemes such as www.liftshare.com.

Marketing Summary

- 8.13 The TPC will be responsible for providing site users with an overview of the travel plan in order to promote a range of modes of transport and increase awareness of the alternative modes.
- 8.14 As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation:
- Development of a travel information pack for the travel plan, providing a summary of the contents and key measures for implementation, to be disseminated to site users in either paper form or electronically. Travel Information will be distributed to all site users within one month of occupation of the new Mosque.
 - Travel noticeboards will be set up within the Mosque, to promote new and ongoing measures. Noticeboards will be maintained by the TPC on a biannual basis, or as required.
 - Updated information will be communicated to site users, to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.

9.0 MONITORING AND REVIEWING

9.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

9.2 Monitoring of the plan is important for the following reasons:

- It demonstrates to BC the effectiveness of measures implemented and the progress being made towards travel plan objectives;
- It justifies the commitment of the TPC and of other resources;
- It maintains support for the travel plan by reporting successes; and
- It helps to identify any deficiencies within the travel plan, including any measures that are not effective.

9.3 Surveys will be used to monitor the number of site users walking, cycling, travelling by car and public transport to and from the site. The results will then be compared with the mode share targets identified earlier in this travel plan.

Reviewing

9.4 The TPC will undertake a review of the travel plan annually, following the survey. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car / non-car usage at the site;
- Usage of the cycle parking facilities;
- Comments received from site users.

9.5 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, in order to maintain a realistic travel plan goal.

- 9.6 The TPC will also use spot check data regarding usage of facilities such as cycle parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures.
- 9.7 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. The report will be submitted to Bury Council upon completion.

Future Surveys

- 9.8 Changes to existing travel patterns, as derived from the data, will inform the annual review process. The annual review will summarise the data collected, and propose revised initiatives and measures where targets have not been met, including a revised action plan.
- 9.9 Future surveys will take place at the same time of year as the baseline survey (June/July, annually). Surveys will be undertaken on an annual basis for the first five years of operation after the planning approval. The travel plan coordinator (TPC) will be responsible for the surveys, together with delivery of the travel plan.

10.0 ACTION PLAN

10.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Action	Target Date	Responsibility	Budget Indication
Initial Setup			
Appointment of TPC	In post	Mosque	Staff time
Exchange contact details with relevant BC officers	As part of this TP	TPC	Staff time
Obtain public transport timetables, cycle and walking route maps etc	Within 1 month of occupation of new Mosque	TPC	Staff time
Procure and produce information to populate travel information packs	1 month prior to occupation of new Mosque	TPC	Staff time + materials
Issue travel information packs to site users	Within 1 month of occupation of new Mosque	TPC	Staff time + printing
Ensure travel noticeboards are erected and populated, and further leaflets/info are available	Within 1 month of occupation of new Mosque	TPC	Staff time + noticeboards
Within 3 Months of New Mosque Occupation			
Install cycle parking, signage and CCTV in car park to the front of the Mosque	Within 1 month of occupation of new Mosque	TPC	Purchase & installation costs
Promote any local area / site-specific cycle training and cycle maintenance sessions	Within 3 months of occupation of new Mosque	TPC	Staff time
Set up walking, cycling and PT buddy schemes for site users	Within 3 months of occupation of new Mosque	TPC	Staff time
Promote journey planning software and websites	Within 3 months of occupation of new Mosque	TPC	Staff time
Set up and promote an informal car share scheme for Mosque users	Within 3 months of occupation of new Mosque	TPC	Staff time
Promote external car share schemes	Within 3 months of occupation of new Mosque	TPC	Staff time
Ongoing Tasks			

Promote local cycle training sessions to site users	Quarterly, or as new dates become available	TPC	Staff time
Promote availability of cycle parking	Quarterly	TPC	Staff time
Assess demand for cycle parking spaces	Quarterly	TPC	Staff time
Update site users with regard to any service or provision changes re local transport on six-monthly basis	6 monthly	TPC	Staff time
Provide updated travel information pack and noticeboard information	As required, annually as a minimum		
Annual Monitoring / Review			
Conduct repeat travel survey annually one year after the baseline survey, and thereafter for five years	Annually for five years	TPC	Staff time + printing
Analyse responses and produce progress report	Within 3 months of receipt of responses	TPC	Staff time
Report updates using noticeboards	Within 3 months of analysis taking place	TPC	Staff time + printing
Continue regular monitoring as set out and agreed with BC	As agreed with BC	TPC	Staff time

11.0 CONCLUSION

- 11.1 This travel plan reviews the existing transport facilities at Al Bilal Mosque, and based on travel survey data and the views of Mosque attendees, identifies a range of measures for implementation by the travel plan coordinator. The measures will reduce single occupancy vehicle usage and any local impact of parking on the highway network, promote the use of sustainable transport modes and make the development proposals a viable prospect.
- 11.2 Delivery of the identified measures will enable the proposed modal split targets to be achieved, and will reduce single occupancy vehicles by 15%, equating to an overall modal split of 47% of site users travelling in driver only vehicles, and 53% travelling by sustainable and active modes of transport. This will result in a **reduction of 25 driver-only vehicles**, along with a further two vehicles resulting from greater levels of car sharing.
- 11.3 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Reduce reliance upon the car and improve awareness and usage of alternative modes by site users;
 - Promote walking, cycling and public transport;
 - Reduce the transport impact of the Mosque upon the environment; and
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 11.4 The above actions contained within the travel plan will enable the car park to operate more efficiently, and result in a significantly reduced impact on the environment.
- 11.5 This document therefore ensures that sustainable access to the Mosque is facilitated.