



Azymuth Acoustics UK

Professional Acoustic Services

Transport Statement

Ref: AA0239

Redevelopment of Travellers Site

Old Towns Yard

Bury

BL9 5BE

On behalf of

Bury Council



Azymuth Acoustics UK
Viridor House
No.3 Bolholt Terrace
Bury/Gtr Manchester
BL8 1PP

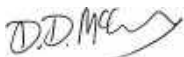
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Document Status – Final

Reference: AA0239			Date:
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APPENDIX 1

Transport Policies

TRANSPORT POLICY CONTEXT

National Transport Policy

- i. The Government's long term strategy for transport is set out in "The Future of Transport – a Network for 2030" (DfT White Paper, 2004). An underlying objective of the strategy set out in the White Paper is to deal with the pressures of increasing demand for travel by striking the right balance between environmental, economic and social objectives, now and into the future. In terms of the road network, this means:
 - New capacity, where it is needed and justified, on environmental and social grounds;
 - Locking in the benefits of new capacity through measures such as high occupancy vehicle lanes and tolling, where appropriate;
 - The Government leading the debate on road pricing and the opportunity this gives to motorists to make better choices;
 - Better management of the network; and
 - Using new technology, so the travelling public can make smarter journey choices.
- ii. In terms of enhancing local travel this means:
 - Freer-flowing local roads delivered through measures such as congestion charging;
 - More, and more reliable buses enjoying more road space;
 - Demand-responsive bus services that provide accessibility in areas that cannot support conventional services;
 - Looking at ways to make services more accessible, so that people have a real choice about how and when they travel;
 - Tackling the environmental impacts of travel by encouraging more sustainable travel choices through promoting the use of construction travel plans, workplace travel plans and personalised journey planning, and encouraging people to consider alternatives to using their cars, and
 - Creating a culture and improved quality of local environment, so that cycling and walking are seen as an alternative to car travel for short journeys, particularly for children.
- iii. The Local Transport White Paper, 'Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen' (January 2011) reiterates the Government's vision for a sustainable local transport system that supports the economy and reduces carbon emissions. It explains how the Government is placing localism at the heart of the transport agenda, taking measures to empower local authorities when it comes to tackling these issues in their areas. The White Paper also underlines the Government's direct support to local authorities, including through the Local Sustainable Transport Fund.
- iv. The five National Transport Goals are:

- Goal 1: To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- Goal 2: To support economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Goal 3: To promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- Goal 4: To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health; and
- Goal 5: To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

PLANNING PRACTICE GUIDANCE (PPG) 2014

- v. PPG 2014 stipulates that the scope and level of detail in a Transport Assessment or Statement will vary from site to site but the following should be considered when settling the scope of the proposed assessment:
- "Information about the proposed development, site layout, (particularly proposed transport access and layout across all modes of transport)
 - Information about neighbouring uses, amenity and character, existing functional classification of the nearby road network;
 - Data about existing public transport provision, including provision/ frequency of services and proposed public transport changes;
 - A qualitative and quantitative description of the travel characteristics of the proposed development, including movements across all modes of transport that would result from the development and in the vicinity of the site;
 - An assessment of trips from all directly relevant committed development in the area (i.e. development that there is a reasonable degree of certainty will proceed within the next three years);
 - Data about current traffic flows on links and at junctions (including by different modes of transport and the volume and type of vehicles) within the study area and identification of critical links and junctions on the highways network;
 - An analysis of the injury collision records on the public highway in the vicinity of the site access for the most recent three-year period, or five-year period if the proposed site has been identified as within a high collision area;
 - An assessment of the likely associated environmental impacts of transport related to the development, particularly in relation to proximity to environmentally sensitive areas (such as air quality management areas or noise sensitive areas);

- Measures to improve the accessibility of the location (such as provision/ enhancement of nearby footpath and cycle path linkages) where these are necessary to make the development acceptable in planning terms;
- A description of parking facilities in the area and the parking strategy of the development;
- Ways of encouraging environmental sustainability by reducing the need to travel; and
- Measures to mitigate the residual impacts of development (such as improvements to the public transport network, introducing walking and cycling facilities, physical improvements to existing roads.”

vi. The PPG also states:

- “in general, assessments should be based on normal traffic flow and usage conditions (e.g. non-school holiday periods, typical weather conditions) but it may be necessary to consider the implications for any regular peak traffic and usage periods (such as rush hours). Projections should use local traffic forecasts such as TEMPRO drawing where necessary on National Road Traffic Forecasts for traffic data.”

National Planning Policy Framework [NPPF] – para numbering reflects that in the NPPF

Promoting sustainable transport

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that:
- a. the potential impacts of development on transport networks can be addressed;
 - b. opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
 - c. opportunities to promote walking, cycling and public transport use are identified and pursued;
 - d. the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
 - e. patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:
- a. support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;
 - b. be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;
 - c. identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;
 - d. provide for high quality walking and cycling networks and supporting facilities such as cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);
 - e. provide for any large-scale transport facilities that need to be located in the area, and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and
 - f. recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.
107. If setting local parking standards for residential and non-residential development, policies should take into account:
- a. the accessibility of the development;
 - b. the type, mix and use of development;
 - c. the availability of and opportunities for public transport;
 - d. local car ownership levels; and
 - e. the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.
108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- a. appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
 - b. safe and suitable access to the site can be achieved for all users; and
 - c. any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.
111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
112. Within this context, applications for development should:
- a. give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
 - b. address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
 - c. create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
 - d. allow for the efficient delivery of goods, and access by service and emergency vehicles; and
 - e. be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.
113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

PRESUMPTION IN FAVOUR OF SUSTAINABLE DEVELOPMENT

- vii. The National Planning Policy Framework (NPPF) introduced the presumption in favour of sustainable development. There are three dimensions to sustainable development: economic, social and environmental and the policies taken as a whole, constitute the Government's view of what sustainable development in England means in practice for the planning system.



- viii. The presumption in favour of sustainable development should be seen as a golden thread running through both plan-making and decision-taking.

11. Plans and decisions should apply a presumption in favour of sustainable development.

For **plan-making** this means that:

- a) all plans should promote a sustainable pattern of development that seeks to: meet the development needs of their area; align growth and infrastructure; improve the environment; mitigate climate change (including by making effective use of land in urban areas) and adapt to its effects;
- b) strategic policies should, as a minimum, provide for objectively assessed needs for housing and other uses, as well as any needs that cannot be met within neighbouring areas⁶, unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a strong reason for restricting the overall scale, type or distribution of development in the plan area⁷; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

For **decision-taking** this means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date⁸, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed⁷; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

MANUAL FOR STREETS (MFS1)

- ix. Guidance for the design of residential roads set out in Design Bulletin 32 and its companion guide Places Streets and Movement was superseded in March 2007 by the publication of the Departments for Transport and Communities and Local Government publication 'Manual for Streets' (MfS). The document sets out that:

"It is therefore strongly recommended that local authorities review their standards and guidance to embrace the principles of MfS."

x. The aims of the document are to bring about a transformation in the quality of streets and represent a fundamental culture change in the way streets are designed and adopted. MfS provides guidance in order that streets can be designed to:

- Help to build and strengthen the communities they serve;
- Meet the needs of all users, by embodying the principles of inclusive design;
- Form part of a well-connected network;
- Be attractive and have their own distinctive identity;
- Be cost-effective to construct and maintain; and
- Be safe.

xi. Manual for Streets advocates inclusive design and its principles which are to:

- Place people at the heart of the design process;
- Acknowledge diversity and difference;
- Offer choice where a single solution cannot accommodate all users;
- Provide for flexibility in use; and
- Provide buildings and environments that are convenient and enjoyable to use for everyone.

xii. Manual for Streets defines a 'street' as ...

a highway that has important public realm functions beyond the movement of traffic. *Streets have a sense of place and are distinctive and are lined with and provide direct access to buildings and public spaces. Most highways in built-up areas can be considered as streets. The Manual does not define an upper limit in terms of traffic flow to define a 'street' as that was considered to be too prescriptive but as a general guide suggests a threshold of about 10,000 vehicles per day or about 1,000 vehicles per hour at peak times.*

Manual for Streets 2 (MfS2)

xiii. The Chartered Institution of Highways and Transportation (CIHT) publication 'Manual for Streets 2: Wider Application of the Principles' (MfS2) was published in September 2010 and forms a companion guide to "Manual for Streets" (MfS). MfS2 fills the perceived gap in design guidance between MfS and Design Manual for Roads and Bridges (DMRB) and has been endorsed by the Department for Transport (DfT).

xiv. The "Status and Application" section of MfS2 States:

"DMRB is the design standard for Trunk Roads and Motorways in England, Scotland, Wales and Northern Ireland. The strict application of DMRB to non-trunk routes is rarely appropriate for highway design in built up areas, regardless of traffic volume."

xv. MfS2 paragraph 1.3.3 states that:

"Where designers do refer to DMRB for detailed technical guidance on specific aspects, for example on strategic inter-urban non-trunk roads, it is recommended that they bear in mind the key principles of MfS, and apply DMRB in a way that respects local context. It is further recommended that DMRB or other standards and guidance is only used where the guidance contained in MfS is not sufficient or where particular evidence leads a designer to conclude that MfS is not applicable."

xvi. MfS2 paragraph 1.3.4 goes on to state:

"The application of MfS advice to all 30mph speed limits as a starting point is in keeping with MfS1"

xvii. Most importantly, MfS2 states in 1.3.5 - 1.3.7:

Much of the research behind MfS1 for stopping sight distance (SSD) is limited to locations with traffic speeds of less than 40mph and there is some concern that driver behaviour may change above this level as the character of the highway changes. *However, 40mph speed limits in builtup areas cover a wide range of contexts, from simple urban streets with on-street parking and direct frontage access to 2/3 lane dual carriageways. Furthermore, local context varies not only from street to street but also along the length of a street.*

Where a single carriageway street with on-street parking and direct frontage access is subject to a 40mph speed limit, its place characteristics are more of a residential street or high street, with higher traffic flows, and may result in actual speeds below the limit. It is only where actual speeds are above 40mph for significant periods of the day that DMRB parameters for SSD are recommended. Where speeds are lower, MfS parameters are recommended. Where there may be some doubt as to which guidance to adopt, actual speed measurements should be undertaken to determine which is most appropriate.

Similarly, in rural areas many parts of the highway network are subject to the national speed limit but have traffic speeds significantly below 60mph. Again in these situations where speeds are lower than 40mph, MfS SSD parameters are recommended.

xviii. Scope of MfS:

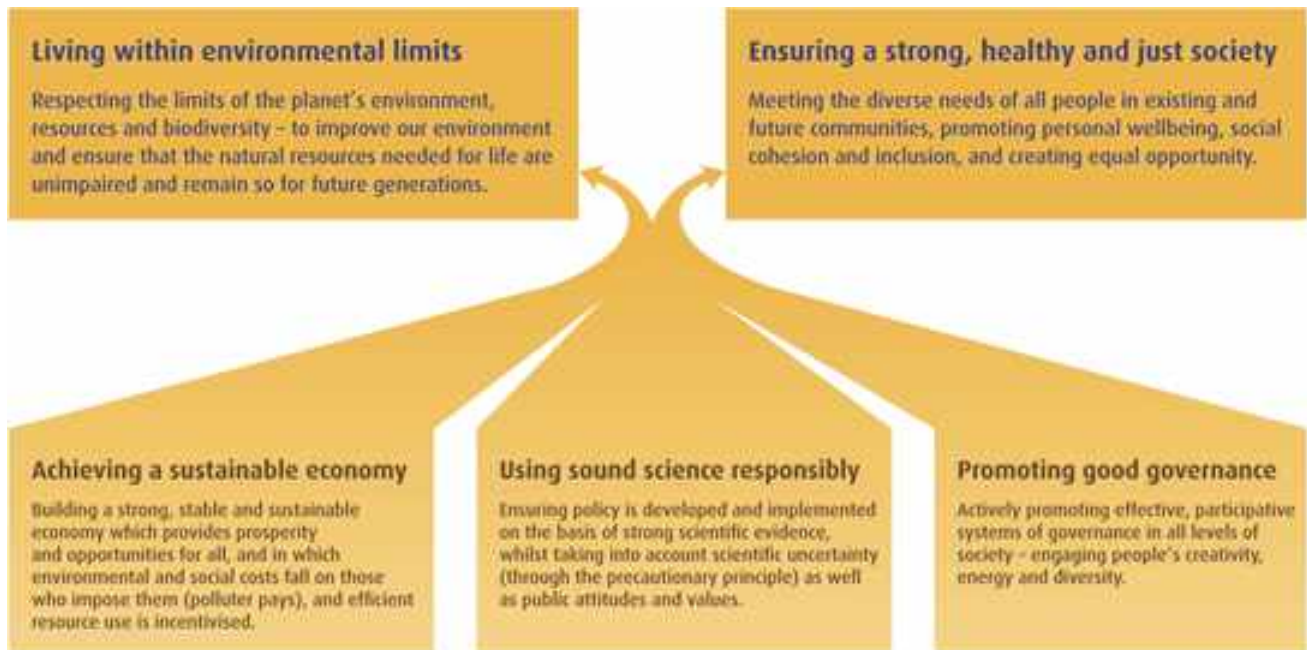
Speed Limit	20mph	30mph	40mph	50+mph
User Hierarchy	●	●	●	●
Team Working	●	●	●	●
Community Function	●	●	●	●
Inclusive Design	●	●	●	●
Ped/Cycle Support	●	●	●	●
Master Plans/Design Codes	●	●	●	●
Stopping Sight Distance	●	●	●	●
Frontage Access	●	●	●	●
Minimise Signs and Street Furniture	●	●	●	●
Quality Audits	●	●	●	●
Connectivity/Permeability	●	●	●	●

Table 1.1 Application of key areas of MfS advice

Note: ● yes ● subject to local context

SUSTAINABLE DEVELOPMENTS

- xix. In order for the UK to become more sustainable, it is important to have an agreed set of principles that can be used as a basis for co-ordinated national policies, strategies and action plans.
- xx. The UK Government published its 'Five Principles of Sustainable Development' in its Shared Framework for Sustainable Development, released in March 2005.



LOCAL POLICIES

- i. Please refer to planning statement

APPENDIX 2

Development Proposals



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REV:	DATE:	DESCRIPTION:	
A	25.01.21.	Static caravan and tourer dims. adjusted	MK
B	15.02.21.	Pitches 1 & 2 amended, static added	MK
C	30.03.21.	Pitches renumbered, plots 11 & 12 amended	MK
D	14.05.21.	Static indicated plots 11 & 12/bins added	MK

CLIENT: Bury Council

PROJECT: Fernhill Gypsy and Traveller Site Re-development

DRAWING TITLE: Proposed Site Layout

DRAWING NUMBER: 19144-101D

SCALE: 1:500@A3

DATE: 22.10.20.

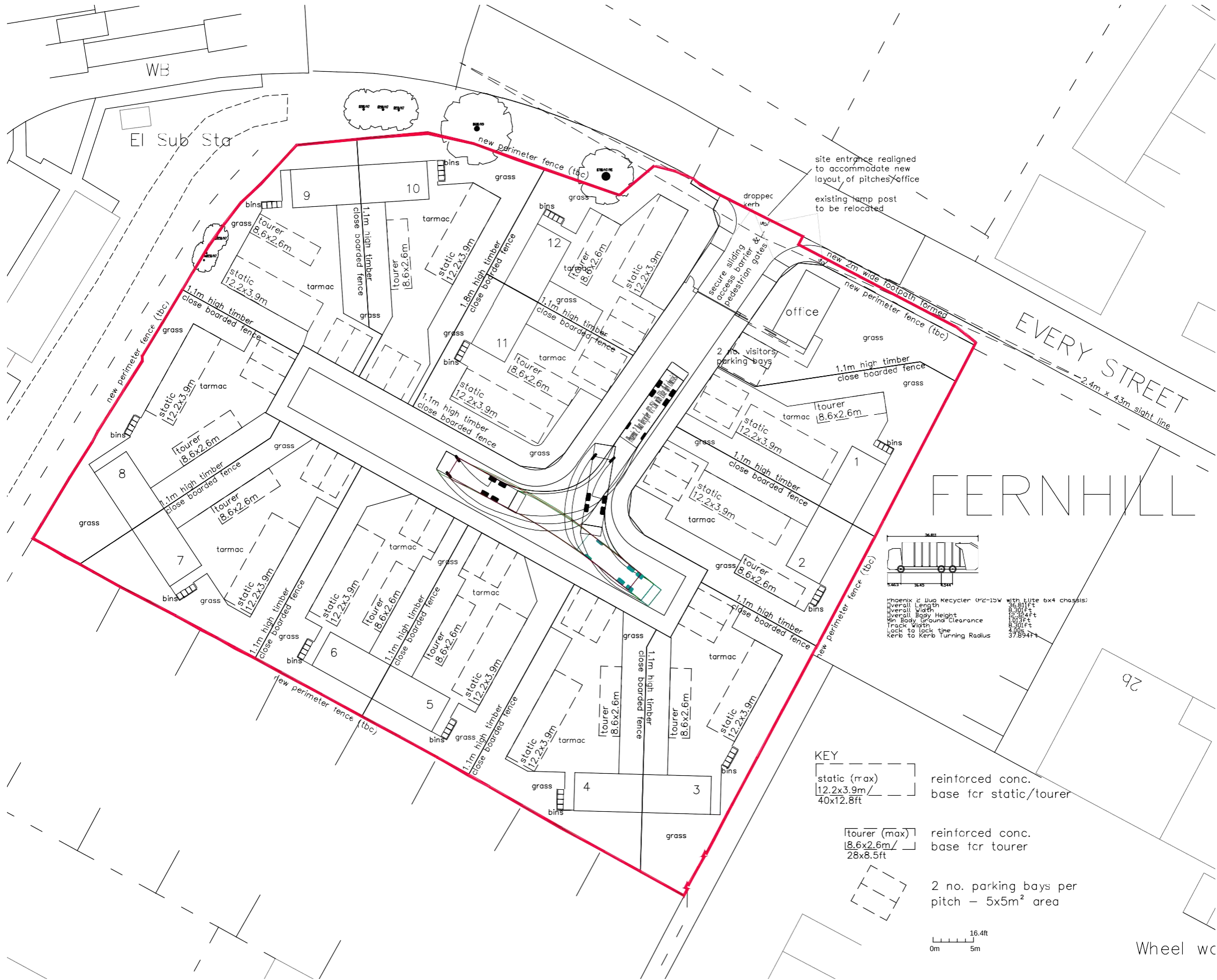
STATUS: PLANNING

BY: MK

CHECKED: SH

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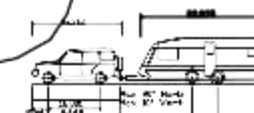
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REV:	DATE:	
DESCRIPTION:	15.01.21.	Static caravan and tourer dms.
Adjusted	15.02.21.	Pitches 1 & 2 amended, static
Added	30.03.21.	Mitches renumbered, plots 11 & 12
Amended	14.05.21.	Static indicated plots 11 &
E2/bins added	22.06.21.	Mropped kerbs indicated adj. site access
	MK	

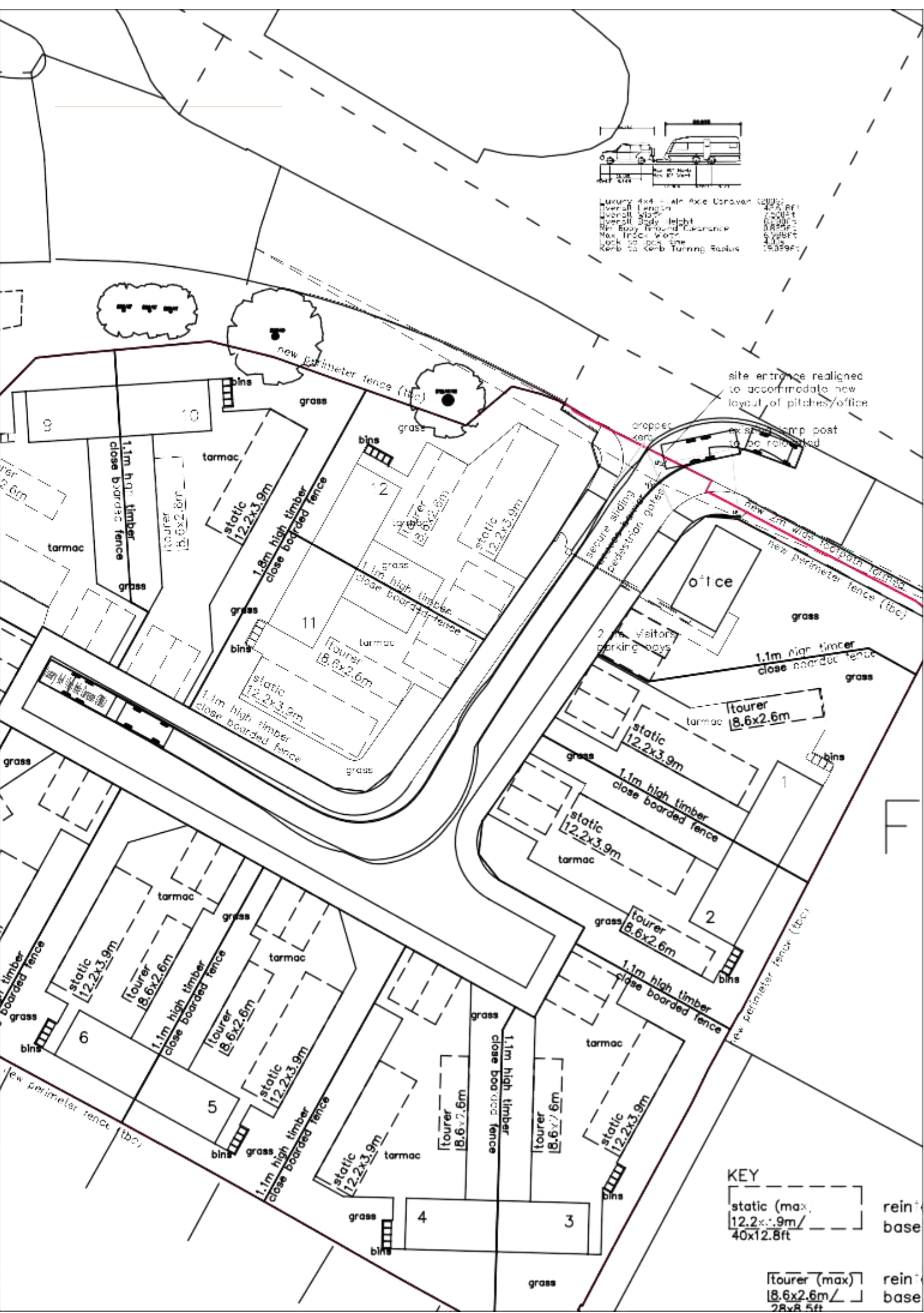
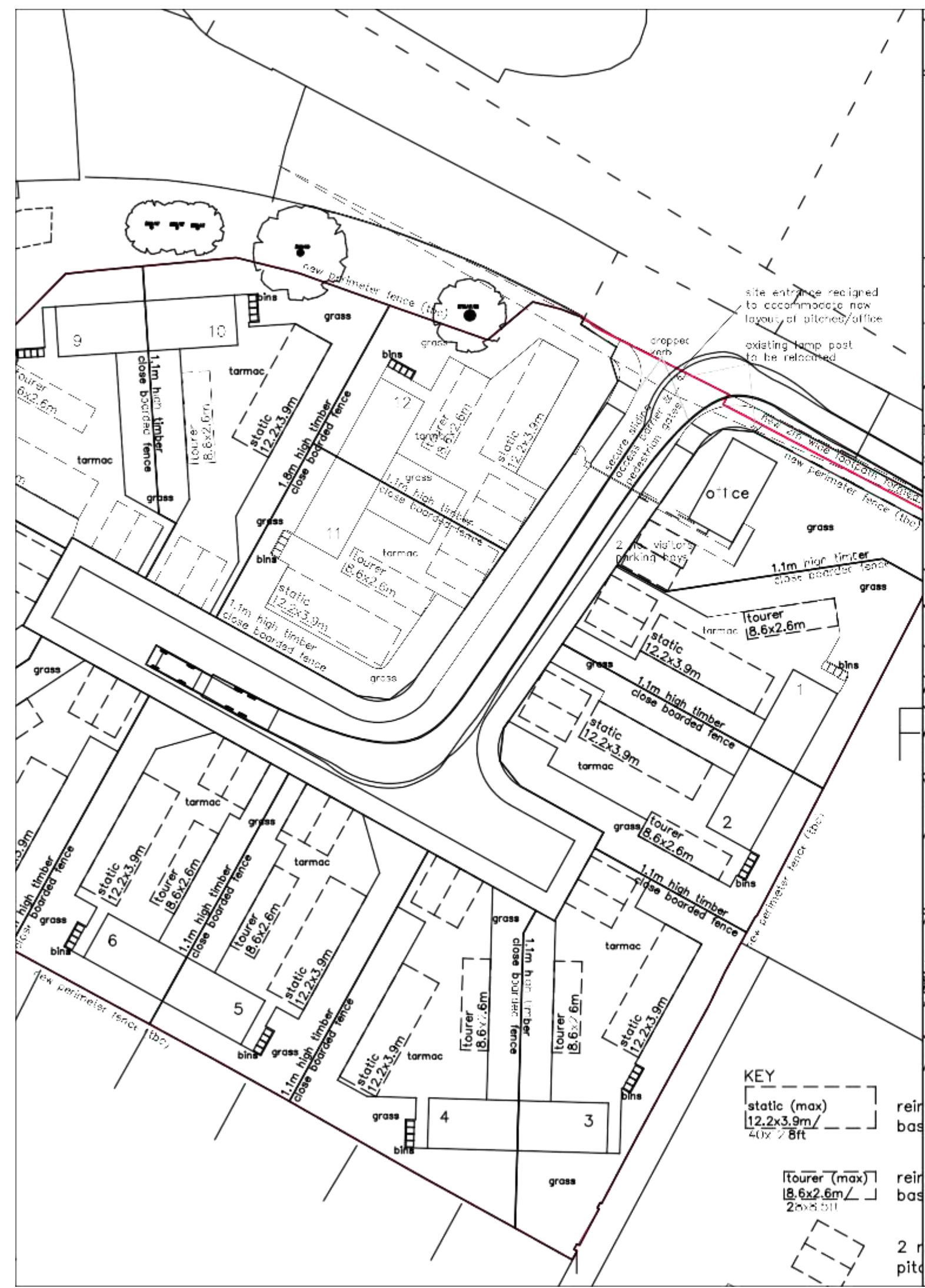
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Bury Council	Fernhill Gypsy and Traveller Site Re-development	Proposed Site Layout	19144-101E	1:500@A3	22.10.20.
			PLANNING	MK	CHECKED:



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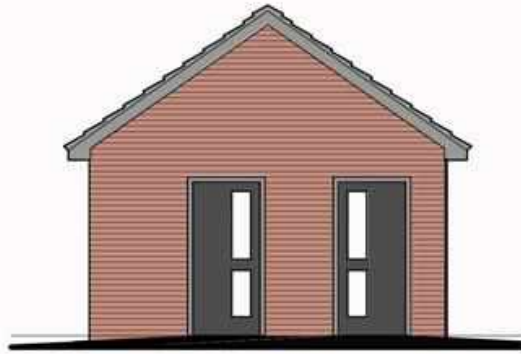


Luxury 4x4 4.5m Axle Chassis (2000)
Overall Length 4.5m
Overall Width 2.0m
Wheelbase 3.0m
Max Ground Clearance 0.8m
Max Trac. Water 1.0m
Max 100% Turn Radius 10.0m

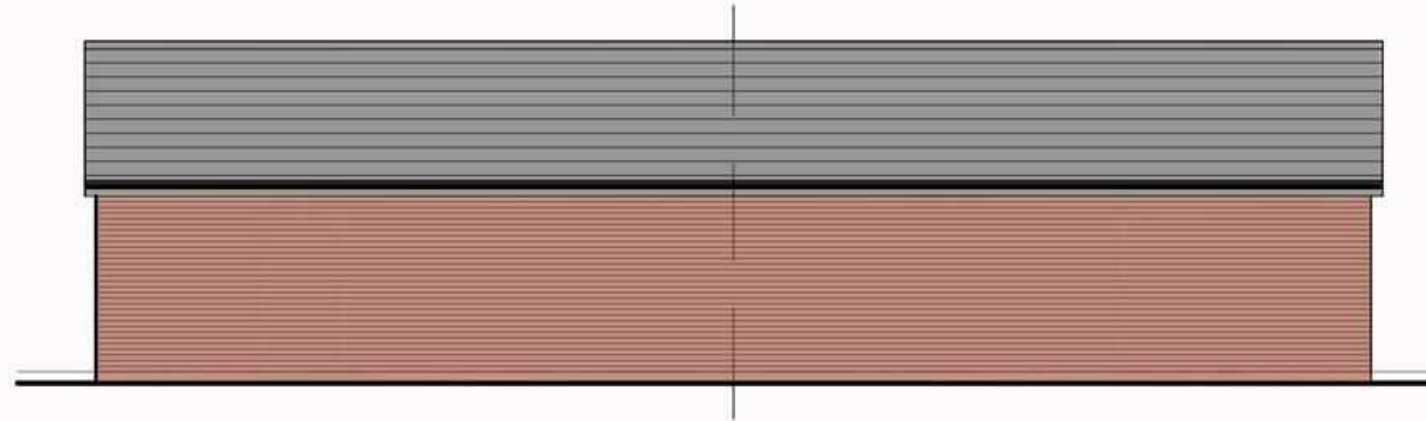


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REV	DATE	DESCRIPTION	BY
A	08.12.20	all elevations added and colour	MK
B	03.02.21	overall dimensions and areas added	MK
C	19.02.21	bathroom and wc switched	MK



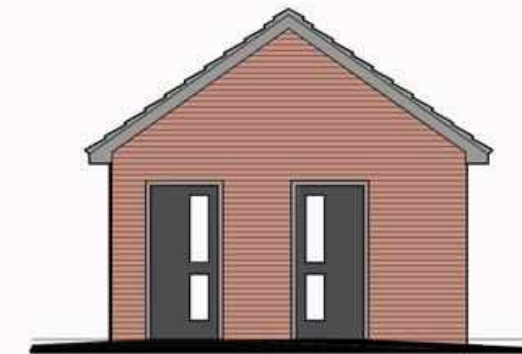
entrance gable elevation



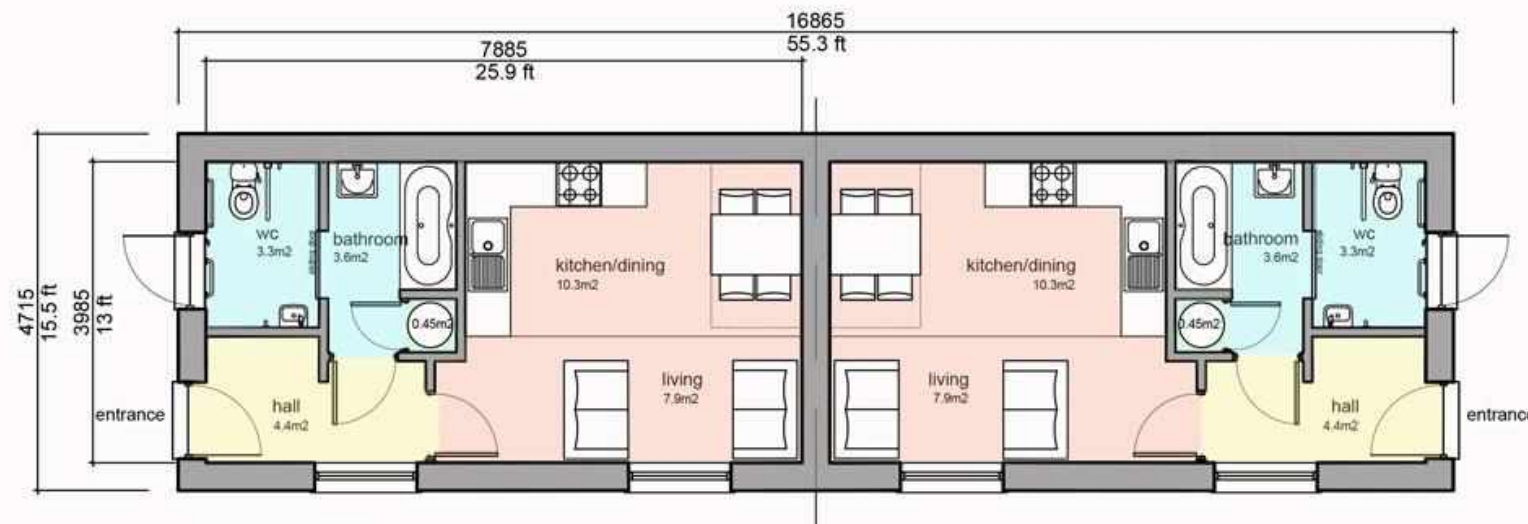
rear elevation



front elevation



entrance gable elevation



utility block plan
31.4 m²/338 ft²



CLIENT: Bury Council

PROJECT: Fernhill Gypsy and Traveller Site Redevelopment
Every Street, Bury

DRAWING TITLE: Utility Block Plan and Elevations

DRAWING NUMBER: 19144-103-C

SCALE: 1:100@A3

DATE: 03.12.20

STATUS: For Information

BY: MK

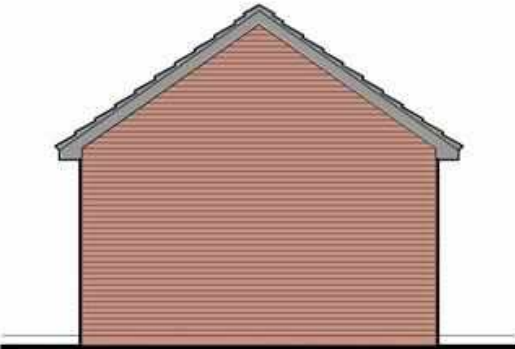
CHECKED: SH

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REV:	DATE:	DESCRIPTION:	BY:
A	08.12.20.	all elevations added and colour	MK
B	03.02.21.	overall dimensions and areas added	MK
C	19.02.21.	entrance and windows relocated	MK



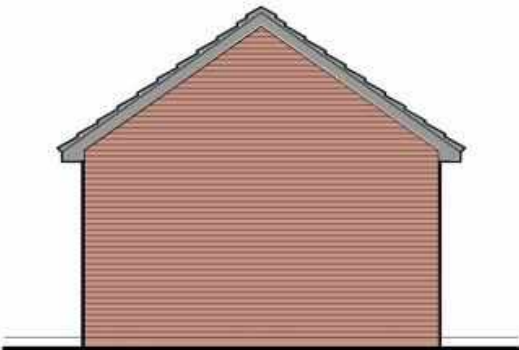
entrance gable elevation



rear elevation



front elevation



entrance gable elevation



management block plan
31.4 m2



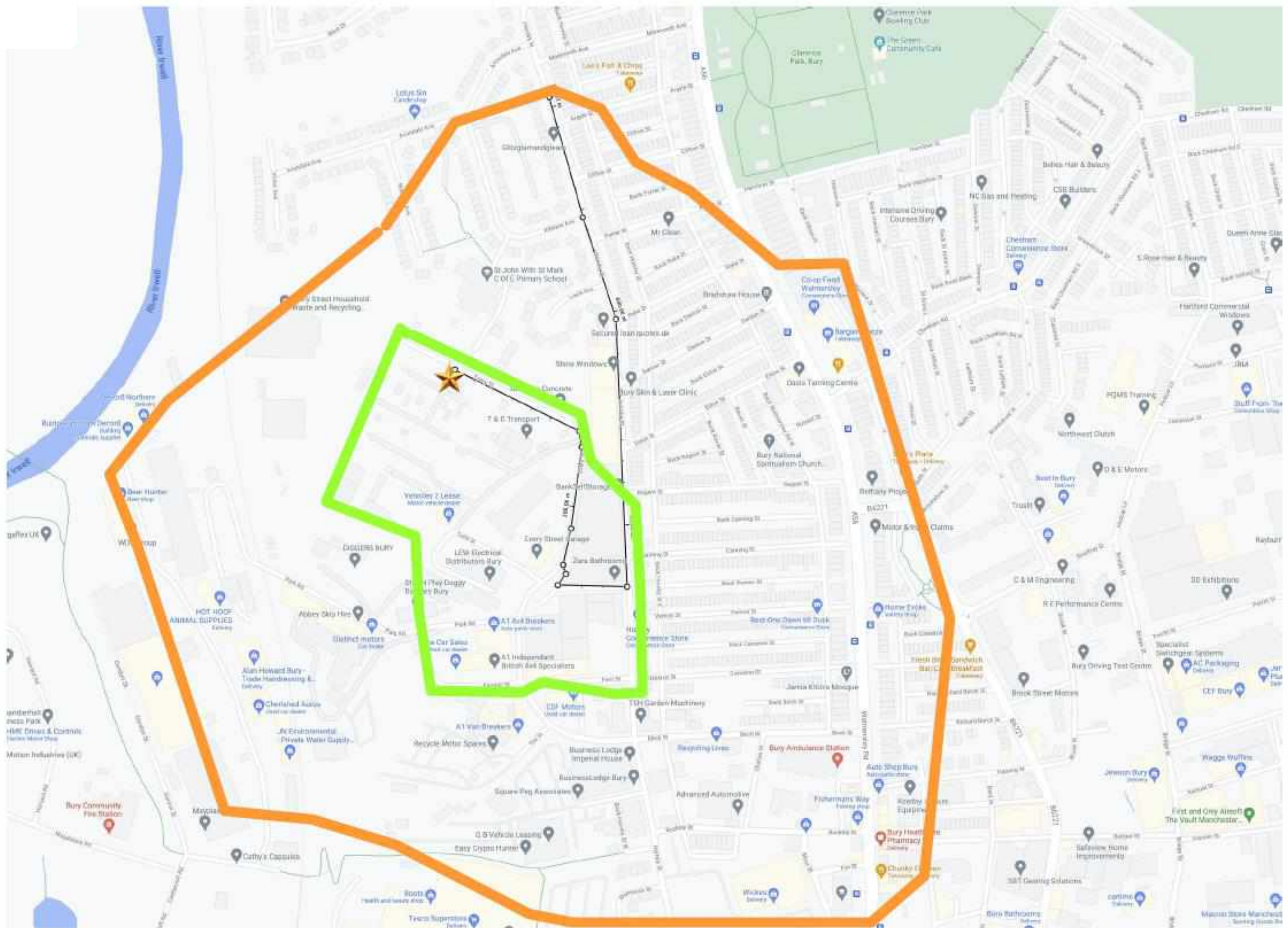
CLIENT:	PROJECT:	DRAWING TITLE:	DRAWING NUMBER:	SCALE:	DATE:
Bury Council	Fernhill Gypsy and Traveller Site Redevelopment Every Street, Bury	Management Block Plan and Elevations	19144-104-C	1:100@A3	08.12.20.
			STATUS:	BY:	CHECKED:
			For Information	MK	SH

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APPENDIX 3

Walk Isochrones

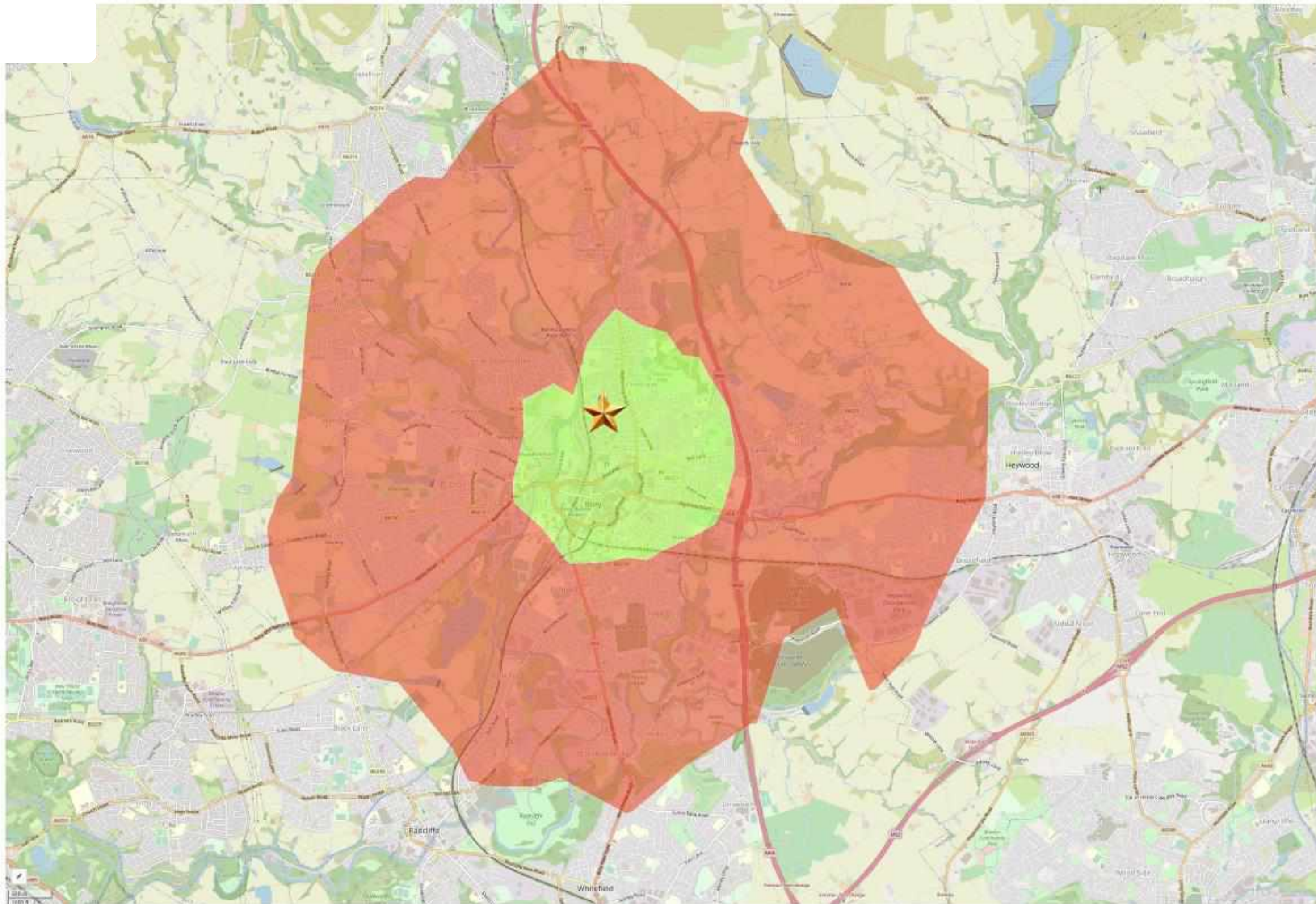


TITLE Illustrative Walk Isochrones	NOTES: These isochrones are meant to provide an illustration of the potential extent of 400m and 800m isochrones and not intended to be precise distances	DESIGN RAH	DRAWING No / REF Illustrative	KEY 400m 800m	
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APPENDIX 4

Cycle Isochrones



TITLE
Illustrative Cycle Isochrones

NOTES: These isochrones are meant to provide an illustration of the potential extent of 2km and 5km isochrones and not intended to be precise distances

DESIGN
RAH

DRAWING No / REF
Illustrative

KEY
2km ■ 5km ■



One of a series of 10 maps covering the whole of Greater Manchester

July 2019

Why cycle?

- **To save money**
Cycling costs 85% less than driving.
- **To save time**
For journeys from 3 to 5 km cycling is often the quickest form of transport.
- **For health and fitness**
Cycling can improve and maintain physical and emotional health.
- **For enjoyment**
Cycling is an easy and enjoyable activity with friends and family.
- **For the environment**
Cycling produces virtually no atmospheric pollution or noise.

Helping more people cycle

Cycle training and practical support

Whatever your level, we can help you get the best from riding your bike. We offer a range of courses, led by expert instructors, to get you up-to-speed whether that be learning to ride, building skills and confidence, looking after your bike or becoming a ride leader.

Visit the website tfgm.com/cycling to find out more about cycle training, lots of useful information and practical support, plus details of cycle parking facilities around Greater Manchester.

Useful Contacts

For public transport information

0161 244 1000

7am – 8pm Monday to Friday

8am – 8pm Saturday, Sunday & public holidays.

www.tfgm.com

British Cycling

The governing body for cycle sport in the UK.

www.britishcycling.org.uk

Trans Pennine Trail

A multi-user route, coast-to-coast across the north of England.

www.transpenninetrail.org.uk

Canal and River Trust

The charity entrusted with the care of 2000 miles of inland waterway network in England.

www.canalrivertrust.org.uk

Cycling UK

The national cycling charity.

www.cyclinguk.org

Sustrans

The charity enabling people to travel on foot, by bike or public transport for more everyday journeys.

www.sustrans.org.uk

Details of other local groups, forums and organisations that support cycling initiatives can be found at: www.tfgm.com/cycling

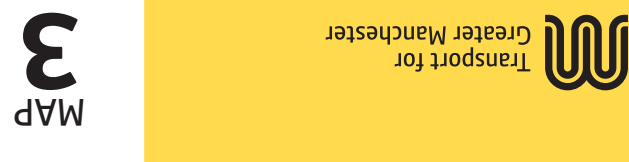
Highway defects

To report potholes or any other surface problems that are a hazard to cyclists please contact your Local Highway Authority
0161 253 5909 / transportation@bury.gov.uk

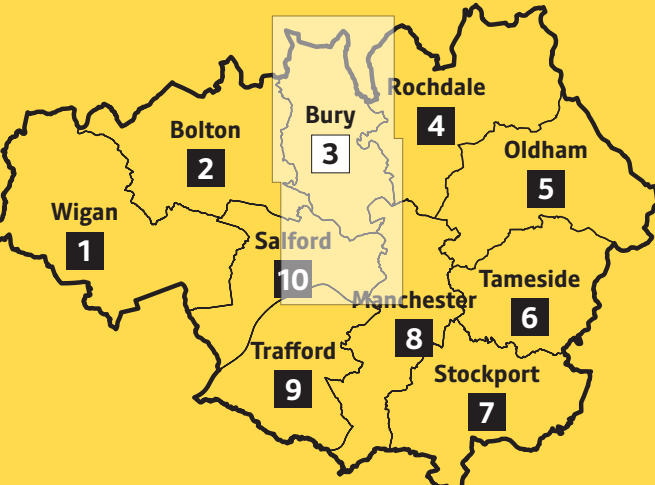


Bury
Cycle network map

Bury town centre, Radcliffe, Whitefield, Prestwich, Prestwich



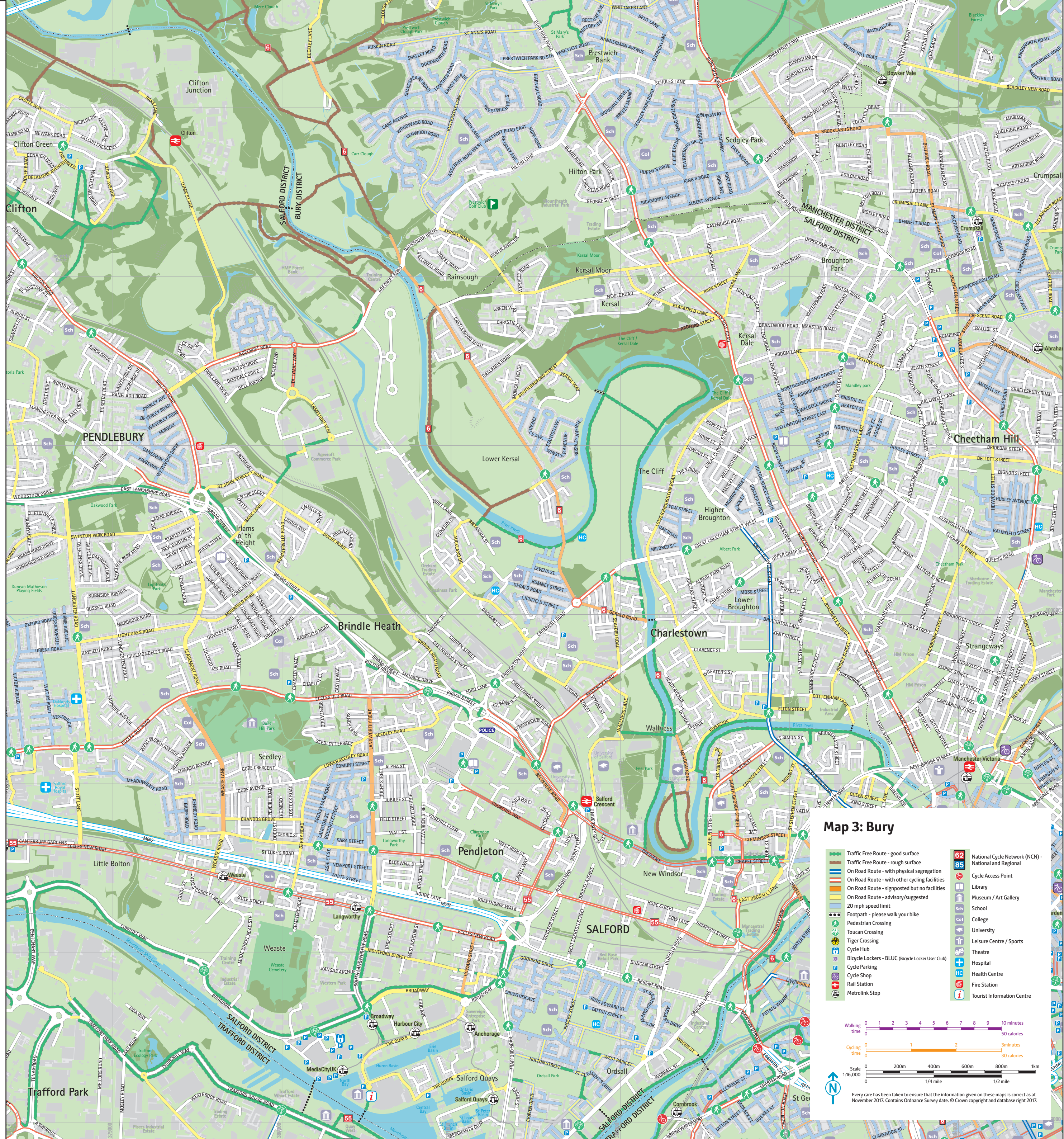
Cycle network maps



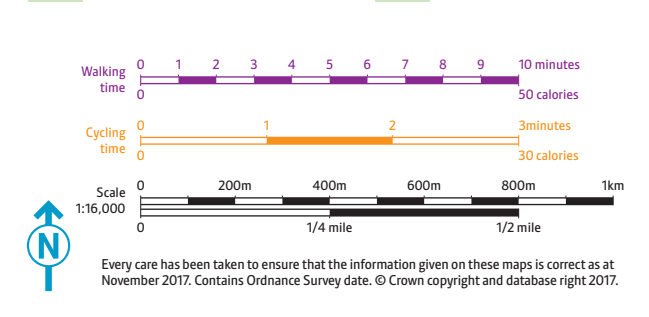
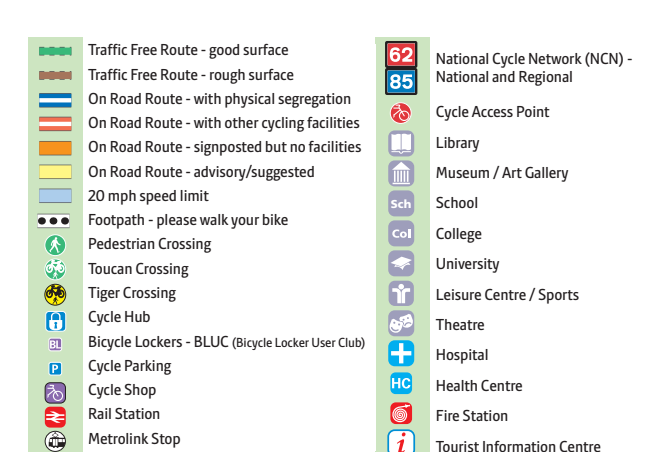
Transport for Greater Manchester's cycle network is divided into 10 areas with a map for each.

All maps available to download from www.tfgm.com/cycling or collect from your local Travelshop

The Bee Network
Transport for Greater Manchester and Greater Manchester's ten local authorities are working together to build a world class cycling and walking network for the future.
To find out more visit tfgm.com/bee



Map 3: Bury



Map 3: Survey

Legend:

- 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 no facilities
- On Road Route - advisory/suggested
- 20 mph speed limit
- Footpath - please walk your bike
- Pedestrian Crossing
- Toucan Crossing
- Cycle Crossing
- Cycle High
- Bicycle Lockers - BLUK (Bicycle Locker Use Card)
- Cycle Parking
- Cycle Shop
- Rail Station
- Metrolink Stop

Facilities:

- National and Regional
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre

Scale:

Walking time: 0 2 4 6 8 10 12 14 16 18 20 minutes
50 calories
30 calories

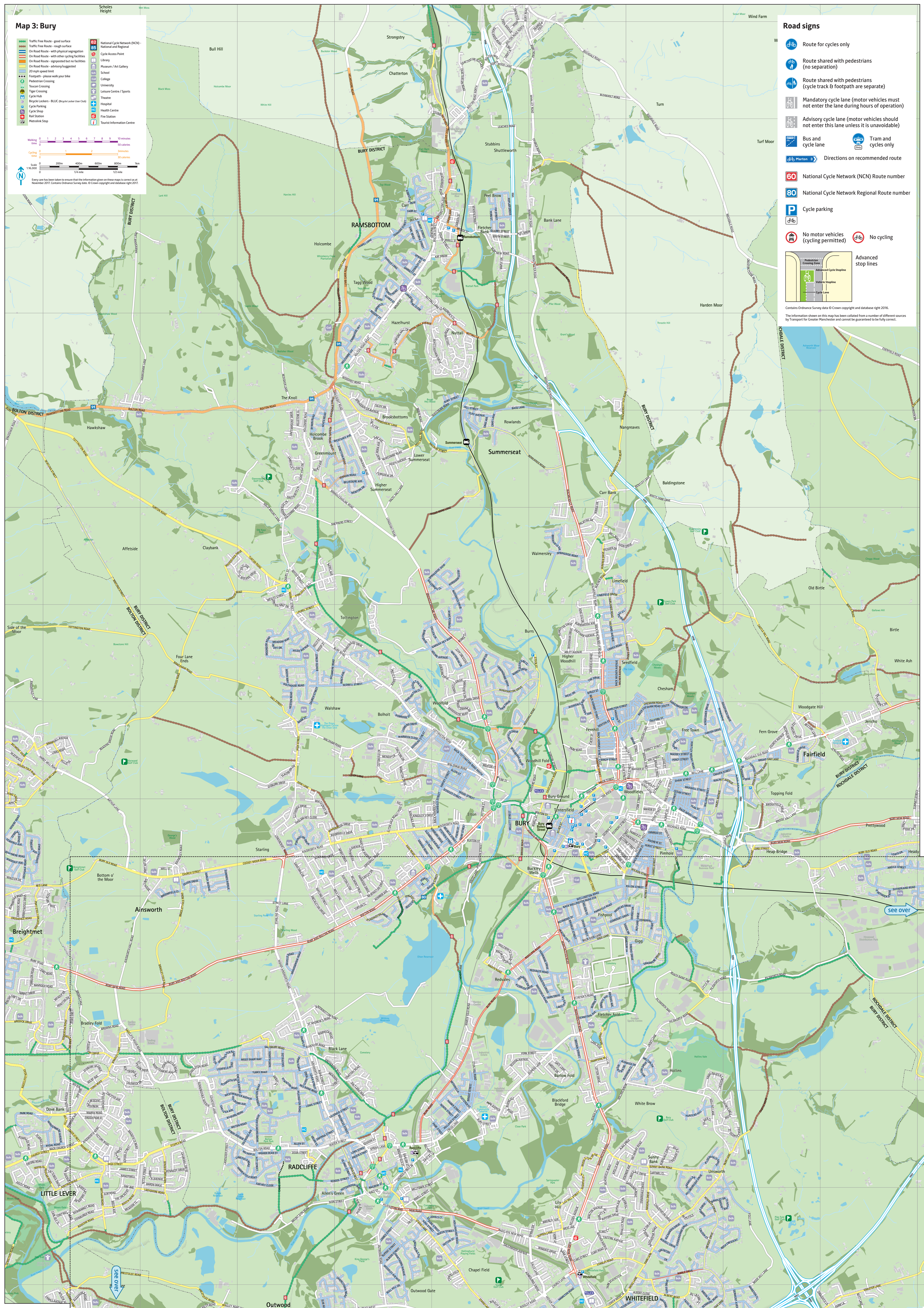
Cycling time: 0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 minutes
50 calories
30 calories

Scale: 0 200m 400m 600m 800m 100m

1 km: 0 1/4 mile 1/2 mile 3/4 mile 1 mile

Notes:

Every year has been taken to ensure that the Information given on this map is correct and at November 2017. Considers Ontario Survey data. © Crown copyright and database right 2017.



Road signs



Route for cycles only



Route shared with pedestrians
(no separation)



Route shared with pedestrians
(cycle track & footpath are separate)



Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)



Advisory cycle lane (motor vehicles should not enter this lane unless it is unavoidable)



Bus and cycle lane



Tram and cycles only



Directions on recommended route



National Cycle Network (NCN) Route number



National Cycle Network Regional Route number



Cycle parking

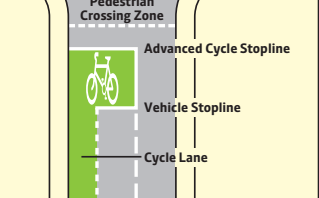




No motor vehicles
(cycling permitted)



No cycling



Advanced stop lines

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The information shown on this map has been collated from a number of different sources to provide the most up to date information. It is not intended to be a definitive source of information and should not be relied upon for legal purposes. The information is provided as a guide only and is not intended to be a definitive source of information. The information is provided as a guide only and is not intended to be a definitive source of information.

The information shown on this map has been collated from a number of different sources by Transport for Greater Manchester and cannot be guaranteed to be fully correct.