



57 Dartmouth Street – Proposed Community Centre and Mosque : Transport Statement

1. Introduction

R Sharples and Associates has been appointed by the Jami Masjid and Islamic Centre via Catalyst Consulting to provide a Transport Statement in support of a proposed development of a new proposed community centre and mosque at 57 Dartmouth Street. The associated Design and Access Statement provides explanation in detail of the inadequacy of the present building and the rationale for the redevelopment of the site.

The proposed development is a vacant derelict site which has been a demolished building since at least 2007. It lies between Brook Street and Duke Street on Dartmouth Street and is just to the east of the current Centre which is to the west of Brook Street.

The development is a bespoke new facility designed with the current needs of the congregation in mind rather than the very much adapted current location used located at 67 Dartmouth Street.

This Transport Statement considers the potential traffic impact of the proposed new build and draws from comments made by the local authority highways department at pre-application.

These comments were:

“Highways would support the proposed increase in footway width as shown on Duke Street, transferring land within the red line boundary to highways.
Multipurpose use should be explained fully including hours of operation for each use and maximum capacity on site for each use.
At full application stage they should confirm trip rates and parking accumulation for the proposed with a Transport Statement. The Transport Statement could include surveys of worshippers/visitors to confirm modes of transport used to visit the site, and parking surveys to confirm existing parking numbers for the site. The numbers can be factored up for the proposed increased in GFA.
The building should be set back 1m from the back of the footway, this applies to all levels of the building, the Minaret may be too close to back of footway.
Previous application requested S102 to ensure the discontinuation of use at 67 Dartmouth Street. Highways would still request this and suggest that the land at 67 could be used to develop land into a further car park.”

Transport Assessments (TA) and Transport Statements (TS) are produced following the Guidance on Transport Assessment (GTA) produced by the Department for Transport in

March 2007. The prime aim of the TA is to “help the local planning authority (LPA) assess development compatibility with relevant planning policy frameworks and transport strategies”. Whilst this guidance has been revised and modified in various ways more recently, the principles involved remain the same.

This TS has been produced in line with GTA with the following Chapters:

- Description of background traffic situation (Chapter 2)
- Summary of impact of proposed development (Chapter 3)
- Conclusions (Chapter 4)

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2. Current Traffic Situation

2.1 Location

The site is located on Dartmouth Street, West Bromwich, between Brook Street and Duke Street which both lead north-westwards away from the south west to north east running Dartmouth Street at this point.

Dartmouth Street runs between the main West Bromwich High Street and Oak Lane in West Bromwich providing a key access route to areas West of the central area (although the main West Bromwich Town Centre actually lies directly east and to the southern end of High Street).

Parking Restrictions

Dartmouth Street on the side of the proposed development has double yellow lines which continue around both corners into both Brook Street and Duke Street. Both minor roads are 20mph zones.

Brook Street has parking bays on the side of the development which are in restricted residential parking zone WB7. This allows resident permit parking or 20 minutes with no return within an hour. Brook Street is only wide enough for one lane of parking and one-way traffic although it is a two-way road.

The first part of Duke Street, alongside the full length back along the road of the development, is narrower, with a central white line marking, and double yellow lines both sides. However, further along, parking is unrestricted although the road is not wide enough to allow parking both sides, and most vehicles that park appear to park partly on the pavement.

The adjacent section of Dartmouth Street has parking bays marked on the side of the road opposite the proposed development but with double yellow lines closer to the junction with Grange Road. There are no restrictions on parking.

Just to the west of the site, Dartmouth Street crosses what is now the Birmingham to West Bromwich to Wednesbury to Wolverhampton Midland Metro Line 1. At this point, the road becomes 20mph which continues past the site and for its entire length to High Street.

The junction with High Street is signalled and provides access in all directions both towards the main central West Bromwich Town Centre, northwards towards the A41 and directly onwards towards the A41 but with no through route on Sandwell Road.

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2.2 Access Points

The site is the that of the former Hop and Barleycorn public house. The site was granted permission in January 2005 to be changed in use to a 5-bedroom residential property (ref DC/05/43902). However, by 2007 the building had been demolished following abuse. A new application was made to build homes similar to the Laing Homes development that was being taken forward at that time. (DC/07/47976). Permission was granted but again not implemented.

In 2011, application DC/11/52973 saw plans to build an Islamic Centre on the still derelict site, granted in May 2011. However, this contained a condition that the site at 67 Dartmouth Street discontinued its use as an Islamic Centre under a section 102 agreement. A written representations planning enquiry was planned but the Council eventually discharging condition 3 without recourse to the Planning Inspectorate. However, in the end the permission was not taken up and the site has remained derelict to this date.

2.3 Other nearby land uses

Much of the local area is residential although the immediate area includes a clothing shop, the current mosque and a further mosque (Markazi Jamia Masjic Gulzar-e-habib) which services a different population to the Jami Masjid and Islamic Centre.

2.4 Present Highway

As described above, Dartmouth Street, Duke Street and Brook Street are all 20mph roads. Both Duke Street and Brook Street are narrower, with Dartmouth Street effectively a key route in the area between High Street and Oak Lane but not a bus route.

2.5 Base Transport Data

A request made to the Data Insight Team of Transport for the West Midlands on 29th October 2023 identified some 2022/2023 traffic information and the latest five years of accident statistics for this area.

2.6 A summary of the traffic data available and accidents in the vicinity are provided below.

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Public Transport Access

- 2.7 The site has four public transport stops in fairly close proximity. The main West Bromwich Bus Station, with some 31 or so different routes servicing it, is around 800m to the east.
- 2.8 The nearest bus stop to the site is located on Baker Street just to the south and west of Dartmouth Street, adjacent to the Lambert's End tram stop on Midland Metro Line 1. The pair of stops have bus stop poles but no shelters. They are 160m away for the southbound stop and 180m for the northbound. The service from this stop passes the site along Dartmouth Road.
- 2.9 The tram stop is 150m to the south under the bridge which takes Dartmouth Street over the route.
- 2.10 The bus stop on High Street, just south of its junction with Dartmouth Street is 250m away for northbound services and 290m for southbound. Both stops have larger but half-open shelters with perching seats.
- 2.11 There is also a bus stop on Oak Lane / Wood Lane near its junction with Dartmouth Street. This stop is 350m away for westbound routes and 410m for eastbound. The eastbound stop has a half shelter with perching seat whilst the westbound is a simple pole.
- 2.12 The following service uses these stops:

Service no.	Route	Frequencies (buses per hour)			
		M-F daytime	Saturday daytime	Sundays	Evening
Tram Stop – Lambert's End / Dartmouth Street					
MM1	Birmingham-West Bromwich-Wednesbury-Wolverhampton	6	6	5	4
Baker Street / Dartmouth Street					
74A	West Bromwich-Lamberts End-Great Bridge-Dudley Port-Dudley (Diamond Bus)	1	1	None	None
High Street					
41	West Bromwich-Stone Cross-Friar Park (Diamond Bus)	1	1	None	None
41a	West Bromwich-Hospital-Wednesbury (Diamond Bus)	1	1	None	None
44	West Bromwich-Black Lake-Harvils Hawthorne-West Bromwich Circular (NXWM)	2	2	2	None

47	West Bromwich-Hateley Heath-Wednesbury (NXWM)	5	4	2	2
74	Birmingham-West Bromwich-Great Bridge-Dudley (NXWM)	5	4	4	3
74A	West Bromwich-Lamberts End-Great Bridge-Dudley Port-Dudley (Diamond Bus)	1	1	None	None
79	West Bromwich-Black Lake-Darlaston-Bilston-Wolverhampton (NXWM)	6	5	2	2
Oak Lane at Dartmouth Street					
42	Tipton-Great Bridge-West Bromwich (Diamond Bus)	3	3	Every 40 min	1
43	Bilston-Great Bridge-West Bromwich (NXWM)	3	3	Every 40 min	1

2.13 The combination of routes above, plus the proximity of the main bus station, provide high levels of public transport access to a wide range of destinations from the site.

Accidents

2.14 Transport for West Midlands provided us with traffic collision reports covering the period from 29th October 2018 to 29th October 2023. The area covered the area between High Street, Lodge Road, Oak Lane and Guns Lane. A total of 21 collisions were recorded in this area. However, all but two of these were located on the peripheral roads.

2.15 One collision occurred on the section of Dartmouth Street immediately adjacent to the proposed development. It was at 17:44 on Saturday 1st August 2020. It involved a car turning right out of Grange Road into Dartmouth Street without stopping being hit by a vehicle progressing along Dartmouth Street, with one passenger being slightly injured.

2.16 The other collision occurred at 02:30 on Saturday 4th December 2021 on the section of Dartmouth Street between Duke Street and High Street. A car travelling 'in a hurry' hit a pedestrian who was not paying due care or attention, who was slightly injured

2.17 These records suggest no real collision issue in this area, with both incidents being at times that the site would not be in operation.

Traffic information

- 2.18 Transport for West Midlands provided the most recent automatic traffic counts in the area which were for Oak Lane and Grange Road, providing hourly flows for both 2022 and 2023 for both. There was no information on Dartmouth Street itself.
- 2.19 A traffic count including pedestrian flows was also provided for March 2022 for High Street at Dartmouth Street.
- 2.20 These were not considered to be of particular relevance to this review.

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Previous planning history

- 3.1 The site is located within the Sandwell Council planning authority area and the authority also has highway and transport powers, although transport policy is covered by Transport for the West Midlands.
- 3.2 The Hop and Barleycorn public house occupied the proposal site and became disused in the early 2000's. A planning application DC/05/43902 gained permission to change its use to a 5-bedroom residential property, but this was never taken up.
- 3.3 The property became the source of anti-social behaviour and was eventually demolished and a new application DC/07/47976 proposed a five bedroom house and three one-bedroom apartments. This also gained approval and was not taken up.
- 3.4 At that time, Laing Homes constructed a large residential development consisting of apartments, coach houses and terraced houses based on Duke Street.
- 3.5 Application DC/11/52973 was made to provide an Islamic Centre which was also granted permission including some negotiation on details regarding the use of the current nearby site. Again, this was approved but was never implemented.

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4 Present activities at present site

4.1 The table below lays out the present activities at the site at 67 Dartmouth Street with approximate numbers of people attending at each time, the days occurring and the frequency (with numbers quoted in the 2010 planning application in brackets):

4.2 It should be pointed out that the principal aim of the new development is not to provide for any growth but to better provide for current usages that have effectively over a long period made the original building significantly sub-standard for current operations.

4.3 This is not a recent matter since the redevelopment has been under consideration for a reasonable time period whilst moneys were raised to fund the substantial costs.

Activity	Timing	No. attending (approx. can vary)	Days
Pre-dawn prayers	Varies	15 (15, 2010)	Mon – Sun
Adult Educational class Classes	10:00 – 12:00	50 – 80 (70, 2010)	Sat and Sun
Mid-day prayers	13.00	45 – 60	Sat to Thurs
Friday prayers	13.00 (varies)	425 (200, 2010)	Friday
Late afternoon prayers		25	Mon – Sun
Sunset prayers	Varies	20	Mon – Sun
Post sunset prayers	Varies	15	Mon – Sun
Eid Prayers	08:30	240 (2010)	Mon – Sun

4.4 The table shows that the peak weekly usage is for Friday prayers with current typical attendees of around 425 persons. On other days, mid-day prayers attract less people, typically between 45 and 60.

4.5 The growth in peak Friday usage since 2010 has resulted from a large influx of migrants to the area quite some while ago together with many families now seeing children continuing to live in the area and attend.

4.6 Other uses of the site are relatively minimal, with many less attending the other prayer times during the day.

4.7 The educational class size has not really changed since the 2010 estimates, nor has the more general day to day attendance.

4.8 The next busiest peak are on Saturdays and Sundays when young people attend for educational classes, with up to 80 attending.

4.9 Most other events and day to day occurrences tend to be smaller and will therefore have lesser impacts. At the present time much of the accommodation does not fit current need anywhere near as well as might be preferred. This leads to awkward operations including mixed use of rooms that make achieving the aims of an event much harder.

Current Usage and Traffic Impact of present site

4.10 In 2010 a comprehensive traffic survey was reported which was completed by 59 respondents. Whilst this is some while ago, it is presented here for completeness and since the community overall has not changed in many ways since.

4.11 In terms of current operations in 2010, it was found that:

- 62% walked
- 11% drove a car to site
- 23% came by car with others
- 2% cycled
- 2% came by bus
- 96% parked on street if they came by car

4.12 69% said they would consider sharing a lift, with 9% of those responding to this question confirming they already did.

4.13 At that time people told us that various items would encourage them to car-share in the future. Of the number of respondents, 13 said help in finding car-share partners, 10 guaranteed transport home if car-share failed, 14 reserved parking spaces for those sharing, with 16 saying none of those and the balance of 3 giving other (not specified).

4.14 Cycling would be encouraged by lockers (10), shower facilities (6), cycle parking (12) with 30 saying none of those.

4.15 Public transport usage would be encouraged by information (3), shelters (4), frequency of service being improved (17) but again 33 said none of those.

4.16 Walking would be encouraged by free high-vis clothing (9), personal alarms (7) but 34 said none of these, and 2 other.

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4.17 Information was provided by the current centre regarding the postcodes of those allied to the site in late 2023. Although this does not necessarily account for all those that attend, it gives a reflection of the area over which the site generally gains its attendees.

4.18 Some 259 origins were provided which came from 111 different postcodes. All were investigated to identify walking, cycling, driving and public transport typical times for travel arriving at the site at or just before 13:00 on a Friday.

4.19 28% of people were within a four minute walk of the site. 23% between five and nine minutes, and 32% between 10 and 14 minutes, giving some 83% with less than a 15 minute walk.

4.20 The average walk time using all records was 712m and the average time 10 minutes

4.21 All but eight records were within the 2km standard sensible walking distance.

4.22 For 74 records (29%) bus or tram journeys were identified as being possible.

4.23 40% of cycle estimated journey times were actually less than the car drive estimated time.

4.24 This suggests the site is very sustainable and used by a local congregation.

4.25 In terms of directions from which people might come, 52% had postcodes to the south and west, 4% to the north and west, 14% to the south and east, 24% northwards towards High Street and 6% north and then again northwards.

4.26 This means most arrivals will be from the south of the site (70%) which is away from the busier northern section of Dartmouth Street and the other nearby mosque, minimising clash of traffic from the perspective of this congregation (although it is unknown how many other mosque attendees also come from the south).

4.27 There are no reported incidents of any problem with congestion or road safety issues arising from use of the site other than at the time of Friday prayers, and then only over relatively short periods just before and just after mainly the first prayer period. It is understood that the site has good relationships with its neighbours.

4.28 The site is aware that its peak use will always be the Friday afternoon prayer time. To ensure focus on the prayer time and to minimise impact, other events and activities are almost always not allowed to occur on Friday.

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4.29 A parking survey was undertaken on Friday 3rd November 2023, counting the number of vehicles in the area within 400m for the 11:00, 13:00 and 17:00 hours, the middle hour being after everyone would have arrived at both mosques in the area, and the latter one well after all mosque attendees would have left the area.

4.30 The results showed 205 vehicles parked at 11:00, 326 and 13:00 and 221 at 17:00. If it is assumed that the additional 13:00 vehicles all relate to the two local mosques, this implies 121 vehicles are servicing the two mosque locations. Further discussion of this occurs in the chapter regarding impacts.

4.31 The mosque counted total attendees at Friday Prayers on three consecutive Fridays, 1st December, 8th December and 15th December. There were 412, 376 and 428 respectively, providing an average attendance of 405 persons. This is marginally less than the quoted 425 estimated as a typical average over the year (but excluding key large attendance dates which only occur twice per year). Numbers do vary with circumstances such as weather, regular times when many take holidays, etc, but the counts suggest the value of 425 is reasonable.

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5 Summary of Proposed Development and Impact

This section follows paragraph 4.26 of the GTA.

5.1 As is the nature of many community facilities, different parts of the current and proposed building tend to be designed to accommodate particular needs. It is very unlikely, and usually arranged, that only one or two specific areas of the building would be used at any one time. Specifically, at Friday main prayer time, other activities are curtailed or stopped to ensure people can focus on prayer alone.

5.2 The present site, being an ad-hoc development, is now no longer fit for current needs and purposes. This is not because the clientele has grown in number but more because needs have changed and developed over time.

5.3 A key element to the new site is ensuring better circulation and modern standards for emergency access and egress. The new plan includes two new sets of stairs and a lift to ensure access for all is possible to all parts of the building.

5.4 The table below presents the current (67 Dartmouth Street) and future (57 Dartmouth Street) m2 for each of the rooms and then explains how these may be used, based on current expectations of need (which can still develop over time with changes in circumstances). A key example is how operations have had to change during and following the COVID pandemic, but also with increasing need to provide more thoroughly for those with various protected disability characteristics.

5.5 The present building is made to function for all the needs of the current congregation but is very cramped and provides very little in the way of currently expected facilities or space. There are no toilet facilities on the first floor. It is not possible to always respect the differing needs of elements of the congregation and every room is used for every needed purpose with little ability to customise or design in particular elements that can be kept separate.

5.6 A case in point is that the main rooms used for the Friday prayer times that seek peak usage are also used at other times as class rooms for education, meeting rooms for social events, business rooms, and even if needed as mortuary space. This is far from ideal.

5.7 The Table below lays out as far as is possible a comparison of the current and proposed in order to demonstrate the need for the new facility and the comprehensive thought that has gone into its design. This also explains why the building potential usage has to be seen in context and not purely in terms of physical space. It only allows entrance either from two doors on Duke Street or from the rear, also accessed from Brook Street.

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Room	Existing area m2	Prayer mats / standing persons
BASEMENT – WC, 2 disabled units	n/a	
BASEMENT - Lift	n/a	
BASEMENT - Staircase 1	n/a	
BASEMENT - Lobby	n/a	
BASEMENT - Servery	n/a	
BASEMENT - Community Hall	n/a	[100/(133)]
BASEMENT - Staircases 2/3 (direct exit to Duke Street)	n/a	
GROUND – Main Prayer Hall		[375]
GROUND – Entrance Lobby from Dartmouth Street	n/a	
GROUND - Staircase 2/3	Present	
GROUND – Brook Street frontage cycle racks	n/a	
GROUND – Lift	n/a	
GROUND – Lobby	Present	
GROUND – Staircase 1	Present	
GROUND – Entrance from Duke Street for Ladies	n/a	
GROUND – Disabled Toilet	Present	n/a
GROUND – Toilet	Present	n/a
GROUND - Store	Present	n/a
FIRST - Staircase 1		
FIRST - Lobby	n/a	
FIRST – Disabled WC	n/a	
FIRST – Office	n/a	12.5 [2]
FIRST – Toilet	n/a	
FIRST – Wudu	n/a	
FIRST - Meeting Room	Present	10.1m2
FIRST - Classroom 1	Present	15 persons
FIRST - Classroom 2	Present	20 persons
FIRST – Services Room	n/a	
FIRST – Ladies Prayer Area	n/a	[135]
FIRST - Classroom 3	n/a	20 persons
FIRST - PA System room	n/a	7.3m2
FIRST - Store	n/a	9.2m2
FIRST - Staircase 2	Present	

5.6 It is accepted that the original building on the adjacent site will remain but needs significant refurbishment to allow any continued use.

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5.7 The new building seeks to maximise use of the space available and as such has a basement, ground and first floors.

5.8 Its design is to current modern standards and needs, reflecting the ethos of a unified congregation that also respects the differing needs of all elements at the same time.

5.9 It makes provision for a separate mortuary space, kept available for when required, which provides essential dignity in difficult situations, arising from the experiences of the pandemic. Four classrooms are provided for use during appropriate periods (but not during Friday prayers).

5.10 All of the new design allows for better circulation and an extra access easing the pedestrian flow around the building. All floors will include access via a disability friendly lift provision. Separation of ladies is much better achieved to encourage their feeling their specific needs are more understood.

5.11 More toilets and ablution areas will be provided, not to give additional space for extra persons, but to make current usage more functional. It will also reduce wait times for usage and minimise time taken for these activities.

5.12 Ad-hoc current storage will be replaced with new provision to ensure the full area of each usable room is available.

5.13 At the peak usage time of Friday prayers the focus will be people meeting in the main prayer hall, with the imam located in his associated room, with ladies using their prayer hall. The total prayer mat spaces available in the new building total 456.

5.14 As shown in the Table above many apparently new facilities will allow dedication of the two principal prayer rooms only for use for the main Friday prayers. At other times, including other prayer times, smaller rooms more fit for use for lesser numbers, will be utilised. There will be ability for a ladies room with 40 capacity to be created by amalgamation of some spaces.

5.15 This shows the major gain, specific education space. As already explained, much of the education currently occurs in the worship areas which are not designed or suited to that usage and preferably are kept for the main Friday prayer time only. Hence in reality the actual space increase is a paper one not one in terms of space actually currently used. Education use space is for up to 90 pupils, but uses some re-purposing of space otherwise used at other times.

5.16 Circulation space is also increased, albeit by a much smaller amount. Other uses are generally reduced as duplicated facilities have been removed in the new development.

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Access and Parking Provision

5.16 Pedestrian access would utilise well-designed entrances / exits, with much more capacity than previous to allow safer and more comfortable access and egress. Instead of all access being onto one narrow section of Brook Street, there will be a main access onto Dartmouth Street and the Ladies Access onto Duke Street, with the pavement on that street also being widened. The basement area has its own dedicated access from Duke Street allowing it to be used for community activities not directly related to the mosque and Islamic Centre themselves.

5.17 There will also be provision secure cycle parking near both principal entries, taking on board comment from the transport surveys from the previous application albeit some while ago.

5.18 Suitable bin storage will be provided, with the store well away from the cycle stands.

5.19 Specific mortuary space has been provided following the experience of the pandemic where current provision was found to be completely impractical and unsuitable.

5.20 Review of parking in the area undertaken in mid-November 2022 found that many nearby roads do become full during the period relating to the main Friday prayer time (albeit covering two mosques in close proximity), but in the area from which people are likely to consider parking and walking, some 146 spaces remain available, or 31% of the total available. This uses the standard 6m space allowance per vehicle which provides a robust estimate.

5.21 Roads with available parking include Dartmouth Street to the south and west, Railway Street (both sections), Chapman Way and Harwood Street, all of which lie on or close to the routes most of the congregation appear to arrive from using the postcode analysis of mosque alliances.

National Information

5.22 The latest National Travel Survey for 2022 suggests that on average 83% of journeys made under a mile (1.6km) are undertaken on foot. 40% of journeys between one and two miles are on foot. 6% of journeys two to five miles are on foot.

5.23 Using the postcode data for households, and weighting by distance, it is estimated 79% would walk and 12% would drive themselves. Other would come as passengers.

5.24 Compared to the 2010 comprehensive survey, which found 62% walked and 11% drove suggests the level coming by car can be assumed to be relatively stable.

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5.25 The principal difference between the NTS and the 2010 values is a much higher level of people car sharing, which would not affect the number of cars parking.

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6 Impact of proposed development

6.1 This section follows the guidance given in paragraph 4.28 to 4.78 of the GTA but restrains this to evaluation commensurate to the development proposed.

Expected travel impacts

6.2 From the timetable, the main weekly impacts on transport and traffic will be the Friday prayer session and the educational class sessions, which are typically at weekends.

6.3 As already noted above, there is no expectation nor aim to provide for additional attendees with the peak Friday prayer expected to provide at maximum 456 persons. This is 7% more than current attendance and expected to cater for any changes in actual attendance for some years to come. However, it is not possible to speculate further given that the migrations that have occurred since 2010 were not expected at that time, and no further migrations or natural growth are specifically known or expected at this time, but with the world situation in flux, nothing can be guaranteed.

6.4 Using the 2010 surveys, applied to 456 persons, suggests 283 will walk, 9 will cycle, 9 will come by bus, a total of 301 by non-car modes. If a robust assumption is made that those car-sharing have an occupancy of two persons, this implies 155 people would arrive in 103 vehicles. The mosque believe that the nature of local parking has meant that since 2010 the proportion parking and attending has actually fallen as many have found walking in to be quicker than driving and parking.

6.6 It is interesting to note that, using the quoted 425 person attendance and the 2010 mode share, 96 cars would be expected to be found parking additionally at 13:00 due to this site. The parking survey found a total of 121 extra vehicles suggesting the 96 from the present mosque (excluding the un-related nearby other mosque) is almost certainly a robust value, assuming both mosques perform similarly in terms of vehicle attractions. In reality if the two mosques provide similar levels of parking demand, this implies the actual take-up from this facility would have been at most 61 spaces, two thirds of that estimated using the 2010 survey, which matches the belief that levels of car usage have dropped.

6.7 The overall traffic impact of the development is therefore expected to be not significantly different to present (at worst adding 7 more vehicles). This compares to the 146 spaces found to be available at the current time in the 13:00 hour within the area from which people might park and walk in. Even if this is shared between the two mosques, this still leaves 66 spaces available for use.

6.8 It is also understood that many of the extra numbers since 2010 have been from children of parents attending who at present still attend alongside their parents having got to an age when they are not attending school at Friday lunchtime. They would tend to be non-drivers who would car-share with their parents.

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6.9 Further, the new site will make much better provision for those who wish to cycle to store their bicycles safely. This is in accord with the 2010 survey suggesting that such provision would encourage more usage, further reducing those that might otherwise choose to drive.

6.10 The survey of postcodes of attendees also found many locations saw it faster to cycle than to drive, supporting the potential for many more to cycle to the site.

6.11 Some of the new specific facilities may lead to new transport arrivals and departures as new needs are met, but none of these would ever occur at the peak times noted above – this is standard practice at all similar sites ensuring proper focus on key aspects of the operation are never put in jeopardy.

6.12 Overall, the level of car usage to attend appears to be stable and in line with current National Travel Survey levels, with spaces spare giving comfort that the new facility is very unlikely to lead to any worsened parking situation in the area.

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