



Rochdale Cricket and Sports Club

## TRANSPORT STATEMENT

for Proposed Padel Club  
on behalf of Sould Padel Ltd

2025/8724/TS01

May 2026

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for Proposed Padel Club

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## **1 INTRODUCTION**

### **1.1 Context**

- 1.1.1 RGP has been commissioned by Soul Padel Ltd (the 'Client') to prepare a Transport Statement in relation to the proposed padel court development at Bridgefold Rd, Rochdale OL11 5BX. The site is situated within the administrative boundary of Rochdale Borough Council, which operates as a Unitary Authority.
- 1.1.2 Rochdale Cricket Club is located to the west of Rochdale town centre, within the Redbrook area of Greater Manchester. The site is located off Bridgefold Road and is situated in a predominantly residential setting with good connectivity to the surrounding urban area. It benefits from convenient access to the local highway network, including the A58 and A627(M), and is well-served by nearby public transport routes. The club occupies a well-established recreational site that is easily accessible and appropriately located for its continued sporting and community use.
- 1.1.3 The proposed development at Rochdale Cricket and Sports Club comprises the introduction of a Padel Club, providing 4 padel courts with ancillary facilities. The site is currently in use for outdoor sports and will continue to be used for outdoor sports following the development.
- 1.1.4 The associated site layout plans are included in **Appendix A** of this report.

### **1.2 Planning Context**

- 1.2.1 RGP has been involved with the site since 2025. A planning application was made by Rochdale Padel Club in December 2025 planning ref: 25/00929/FUL for the following:
- "Construction of 6 padel tennis courts (4 covered, 2 uncovered) and new clubhouse building with changing facilities, café and raised terrace area. Creation of new parking spaces and associated boundary treatments".*
- 1.2.2 The application was approved in February 2026 and subsequently since the approval Soul Padel Ltd have taken on the site.

### **1.3 Report Structure**

- 1.3.1 This Transport Statement is prepared to provide an overview of the highways and transport implications of the proposals and comprises the following sections:
- **Section 2: Baseline Conditions** – this section details the site in its current form, to include the local highway network and a review of the local collision history. Details in the relative accessibility of the site, with regard to active and sustainable travel modes, are further detailed.
  - **Section 3: Development Proposals, Access Layout and Servicing** – this section details the development proposals and details the means of access to and from the site, its internal layout and the refuse and servicing arrangement to be adopted.

- **Section 4: Trip Generation** – this section details the existing and proposed trip generation, with consideration of the net impact
- **Section 5: Summary and Conclusions** – this section summarises the TS and offers a concise set of conclusions.

## 2 BASELINE CONDITIONS

### 2.1 Site Location

- 2.1.1 The site is located to the west of Rochdale town centre, within the Redbrook area of Greater Manchester. The site lies off Bridgefold Road and is situated in a predominantly residential setting with good connectivity to the surrounding urban area. It benefits from convenient access to the local highway network, including the A58 and A627(M), and is well-served by nearby public transport routes. The club occupies a well-established recreational site that is easily accessible and appropriately located for its continued sporting and community use. Figure 1 illustrates the location and extents of the site.

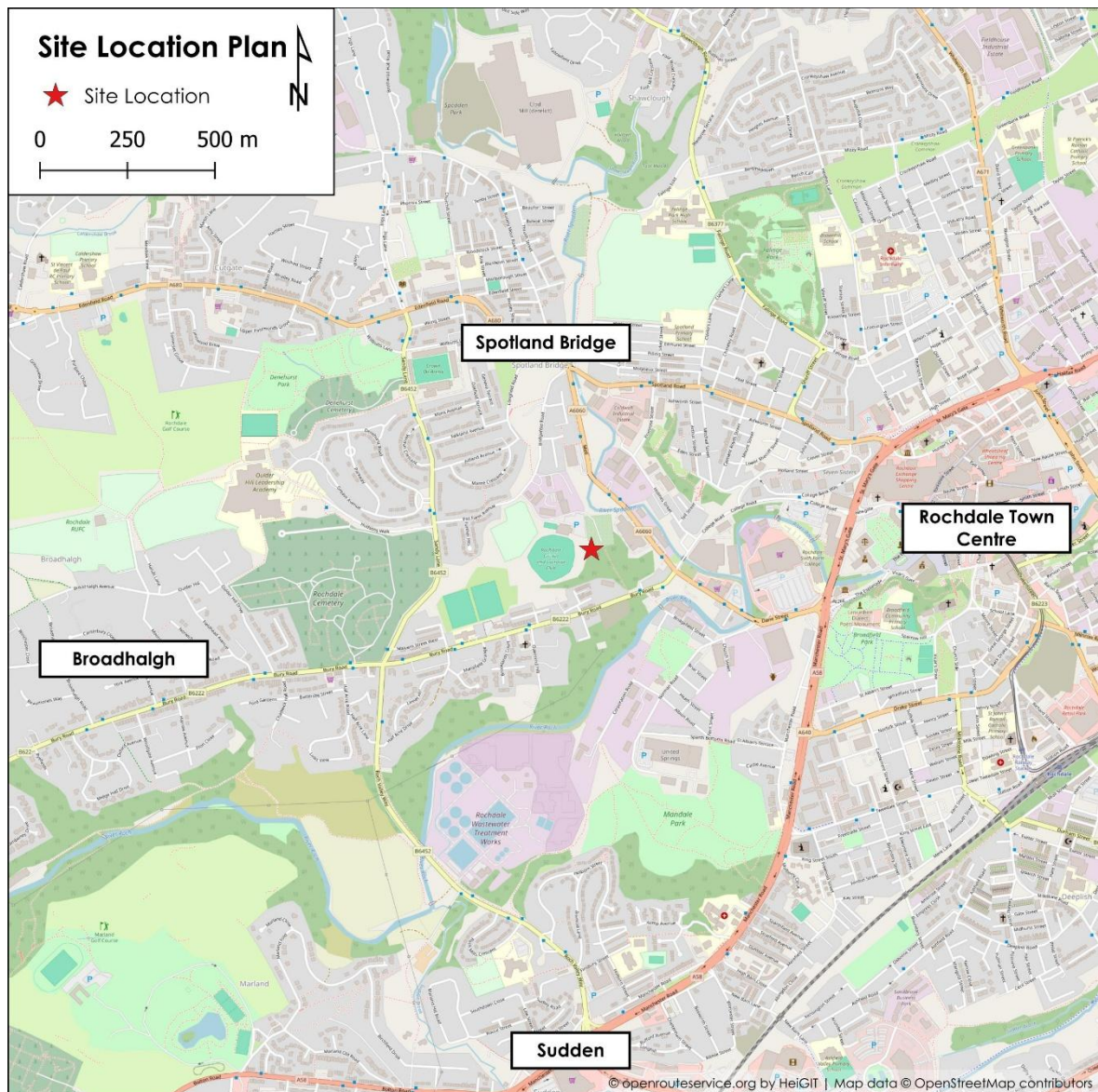
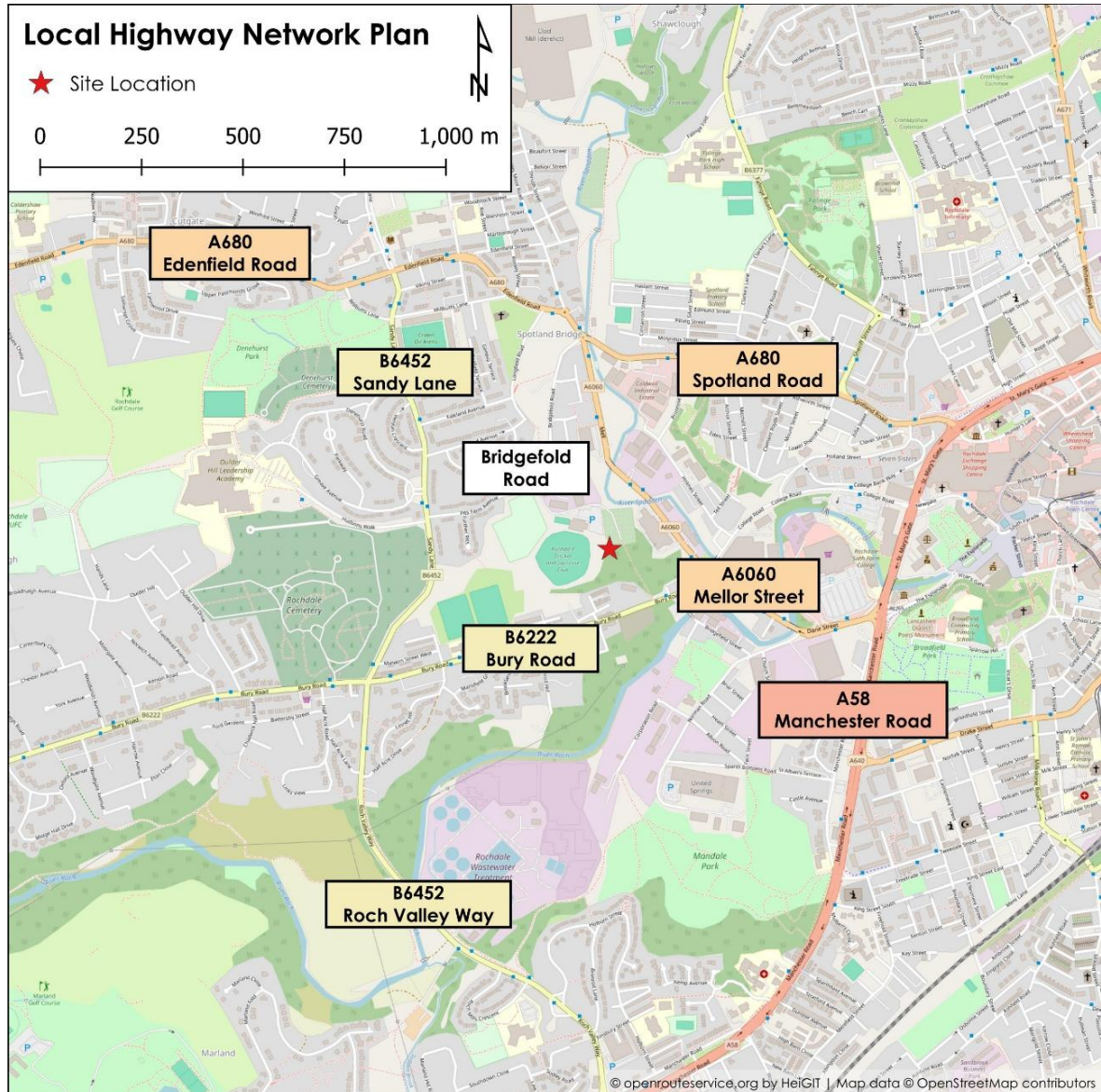


Figure 1 Site Location

## 2.2 Local Highway Network

2.2.1 The local road network around the site is shown in **Figure 2**.



**Figure 2 Map of Local Road Network**

2.2.2 The development site is well connected to the surrounding highway network, with access to several classified roads providing strategic and local connectivity. The immediate and wider network comprises a mix of A-roads, B-roads, and local distributor routes. Key routes in proximity to the site are summarised below,

A680 Endfield Road / Spotland Road

2.2.3 The A680 is a key arterial route running in a northwest-southeast direction. It connects the site to Rochdale town centre and to northern areas including Edenfield. It is a two-lane single carriageway with a general speed limit of 30mph within the urban area. The road benefits from continuous footway provision on both sides and is street-lit. There is limited dedicated cycle infrastructure, although cyclists share the carriageway with vehicular traffic.

#### A6060 Mellor Street

- 2.2.4 Mellor Street provides a strategic link between the A680 and A58. It is a single carriageway route with a 30mph speed limit. Footways are provided on both sides, and the route is lit throughout. The road serves both residential and light commercial properties, and although no segregated cycle lanes are marked, the road width can generally accommodate on-road cycling. Mellor Street benefits from dedicated cycle lanes on either side of the carriageway.

#### A58 Manchester Road

- 2.2.5 Manchester Road (A58) is a principal route facilitating access between Rochdale and the wider Greater Manchester conurbation. It is a primary route and forms part of the local strategic road network. The speed limit is typically 30mph through built-up areas, with footways, street lighting, and pedestrian crossing points provided along its length. There is some provision for cyclists, though mainly informal via shared carriageways.

#### B6222 Bury Road

- 2.2.6 This B-classified road provides a direct route south-west from the site towards Bury. It is a single carriageway road with a 30mph limit. There is footway provision on both sides for most of its length and adequate street lighting. Cycling infrastructure is limited, but the road is used informally by cyclists.

#### B6452 Sandy Lane / Roch Valley Way

- 2.2.7 Sandy Lane to the north and Roch Valley Way to the south form part of a looped distributor route around Rochdale. Both sections are single carriageway and carry a 30mph speed limit. Footways and lighting are provided, supporting safe pedestrian access. There is currently no dedicated cycle infrastructure.

#### Bridgefold Road

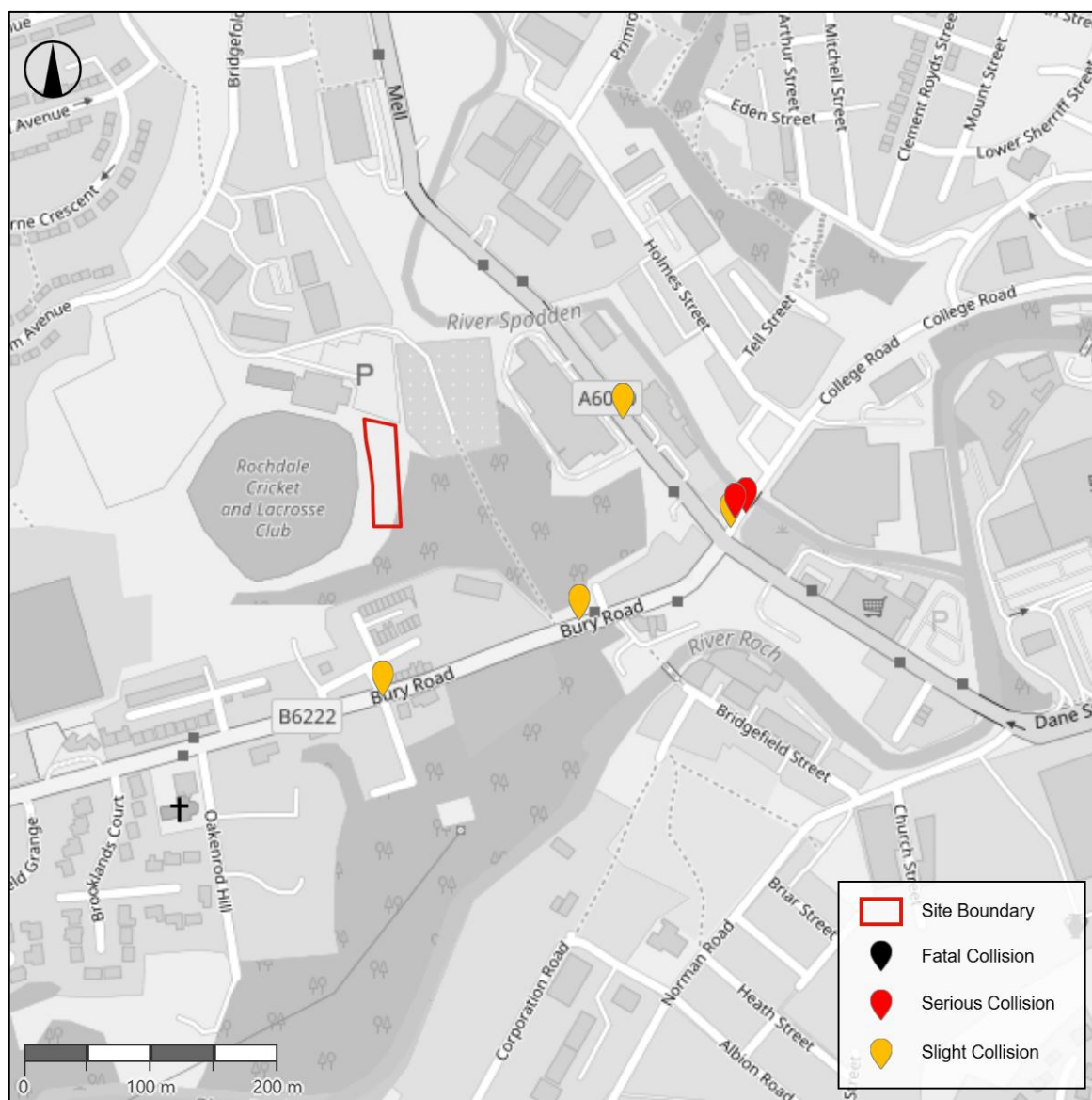
- 2.2.8 Bridgefold Road is a local road providing direct access to the development site. It connects into the wider road network via Mellor Street. It is lightly trafficked, with street lighting and pedestrian footways present. The speed limit is 30mph, suitable for local access traffic.

### **2.3 Highway Safety Appraisal**

- 2.3.1 A highway safety appraisal has been undertaken to assess the highway safety record within the vicinity of the site for the most recent five-year period, 2019 to 2023, inclusive.
- 2.3.2 A road collision is classified as one that involved personal injury and took place on the public highway. In summary, a road collision can include the following:
- A collision which commenced on the highway, but which involved casualties off the highway.

- A collision involving the boarding and alighting of buses or coaches and accidents in which passengers already aboard a bus or coach are injured, whether or not a pedestrian is involved.
- A collision with a pedal cycle or horse rider, where they injure themselves or another road user.

2.3.3 **Figure 3** illustrates the Appraisal of the local highway network and **Figure 4** gives a summary of the collision records.



**Figure 3 Map of Personal Injury Accident (PIA) Data from 2019-2023**

| Study Area | Accident Severity |         |       |
|------------|-------------------|---------|-------|
|            | Slight            | Serious | Fatal |
| Total      | 4                 | 2       | 0     |

**Figure 4      Personal Injury Accident Data Summary**

Source: Department for Transport Road Traffic Statistics (2019 - 2023)

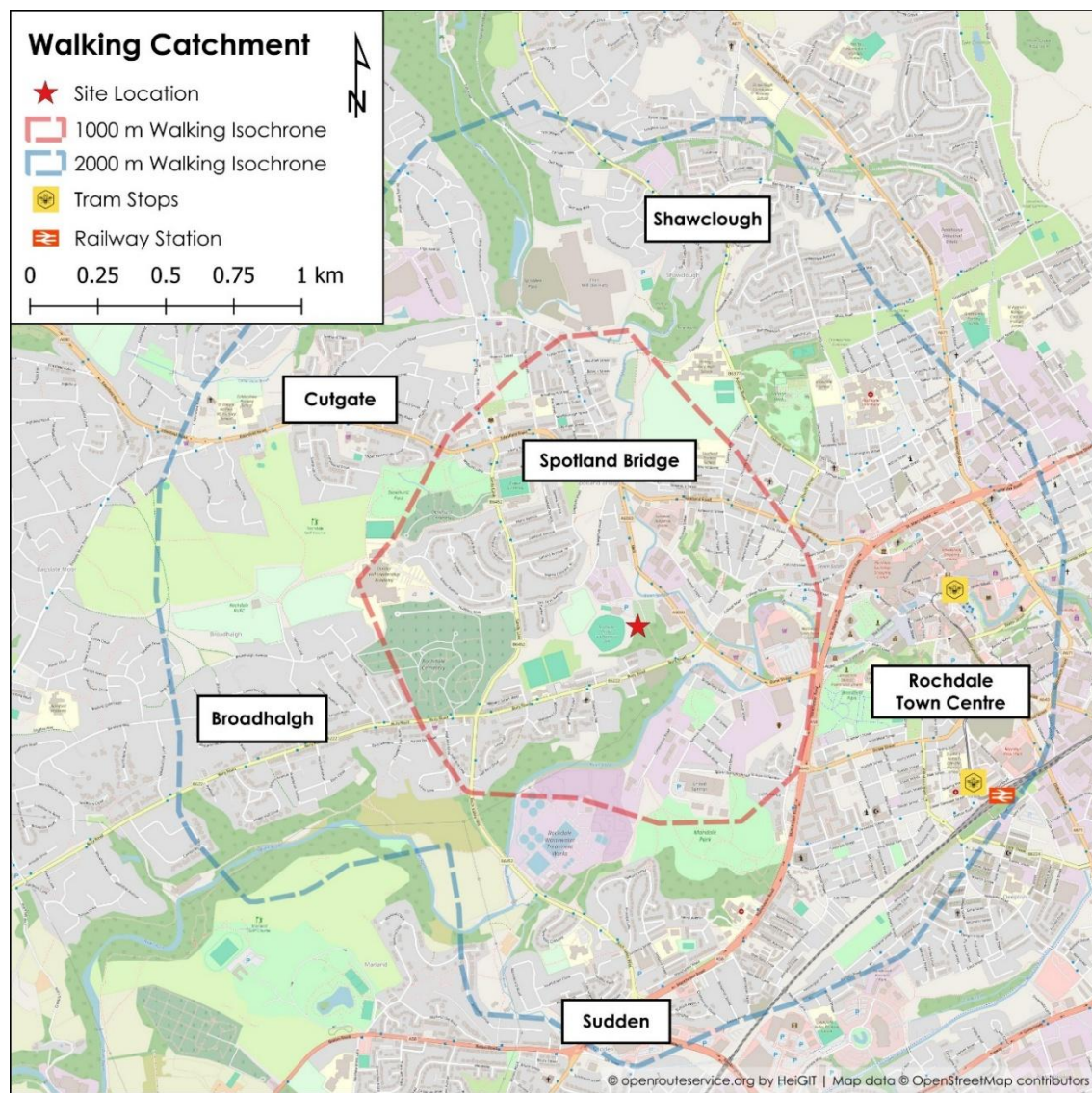
- 2.3.4 The data shows there were 4 slight collisions, 2 serious collisions, 0 fatal collisions for the assessed period (2019 to 2023 inclusive). It is therefore demonstrated collisions are sporadic and it is not considered this would be exacerbated by the proposals.

**2.4      Accessibility Credentials**

- 2.4.1 The accessibility credentials summarise the opportunities for travel by active and sustainable modes for arrivals at and departures from the site.

***Walking Accessibility***

- 2.4.2 **Figure 5** shows the extent of accessibility from the site by pedestrians.

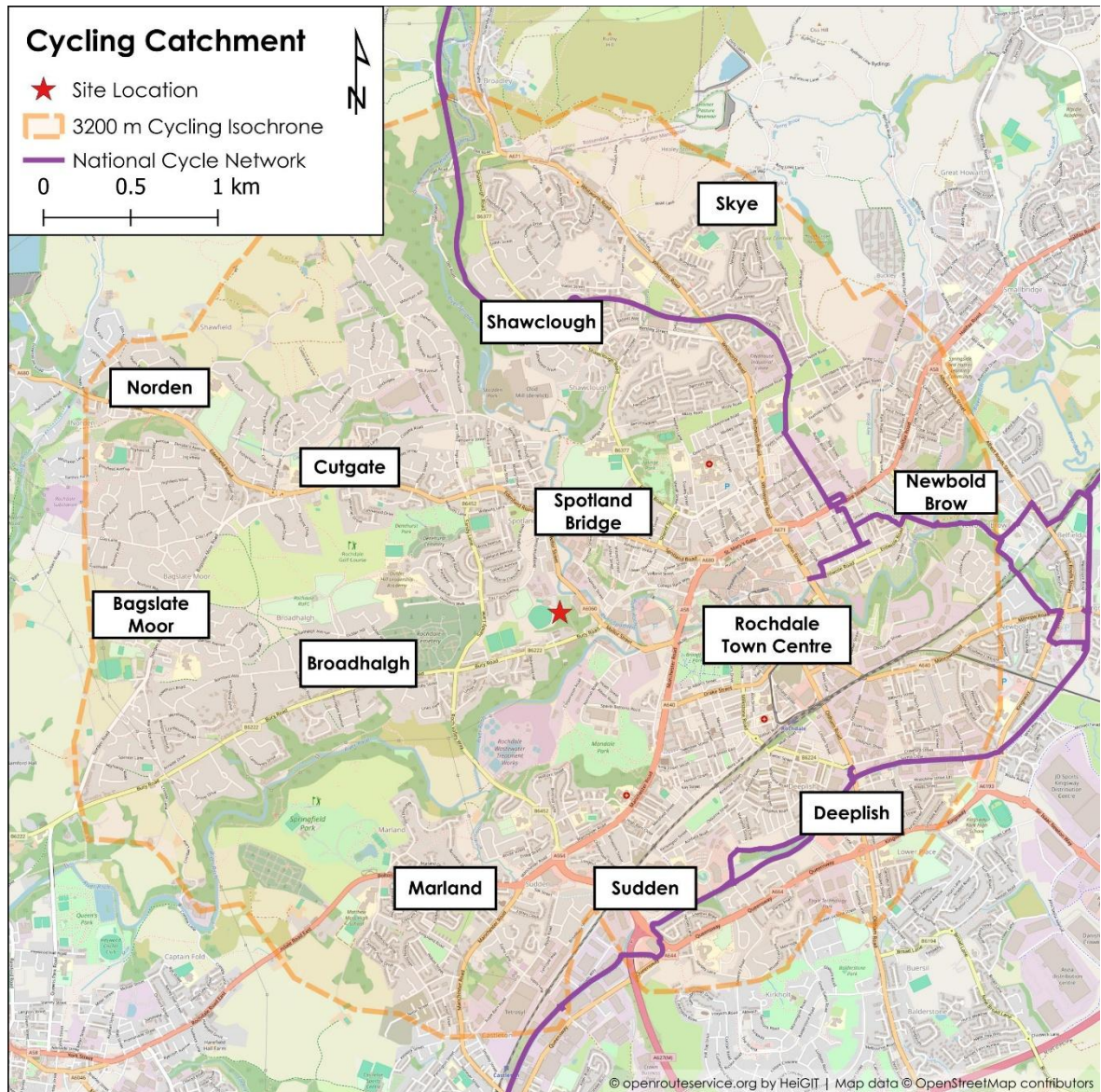


**Figure 5      Map of areas reachable by walking from Rochdale Cricket and Sports Club**

- 2.4.3 The site is located within a highly accessible urban area, benefiting from strong pedestrian connectivity to surrounding residential communities, public transport infrastructure, and local services.
- 2.4.4 A 1,000m and 2,000m walking isochrone has been plotted around the site (equating to approximately 12 and 25 minutes walking time respectively). This reveals that a wide area of Rochdale is accessible on foot from the development, supporting opportunities for sustainable travel. Several local amenities, open spaces, and schools also fall within this radius. Footways are present on surrounding roads, and there is good street lighting and natural surveillance throughout.
- 2.4.5 Within 1,000m the immediate catchment includes the communities of Spotland Bridge, Broadhalgh, and parts of Cutgate. These areas consist of medium to high-density residential development, supporting a strong potential for trips to and from the site by walking. Within 2,000m, the wider catchment includes Rochdale Town Centre, Sudden, Shawclough, and the remainder of Cutgate. This area includes extensive residential neighbourhoods, retail and commercial premises, and employment areas. The town centre offers a full range of amenities and transport links. The 2km distance supports active travel for both local residents and site users.
- 2.4.6 The site is well connected on foot to a range of public transport nodes. Multiple bus routes operate within walking distance of the site, with stops accessible within both the 1,000m and 2,000m catchments. Key corridors such as Mellor Street, Bury Road, and Manchester Road host frequent services connecting the site to the wider Rochdale area and Greater Manchester.
- 2.4.7 Rochdale Railway Station lies just within the 2,000m walking isochrone (approximately 20–25 minutes on foot). It provides regular services to Manchester, Leeds, and other regional destinations, forming part of the Northern Rail network. The Metrolink Rochdale Town Centre stop is located within the 2km catchment, offering direct light rail services to Manchester and beyond, further enhancing public transport accessibility for future site users.

### Cycling Accessibility

2.4.8 **Figure 6** illustrates the reachable areas accessible by cycling from the proposed development.



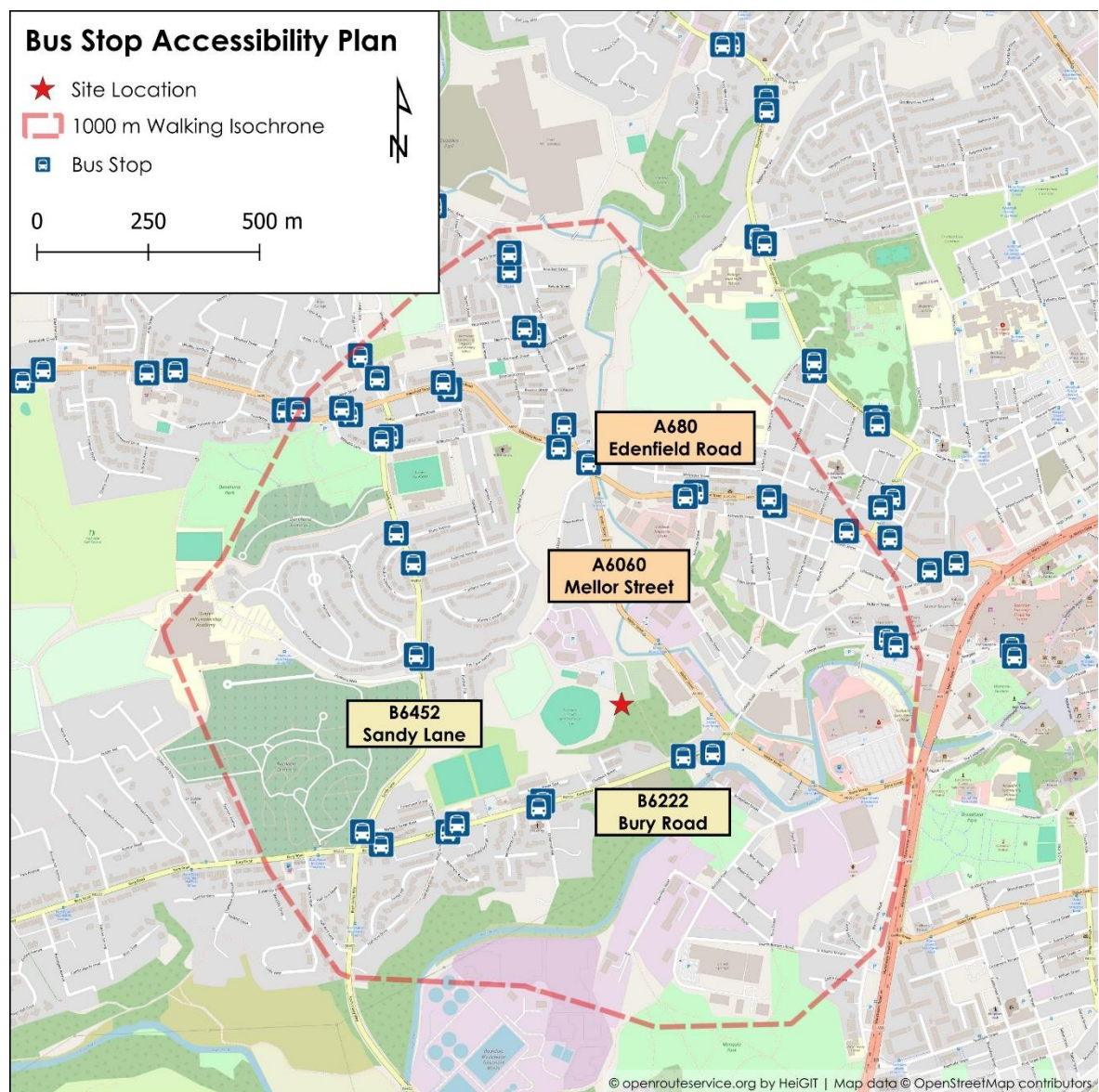
**Figure 6** Map of areas reachable by cycling from Rochdale Cricket and Sports Club

2.4.9 The site is well connected to a range of residential areas that serves as key origin points for users of the existing Rochdale Sports Club and the proposed Rochdale Padel Club. The site is within cycling distance of the NCN route 92 and route 66 to the east of the site. Rochdale Railway Station is also accessible by bicycle providing users of the site from further afield a continuous journey to the site via active travel choices.

- 2.4.10 In close proximity to the site, a dedicated cycle lane is located on either side of Mellor Street, providing a cycle connection from the mini roundabout of Bridgefold Road, A680, Spotland Road and Mellor Street to the junction to the south where Mellor Street meets the B6222 and College Road. The junction benefits from cycle wait boxes. A plan illustrating the local cycle infrastructure is provided in **Appendix B**, this has been taken from the Transport for Greater Manchester - The Greater Manchester online cycle map.

#### **Bus Services and Facilities**

- 2.4.11 The closest bus stops to the development site are shown in **Figure 7**.



**Figure 7** Bus Stop Locations

- 2.4.12 The local bus services are summarised in **Figure 8**.

| Bus Stop      | Distance | Bus No | Route               | Weekday        |                    | Weekend                            |                                    |
|---------------|----------|--------|---------------------|----------------|--------------------|------------------------------------|------------------------------------|
|               |          |        |                     | Peak Frequency | Hours of Operation | Peak Frequency                     | Hours of Operation                 |
| Mellor Street | 402m     | 17     | Norden - Shudehill  | 3 per day      | 06:15 - 06:54      | No service                         | No service                         |
|               |          | 442    | Norden - Rochdale   | 1 per hour     | 07:46 - 23:01      | Sat: 1 per hour<br>Sun: 1 per hour | Sat: 1 per hour<br>Sun: 1 per hour |
|               |          | 468    | Bagslate - Rochdale | 1 per day      | 06:18 - 18:44      | No service                         | No service                         |
| Mellor Street | 402m     | 468    | Bury - Rochdale     | 2 per hour     | 06:53 - 00:13      | Sat: 1 per hour<br>Sun: 1 per hour | Sat: 1 per hour<br>Sun: 1 per hour |
|               |          | 17     | Shudehill - Norden  | 4 per day      | 18:18 - 19:13      | No service                         | No service                         |
|               |          | 442    | Rochdale - Norden   | 1 per hour     | 07:02 - 22:28      | Sat: 1 per hour<br>Sun: 1 per hour | Sat: 1 per hour<br>Sun: 1 per hour |
|               |          | 468    | Rochdale - Bury     | 2 per hour     | 05:30 - 22:42      | Sat: 1 per hour<br>Sun: 1 per hour | Sat: 1 per hour<br>Sun: 1 per hour |
|               |          | 17     | Norden - Shudehill  | 3 per day      | 06:14 - 06:53      | No service                         | No service                         |
|               |          | 442    | Norden - Rochdale   | 1 per hour     | 07:45 - 23:00      | Sat: 1 per hour<br>Sun: 1 per hour | Sat: 1 per hour<br>Sun: 1 per hour |
| Greave Avenue | 430m     | 468    | Rochdale - Bury     | 2 per hour     | 05:34 - 22:46      | Sat: 1 per hour<br>Sun: 1 per hour | Sat: 1 per hour<br>Sun: 1 per hour |
| Oakenrod Hill | 665m     | 17     | Norden - Shudehill  | 3 per day      | 06:14 - 06:53      | Sat: 1 per hour<br>Sun: 1 per hour | No service                         |
|               |          | 442    | Norden - Rochdale   | 1 per hour     | 07:45 - 23:00      | No service                         | Sat: 1 per hour<br>Sun: 1 per hour |
|               |          | 468    | Bury - Rochdale     | 2 per hour     | 06:52 - 00:12      | No service                         | Sat: 1 per hour<br>Sun: 1 per hour |
|               |          | 468    | Bagslate - Rochdale | 1 per day      | 06:17 - 18:43      | Sat: 1 per hour<br>Sun: 1 per hour | No service                         |
| Oakenrod Hill | 665m     | 17     | Shudehill - Norden  | 4 per day      | 18:20 - 19:15      | Sat: 1 per hour<br>Sun: 1 per hour | No service                         |
|               |          | 442    | Rochdale - Norden   | 1 per hour     | 07:03 - 22:29      | No service                         | Sat: 1 per hour<br>Sun: 1 per hour |
|               |          | 468    | Rochdale - Bury     | 2 per hour     | 05:31 - 22:43      | Sat: 1 per hour<br>Sun: 1 per hour | Sat: 1 per hour<br>Sun: 1 per hour |

**Figure 8 Bus Timetable Summary**

- 2.4.13 The site is very well connected to a number of bus stops located within walking distance, the nearest bus stop is the Mellor Street Bus Stop located approximately 402m from the site. This stop provides a number of services providing services into Rochdale and the surrounding residential areas. The other bus stops located within walking distance of the site, all provide a range of bus services to Rochdale Town Centre and to the surrounding residential areas.

### **Rail and Tram Services & Facilities**

- 2.4.14 The closest rail stations to the site are listed in the **Figure 9** along with their distance and travel time by walking, cycling and car from the site illustrated in **Figure 10**.

| National Rail Station    | Distance | Walking Time | Cycling Time |
|--------------------------|----------|--------------|--------------|
| Rochdale Railway Station | 2km      | 28 minutes   | 8 minutes    |

**Figure 9 Distance and Travel time to Rochdale Railway Station**

| National Rail Station | Origin   | Typical Frequency | Typical Journey Time |
|-----------------------|----------|-------------------|----------------------|
| Manchester Victoria   | Rochdale | 6 / hour          | 14 mins              |
| Leeds                 | Rochdale | 3 / hour          | 55 mins              |
| Salford Crescent      | Rochdale | 4 / hour          | 24 mins              |
| Bradford Interchange  | Rochdale | 2 / hour          | 42 mins              |
| Todmorden             | Rochdale | 4 / hour          | 9 mins               |
| Salford Central       | Rochdale | 4 / hour          | 19 mins              |
| Hebden Bridge         | Rochdale | 3 / hour          | 15 mins              |
| Littleborough         | Rochdale | 2 / hour          | 4 mins               |
| Bolton                | Rochdale | 2 / hour          | 41 mins              |
| Smithy Bridge         | Rochdale | 2 / hour          | 3 mins               |

**Figure 10 Rail Services available from Rochdale Railway Station**

- 2.4.15 The site and proposed Padel Club is well connected to rail services available from Rochdale Railways Station, as illustrated in **Figure 10**. Rochdale Railways Station is located 2.5km from the site, which is accessible on foot within 30 minutes and by bicycle within 11 minutes. Services from Rochdale Railways Station include services to Manchester, Salford, Leeds, Bradford and other local railways stations.
- 2.4.16 Rochdale also benefits from a network of trams stops that route through the town, the nearest tram stop to the site is located approximately 1.7km to the east, which is approximately a 23 minute walk or an 8 minute cycle. The Rochdale Town Centre tram stop is served by the Pink Line which is one of the Manchester Metrolink lines. It is also known as the Oldham and Rochdale Line (ORL). The tram stop is the northern terminus of the line with services running through Rochdale, Oldham and into Manchester City Centre.

### **Summary**

- 2.4.17 The proposals are well located for travel to be completed by active (walking and cycling) and sustainable (public transport) travel modes.

### **3 DEVELOPMENT PROPOSALS**

- 3.1.1 The developments proposals consist of the re-development of the current area of land east of Rochdale Cricket and Sports Club, to provide 4 padel courts, and ancillary facilities. The site layout can be seen in full in **Appendix A** attached hereto.

#### **3.2 Access Arrangements**

- 3.2.1 The proposed padel club will be accessible via the existing access arrangements to the adjacent Rochdale Cricket and Sports Club via Bridgeford Road and the internal road access from Bridgeford Road. Access through the internal access road will be retained and there are no proposals to alter this access.

#### **3.3 Car Parking**

- 3.3.1 The development proposals do not propose any amendments or alterations to the car parking layout at the site.
- 3.3.2 It is anticipated that during peak operating hours of the padel club, typically between 6:00pm and 9:00pm, the overall car park will not be fully occupied. The site also hosts other sporting facilities, including Rochdale Squash Club (with four squash courts), Rochdale Cricket Club, and Rochdale Lacrosse Club
- 3.3.3 The usage of these facilities varies seasonally. The cricket club operates mainly during the summer, with matches held midweek from approximately 5:50pm to 8:00pm and on weekends from 10:00am to 8:00pm. Training sessions are also held in the summer on midweek evenings between 5:30pm and 8:00pm for both youth and adult teams. The lacrosse club trains midweek on Tuesdays from 6:15pm to 7:15pm and holds matches on weekends. Squash is played all year round and is available to play between 11:00 and 23:00.
- 3.3.4 **Figure 11** summarises the estimated range of car parking spaces likely to be occupied during the busiest periods of operation for each of the sports clubs.

| <b>Operation</b> | <b>Number of Spaces Occupied<br/>(Assumed Min)</b> | <b>Number of Spaces Occupied<br/>(Assumed Max)</b> |
|------------------|----------------------------------------------------|----------------------------------------------------|
| Cricket Club     | 25                                                 | 35                                                 |
| Lacrosse Club    | 22                                                 | 30                                                 |
| Squash           | 8                                                  | 8                                                  |
| <b>Total</b>     | <b>55</b>                                          | <b>73</b>                                          |

**Figure 11 Anticipated parking occupation for other sports uses.**

3.3.5 At full capacity, the combined sports facilities are expected to require a maximum of 73 parking spaces. This assumes all three clubs are operating simultaneously, with every participant arriving by private vehicle. It does not factor in sustainable travel options such as walking, cycling, public transport, or car sharing, which could significantly reduce the demand.

3.3.6 Moreover, it is unlikely that all 73 spaces (including the 9 disabled spaces) would be in use at the same time due to natural fluctuations in arrival and departure times. Importantly, the peak period for the padel club usage (6:00pm–9:00pm) generally falls outside the busiest times for the other sports facilities, further reducing the likelihood of parking conflicts. The Padel Club will run alongside the existing sports clubs and there is to be a managed approach between all sports clubs with regards to tournaments.

### **3.4 Cycle Parking**

3.4.1 Cycle parking will be provided within the site boundary adjacent to the entrance of the Padel Club, approximately 2 Sheffield stands which provide a total of 4 cycle parking spaces.

### **3.5 Deliveries & Servicing**

3.5.1 The existing access and proposed car park layout arrangements provide sufficient space to accommodate larger vehicles, with all deliveries and servicing to take place using the carriageway space and hardstanding within the car park.

3.5.2 The proposed Padel Club would generate a low level of delivery/servicing activity, with occasional ad-hoc deliveries being generated. It is anticipated that the vast majority of deliveries would comprise of food and beverage deliveries and delivery of any sporting equipment, which would typically be completed using a 7.5t panel van, representing the largest delivery vehicle typically requiring accessing the site. Deliveries of this nature would generally be completed with up to a maximum duration of 5 minutes and would occur outside of peak periods.

### **3.6 Emergency Access and Refuse Storage & Collection**

3.6.1 Emergency access to the Padel Club will also be provided through the car park as per the existing emergency access and strategy associated with Rochdale Sports Club.

3.6.2 The refuse collection associated with the Padel Club, will tie into the existing refuse collection strategy for Rochdale Sports Club. The refuse collection is undertaken by a private contractor and private refuse vehicle which will collect refuse outside of the operating hours of both the Sports Club and Padel Club. The proposed site layout has therefore been suitably designed to accommodate all expected vehicle activity within its curtilage associated with refuse collection.

## **4 TRIP GENERATION AND IMPACT**

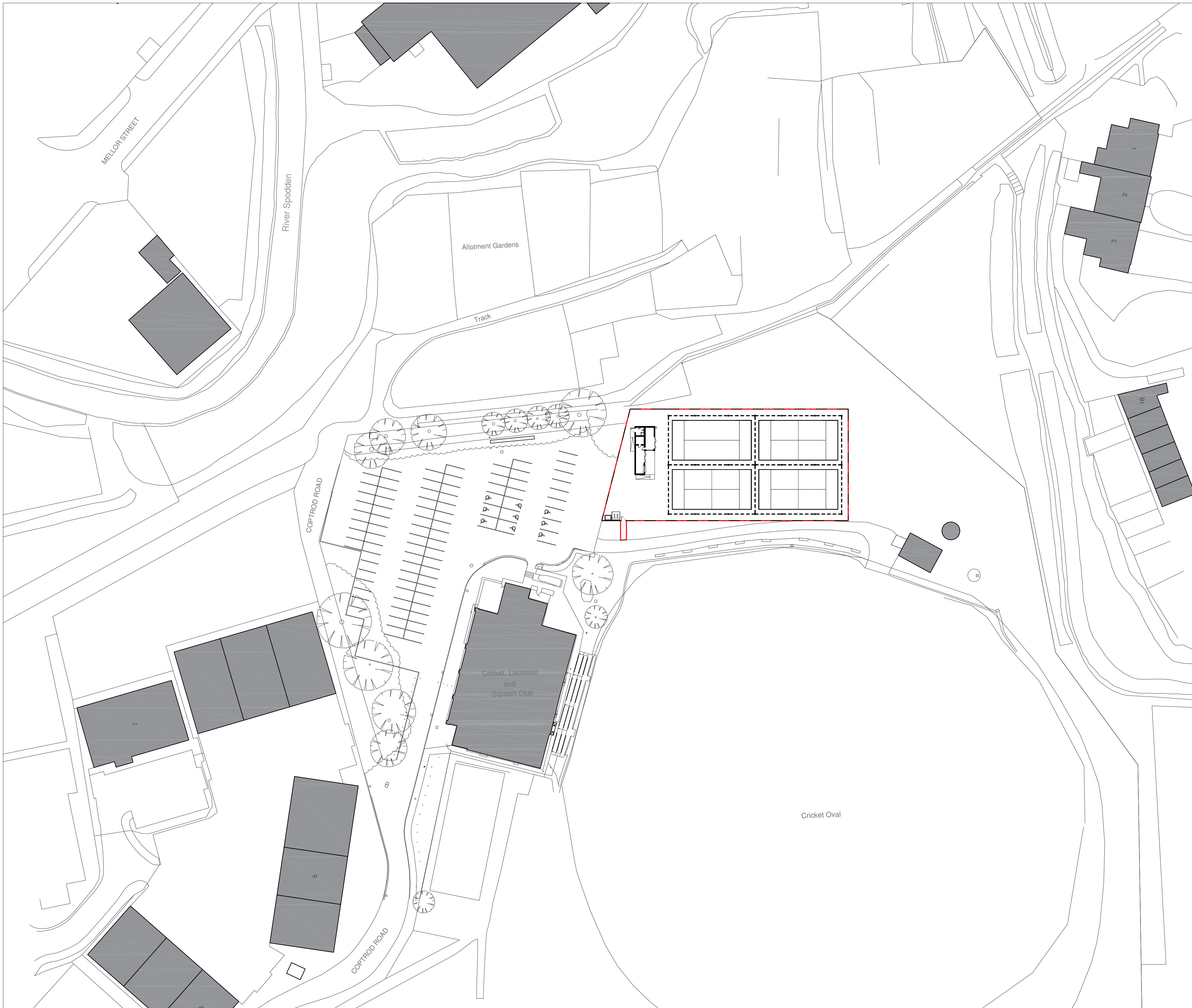
- 4.1.1 The development proposals do not seek any intensification of the site when compared with the extant permission under 25/00929/FUL, which approved trip generation associated with a six-court padel club. The proposed four padel courts would therefore generate fewer vehicle movements, resulting in a reduction in anticipated trips and a net betterment to the operation of the local highway network. In this context, the residual cumulative impact of the development, comprising four padel courts and ancillary facilities, would not be severe. Accordingly, the proposals accord with paragraph 115 of the National Planning Policy Framework, which states that development should only be prevented or refused on highway grounds where there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

## **5 SUMMARY & CONCLUSIONS**

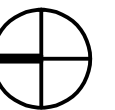
- 5.1.1 This Transport Statement has considered the transport planning implications associated with the proposed padel courts and ancillary facilities. RGP make the following conclusions of this Transport Statement:
- (i) The site is considered to be conveniently located in terms of access from the wider highway network owing to its proximity to the A680 Edenfield Road and Spotland Road, A6060 Mellor Street, A58 Manchester Road and B6222 Bury Road. The site benefits from a number of frequent bus services calling at the stops on the B6452 Sandy Labe and B6222 Bury Road, providing convenient connections into Rochdale town centre and the surrounding residential areas. Rochdale Rail station is also accessible via a 28-minute walk from the site and 8 minute cycle, where onward journeys could be made to and from Manchester, Leeds, Salford, Bradford International and a number of local stations. These services afford realistic travel opportunities for users of the site;
  - (ii) The proposed development does not seek to intensify the use of the site when compared to the extant planning permission under ref. 25/00929/FUL, which approved a padel facility with a greater number of courts. The proposed reduction in courts would therefore result in lower levels of trip generation than those already consented, delivering a net reduction in traffic movements and a corresponding net betterment to the local highway network. As such, the residual cumulative impact of the development would not be material.;
  - (iii) The development proposals seek tie in all access arrangements with the current access strategy associated with Rochdale Sports Club;
  - (iv) The proposed site would generate a low level of delivery and servicing movements which would be completed using light goods vehicles. Refuse collections would be coordinated with Rochdale Sports Club as part of an existing collection route and operation through the car park.
- 5.1.2 As a result of the data and evidence presented within this Transport Statement, Rochdale Borough Council as local highway authority, is respectfully requested to confirm that the development proposals are satisfactory on highway grounds.

## **APPENDIX A**

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Purpose of Issue:  
**PLANNING**

# GRID

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Client:  
Soul Padel

Project Name  
Soul Padel  
Rochdale

Drawing Title:  
Proposed Site Plan

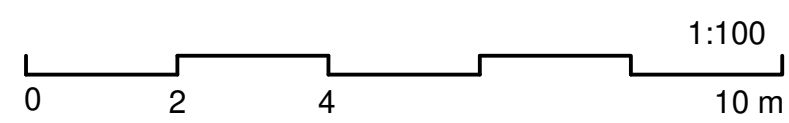
|           |            |
|-----------|------------|
| Drawn by: | Issued by: |
| AC        | MKP        |

GRID Project No: 26015

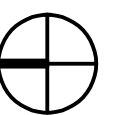
Drawing No: **###-GRID-00-00-DR-A-00100** Revision: **A**

| Proj. | Auth. | Zone | Lvl | Type | Disc. | Dwg No. |
|-------|-------|------|-----|------|-------|---------|
|       |       |      |     |      |       |         |

- Do not scale from this drawing.
- Discrepancies must be reported immediately to the Architect before proceeding.
- Only figured dimensions are to be used.
- Check all dimensions on site before fabrication or setting out.
- This document is copyright and may not be reproduced without permission of the owner.



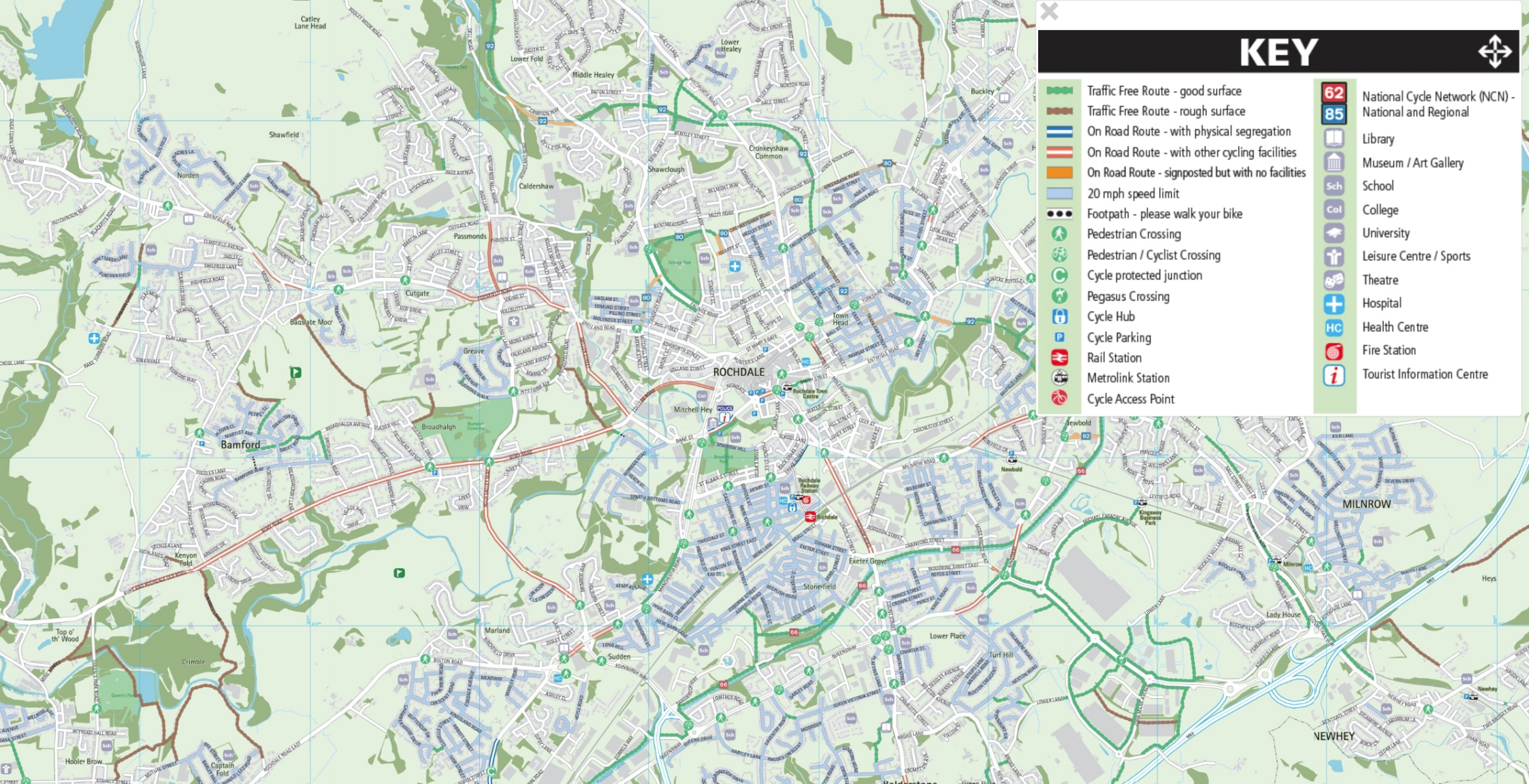
Fence Line

[illegible]

# GRID

|                           |       |      |     |      |       |           |  |
|---------------------------|-------|------|-----|------|-------|-----------|--|
| Drawing No:               |       |      |     |      |       | Revision: |  |
| ###-GRID-00-00-DR-A-10100 |       |      |     |      |       | A         |  |
| Proj.                     | Auth. | Zone | Lvl | Type | Disc. | Dwg No.   |  |

## **APPENDIX B**



# KEY



- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but with no facilities
- 20 mph speed limit
- Footpath - please walk your bike
- Pedestrian Crossing
- Pedestrian / Cyclist Crossing
- Cycle protected junction
- Pegasus Crossing
- Cycle Hub
- Cycle Parking
- Rail Station
- Metrolink Station
- Cycle Access Point
- National Cycle Network (NCN) - 62
- National and Regional - 85
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre



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