27-29 Middleton Road, Crumpsall

TRANSPORT STATEMENT

The Broughton Charitable Trust

August 2026

Report Reference 1801/1/J

ASHLEY HELME ASSOCIATES

Transport Statement

27-29 Middleton Road, Crumpsall

Client:	The Broughton Charitable Trust
Report Ref:	1801/1/J
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Transport Statement

27-29 Middleton Road, Crumpsall

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1 Introduction

1.1 Ashley Helme Associates Limited (AHA) are appointed by The Broughton Charitable Trust to prepare a Transport Statement (TS) to support the planning application for a proposed synagogue at 27-29 Middleton Road, Crumpsall, Manchester (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1, in the context of the local highway network.

1.2 The Site is currently occupied by two former houses that have been subdivided into six apartments, with circa five car parking spaces.

1.3 The Site previously obtained planning permission for the erection of two storey building (with basement) to form a synagogue (Class F.1) following demolition of existing building, together with associated parking and landscaping in January 2024.

1.4 A subsequent application was submitted to seek permission for a change of use from 6 apartments to synagogue (Class F1) with single storey rear extension and two storey side extension. The application was granted consent in July 2025.

1.5 This application seeks permission for the demolition of the existing building and the erection of a two-storey building (with basement) for a synagogue. The application is similar to that granted consent in January 2024.

1.6 The issues addressed within this TS fall broadly into the following areas:

- Accessibility to the Site by non-car modes,
- The vehicular traffic impact on the operational performance of the local highway network.

1.7 The local highway network is described in Chapter 2. The proposed Site access arrangements are outlined in Chapter 3.

1.8 The accessibility of the Site by choice of mode is considered in Chapter 4. The traffic impact of the proposed development is assessed in Chapter 5.

1.9 The summary and conclusions of the TS are presented in Chapter 6.

2 Highway Network

2.1 The Site has frontage on Middleton Road and Moxley Road, which are public highway.

2.2 Existing Conditions

2.2.1 Middleton Road is a single carriageway road, with footway on both sides of the road. The carriageway measures circa 9.3m wide in the vicinity of the Site. Middleton Road has a 30mph speed limit in the vicinity of the Site, and is a radial route between Middleton and Manchester city centre.

2.2.2 Middleton Road has waiting and loading restrictions in the vicinity of the Site as follows;

(i) No Waiting, Mon-Fri 8:00-9:30am, 4:30-6:30pm, Sat 8:00-9:30am
(ii) No Loading, Mon-Fri 8:00-9:30am, 4:30-6:30pm, Sat 8:00-9:30am

2.2.3 The Site has a driveway for a single vehicle accessed from Middleton Road. There is a dropped kerb and footway crossover to access the driveway.

2.2.4 Moxley Road is a single carriageway road with footway on both sides of the road. It measures circa 5.5m wide in at the Site frontage, widening to circa 7m to the north of the Site. It is a residential street, and there is street lighting and a general absence of waiting restrictions. Moxley Road is subject to a 30mph speed limit. At is southern end, Moxley Road forms the minor arm of a priority-controlled junction with Middleton Road.

2.2.5 The Site currently has circa four parking spaces accessed from Moxley Road. There is a semi-kerbed footway crossover to access these spaces.

2.3 Collision History

2.3.1 Crashmap.co.uk has been interrogated for the latest available 5-year (at the original time or ordering – 2020-2024) collision records for Middleton Road and Moxley Road in the vicinity of the Site.

2.3.2 There has been a single recorded collision in the vicinity of the Site in the latest available 5-year period. This collision was on Middleton Road, and occurred in 2021 near the junctions with Moxley Road. The collision is classified as serious.

3 Proposed Site Access Arrangements

3.1 Existing Site Access Arrangements

3.1.1 As set out in Chapter 2, the Site has two existing vehicular accesses.

(i) A driveway for a single vehicle with dropped kerb and footway crossover on Middleton Road,
(ii) A semi-kerbed footway crossover on Moxley Road, providing access to circa four parking spaces to the rear of the building.

3.1.2 Existing pedestrian/cycle access to the Site is also from Middleton Road and Moxley Road.

3.2 Access Strategy

3.2.1 It is proposed to close the existing vehicular access on Middleton Road, and provide a gated pedestrian access only. It is proposed that the existing vehicular access on Moxley Road is gated, to serve a proposed two space car park, including a single disabled space. A separate pedestrian and cycle access gate is also proposed on Moxley Road. The proposed Site access arrangements are shown on Drg 1801/02/E.

3.3 Parking

3.3.1 The main events held at the synagogue will be held on the Sabbath (Saturday) and Jewish festival days. Undertaking trips car to/from synagogue on these days is forbidden under Jewish tradition. Therefore, there will be no demand for car parking at the Site on these days. Events on other days will include smaller group meetings. 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 there will be little car parking demand in general, except for occasional visitor parking.

3.3.2 It is proposed to provide two parking spaces as part of the proposed development. These will be accessed from Moxley Road. One of the proposed spaces is for disabled use, with the other being for an electric vehicle. This level of provision is typical of synagogues throughout North Manchester and Salford, which typically have either no car parking, or a small number of visitor spaces. The proposed parking arrangements are comparable to the arrangements that were agreed for the 2024 planning consent.

3.3.3 It is proposed to provide six cycle parking spaces as part of the proposed development. These are located close to the access on Middleton Road. This level of provision was agreed for the 2024 planning consent.

3.4 Servicing

3.4.1 The proposed refuse store is located to the rear of the building close to the Moxley Road access. Refuse collection will be undertaken directly on Moxley Road. Deliveries to the Site by car or van can be undertaken from within the main car park. HGV deliveries to the Site are anticipated to be infrequent, and can be undertaken on the Moxley Road carriageway.

3.5 Summary

3.5.1 The proposed Site access arrangements provide a suitable means of serving the proposed development.

4 Accessibility By Non-Car Modes

4.1 Walk

4.1.1 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.

4.1.2 The National Travel Survey of 2024 (NTS 2024) is the latest available data. NTS 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), 81% of journeys are carried out on foot.

4.1.3 As set out in Chapter 3, 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.

4.1.4 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.

4.1.5 Figure 4.1 presents the 400m, 800m, 1200m, 1600m and 2000m walk isochrones, representing a 5, 10, 15, 20 and 25 minute walk. Review of Figure 4.1 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.

4.1.6 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.

4.1.7 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.

4.1.8 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.

4.3 Cycle

4.3.1 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.

4.3.2 *Gear Change, A Bold Vision for Cycling and Walking* (DfT, 2020) 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)

4.3.3 Figure 4.2 presents 2000m and 5000m cycle isochrones for the proposed development, representing 10 minute and 25 minute cycle journeys. Review of Figure 4.1 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.

4.3.4 It is proposed to provide six cycle parking spaces as part of the proposed development, close to both the main building entrance. This enables cycle trips to be undertaken to/from the proposed development.

4.4 Public Transport

4.4.1 The proposed development affords opportunity for public transport journeys to be undertaken by bus and Metrolink. As outlined in Chapter 3, Jewish tradition prohibits travel to/from a synagogue by car on Sabbath and festival days. Journeys to synagogue are also not typically made by public transport on these days. However, public transport remains an option for visitors to the synagogue on other days.

4.4.2 Bus

4.4.2.1 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.

4.4.2.2 Table 4.1 presents a summary of the routes and frequencies of bus services calling at these stops. Review of Table 4.1 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.

4.4.3 Metrolink

4.4.3.1 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.

4.4.3.2 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.

4.5 Summary

4.5.1 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure

provides very good opportunity for journeys to and from the Site to be undertaken by sustainable modes.

4.5.2 The location of the Site provides very good opportunity to access a range of public transport infrastructure, including bus services and tram services.

5 Traffic Generation

5.1 Peak Periods

5.1.1 The times when the combination is greatest of traffic generated by the proposed development and existing highway network traffic are the weekday AM & PM peak hours, and Saturday peak hour. The TS includes quantitative analysis of the traffic impact of the proposed development for these periods.

5.2 Generated Traffic: Proposed Development

5.2.1 The main services at the Synagogue will take place on Saturdays or on festival days. As set out in Chapter 3, Jewish tradition does not permit those attending Sabbath or festival day services to drive to/from the synagogue. It is therefore anticipated that there will be negligible vehicular trips generated by the synagogue for main services.

5.2.2 Smaller meetings at the synagogue will generally take place on weekdays outside of the AM and PM peak hours. Close proximity of the synagogue community to the Site, for reasons of walking to Sabbath services, means it is likely that most journeys to/from the Site will be undertaken by walk and cycle, even on days where driving is permitted. Therefore, the proposed synagogue will generate negligible vehicular trips in the weekday AM & PM peak hours.

5.3 Summary

5.3.1 It is estimated that the proposed development will generate negligible vehicle trips in the AM, PM and Saturday peak hours.

6 Summary & Conclusions

6.1 Ashley Helme Associates Limited (AHA) are appointed by The Broughton Charitable Trust to prepare a Transport Statement (TS) to support the planning application for a proposed synagogue at 27-29 Middleton Road, Crumpsall, Manchester (henceforth referred to as the Site). The Site is currently occupied by two former houses that have been subdivided into six apartments, with circa five car parking spaces.

6.2 The Site previously obtained planning permission for the erection of two storey building (with basement) to form synagogue (Class F.1) following demolition of existing building, together with associated parking and landscaping in January 2024. This TS report supports a similar application for demolition of the existing building and construction of a new two storey synagogue (with basement).

6.3 The Site has existing vehicular access on Middleton Road and Moxley Road. It is proposed to close the existing vehicular access on Middleton Road, and provide a gated pedestrian access. It is proposed that the existing vehicular access on Moxley Road is maintained and gated, to serve a proposed two space car park, and a separate access gate provided for pedestrians. The proposed Site access arrangements are shown on Drg 1801/02/E.

6.4 It is proposed to provide two parking spaces as part of the proposed development. These will be accessed from Moxley Road. One of the proposed spaces is for disabled use, with the other an electric vehicle space. It is proposed to provide six cycle parking spaces as part of the proposed development.

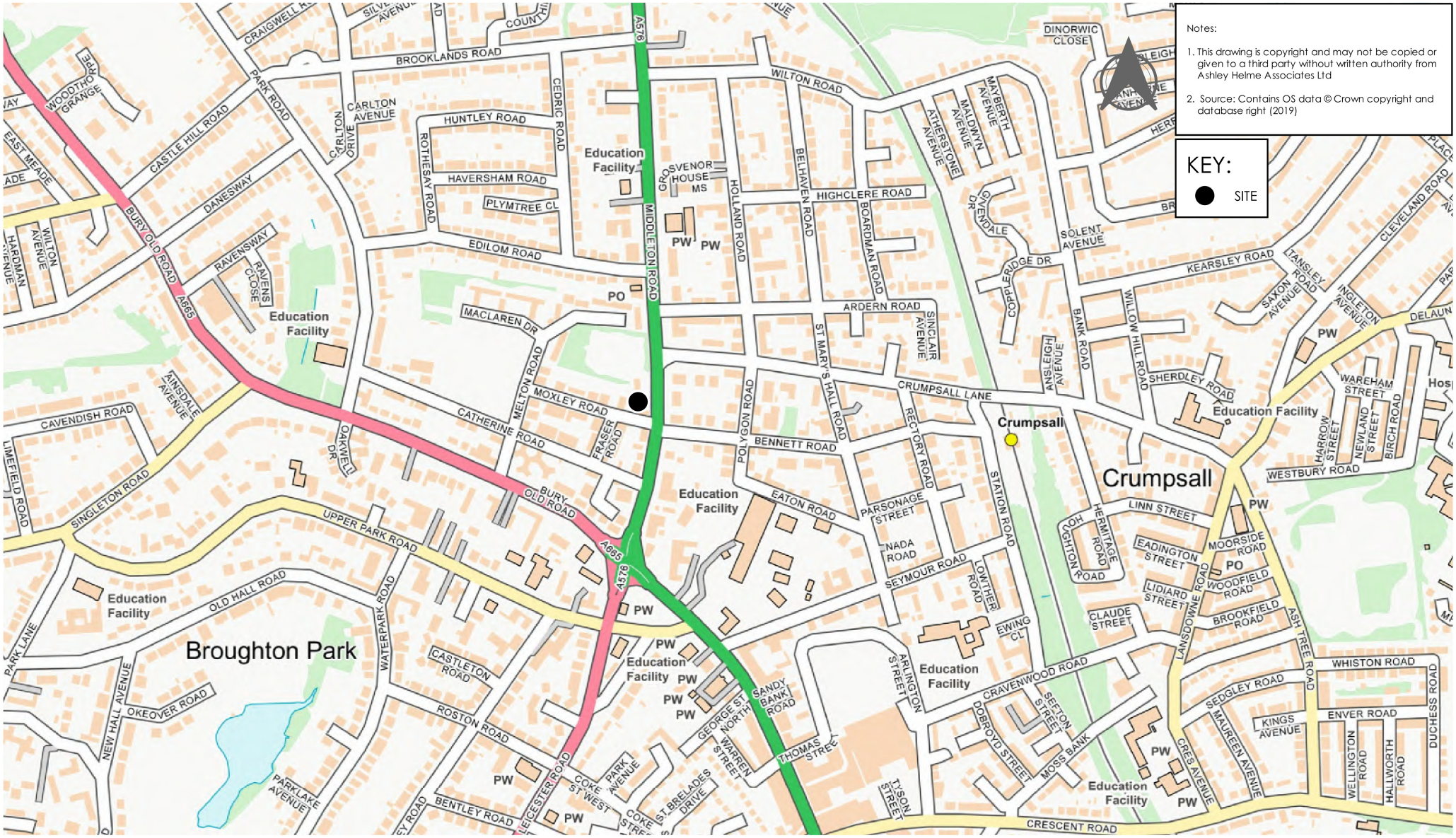
6.5 Transport sustainability is a principle underlying the proposed development. Encouraging walk, cycle and public transport journeys is recognised as important, and the existing infrastructure provides very good opportunity for journeys to and from the Site to be undertaken by sustainable modes. The location of the Site provides very good opportunity to access a range of public transport infrastructure, including bus services and tram services.

6.6 The times when the combination is greatest of traffic generated by the proposed development and existing highway network traffic are the weekday AM & PM peak hours, and Saturday peak hour. It is estimated that the proposed development will generate negligible vehicle trips in the AM, PM and Saturday peak hours.

6.7 A comprehensive assessment of the transport impacts of the proposed development is undertaken. It is concluded that the proposed development is in accordance with national

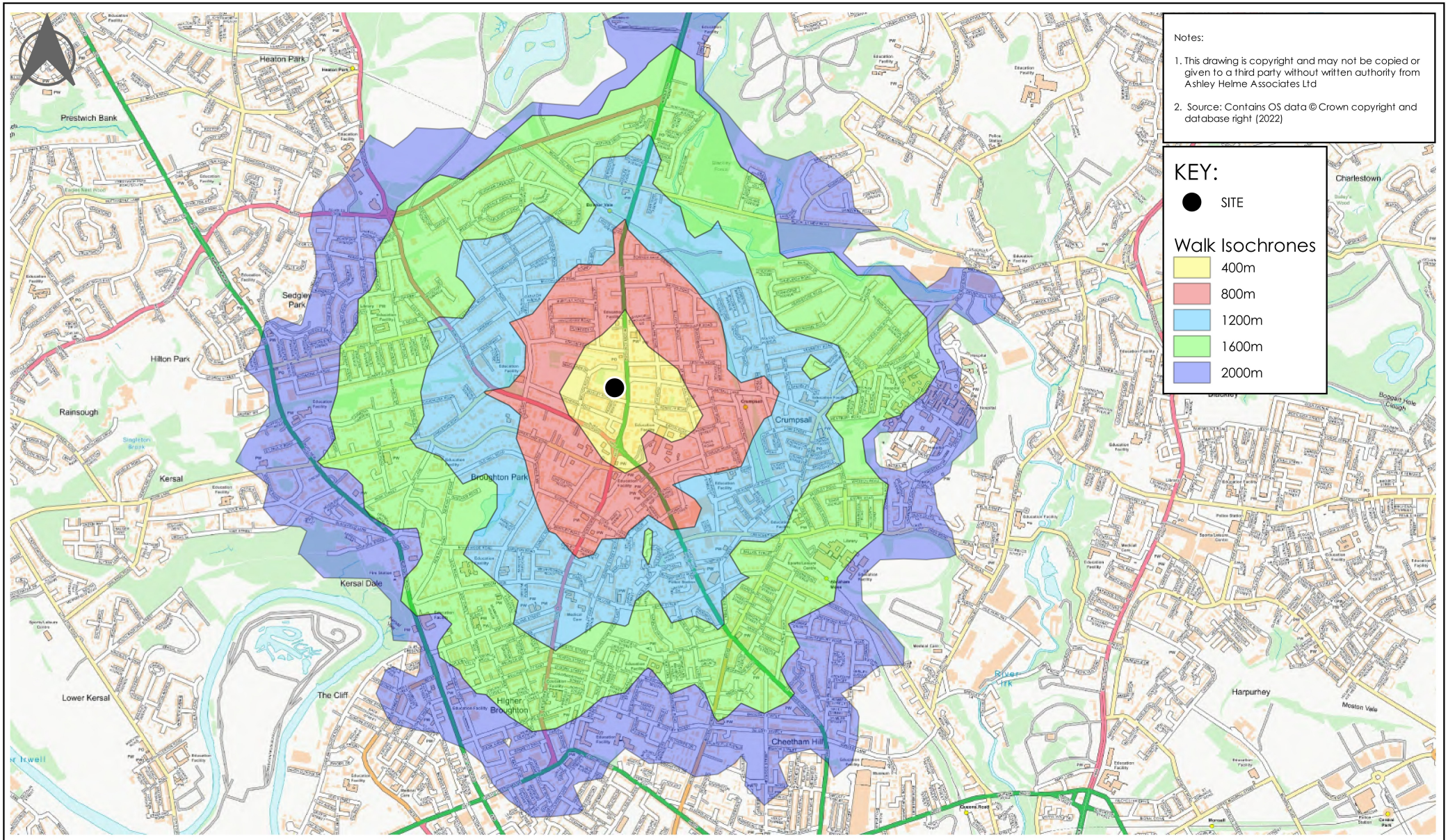
and local transport policies, and that there are no transport/highways reasons for refusal of planning permission.

Figures



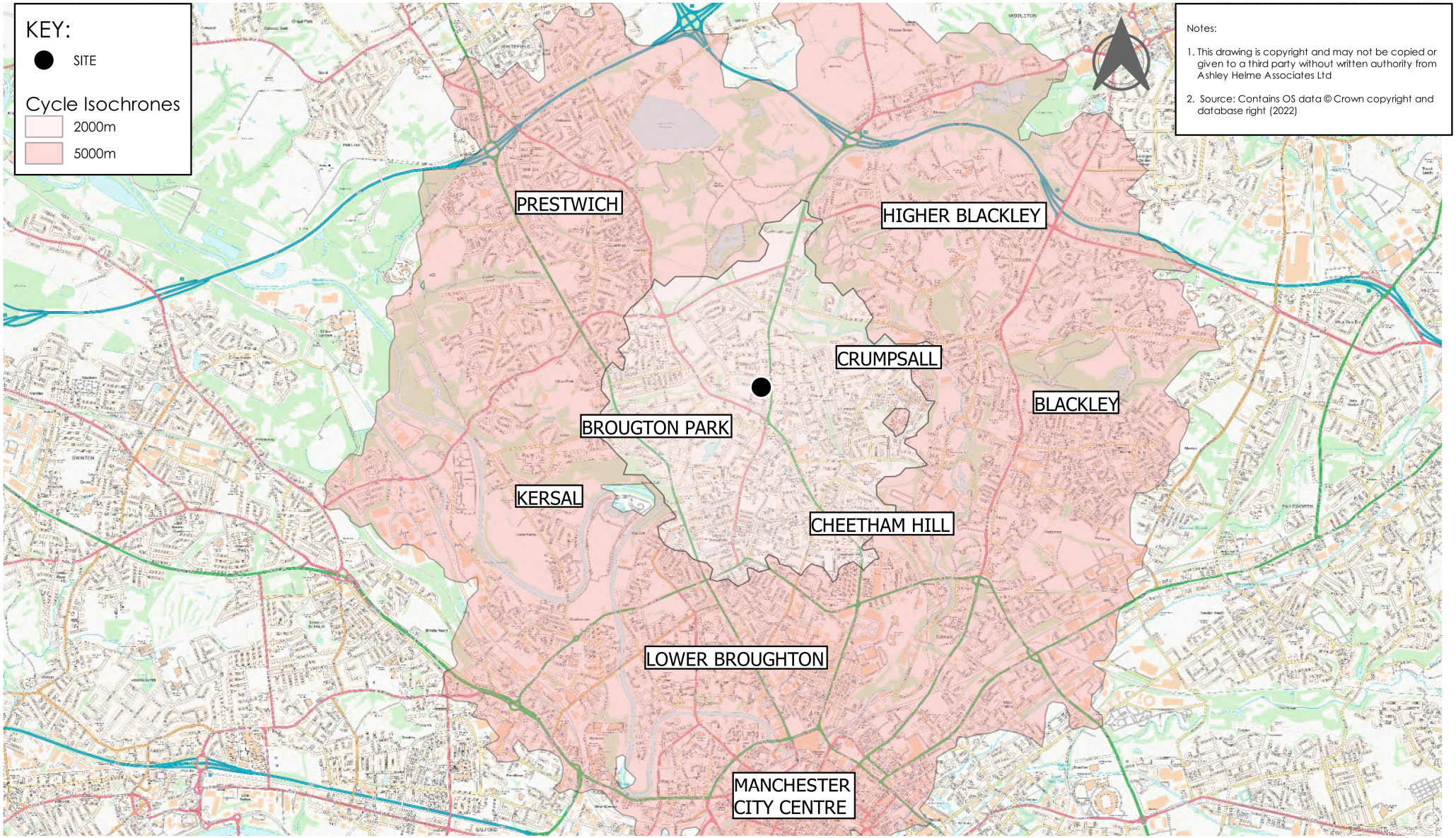
Project: 27-29 MIDDLETON ROAD, CRUMPSALL	Title: LOCATION PLAN	FIGURE 1.1	
Client: THE BROUGHTON CHARITABLE TRUST		Date: JANUARY 2026	Scale: NTS

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Project: 27-29 MIDDLETON ROAD, CRUMPSALL	Title: WALK ISOCHRONES	FIGURE 4.1	
Client: THE BROUGHTON CHARITABLE TRUST		Date: JANUARY 2026	Scale: NTS

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Project: 27-29 MIDDLETON ROAD, CRUMPSALL	Title: CYCLE ISOCHRONES	FIGURE 4.2	
Client: THE BROUGHTON CHARITABLE TRUST		Date: JANUARY 2026	Scale: NTS

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Tables

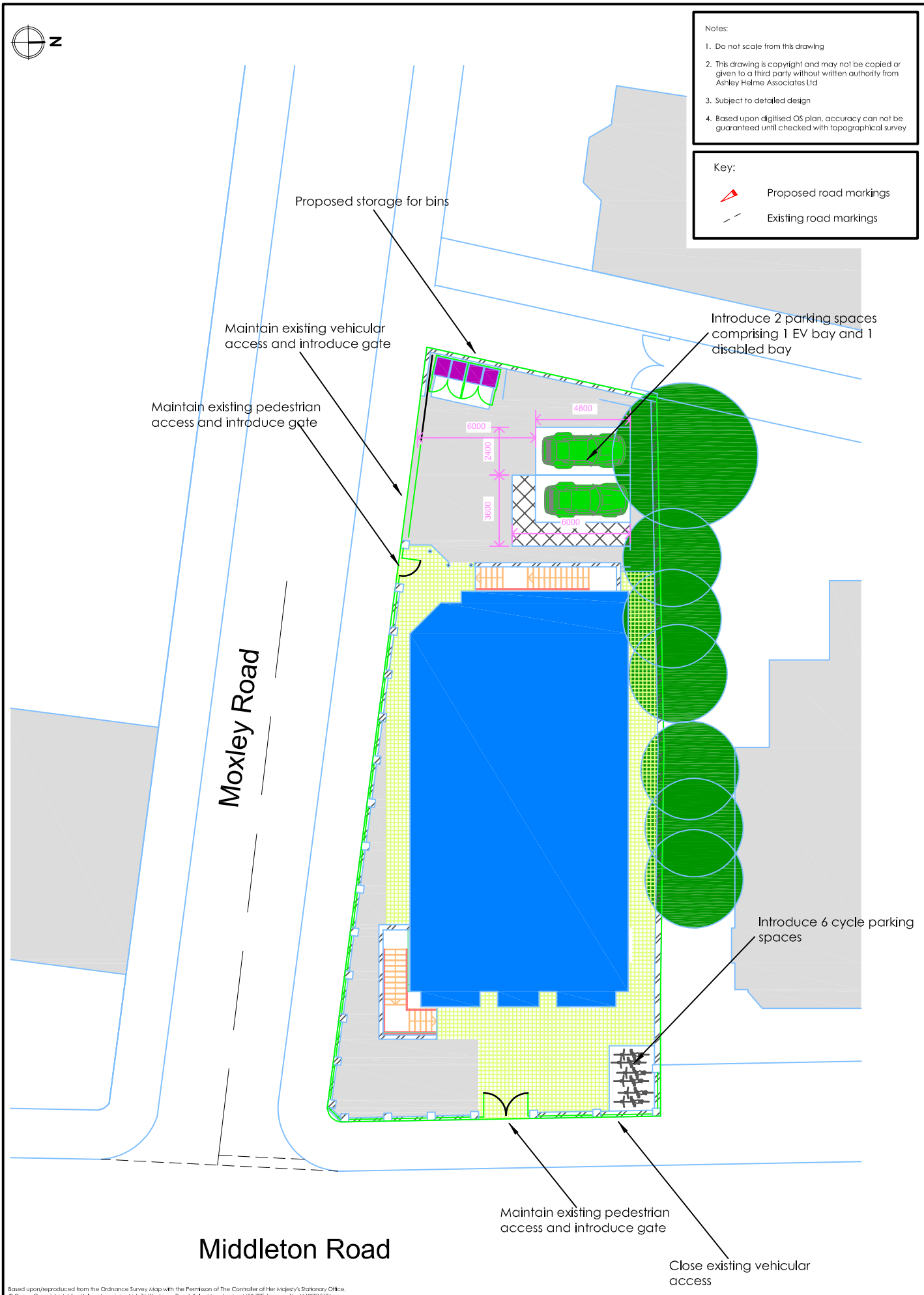
BUS NUMBER	ROUTE	FREQUENCY			OPERATOR
		MONDAY-SATURDAY		SUN	
		DAY	EVE		
Services calling on Middleton Road within 130m of the Site					
41	Middleton-North Manchester General Hospital-Manchester-Northenden-Sale	60 mins	60 mins	60 mins	SM
59	Oldham-Chadderton-Middleton-Manchester	10 mins	30 mins	20 mins	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 4.1 Bus Services & Frequencies

Drawings

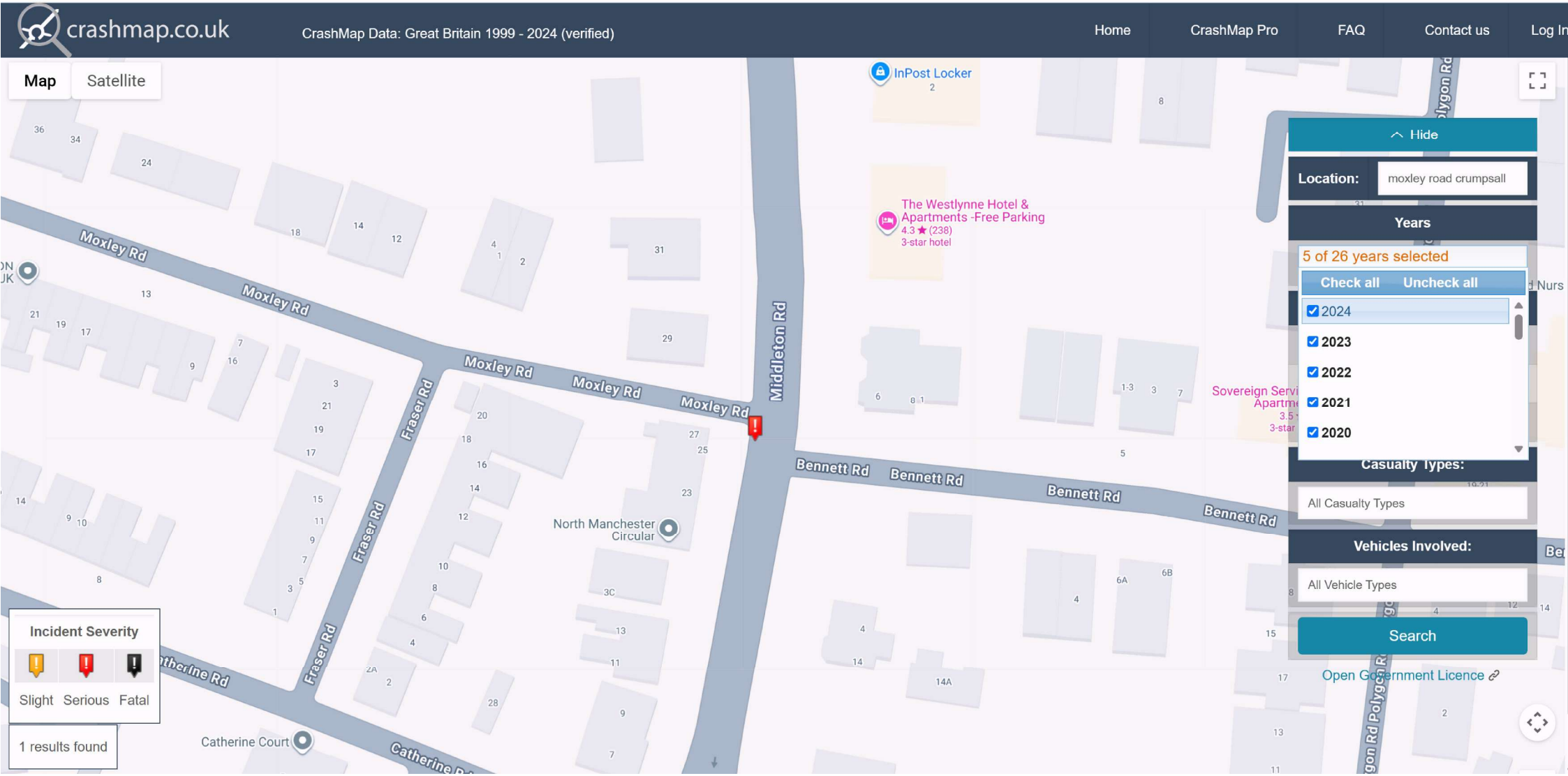


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Project	Client	Drawing No	Rev
27-29 MIDDLETON ROAD CRUMPSALL	THE BROUGHTON CHARITABLE TRUST	1801/02	E
Title: PROPOSED SITE ACCESS ARRANGEMENTS		Date: AUG 2026	Scale: 1:250@A4

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A CrashMap Data


crashmap.co.uk
CrashMap Data: Great Britain 1999 - 2024 (verified)
Home
CrashMap Pro
FAQ
Contact us
Log In
Map
Satellite
InPost Locker
The Westlynne Hotel & Apartments -Free Parking
4.3 ★ (238)
3-star hotel
Moxley Rd
Middleton Rd
Fraser Rd
Bennett Rd
North Manchester Circular
Catherine Court
Hide
Location:
moxley road crumpsall
Years
5 of 26 years selected
Check all
Uncheck all
2024
2023
2022
2021
2020
Casualty Types:
All Casualty Types
Vehicles Involved:
All Vehicle Types
Search
Open Government Licence
Incident Severity
Slight
Serious
Fatal
1 results found