27-29 Middleton Road, Crumpsall

TRAVEL PLAN

The Broughton Charitable Trust

January 2026

Report Reference 1801/2

ASHLEY HELME ASSOCIATES

Travel Plan

27-29 Middleton Road, Crumpsall

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Travel Plan

27-29 Middleton Road, Crumpsall

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1 Introduction

1.1 Ashley Helme Associates (AHA) are appointed by The Broughton Charitable Trust to prepare a Framework Travel Plan (TP) report for a proposed synagogue at 27-29 Middleton Road, Crumpsall (henceforth referred to as the Site).

1.2 The location of the Site is indicated on Figure 1.1. The Site is currently occupied by two former houses that have been subdivided into six apartments, with circa five car parking spaces. The proposed development seeks permission for the demolition of the existing building and the erection of a two-storey building (with basement) for a synagogue.

1.3 Overview

1.3.1 This is a Framework TP and supports the proposed synagogue.

1.3.2 The access strategy for the development is founded on the fundamental principle of encouraging travel by visitors/staff at the Site to be made by sustainable travel mode choices. The TP provides the context and means of achieving the development access strategy. The TP proposals ensure that, from the outset, sustainable travel choices are available for visitors/staff at the Site.

1.4 Travel Plan Objectives

1.4.1 The TP provides the context and means of achieving the development access strategy and objectives, and its formulation is ongoing and dynamic, in accordance with best practice.

1.4.2 The key objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
- Improve accessibility of the Site by sustainable modes of transport and address traffic and parking issues,
- Widen choice of travel mode for all those travelling to/from the Site.

1.4.3 It is imperative that the TP measures are effective and efficient.

1.4.4 The Planning Practice Guidance (PPG) 'Travel Plans, transport assessments and statements in decision taking' provides the most up-to-date national guidance.

1.4.5 PPG states that Travel Plans are a way of "*mitigating the negative impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.*" (Reference ID: 42-002-20155306)

1.5 Scope of Travel Plan

1.5.1 It is established and acknowledged that there are two broad types of TP:

- 'Destination': designed to increase sustainable travel to a particular location, and
- 'Origin': residential Travel Plans where journeys are made to varied locations.

The development is a synagogue, and hence this TP is a 'destination' TP.

1.5.2 The outcomes approach is an established TP approach and is adopted for this TP. In the outcomes approach, the focus is on securing the performance of the TP through ensuring targets are met. To work, the approach needs the developer to commit to achieving specific targets/outcomes and agree to a review and monitoring process. The advantage of this approach is that it is objective led. The outcomes sought should relate to the local situation and individual Site requirements. The approach provides scope for adjusting the means of achieving the outcomes over time in relation to experience at the Site.

1.5.3 The underlying purpose of a TP is to reduce car travel and encourage alternative modal choices that are more sustainable, such as walk, cycle and public transport, as well as car share.

1.5.4 It is worth noting that a Travel Plan for a place of worship should be tailored to the specific requirements of the site, religious beliefs, and culture. This Site operates site-specific peak times of travel and hence differs from the typical weekday AM & PM peak periods considered in Travel Plans.

2 Existing Conditions: Key Information

2.1 Site Location

2.1.1 The location of the Site is indicated on Figure 1.1 in the context of the local highway network.

2.2 Accessibility by Walk

2.2.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

2.2.2 The National Travel Survey of 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips up to 1 mile (1.6km), 81% of journeys are carried out on foot.

2.2.3 The NTS establishes that:

(i) 25% of all trips were under 1 mile (1.6km) and 70% were under 5 miles (8km);
(ii) 81% of all trips under 1 mile are made by foot;
(iii) The average number of walk trips per person 2024 was 267;
(iv) Walking accounts for 29% of all trips and 4% of distance travelled;

2.2.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 2.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances). Review of Figure 2.1 confirms that most of Crumpsall and Broughton Park are within 1600m (1 mile) of the proposed development. Figures from the National Travel Survey suggest that trips to/from the Site from within this area are likely to be undertaken on foot on all days, not just when driving is prohibited.

2.2.5 Furthermore, Higher Broughton, and part of Sedgley Park and Cheetham Hill are within 2000m of the Site, providing good opportunity for people living within these areas to walk to/from the Site.

2.2.6 There is good existing pedestrian infrastructure in the vicinity of the Site, including;

(i) Footway on both sides of Middleton Road and Moxley Road,

(ii) Assisted pedestrian crossing facilities at the Middleton Road/Crumpsall Lane signal-controlled junction,

(iii) Assisted pedestrian crossing facilities on the southern and western arms of the Middleton Road/Bury Old Road/Leicester Road signal-controlled junction,

(iv) Pedestrian refuges on the northern and eastern arms of the Middleton Road/Bury Old Road/Leicester Road junction.

2.2.7 This infrastructure provides good connectivity between the Site and surrounding residential areas providing opportunity for members of the synagogue community to access the proposed development on foot.

2.2.8 As set out earlier in this report, the main events held at the synagogue will be held on the Sabbath (Saturday) and Jewish festival days. Driving to synagogue on these days is forbidden under Jewish tradition. Due to the restriction on driving on the Sabbath, the majority of the congregation are likely to live within close walking distance of the Site, meaning walking is likely to be the preferred mode of travel for the majority of development generated trips.

2.2.9 There are good pedestrian links that are available to visitors/staff at the synagogue.

2.2.10 Proposed Walk Measures

2.2.10.1 Measures to promote walking as part of the development proposals are outlined in Section 6.1, Chapter 6.

2.3 Cycle

2.3.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

2.3.2 The NTS 2024 sets out that, on average, people:

(i) undertake 15 cycle trips per year,
(ii) cycle a total of 53 miles per year.

2.3.3 Based on the total cycle distance of 53 miles and 15 trips per year, this means that the average cycle trip is 3.5 miles, which is about 5.8km.

2.3.4 Gear Change, A Bold Vision for Cycling and Walking states:

"58% of car journeys in 2018 were under 5 miles. And in urban areas, more than 40% of journeys were under 2 miles in 2017-18. For many people, these journeys are perfectly suited to cycling

and walking." (Page 11)

2.3.5 Figure 2.2 presents 2000m and 5000m cycle isochrones for the proposed development, representing 10 minute and 25 minute cycle journeys. Review of Figure 2.2 confirms that most of Crumpsall and Broughton Park, and some of Cheetham Hill, Sedgley Park and Higher Broughton is within a 2km (10 minute) cycle of the proposed development. Furthermore, areas such as Blackley, Higher Blackley, Prestwich, Kersal, Lower Broughton, and Manchester city centre are within a 5km (25 minute) cycle of the Site. There is opportunity cycle trips to be undertaken between these areas and the proposed development.

2.3.6 Proposed Cycle Measures

2.3.6.1 Measures to promote cycling as part of the development proposals are outlined in Section 6.2, Chapter 6.

2.4 Accessibility by Public Transport

2.4.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus and Metrolink.

2.4.2 Bus

2.4.2.1 The closest bus stops to the Site are on Middleton Road, within circa 130m of the Site. There are bus stops for both northbound and southbound services on Middleton Road. There are also bus stops on both sides of A665 Bury Old Road within a 250m walk of the Site and Leicester Road within 400m of the Site.

2.4.2.2 Table 2.1 presents a summary of the routes and frequencies of bus services calling at these stops. Review of Table 2.1 confirms there are frequent bus services between the Site and a wide range of destinations, including, Failsworth, Moston, Pendleton, Eccles, North Manchester General Hospital, Prestwich, Unsworth, Pilsworth, Bury, Whitefield, Heaton Park, Cheetham Hill, Northenden, Sale, Oldham, Chadderton, Middleton, and Manchester city centre.

2.4.3 Metrolink

2.4.3.1 The nearest Metrolink station to the Site is Crumpsall which is circa 500m from the Site via Bennett Road. The walk route generally comprises a residential road that is subject to a 20mph speed limit, and has footway and street lighting. An alternative route is available via Crumpsall Lane, which comprises a circa 600m walk. However, this route has better natural surveillance, and there is an assisted pedestrian crossing of Middleton Road at its junction with Crumpsall Lane.

2.4.3.2 In a typical weekday and Saturday situation, services call at Crumpsall Metrolink station at a 12 minute frequency in each direction between Bury and Altrincham, and at a 12 minute frequency in each direction between Bury and Piccadilly. On Sundays, the frequency is typically 15 minutes. This provides opportunity for journeys to be undertaken between the Site and a very wide range of destinations by Metrolink.

2.4.3.3 As set out earlier in this report, the main events held at the synagogue are on the Sabbath (Saturday) and Jewish festival days. Driving to synagogue on these days is forbidden under Jewish tradition. Due to the restriction on driving on the Sabbath, the majority of the congregation are likely to live within close walking distance of the Site, meaning walking is likely to be the preferred mode of travel for the majority of development generated trips.

2.4.3.4 Notwithstanding the above, there are public transport opportunities for visitors/staff, if journeys are made on other occasions throughout the week.

2.4.4 Proposed Public Transport Measures

2.4.4.1 Measures proposed to improve public transport infrastructure, as part of the development proposals, are outlined in Chapter 6.

3 Objectives & Outcomes

3.1 The underlying objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
- Promote accessibility to the development by sustainable modes of transport.

3.2 A key objective is that the TP measures are effective and efficient.

3.3 Specific outcomes sought from the development TP are to:

- Achieve the minimum number of car traffic movements to/from the development,
- Address the access needs of Site users, by supporting walking, cycling and public transport and other sustainable transport options,
- Reduce the need for travel to/from the Site.

3.4 It is important that, as far as possible, measures are in place that provide good active encouragement for sustainable transport choices, from the outset. Thus, emphasis is placed on achieving a development 'culture' oriented to offering sustainable transport choices that are attractive to visitors/staff.

3.5 The TP seeks to influence the choices made by people travelling to/from the Site, to favour selection of sustainable travel modes for journeys. Emphasis is to be placed on promoting all sustainable modes of travel.

4 Targets & Indicators

4.1 The term 'targets' is used in relation to a TP to cover any measurable aim that will be monitored and is agreed with the local authority to be an important indicator to the TP's effectiveness.

4.2 The TP is a tool identified by the local authority to be employed to assist in supporting and promoting identified policies to reduce car travel. Similarly, at national level the TP is an identified instrument for pursuing sustainable transport policies. A general target for what such sustainable transport policies must achieve is represented by the SMART criteria. The SMART criteria adopted for this TP are:

Specific	there must be no ambiguity in the output,
Measurable	the policy target(s) can be set against directly observable output(s),
Achievable	the policy must be feasible,
Realistic	target should be within reasonable bounds and not too optimistic,
Time bound	the output of the policy should be observable over a pre-determined time frame.

The TP provides a mechanism for implementing the above SMART criteria.

4.3 Benchmarking: Travel Survey

4.3.1 Driving to synagogue on Sabbath and Jewish festivals is forbidden under Jewish tradition. Due to the restriction on driving on the Sabbath, the majority of the congregation are likely to live within close walking distance of the Site, meaning walking is likely to be the preferred mode of travel for the majority of development generated trips.

4.3.2 A detailed initial travel survey will be undertaken of the staff/visitors at the Site to establish existing travel patterns within six months of occupation of the synagogue.

4.4 TP Target

4.4.1 The Framework Travel Plan (FTP) sets a TP target to reduce single occupancy car trips by 10% over a five year period.

4.4.2 The initial travel survey will be undertaken within the six months of occupation of the synagogue. The surveys will establish the baseline travel conditions of the synagogue for the Site.

4.4.3 The typical approach to use Census Journey to Work data is not considered appropriate in the case of the use of the Site. The TP targets will be specific to the use and based on survey data undertaken at the Site.

4.4.4 There is no need, or requirement, to set associated TP targets for other mode choices. This is because the limiting of car driver mode in itself requires alternative more sustainable modes to be selected.

4.4.5 The TP promotion of sustainable travel choices, and facilitating sustainable transport measures provided with the development, provides a basis for it being concluded that the TP target complies with the SMART criteria.

4.5 Timescale

4.5.1 A specified timescale is required to provide the context for aiming to achieve the TP targets. This is in accordance with the SMART criterion of 'time bound'. The initial TP target timescales are set out above. This can be kept under review with the Council on an ongoing basis as part of the TP monitoring and review regime. The TP sets a timescale of 5 years from first occupation, for achievement of the 10% reduction in single occupancy use TP target.

5 Management Strategy

5.1 Travel Plan Co-Ordinator (TPC)

5.1.1 The administration and management of the Travel Plan will be undertaken by a Travel Plan Coordinator (TPC) who will be appointed by the synagogue. Their details will be provided to the local authority prior to occupancy.

5.1.2 The TPC will produce promotional material to be displayed on noticeboards within the synagogue. The noticeboards will be placed in locations frequented by visitors/staff.

5.1.3 The TPC will work in partnership with the local authority and others to undertake the following:

- Manage the implementation of measures set out in the TP,
- Collect data and other information relevant to the implementation and future monitoring of the TP,
- Prepare and produce marketing material for all visitors and to display this on internal noticeboards,
- Set up appropriate management arrangements, eg contact arrangements with local authority.

5.1.4 A key objective of the early stages of the TPC being in post is to provide the optimal platform for the TPC to work with the staff and visitors to influence travel habits early before they are set.

5.1.5 In general terms, the duties of the TPC include:

- Identifying transport initiatives, including information and marketing, (refer Chapter 7),
- Promotion of public transport,
- Promotion of walking and cycling,
- Promotion of car share,
- Arranging questionnaire Travel Surveys and statistical analysis of findings,
- Provide Personalised Travel Planning for users who may require it,
- Monitoring and review of TP,
- Preparation of Monitoring & Review report for submission to the Council,
- Liaison with the visitors, local authority and other key stakeholders.

5.1.6 As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

5.2 Financial Arrangements

5.2.1 It is the responsibility of the synagogue to ensure that the TPC is appointed and remains in post.

5.2.2 The TPC should be in post for a period of 5 years after first occupation of the development. This means that the synagogue must identify a sufficient revenue budget to employ the TPC for a period of 5 years after first occupation of the development. This is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

5.3 Community Interaction

5.3.1 The management strategy of the TP will include liaison with other interested parties and relevant bodies, eg local authority and local residents to seek to work with and support travel initiatives being developed for the wider community.

6 Measures to Encourage Sustainable Travel

6.1 Walk

6.1.1 The existing pedestrian infrastructure near the Site is described in Chapter 3.

6.1.2 There are good pedestrian links in the vicinity of the Site. The roads are subject to 30mph speed limit and street lighting is present. There is continuous footway in the vicinity of the Site. The proposed development will deliver two pedestrian access points from Middleton Road and Moxley Road.

6.1.3 The TPC will prepare and arrange for maps showing local walking routes to be displayed on noticeboards within the synagogue in prominent locations where visitors/staff will regularly pass.

6.1.4 Promotional literature will be arranged by the TPC and included on noticeboards to encourage walking, and emphasising the health and environmental benefits.

6.2 Cycle

6.2.1 Information about the existing cycle infrastructure and opportunities is provided in Chapter 3.

6.2.2 Visitors and staff will have opportunity to park cycles at the Site, with 6no spaces to be provided.

6.2.3 Promotional literature will be arranged by the TPC, and will be included on the noticeboards, to encourage cycling and emphasise the health and environmental benefits.

6.2.4 The TPC will identify the local cycle retailers and these will be included on noticeboards.

6.3 Public Transport

6.3.1 The bus stops and Metrolink station will be shown on a map and included on noticeboards. Timetable information will also be included on noticeboards for local bus and Metrolink services. These will be reviewed on a 6 monthly basis to ensure information is up to date.

6.4 Car Share

6.4.1 Car sharing is proven as an effective means of reducing the number of car trips generated by a Site, and is an established sustainable travel choice. It is concluded that modal shift to passenger, from car driver travelling alone, ie single occupancy vehicle (SOV), is an important component of the TP strategy. This is supported by evidence of successful car share schemes achieving significant modal shift and reducing car traffic.

6.4.2 The opportunity to introduce a dedicated-on site car share service will be explored by the TPC. The TPC will highlight the benefits of car share to visitors/staff travelling during the week, ie not Sabbath/festival days where vehicle use is forbidden under Jewish tradition. Car share will be promoted by the TPC on noticeboards.

6.5 Summary

6.5.1 Suitable infrastructure is provided as part of the proposed development, enabling trips to be undertaken by sustainable transport modes. This is to be complemented by information promoting, walk, cycle and public transport, and more sustainable car use on noticeboards at the Site.

7 Marketing Strategy

7.1 The information and marketing aspects of the TP are crucial to its success. It is of little use having TP initiatives if people are not adequately informed of them and persuaded to try them. The marketing strategy for the TP aims to:

- Raise awareness of sustainable travel options,
- Promote individual measures and initiatives,
- Disseminate travel information from the outset and on an ongoing basis.

7.2 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TPC.

7.3 It is the responsibility of the TPC to set up and oversee arrangements for information to be displayed on prominent noticeboards within the Site.

7.4 The information will be regularly updated to account for timetable changes to bus services and any local improvements to walk and cycle routes that may be implemented by the Council.

7.5 The objective of noticeboards is to promote and achieve sustainable travel choices for trips to/from the Site. The noticeboards will include:

- TP objectives,
- TPC: description of role and contact details,
- Walk: health and environmental benefits of walking,
- Cycle: health and environmental benefits of cycling, sources of cycle route information and local retailers,
- Public Transport: information about bus and rail services,
- Car share: information about potential to link trips with other visitors and the financial and environmental benefits of car share,

7.6 Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options. This will include encouraging walking and cycling, and emphasising the health and environmental benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week. Similarly events/promotional activities will be aimed at promoting public transport and car sharing.

8 Monitoring & Review

8.1 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured.

8.2 Key points about the TP monitoring and review regime are that this:

- Is essential to ensure that the TP objectives are being met,
- Assesses the effectiveness of the TP measures and provides opportunity for review,
- Must be done over time, and hence requires action and resources.

8.3 The monitoring and review process needs to be systematic and planned. The role of the TPC in leading this is crucial.

8.4 The monitoring and review process provides the mechanism for identifying amendments to the TP that are agreed with the Council. The optimal approach for the effectiveness of the TP, in achieving the agreed TP outcomes, is that the ongoing management process (throughout the year) led by the TPC includes liaison with the relevant local authority officer.

8.5 The key objective of the monitoring of the TP is to measure the effectiveness and to ensure that it remains relevant over time. It is also important that flexibility is retained to amend the TP to respond to changing/emerging circumstances, and that the monitoring and review process provides the mechanism for this.

8.6 Monitoring of the TP is to be undertaken by questionnaire surveys that will record travel mode choices and explore factors that may influence visitors/staff to make more sustainable travel choices.

8.7 The initial questionnaire surveys will be undertaken within six months of occupation of the synagogue.

8.8 Subsequently, the surveys will be undertaken biennually on the anniversary of the initial survey, until 5 years after first occupation of the development.

8.9 Data collected from the surveys will comply with the Data Protection Act. Visitors/staff will be identified only by numbers in the database, and data will not be used or disclosed except for the purpose it was collected.

8.10 The travel surveys will not only provide information about travel choices and habits, but also, and importantly, about attitudes to change in choice of travel mode. This is vital information for optimising the effectiveness of the targeting of the TP marketing strategy.

8.11 A Monitoring & Review report will be prepared by the TPC and submitted to the local authority for the TP implementation period. This will set out the way in which the TP has been operated, providing the following information:

- A record of key information collected, including results of monitoring surveys and analysis (if applicable),
- A record of TP initiatives and information about initiatives considered but not implemented (if applicable),
- A record of promotional activities,
- Assess efficacy of TP measures that have been pursued and, on the basis of this, reach conclusions about measures to be taken forward. This may reflect positive results and/or the need to revise the TP measures/strategy in pursuit of the TP target.

9 Action Plan & Budget

9.1 It is important that there is ongoing TP activity that seeks to influence the modal choice of visitors/staff to achieve the TP target of a 10% reduction in single occupancy travel from the initial travel survey within 5 years.

9.2 Action Plan

9.2.1 Key elements of the Action Plan for the development's TP are set out below, as well as some examples of specific measures to be pursued. This is **not** an exhaustive list, but is intended to confirm that the intention is for the TP to deploy a variety of measures and strategies:

TPC:

- TPC contact details to be provided to local authority,
- Install noticeboards within 3 months of occupation,
- Populate noticeboards with relevant walk/cycle/public transport/car share information and update this on a 6 monthly basis,

Upon occupation and subsequently:

- Promotional activities to members by a variety of means (and ongoing),

Within six months of occupation the synagogue:

- Questionnaire Travel Survey to be undertaken and analysed,
- Travel Plan to be reviewed/updated following completion of surveys,

Within 1 month of completion of initial travel survey:

- TPC to prepare and submit Monitoring & Review report to Council,

Biennually, within 1 month of anniversary of initial travel survey:

- TPC to undertake Questionnaire Travel Surveys and prepare and submit Monitoring & Review report to Council at years 3 and 5 after first occupation,

Subsequent **travel surveys** as follows:

undertaken biennually on the anniversary of the initial survey, until 5 years after first occupation of the development.

9.2.2 Thereafter the operation of the TP will continue in a similar manner, guided by the evidence that accrues through operation of the TP and the contributions of the local authority. A Monitoring & Review report is to be prepared by the TPC and submitted to the Council within 1 month of each travel survey.

9.3 Funding/Budget

9.3.1 A TPC will be appointed by the synagogue and they will be responsible for other monetary aspects of the funding of the TP

9.3.2 A sufficient revenue budget must be identified by the synagogue to employ the TPC for a period of 5 years after first occupation of the development. The budget is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

9.4 Summary

9.4.1 Table 9.1 presents a summary of the proposed TP measures with associated timescale, responsibility and funding/budget information.

10 Conclusions

10.1 A Travel Plan (TP) promotes sustainable travel awareness and encourages sustainable travel choices. This TP is prepared taking account of currently available best practice and experience, and the 2014 national guidance (PPG).

10.2 This TP report is prepared for the proposed synagogue at 27-29 Middleton Road, Crumpsall.

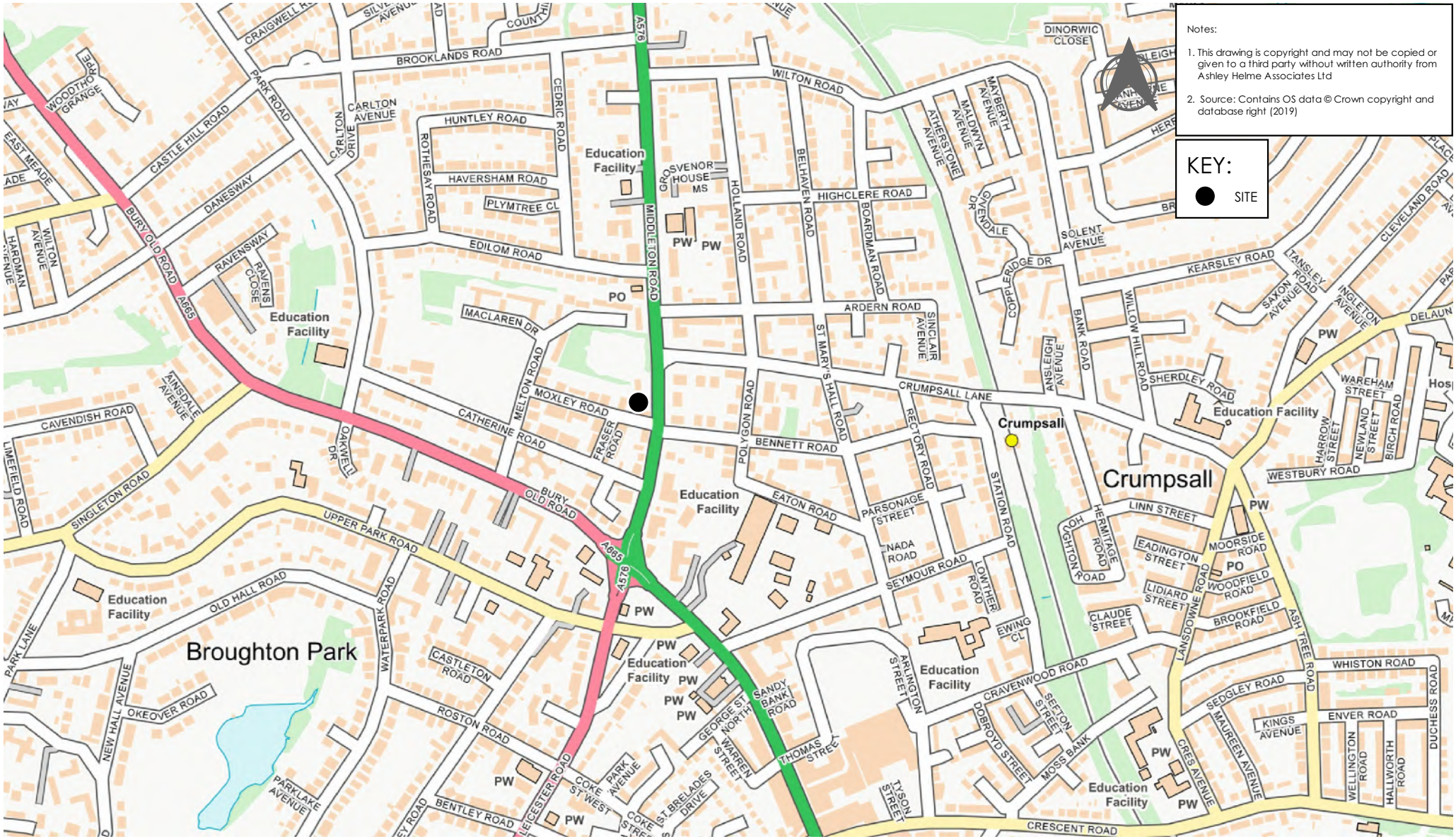
10.3 The TP will be managed and operated by the Travel Plan Coordinator (TPC).

10.4 The outcomes approach is adopted for the TP.

10.5 A TP target is set to reduce single occupancy car trips by 10% over a five-year period.

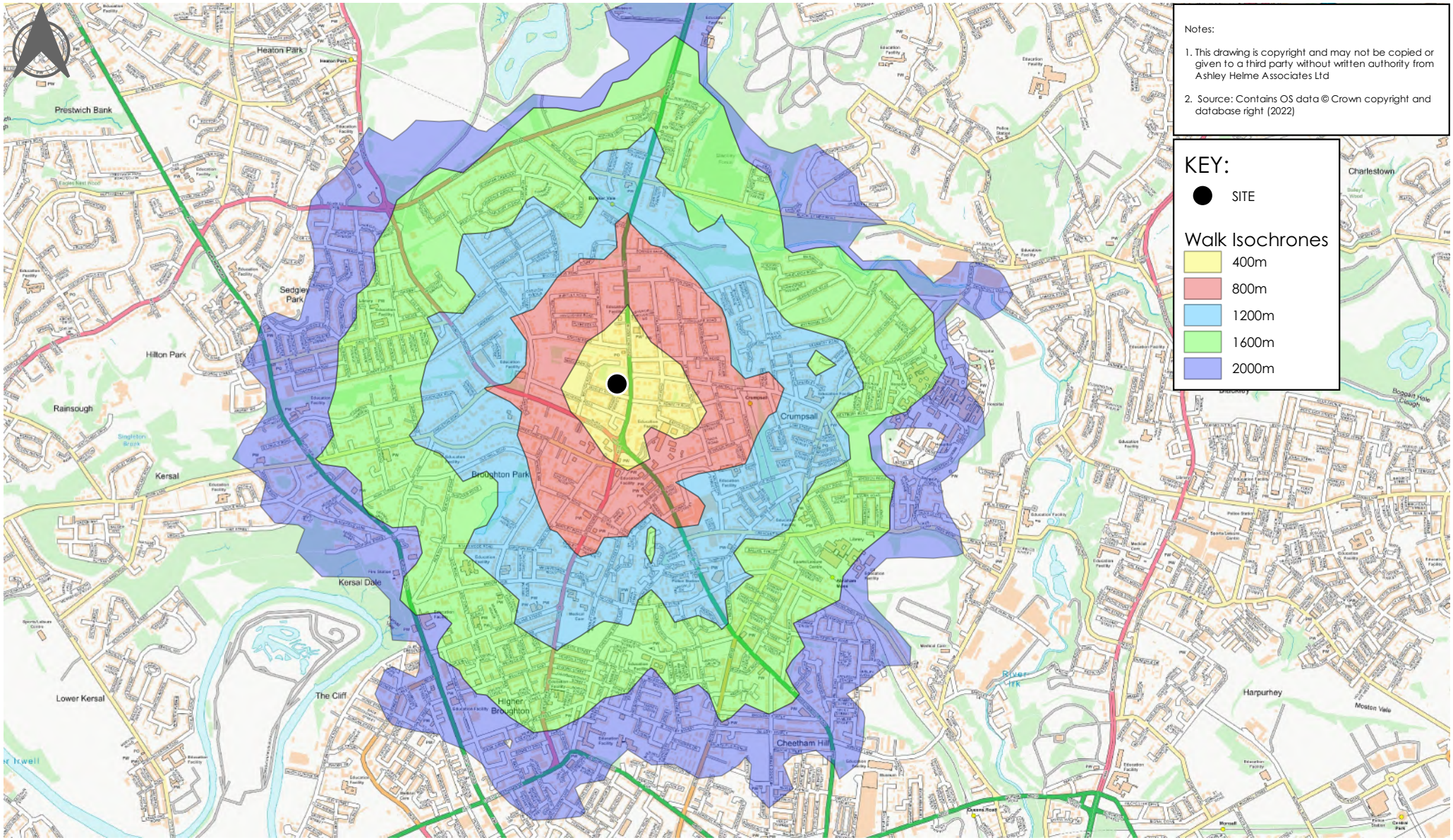
10.6 Chapter 9 sets out the Action Plan and Funding/Budget arrangements for the TP. This summarises identified measures that are proposed, and indicates the timing for the measures. This illustrates the holistic approach adopted for the TP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate as part of the ongoing dynamic monitoring and review process for the TP.

Figures



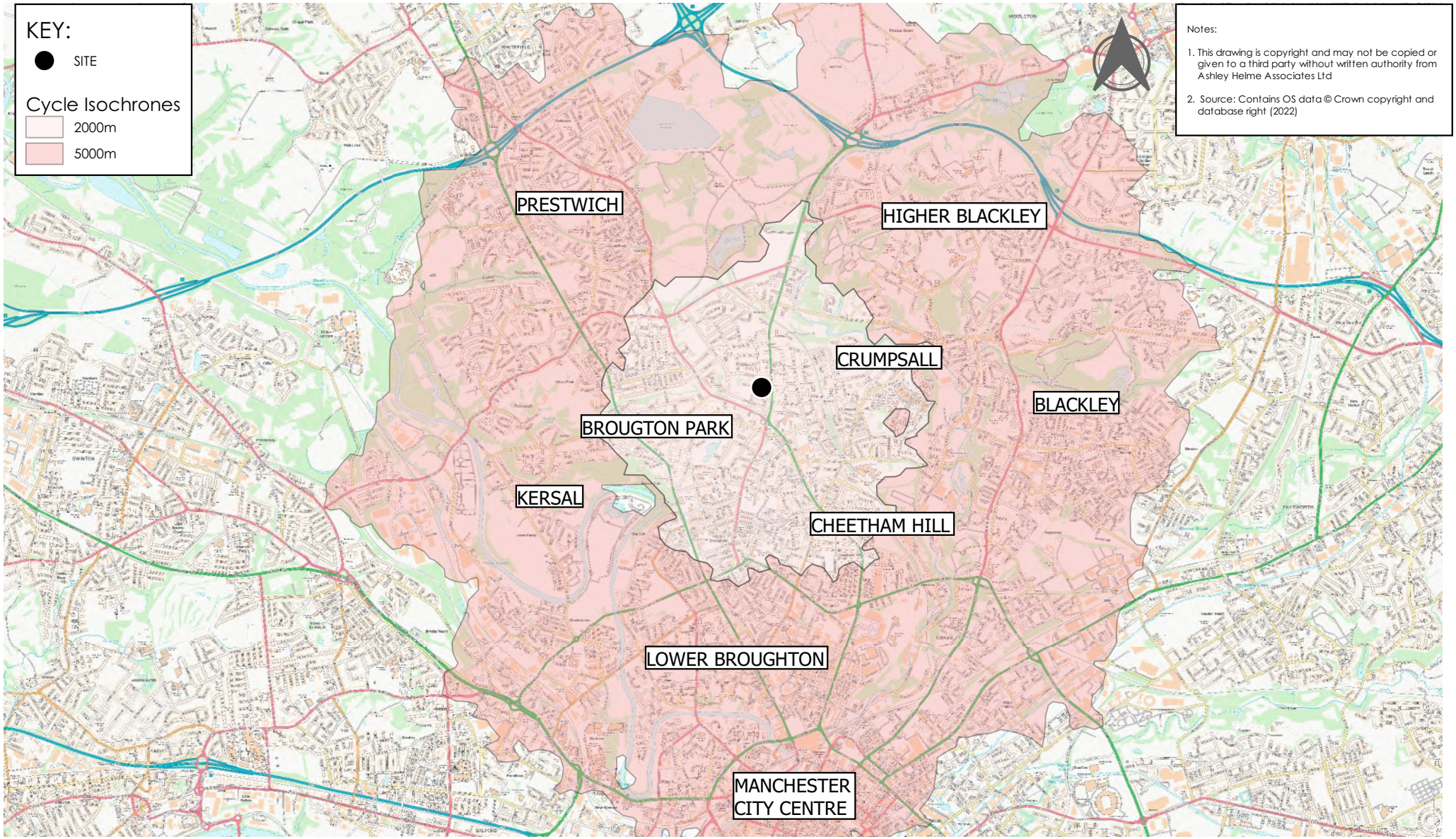
Project: 27-29 MIDDLETON ROAD, CRUMPSALL	Title: LOCATION PLAN	FIGURE 1.1	
Client: THE BROUGHTON CHARITABLE TRUST		Date: JANUARY 2026	Scale: NTS

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Project: 27-29 MIDDLETON ROAD, CRUMPSALL	Title: WALK ISOCHRONES	FIGURE 2.1	
Client: THE BROUGHTON CHARITABLE TRUST		Date: JANUARY 2026	Scale: NTS

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Project: 27-29 MIDDLETON ROAD, CRUMPSALL	Title: CYCLE ISOCHRONES	FIGURE 2.2	
Client: THE BROUGHTON CHARITABLE TRUST		Date: JANUARY 2026	Scale: NTS

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Tables

BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY		SUN	
		DAY	EVE		
Services calling on Middleton Road within 130m of the Site					
41	Middleton-North Manchester General Hospital-Manchester-Northenden-Sale	60 mins	60 mins	60 mins	SM
59	Oldham-Chadderton-Middleton-Manchester	10 mins	30 mins	20 mins	SM
94	North Manchester General Hospital-Prestwich-Unsworth-Pilsworth-Bury	60 mins	2 trips	6 trips	SM
Services calling on Bury Old Road within 250m of the Site					
135	Bury-Whitefield-Heaton Park-Cheetham Hill-Manchester	10 mins	20 mins	10 mins(1)	SM
Services calling on Leicester Road within 400m of the Site					
52	Failsworth-Moston-Pendleton-Eccles-Trafford Centre	10 mins	60 mins	30 mins	SM

Key:
SM Stagecoach Manchester

Notes:
1. Sunday services reduces to a 20minute frequency in the evening.

Table 2.1 Bus Services & Frequencies

OBJECTIVE	MEASURE	TIMESCALE	RESPONSIBILITY	FUNDING/ BUDGET
Travel Plan Management				
Travel Plan Management – Encourage travel by sustainable modes	TPC to be appointed	3 months prior to first occupation	Synagogue	Synagogue funding. Sufficient revenue budget for 5 years from first occupation
	TPC establishes contact with relevant Council officer	Prior to first occupation	TPC	TPC staff time
Public Transport				
To reduce single occupancy vehicles and encourage public transport use and to achieve TP target	Provision of bus and rail timetable information on noticeboards	Prior to first occupation and update every 6 months	TPC	TPC staff time
Walk/ Cycle				
To reduce single occupancy vehicles and encourage walk/cycle journeys to the site to achieve TP target	Provision of walk and cycle maps on noticeboards and health benefits of walking and cycling	Prior to first occupation and update every 6 months	TPC	TPC staff time
	Provide information on local cycle retailers on noticeboards	Prior to first occupation and update every 6 months	TPC	TPC staff time
	Provide on-site secure, covered cycle parking	Prior to first occupation	Synagogue	Synagogue funding
Car Share				
To reduce single occupancy vehicles and encourage car share journeys to the site to achieve TP target	Car share arrangements to be promoted on noticeboards	Prior to first occupation	TPC	TPC staff time
	On-site car share strategy to be explored and established	Prior to first occupation	TPC	TPC staff time

Table 9.1 TP ACTION PLAN SUMMARY

Monitoring and Review				
Monitoring and Review of progress towards TP target	Provisional date for questionnaire survey based on occupation	Prior to first occupation	TPC	TPC staff time
	Questionnaire travel survey to be undertaken and subsequently analysed	Within 6 months of occupancy and biennually at years 3 and 5	TPC	TPC staff time/ synagogue funding
	Preparation of Monitoring and Review report to Council	Within 1 month of first year's anniversary of initial travel survey, then biennually at years 3 and 5.	TPC	TPC staff time/ synagogue funding
	Travel Plan to be reviewed/updated following completion of survey	Following completion of each Monitoring report and receipt of feedback from Council	TPC	TPC staff time

Promotion and Marketing				
To inform synagogue members/visitors to undertake trips by sustainable modes and achieve TP target	Installation of noticeboards	Prior to first occupation	TPC	TPC staff time/synagogue funding
	Personalised Travel Planning to members/visitors	Within 3 months of occupation	TPC	TPC staff time

Table 9.1 TP ACTION PLAN SUMMARY