

Derby Retail Study

Zone 4 – Mickleover

Accessibility & Infrastructure

Appraisal

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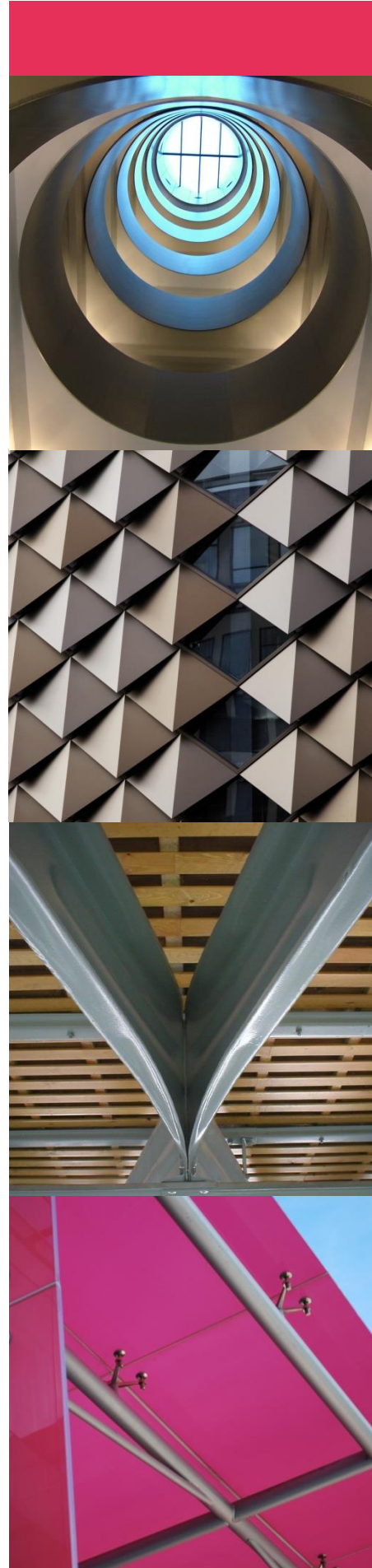
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Plan 066625-CUR-00-XX-DR-TP-06010-P01 – Pedestrian Catchment

Plan 066625-CUR-00-XX-DR-TP-06011-P01 – Cycling Catchment

Plan 066625-CUR-00-XX-DR-TP-06012-P01 – Public Transport Catchment

1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Mickleover area in terms of infrastructure and accessibility by various travel modes. A number of variables and indicators have been evaluated including vehicular, pedestrian, cycle, public transport and parking facilities, and a general overview has also been taken of the retail area which includes aesthetics, street furniture and security provision.
- 1.1.2 These different aspects have been assessed to ascertain a level of accessibility based upon various criteria. Each category has been scored between 1 and 5 where 1 is poor and 5 is excellent resulting in a maximum possible score of 30 for the retail area. Scoring tables are provided in each category to highlight the criteria used.
- 1.1.3 It is intended that this report, alongside those prepared for the other main retail areas within the Derby Urban Area (DUA) is read alongside the overarching Derby Retail Study report which focusses on transport, accessibility and service provision. The individual retail centre assessment reports and main study area report have been prepared to support a wider review on the retail health and opportunities for centres within the DUA.
- 1.1.4 It is therefore intended that the findings derived from the individual site assessments and conclusions drawn from the main report will provide strategic policy and infrastructure recommendations to Derby City Council and wider partners to enhance and ensure the future delivery and viability of sustainable retail centres within the DUA.

2.0 Retail Centre

2.1 Introduction

- 2.1.1 Mickleover retail centre is located south of the junction of Uttoxeter Rd with Kipling Drive and B5020 Station Road in Mickleover, Derby, and is located west of Derby City Centre.



Figure 2.1 Mickleover Retail Centre Location Map

- 2.1.2 Mickleover Retail Centre serves the Mickleover community, in addition to residents from Radbourne, Burnaston, Littleover, Micklemeadow and Kingsway, which surround Mickleover.
- 2.1.3 The retail area consists of several retail outlets including a supermarket, car wash, petrol station, banks, post office, bakery, public houses and a dentist. Mickleover Community Centre & Mickleover Library lie to the north of the site, residential properties lie to the east and west, while The Limes Residential Home lies directly south of the retail centre.

3.0 Infrastructure Appraisal

3.1 Existing Access Arrangements

- 3.1.1 Vehicular, cycle and pedestrian access to the main retail area and car parking areas is currently taken from Uttoxeter Rd and Kipling Drive. Each parking area is accessed via priority give way junctions and incorporates footways at each location.
- 3.1.2 Pedestrians and cyclists can access the site via alternative points to the vehicular accesses via footway provision surrounding the retail area. Crossing points are provided on Uttoxeter Road and Kipling Drive to facilitate safe pedestrian movement.
- 3.1.3 Service and delivery access to retail outlets is via Kipling Drive, Limes Avenue and The Square.

3.2 Streets

Speed Limits

- 3.2.1 A 30mph speed restriction is in place throughout all streets surrounding the retail area with the exception of the B5020 Uttoxeter Road beyond the BP petrol station to the east, where the speed restriction adjusts to 40mph.
- 3.2.2 Speeds of vehicles were observed to be lower than the local speed restrictions around the entrances to the car parking areas on Kipling Drive and Uttoxeter Rd.

Design

- 3.2.3 The surrounding road geometry is of good design which meets modern standards, with carriageways measuring between 5.5 and 6 metres in width and continuous footways of approximately 2 metres on either side of the surrounding roads. Within the area on Uttoxeter Road there is a wide footway measuring between 3 to 5 metres fronting the main row of shops.
- 3.2.4 On street car parking bays are provided using space taken up by disused bus layby's on Kipling Drive adjacent to the Tesco store.
- 3.2.5 Off-street parking is provided in the Tesco car park, situated at the rear of the store. There are also parking areas outside the shopping frontages on Uttoxeter Rd.

Vehicular Traffic Flow / Congestion

- 3.2.6 The traffic flow within the shopping area and the surrounding roads at the time of the survey (weekday late afternoon peak) was free flowing and heavy, especially at the roundabout junction of B5020 Uttoxeter Road with Kipling Drive, Uttoxeter Road and B5020 Station Road.

3.2.7 Congestion was observed at the junction of the car park area off Uttoxeter Road where cars would queue while they waited to cars to manoeuvre out of car parking spaces.

3.3 Streets Scoring

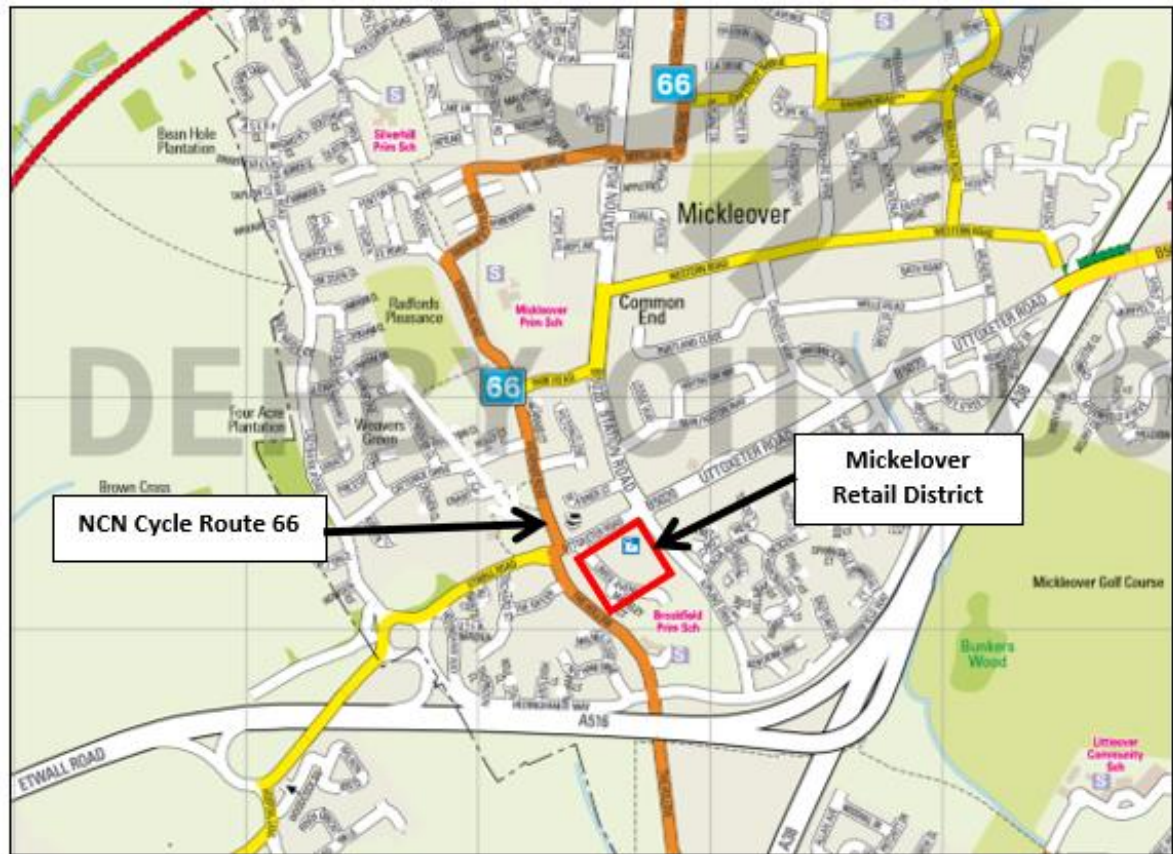
Streets	
Score	Criteria
5	Good vehicular access positioning. Well-maintained streets of a good design. Light traffic flows with no congestion.
4	Good vehicular access positioning. Well-maintained streets of a good design. Light/moderate but controlled traffic flows with light congestion.
3	Satisfactory access positioning of adequate quality. Moderate traffic flows and light congestion.
2	Satisfactory access positioning of poor quality. Heavy traffic and moderate congestion.
1	Substandard access positioning of poor quality. Heavy traffic and heavy congestion.

Table 3.1 Street Scoring

3.4 Cycle Facilities

Cycle Routes

- 3.4.1 There are no marked or segregated cycle routes within the vicinity of the shopping area however, the surrounding residential roads are of sufficient width to accommodate cyclists within the carriageway.
- 3.4.2 Orbital Route 66 lies within close proximity to Mickleover retail district, and routes in a north-south direction passing the retail district approximately 140 metres to the west along The Hollow. This on road orbital route is not well signposted.
- 3.4.3 **Figure 3.4** shows the Orbital Route 66 and its location in relation to Mickleover Retail District.



SOURCE: Derby City Council

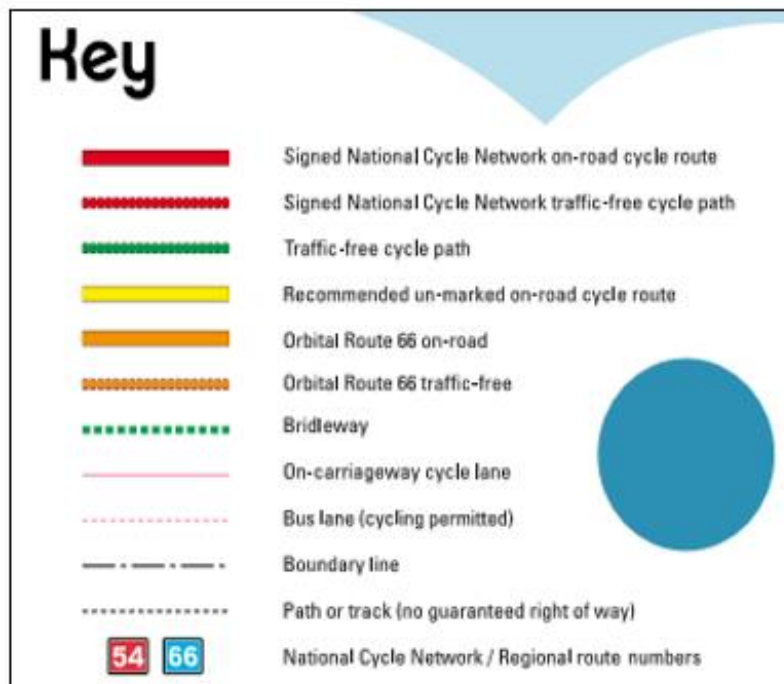


Figure 3.2 Orbital Route 66 in relation to Mickleover Retail District

Cycle Storage / Parking

- 3.4.4 There is cycle parking provision for up to six bikes outside the Tesco store, as shown in **Figure 3.5**.



Figure 3.3 Cycle Parking outside Tesco

- 3.4.5 There is parking for up to six bikes at the row of shops along Uttoxeter Rd, shown in **Figure 3.6**. The cycle parking location is conveniently located outside the shops and is overlooked during the daytime although the position of the stands has been stationed on the edge of the 2.0m footway, which results in cycles being either parked on the grass or within the footways. The location of the bollard within the footway adjacent to the cycle stands leaves approximately 1.5m width of footway without any cycles present. Once cyclists use this facility the width of the footway will narrow further making the retail area less accessible to footway users, especially the mobility impaired and those with pushchairs.



Figure 3.4 Cycle parking at Uttoxeter Rd shopping front

- 3.4.6 Cycle parking is also provided at the retail outlets on The Square, adjacent to Uttoxeter Road. Here, two cycle parking stands are located in the footway outside the public house with ample room for pedestrians and other users to negotiate parked cycles. Two further cycle parking stands are positioned along the B5020 Station Road at the junction of Warner Street outside the furniture shop frontage.

3.5 Cycle Scoring

Cycle Facilities	
Score	Criteria
5	Off road cycle provision of excellent quality. Ample space for cycle flows with controlled crossing provision. Convenient and generous cycle parking facilities.
4	Segregated / off road cycle provision of good quality with crossing facilities. Convenient and sufficient parking facilities.
3	On / off road cycle provision of adequate quality with convenient cycle parking.
2	No cycle routes / cycleways provided, some cycle parking present.
1	No provision for cyclists.

Table 3.2 Cycle Scoring

3.6 Pedestrian Facilities

Pedestrianised Streets

- 3.6.1 Whilst the main retail area provides suitable pedestrian spaces, there are no formalised pedestrianised areas within or surrounding the retail area.

Crossing Facility

- 3.6.2 There is a pelican crossing facility with dropped kerbs and tactile paving, linking Kipling Drive to the south of the shopping area, particularly convenient for people going to shop at Tesco, shown in **Figure 3.1**. Surrounding the site there are appropriately located dropped kerbs which also enable crossing of local roads and provide access to surrounding bus stops.



Figure 3.5 Pelican Crossing on Kipling Drive

- 3.6.3 There is a zebra crossing facility with dropped kerbs and tactile paving, providing controlled pedestrian access across Uttoxeter Road to the shopping area, as shown in **Figure 3.2**.



Figure 3.6 Zebra Crossing on Uttoxeter Rd

Accessibility

- 3.6.4 The streets surrounding the retail area provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There is also a signalised pedestrian crossing and a Zebra crossing surrounding the site, which provide safe crossing points linking the retail centre to the bus stops within the vicinity of the shopping area.
- 3.6.5 There is a direct and level access which connects Kipling Drive and Uttoxeter Road bus stops to the main retail area.

Ped / Cycle Flow

- 3.6.6 At the time of the survey (weekday late afternoon peak), there were light pedestrian and cycle flows, which were primarily movements to and from the shopping area.

Conflict Areas

- 3.6.7 There are uncontrolled pedestrian crossings with dropped kerbs and tactile paving, at each arm of the roundabout junction at B5020 Uttoxeter Rd / Kipling Drive / Uttoxeter Road / B5020 Station Road providing links across the junction, shown in **Figure 3.3**. Pedestrians have to wait at the crossing for long periods before an opportunity to cross the road is realised, as observed during the time of the survey.



Figure 3.7 Uncontrolled Pedestrian Crossing on Uttoxeter Rd

Footways /Cycleways

- 3.6.8 Footways have been located appropriately to provide connections for pedestrians throughout the retail district. Dropped kerbs are provided at advisory crossing points and tactile paving is placed at key locations. Footways surrounding the retail district measure between two and four metres in width and are in good condition. No cycleways are provided.

3.7 Pedestrian Scoring

Pedestrian Facilities	
Score	Criteria
5	Pedestrianised streets in excellent condition with ample open space and well-located controlled crossing facilities where vehicular carriageways are present.
4	Ample and wide footway provision of good quality. Well positioned controlled / uncontrolled crossings and no vehicular conflict areas.
3	Adequate footways in reasonable condition with controlled and uncontrolled crossing points with no vehicular conflict areas.
2	Narrow footways in reasonable / poor condition with uncontrolled crossing points and potential conflict areas.
1	No / insufficient footways in poor condition with limited crossing provision and potential conflict areas.

Table 3.1 Pedestrian Scoring

4.0 Public Transport Assessment

4.1 Buses

Bus Stops

- 4.1.1 There are two bus stops on Kipling Drive (within close proximity to the Tesco) for north & south bound services which have a flag, pole, raised kerb and bus cage within the carriageway, the southbound stop has a service timetable, but the northbound stop has no timetables. The northbound bus stop is shown in **Figure 4.1**.



Figure 4.1 Northbound Bus Stop on Kipling Drive

- 4.1.2 There is one bus stop on Uttoxeter Rd within close proximity to the shopping area which provides a link to eastbound services and facilities include a shelter, seating, raised kerb, service timetable, bus cage within the carriageway and real time bus information as shown in **Figure 4.2**.



Figure 4.2 Eastbound Bus Stop on Uttoxeter Rd

Services

- 4.1.3 There are three bus service providers in this area, which are Notts + Derby, The Mickleover and The Villager. They operate every 15 minutes in the daytime. These services provide connections between Mickleover, Royal Derby Hospital, Burton, Tutbury, Etwall and Derby City Centre.

Accessibility

- 4.1.4 The bus stops on Kipling Drive and Uttoxeter Rd are suitable for all users as there is level access and dropped kerbs provided to the retail area leading from the bus stops. There is a ramp that leads into the Tesco store which assists with accessibility for people with mobility impairments.

4.2 Rail

Rail Station

- 4.2.1 There is no rail station near the shopping area. The nearest station is Derby Midland Railway Station approximately 7 km away to the east, on Railway Terrace.

4.3 Taxis

Taxi Ranks

There is no taxi rank provided in the vicinity of the shopping area.

4.4 Public Transport Scoring

Public Transport	
Score	Criteria
5	Well positioned and accessible bus stops with excellent facilities in good condition. Access available to frequent services which serve various destinations.
4	Accessible bus stops with good facilities in good condition, providing access to frequent bus services.
3	Accessible bus stops with adequate facilities and provision of regular services.
2	Bus stops with limited facilities / of poor quality and access to regular services.
1	No / insufficient bus stops in poor condition with limited level of service.

Table 4.3 Public Transport Scoring

5.0 Parking Provision

5.1 Location & Capacity

On-Street Parking

- 5.1.1 There is an on-street parking lay by for disabled users on Kipling Drive, south of the roundabout junction of B5020 Uttoxeter Road / B5020 Station Road / Uttoxeter Road / Kipling Drive and is shown in **Figure 5.1**.
- 5.1.2 The disabled bay can accommodate up to four cars. A second parking layby is provided opposite the disabled parking bay on Kipling Drive, which is for use by all vehicles and can accommodate up to five cars.



Figure 5.1 Disabled Parking Layby on Kipling Drive

Off-Street Parking

- 5.1.3 In the Tesco store car park there are approximately 260 standard parking bays including six disabled and eight parent & child parking bays. The disabled parking bays are demarcated and comply with modern design standards as they are provided with safeguarded space to enable wheelchair access.

5.1.4 **Figure 5.3** shows a disabled parking bay in the Tesco car park, conveniently located next to an access ramp.



Figure 5.2 Disabled Parking Bay in Tesco Car Park

5.1.5 There are also two off-street car parking areas provided at the shop frontages along Uttoxeter Rd. One is located to the east of Uttoxeter Road adjacent to the Tesco store, and the other is located further to the west on The Square. The parking area off Uttoxeter Road has 19 standard parking bays and one disabled parking bay, as shown in **Figure 5.2** and the parking area on The Square has 11 standard parking bays, one disabled bay and a parking bay to accommodate up to four vehicles.



Figure 5.3 Customer Parking area at Utttoxeter Road Retail Centre

5.2 Charge

On-Street Parking (Kipling Drive)

- 5.2.1 The disabled parking bay has free parking permitted for up to three hours, with no return within one hour, while the standard parking bay opposite has a time restriction of only 20 minutes, with no return within 20 minutes.

Off-Street Parking (within the Shopping Area)

- 5.2.2 Parking in the Tesco car park is permitted for customers only for a maximum stay of three hours, with no return within one hour.
- 5.2.3 Parking at the shopping area along Utttoxeter Road do not have time or monetary restrictions. The parking area had approximately 99% occupancy at time of survey (weekday late afternoon peak). During the time of the survey some cars were seen queuing along Utttoxeter Rd, waiting for cars to move out of the parking area so that they could access a free parking bay. These cars caused congestion along Utttoxeter Road, causing other vehicles to manoeuvre around them.

5.3 Parking Scoring

Parking	
Score	Criteria
5	Ample and well located on/off street parking of good design with accessible links and disabled provision. In excellent condition with CCTV surveillance.
4	Well located on/off street parking with accessible links and disabled provision. In good condition with natural / CCTV surveillance.
3	Adequate provision of good design with accessible links in good / fair condition with some surveillance.
2	Sufficient parking of poor design, in fair / poor condition with limited/no surveillance.
1	No / insufficient provision of poor quality with no surveillance.

Table 5.4 Parking Scoring

6.0 General Overview

6.1 Aesthetics

- 6.1.1 The shopping area is generally tidy, orderly and functional. The Tesco store area seems well maintained but the shopping areas on Uttoxeter Road require some maintenance. The Uttoxeter Road car park in particular has pot holes in some areas, as shown in **Figure 6.1**



Figure 6.1 Condition of Car Park on Uttoxeter Rd.

- 6.1.2 **Figure 6.2** also shows the poor condition of the customer parking area on Uttoxeter Road. The surface is cracked and uneven, and road markings have worn away. The broken surface is a potential trip hazard for users of the car park, specifically those with mobility issues.



Figure 6.2 Uneven surface in car park on Uttoxeter Road

6.2 Facilities

- 6.2.1 There is a reasonable variety of shops including a supermarket, Post Office, furniture store, bakery, opticians, dentist, florist, hairdressers, take away and banks which provide access to typical daily food and service requirements.

6.3 Street Furniture

- 6.3.1 There is street furniture located within the area which includes litter bins, seating, signage, bus stops, bollards, advertising boards, planters and a public phone booth. They have been positioned suitably and are well maintained though cycle parking is not always well located.

6.4 Security

- 6.4.1 Lighting has been appropriately provided around the shopping area and would appear to provide an appropriate level of coverage.
- 6.4.2 The nature of the site is open and over-looked during the daytime. In the evenings there would be limited natural surveillance as there are no residential properties directly overlooking the Tesco store car park, however there are residential properties directly above the shops at both of the Uttoxeter Rd shopping areas.

6.5 Quality

- 6.5.1 The design of the district and surrounding streets is quite typical for local retail centres developed to provide local amenities to residential areas. The features and level of provision largely meet modern highway design standards.

6.6 Disabled Provision

- 6.6.1 Disabled users using public transport are catered for by the provision of level access leading to the shopping area from the Kipling Drive and Uttoxeter Road bus stops. Disabled users driving to the site have disabled parking bays allocated and marked within the car park and they meet modern design standards providing a ramp or dropped kerb links to the shops. The on street parking layby on Kipling Drive does not provide drop kerb access for those with mobility impairments.

6.7 Vehicular Accessibility

- 6.7.1 Manoeuvring problems were observed at the car park on Uttoxeter Road, where cars were queuing up along Uttoxeter Road waiting for vehicles to manoeuvre out of the car park, to access a parking bay during the late afternoon peak period after 5pm.

6.8 General Condition

- 6.8.1 The general condition and maintenance of the car park and shopping area at the Tesco store is good. Lighting and is provided and the area is well maintained. The retail area on Uttoxeter Rd needs requires attention, particularly the car park off Uttoxeter Road adjacent to the Tesco store as shown in Figure 6.1 & 6.2.

6.9 General Scoring

General	
Score	Criteria
5	Well positioned street furniture, ample lighting with CCTV/natural surveillance. Clean, tidy and pleasant appearance with many varied facilities. In excellent condition with natural light and open spaces.
4	Ample street furniture with good level of street lighting and varied facilities. CCTV/natural surveillance with a clean and tidy appearance and good condition with open spaces.
3	Adequate street furniture with sufficient street lighting, good facilities with CCTV/natural surveillance. Good condition with a clean and tidy appearance.
2	Tired looking street furniture with street lighting, some surveillance and adequate facilities. In need of some maintenance with an untidy appearance.
1	No / ill positioned street furniture with street lighting and some surveillance. Untidy appearance with a limited range of facilities and in poor condition.

Table 6.3 General Scoring

6.10 Total Scoring Summary

Total Accessibility Score		
Category	Actual Score	Possible Score
Streets	2	5
Cycle Facilities	2	5
Pedestrian Facilities	3	5
Public Transport	3	5
Parking	3	5
General	3	5
Total	19	30

Table 6.1 Total Scoring Summary

7.0 Accessibility by Sustainable Modes of Travel

7.1 Introduction

7.1.1 A key element of national, regional and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

7.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- (i) Pedestrian Accessibility;
- (ii) Accessibility by Cycle; and
- (iii) Accessibility by Public Transport.

7.2 Pedestrian Accessibility

7.2.1 Pedestrian accessibility infrastructure within the vicinity of the site is considered to be of an acceptable standard, comprising of footways measuring at least three metres in width, in line with current design guidance, maintained footways on either side of the carriageway and links directly to the surrounding pedestrian network. Existing pedestrian crossing facilities are also available within the vicinity of the site.

7.2.2 The results of the GIS model indicate that the site is well located in respect of achieving connectivity to local residential areas which form part of Mickleover Retail District's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on Uttoxeter Road and Kipling Drive are within walking distance of the retail district.

7.2.3 On this basis, it is considered that the geographical proximity of the retail district facilitates sustainable travel to amenities and destinations that are most likely to be visited, in line with current policy provided in the Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot'. The guidance contains suggested acceptable walking distances, for pedestrians without a mobility impairment, which have been reproduced in **Table 7.1**.

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Figure 7.1 CIHT Suggested Acceptable Walking Distances

- 7.2.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 066625-CUR-00-XX-DR-TP-06010-P01** shows distances of 200m, 400m, and 800m which reflect the '*Preferred Maximum*' for retail trips, by the CIHT.
- 7.2.5 The pedestrian catchment plan confirms that the site is situated within walking distance of a number of existing residential areas. The pedestrian catchment plan demonstrates that the much of the retail district's existing catchment area is within 400 metres walking distance of the site. The catchment area also demonstrates that existing public transport opportunities such as local bus stops on Uttoxeter Road and Kipling Drive are within 800 metres of the retail area, which reflect the '*Preferred Maximum*' for commuting trips, by the CIHT. The pedestrian catchment plan confirms that local residents, employees and visitors could access sustainable transport opportunities within the area which could help to reduce future private car use.
- 7.2.6 The 800m pedestrian catchment plan shows that Mickleover Retail District is accessible by the majority of Mickleover residents, within the preferred maximum walking distance for trips on foot.

7.3 Accessibility by Cycle

- 7.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 066625-CUR-00-XX-DR-TP-06011-P01** presents an eight-kilometre cycle catchment for the site. The eight-kilometre cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 7.3.2 The catchment extends as far as Allestree in the north, Peartree to the east, Willington in the south and Etwall to the west.
- 7.3.3 National Cycle Network (NCN) Route 66 lies approximately 140 metres west of the retail district, accessed via The Hollow. Local roads within the surrounding area are relatively flat and are therefore considered to be suitable for cycling.

7.4 Accessibility by Public Transport

- 7.4.1 **Plan 066625-CUR-00-XX-DR-TP-06012-P01** demonstrates those areas accessible via public transport within 15, 30, 45 and 60 minutes journey from the site. Accessibility by bus and rail are considered in further detail within the subsections below.
- 7.4.2 There are two bus stops on Kipling Drive (within close proximity to the Tesco) for east & west-bound services which have a flag, pole, raised kerb and bus cage within the carriageway, but no timetables.
- 7.4.3 There is one bus stop on Uttoxeter Rd (within close proximity to the shopping area), which provides a shelter, seating, raised kerb, a timetable, bus cage and real time bus information.

- 7.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a retail area.
- 7.4.5 The bus stops are located within 100m from the centre of the retail district.
- 7.4.6 There are three bus service providers in this area, which are Notts + Derby, The Mickleover and The Villager. They operate every 15 minutes in the daytime. These services provide connections between Mickleover, Royal Derby Hospital, Burton, Tutbury, Etwall and Derby City Centre.
- 7.4.7 There is no rail station near the shopping area. The nearest station is Derby Midland Railway Station approximately 7 km away to the east, on Railway Terrace.

7.5 Summary

- 7.5.1 It is considered the site is reasonably accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian infrastructure, and there is an acceptable level number of public transport opportunities within close walking distance of the site.

Plans



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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
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Project:
DERBY RETAIL STUDY - MICKLEOVER

Drg Title:

ACCESSIBILITY WALKING CATCHMENT

Status:
PRELIMINARY

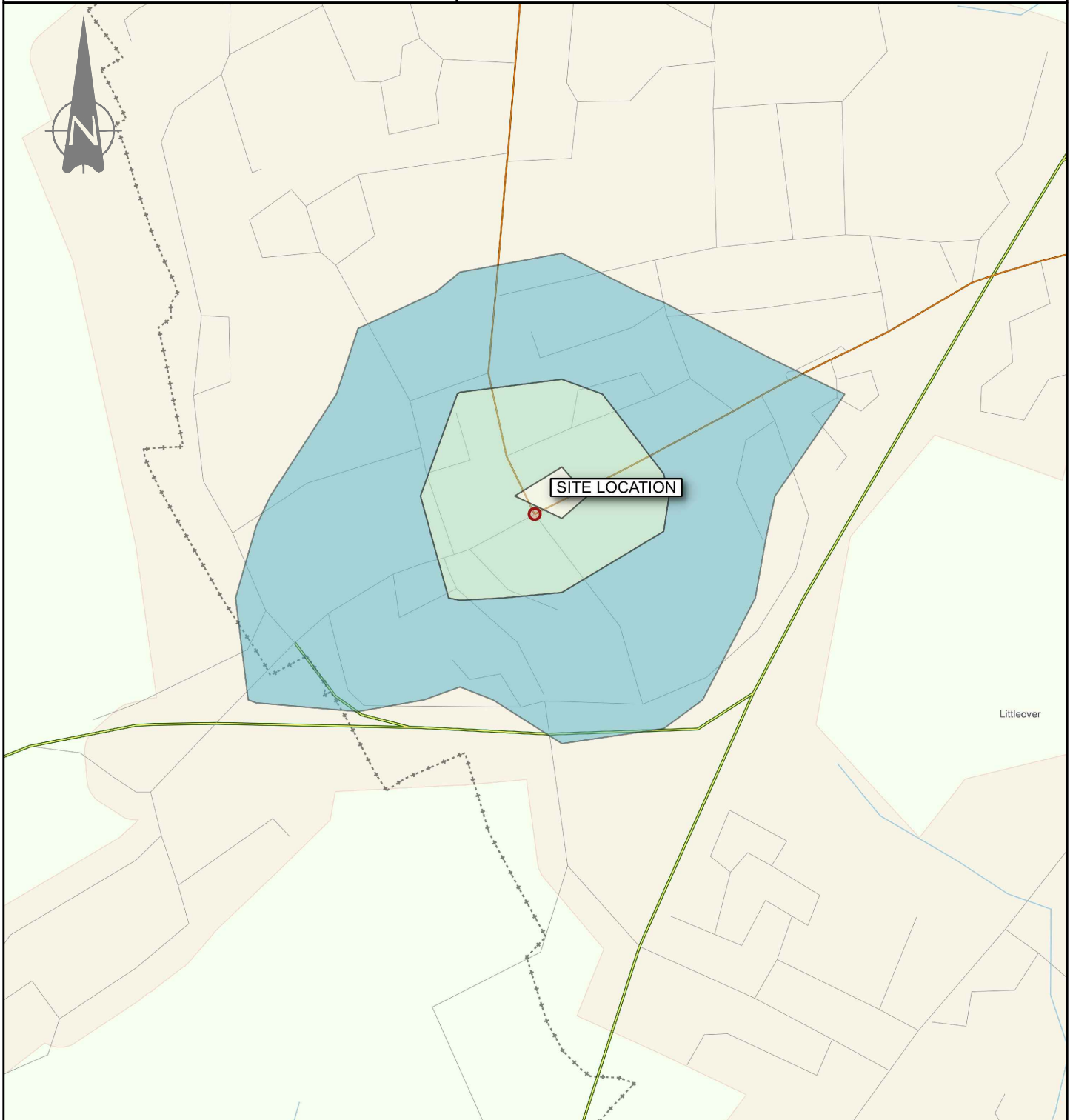
Drawn By: NA Checked By: MP

Designed By: NA Date: 07/08/18

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06010 - P01



Legend

• Site Location

Mickleover Walking Catchment (metres):-

200m

400m

800m



2 The Wharf, Bridge Street, Birmingham, B1 2JS
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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
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Project:
DERBY RETAIL STUDY - MICKLEOVER

Drg Title:
ACCESSIBILITY
CYCLE CATCHMENT

Status:
PRELIMINARY

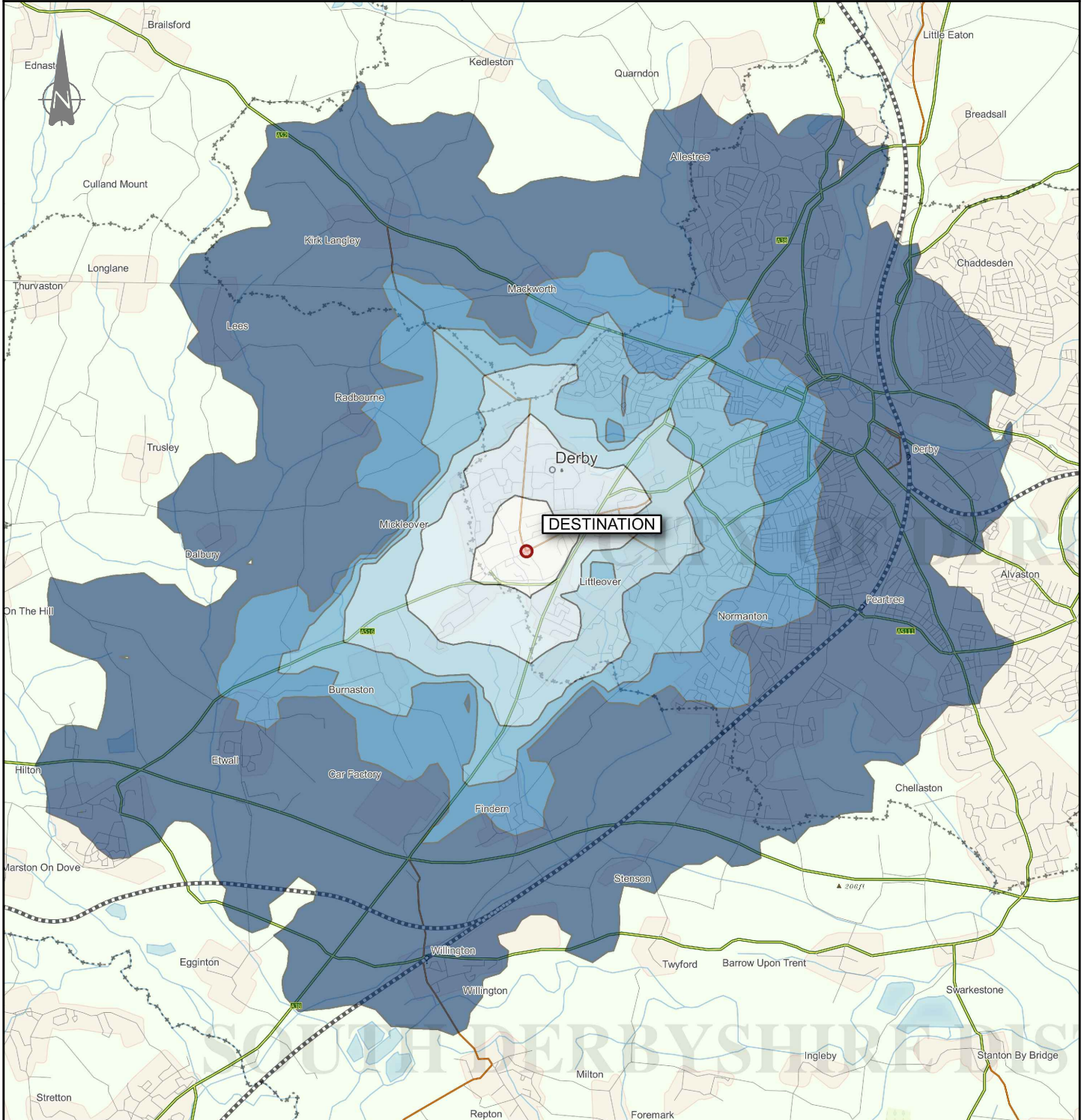
Drawn By: NA Checked By: MP

Designed By: NA Date: 07/08/18

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06011 - P01



Legend

• DESTINATION

Mickleover Cycle Catchment (metres):-

1000m

2000m

3000m

4000m

5000m

8000m



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Project: DERBY RETAIL STUDY - MICKLEOVER

Drg Title: ACCESSIBILITY
PUBLIC TRANSPORT
CATCHMENT

Status: PRELIMINARY

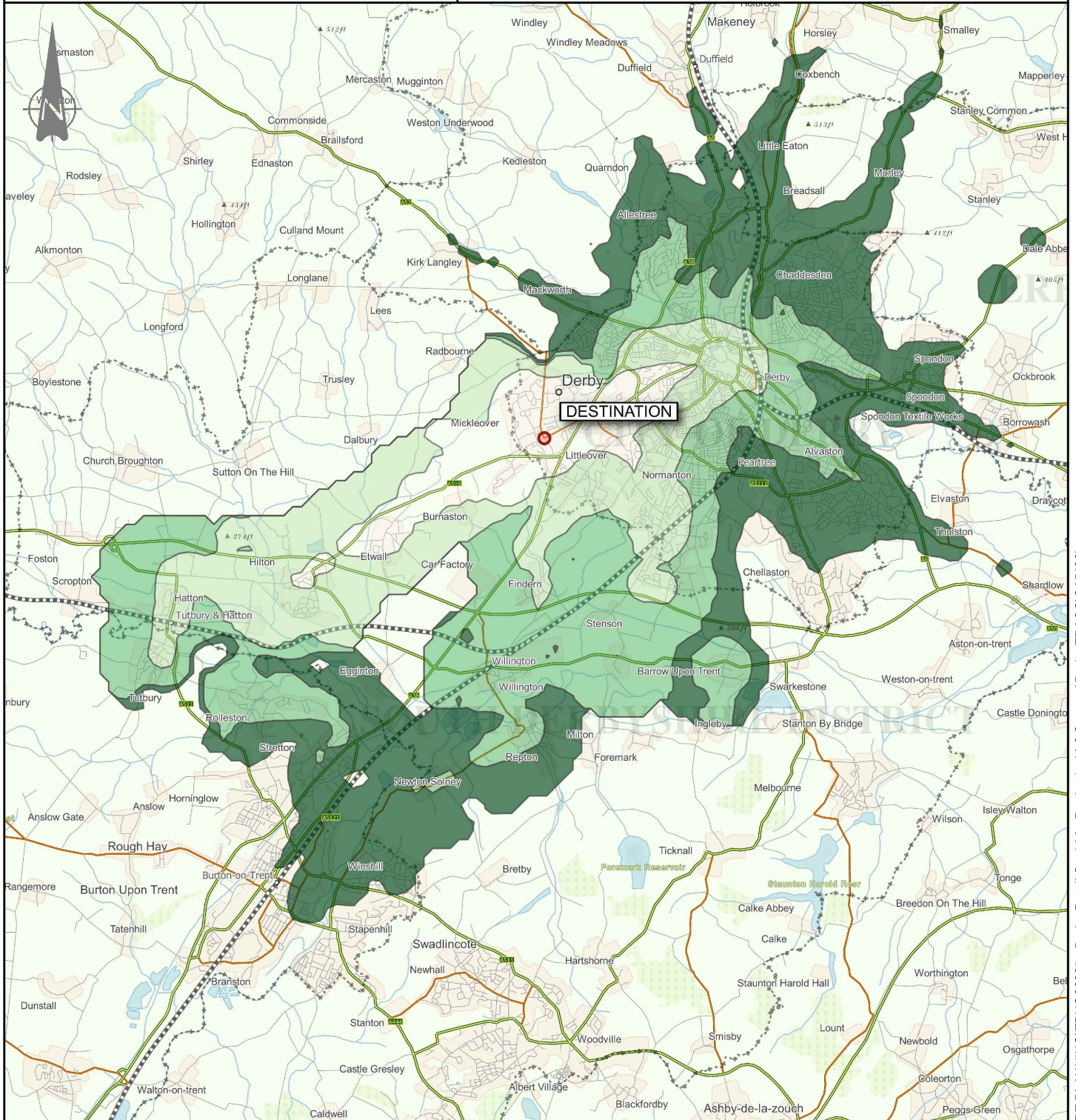
Drawn By: NA Checked By: MP

Designed By: NA Date: 01/08/2018

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06012 - P01



Legend

• DESTINATION

Mickleover Public Transport Catchment (minutes):-

15

30

45

60

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