

Derby Retail Study

Zone 3 – Normanton Road Accessibility & Infrastructure Appraisal

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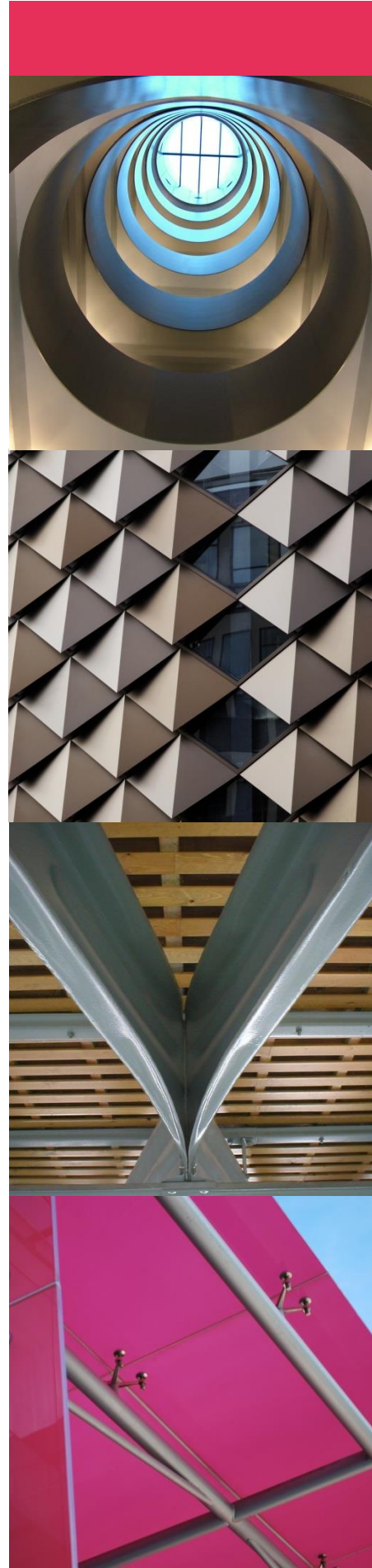
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TPNO66625-CUR-00-XX-RP-TP-00003 Derby Retail Study
Zone 3 – Normanton Road Accessibility & Infrastructure
Appraisal




Control Sheet

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1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Normanton Road 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 Normanton Rd Retail District is located within Rosehill, Derby along A5250 Normanton Road, which extends south of Derby City Centre from the A601 Lara Croft Way.

2.1.2 The retail district extends onto Pear Tree Road, though the focus of this report will be on A5250 Normanton Road as it is the busiest retail area.



Figure 2.1 Normanton Retail District Location Map

2.1.3 Normanton Rd retail district consists of many stores located in a linear pattern on both sides of the carriageway, along the A5250 Normanton Road. The retail district serves the Normanton community, in addition to residents from Rosehill, Cavendish, Pear Tree and Sunny Hill, which surround Normanton.

2.1.4 The retail district mainly consists of convenience stores, supermarkets and take away food outlets. It also has a church, car wash and gym within its vicinity. Southgate Retail Park lies to the north - west of

the site, Derby Arboretum Park lies to the east of the site, while Arboretum & Hardwick Primary Schools lie to the 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 park precinct is currently taken from A5250 Normanton Road.
- 3.1.2 Retail units and service providers are accessed either directly from A5250 Normanton Road or via adjoining local roads providing access to the rear of retail units.

3.2 Streets

Speed Limits

- 3.2.1 The local speed limit on A5250 Normanton Road is 30mph. However, speeds surrounding the retail district were much lower than the maximum speed restriction due to the prominence of the retail district, on street parking, pedestrian crossings and bus stops sited within the carriageway.

Design

- 3.2.2 The surrounding road geometry is of a modern standard with carriageways measuring between 5.5 and 6 metres in width and continuous footways of between approximately two to four metres on either side of the carriageway, fronting the row of shops along A5250 Normanton Road.
- 3.2.3 On street car parking bays are sited appropriately with good visibility for drivers and ample width of footways provided for pedestrians.
- 3.2.4 Off-street car parking spaces are of a good design with sufficient manoeuvring space within the parking bays. Off-street car parking areas are provided behind PAK Foods Supermarket, at Grove Street Car Park, South Gate Retail Park and ALDI Supermarket.

Vehicular Traffic Flow / Congestion

- 3.2.5 The traffic flow within the retail district and the surrounding roads at the time of the survey (weekday late morning to midday) was free flowing in the morning and gradually got busier towards midday. Congestion was observed on A5250 Normanton Road, mainly due to traffic stopping at the signalised pedestrian crossings. There was also congestion observed at the mini-roundabout at the junction of A5250 Normanton Road / Pear Tree Rd / Lower Dale Road.

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

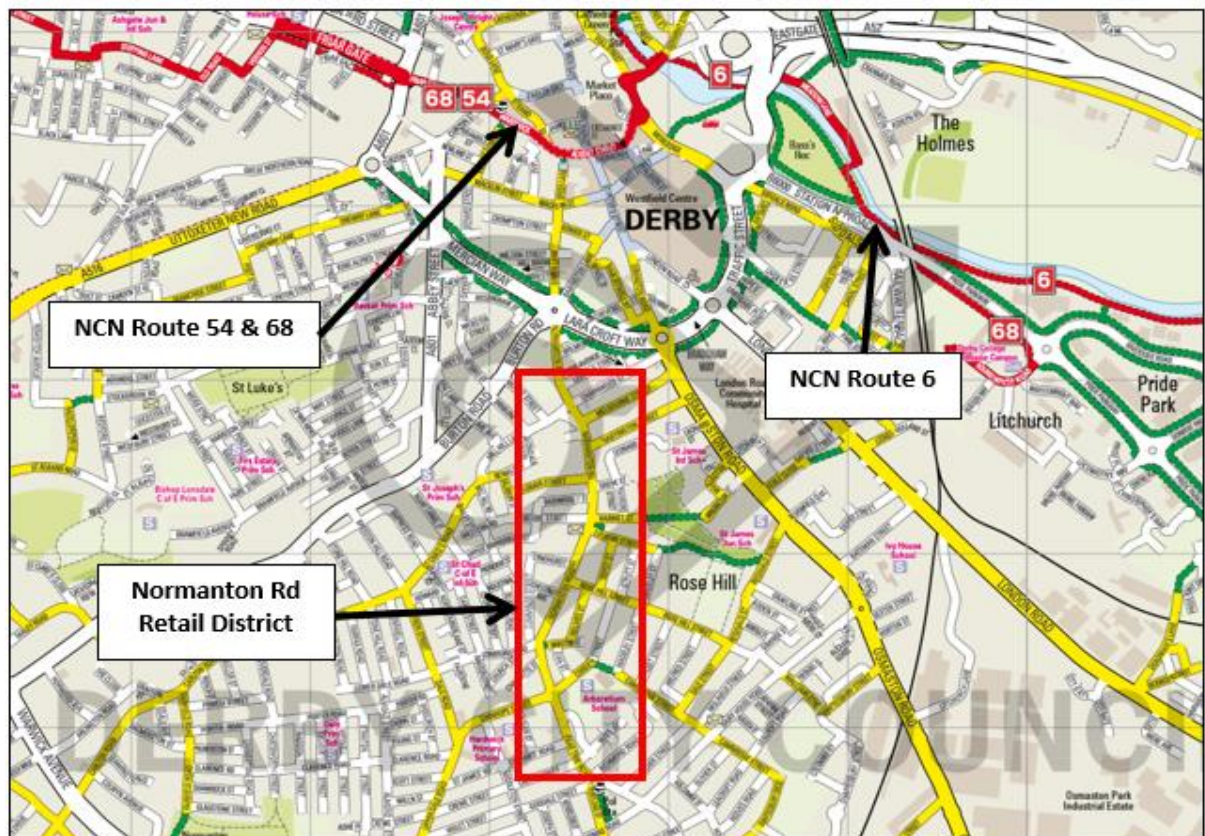
Cycle Routes

- 3.4.1 A cycleway is provided north of A5250 Normanton Road, near Southgate Retail Park, as shown in **Figure 3.1**. The surrounding residential roads are suitable for cyclists to cycle within the carriageway, and Derby City Council recommends the A5250 Normanton Road as an un-marked on-road cycle route. From observations at the time of survey it was seen that cyclists need to exercise caution whilst cycling along the A5250 Normanton Road as the road is busy and crowded.
- 3.4.2 National Cycle Network (NCN) Route 6; 54 & 68 are approximately 2 km north-west of the retail district.



Figure 3.1 Cycleway on A5250 Normanton Road

3.4.3 **Figure 3.2** shows the NCN Route 6; 54 & 68 and their location in relation to Normanton Rd retail district.



SOURCE: Derby City Council

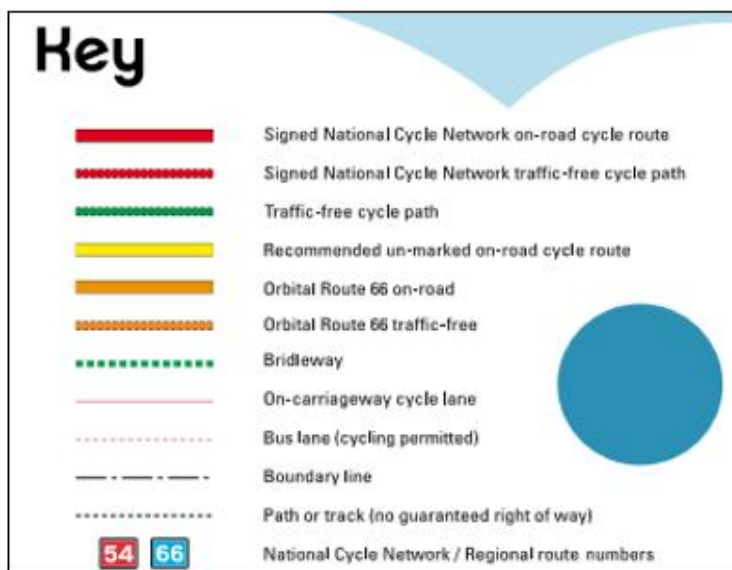


Figure 3.2 NCN Route 6, 54 & 68 in relation to A5250 Normanton Road Retail District

Cycle Storage / Parking

- 3.4.4 There is cycle parking for up to 20 bicycles within the retail district. Two Sheffield stands are shown in **Figure 3.3**. The cycle parking location is conveniently located outside the shops and is overlooked.



Figure 3.3 Cycle Parking outside Madina store on A5250 Normanton Road

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 district provides suitable pedestrian spaces, there are no formalised pedestrianised areas within or surrounding the retail area.

Crossing Facility

- 3.6.2 There are several pelican crossing facilities with dropped kerbs and tactile paving, provided along the A5250 Normanton Road. One of the pedestrian crossings is shown in **Figure 3.4**. Surrounding the site there are appropriately located dropped kerbs, some with block paving surfacing to identify an uncontrolled crossing point, some allowing access to rear service yards, and to enable crossing of local roads off A5250 Normanton Road.



Figure 3.4 Pelican Crossing on A5250 Normanton Road

Accessibility

- 3.6.3 The streets surrounding the retail district provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There is also a signalised pedestrian crossing provided on A5250 Normanton Road, which provides a safe crossing point linking the retail centre to the bus stops within the vicinity of the shopping area.
- 3.6.4 There is a reasonably direct and level access which connects the Normanton Road bus stops to the main retail district.

Ped / Cycle Flow

- 3.6.5 At the time of the survey (weekday morning to midday), pedestrian footfall was moderate in the morning and gradually increased as the day progressed, whilst cycle flows were light. The pedestrian flow was primarily made up of shoppers and movements of pedestrians accessing the bus stops.
- 3.6.6 Observations at the time of survey recorded that rather than walking to the signalised crossing points, some pedestrians would walk between cars to cross the road as vehicles were queuing along A5250 Normanton Road.
- 3.6.7 An example of this is shown in **Figure 3.5**, where a pedestrian is walking behind the car and not using the signalised crossing facility.



Figure 3.5 Pedestrian crossing the A5250 Normanton Road carriageway.

Conflict Areas

- 3.6.8 There is an uncontrolled crossing point with dropped kerbs and tactile paving on Pear Tree Road, near Sharif & Sons Superstore. This is a busy section of Pear Tree Road where pedestrians cross the road and is shown in **Figure 3.6**. The uncontrolled provision poses a potential risk for pedestrians and those with mobility impairments when the road is busy, as there is no priority for pedestrians to cross the road. Pedestrians were observed having to wait at the crossing for long periods of time before they had an opportunity to cross the road, which led to some pedestrians taking the decision to run across the road between moving vehicles.



Figure 3.6 Raised Speed Table Crossing on Pear Tree Road

Footways /Cycleways

- 3.6.9 Footways have been provided in appropriate locations, measuring between approximately two to four metres in width. A cycleway is provided north of A5250 Normanton Road, near Southgate Retail Park which is in good condition, and is shown in **Figure 3.1**.
- 3.6.10 The footways are mostly in good condition however, a section of footway adjacent to the exit of Southgate Retail Park has many sections of surface patching which has left the footway uneven and pavers protruding from the footway, creating a trip hazard. This area needs re-surfacing to negate any risk to users of the footway.
- 3.6.11 At the north west corner of the Grove Street car park, the footway is uneven due to surface patching, and rutting and cracking has occurred due to tree roots beneath the footway.

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 3.3 Pedestrian Scoring

4.0 Public Transport Assessment

4.1 Buses

Bus Stops

- 4.1.1 There are several bus stops along A5250 Normanton Road for both north & south-bound services which have varied provision from bus stops with raised kerbs, seating, shelters and timetables to a simple flag and pole with no timetable information. All bus stops have a bus cage within the carriageway. One of the south-bound bus stops is shown in **Figure 4.1**.



Figure 4.1 South-bound bus stop on A5250 Normanton Road

Services

- 4.1.2 The bus service provider in this area is Arriva. The route numbers are 4, 4A and 7, operating every 10 to 20 minutes in the daytime. These services provide connections between Normanton, Allenton, Alvaston, Sinfin, Derby City Centre and Derby Bus Station.

Accessibility

- 4.1.3 The bus stops on A5250 Normanton Road are suitable for users as there is level access and dropped kerbs provided to the retail district, leading from the bus stops. Improvements could be made to bus stops in the retail centre by upgrading them all to include raised kerbs to assist in easy access for all public transport users and bus timetable information at each stop to provide relevant information for potential users.

4.2 Rail

Rail Station

- 4.2.1 There is no rail station in the vicinity of the retail district. The nearest station is Derby Midland Railway Station approximately 2 km away to the east, on Railway Terrace. This is within the 2000m maximum recommended walking distance for commuters, though it is considered to be on the limit of what is an excessive distance for a shopping trip.

4.3 Taxis

Taxi Ranks

- 4.3.1 There is no taxi rank provided within the retail district.

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 4.1 Public Transport Scoring

5.0 Parking Provision

5.1 Location & Capacity

On-Street Parking

- 5.1.1 There is on-street parking provided along the shop fronts which can accommodate approximately 29 vehicles and includes two disabled bays.

Off-Street Parking (within the Retail district)

- 5.1.2 There is a customer car park behind PAK Foods Supermarket which provides 23 standard bays and two disabled bays.
- 5.1.3 Grove Street Car Park is a public car park maintained by the local authority which lies east of the A5250 Normanton Road, and accommodates 72 standard parking bays and two disabled bays.
- 5.1.4 South Gate Retail Park has a large car park accommodating approximately 100 cars. It has 14 disabled bays and seven parent and child bays.
- 5.1.5 ALDI Supermarket, north of A5250 Normanton Road has approximately 100 parking bays and five disabled bays.
- 5.1.6 Home Bargains discount store is situated just behind Normanton Road shop frontages off Moore Street, to the east of Normanton Road. The store has a car park for customers and provides 86 standard car parking bays and four disabled parking bays.

5.2 Charge

On-Street Parking (within the Retail district)

- 5.2.1 On street parking is permitted from Monday to Saturday 08:00 – 18:00 for 30 minutes, with no return within 1 hour.

Off-Street Parking (within the Retail district)

- 5.2.2 Parking in the Pak Foods car park is permitted for a maximum of one hour and the gate is closed at 8pm.
- 5.2.3 Parking at Grove Street Car park is Pay & Display, while parking at Southgate Retail park is permitted for a maximum stay of two hours. ALDI car park has a maximum stay of one & a half hours.
- 5.2.4 At the time of the survey, the car parks were generally occupied at 80% of their capacity.

5.2.5 PAK Foods Car Park is shown in **Figure 5.1**.



Figure 5.1 PAK Foods Car Park Entry Point

5.2.6 Grove Street Car Park is shown in **Figure 5.2**.



Figure 5.2 Grove Street Car Park

- 5.2.7 The disabled parking bays are demarcated and comply with modern design standards. **Figure 5.3** shows disabled parking bays outside the gym at Southgate Retail Park, conveniently located along the shopping front.



Figure 5.3 Disabled Parking Bay in the Southgate Retail Car Park

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 5.1 Parking Scoring

6.0 General Overview

6.1 Aesthetics

- 6.1.1 The retail district is generally untidy with crowded streets and uneven footways as shown in **Figure 6.1**. Some sections of the footway are broken and uneven, this is a potential trip hazard to pedestrians and those with mobility impairments.



Figure 6.1 Broken and uneven footway surface within retail district.

6.2 Facilities

- 6.2.1 There is a reasonable variety of shops including supermarkets, convenience stores, hairdressers, clothing shops, medical centre, opticians, post office, pharmacy and gym which provide access to typical convenience goods.

6.3 Street Furniture

- 6.3.1 There is street furniture located within the area, which includes litter bins, bollards, advertising boards, planters and benches. These have been appropriately located to accommodate the flow and volume of pedestrian traffic. Some of the street furniture has been poorly maintained with Sheffield stands and bollards requiring repainting, and vegetation in planters requiring maintenance as shown in **Figure 6.2**.



Figure 6.2 An example of poorly maintained planters in the retail area

6.4 Security

- 6.4.1 Lighting has been suitably located around the retail district and would appear to provide an appropriate level of illumination to provide cover for the Normanton Road retail area.
- 6.4.2 The retail area is monitored by CCTV surveillance. The nature of the site is open and also over-looked by residential properties directly above the shops along A5250 Normanton Road.

6.5 Quality

- 6.5.1 The design and quality of the district and surrounding streets is relatively poor. Design of streets are 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 though maintenance does appear to be an issue.

6.6 Disabled Provision

- 6.6.1 Disabled users using public transport are catered for by the provision of level access leading to the retail district from the A5250 Normanton Road bus stops. Disabled users driving to the retail district have limited disabled parking bays allocated within the car parks and on street parking bays and they meet modern design standards.

6.7 Vehicular Accessibility

- 6.7.1 No manoeuvring problems were observed, and the traffic flowed freely with minimal congestion. Slight congestion observed occurred while service vehicles unloaded at shop frontages and vehicles had to manoeuvre around them. Congestion also occurred where vehicles give way at the Pear Tree/Normanton Rd roundabout junction with Lower Dale Rd, which cleared once the vehicles had traversed the roundabout.

6.8 General Condition

- 6.8.1 The general condition and maintenance of the car parks is acceptable and functional, whereas the general condition of the retail district on A5250 Normanton Road is poor. Some of the buildings in the area are run-down and in need of re-painting. The public space is generally dirty, crowded and unattractive. Footways are in need of attention due to cracked and uneven paving slabs. The area is very accessible by public transport, as several bus services are available within the retail district operating frequently. There is ample parking space provision however, very few disabled bays and cycle parking spaces are provided.

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 6.1 General Scoring

6.10 Total Scoring Summary

Total Accessibility Score		
Category	Actual Score	Possible Score
Streets	3	5
Cycle Facilities	3	5
Pedestrian Facilities	3	5
Public Transport	3	5
Parking	3	5
General	2	5
Total	17	30

Table 6.2 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 a reasonable 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 A5250 Normanton Road retail district's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on A5250 Normanton Road 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**.

Zone 3 – Normanton Road Accessibility & Infrastructure Appraisal

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-06007-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 A5250 Burton Road are within 800 metres of the retail district, 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 Normanton Rd retail district is accessible by the majority of Normanton residents, within the preferred maximum walking distance for trips on foot. The walking catchment also extends eastwards into Rosehill.

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-06008-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 Little Eaton in the north, Spondon to the east, Chellaston in the south and Mickleover to the west.
- 7.3.3 National Cycle Network (NCN) Route 6; 54 & 68 are approximately 2 km north-west of the retail district. 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-06009-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 several bus stops along A5250 Normanton Road for both north & south-bound services which have a flag, pole, raised kerb, seating, shelter, timetables and a bus cage within the carriageway.
- 7.4.3 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 district.
- 7.4.4 The bus stops are located within 350m from the centre of the retail district.
- 7.4.5 The bus service providers in this area is Arriva. The route numbers are 4, 4A and 7, operating every 10 to 20 minutes in the daytime. These services provide connections between Normanton, Allenton, Alvaston, Sinfen, Derby City Centre and Derby Bus Station.
- 7.4.6 There is no rail station near the retail district. The nearest station is Derby Midland Railway Station approximately 2 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 reasonable levels of pedestrian infrastructure, and there is an acceptable level number of public transport opportunities within close walking distance of the site.

Plans



2 The Wharf, Bridge Street, Birmingham, B1 2JS
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Project:
DERBY RETAIL STUDY - NORMANTON ROAD

Drg Title:
ACCESSIBILITY
WALKING CATCHMENT

Status:
PRELIMINARY

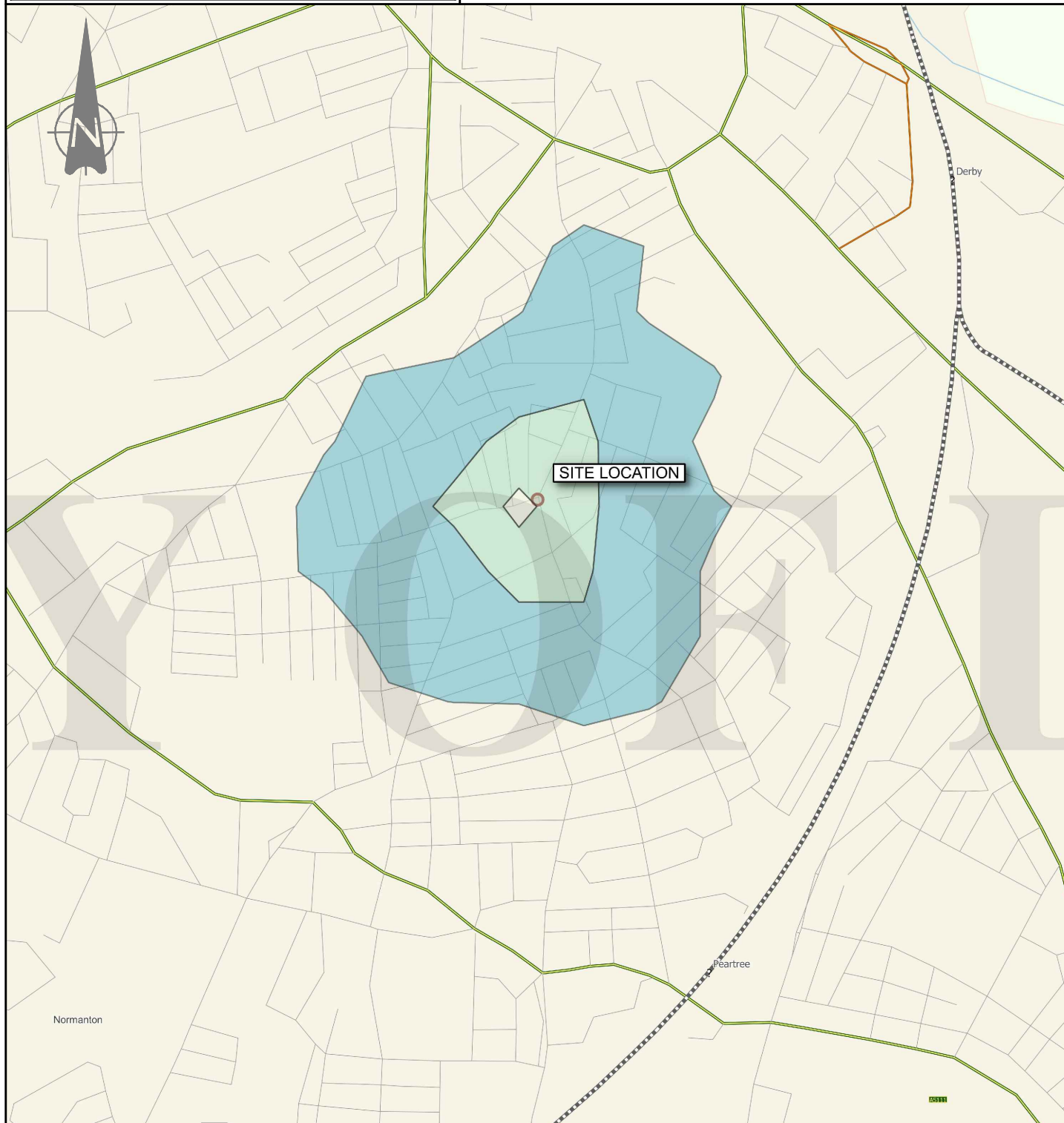
Drawn By: NA Checked By: MP

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 - 06007 - P01



Legend

- Site Location
- Normanton Road 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
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
DERBY RETAIL STUDY - NORMANTON ROAD

Drg Title:
ACCESSIBILITY
CYCLE CATCHMENT

Status:
PRELIMINARY

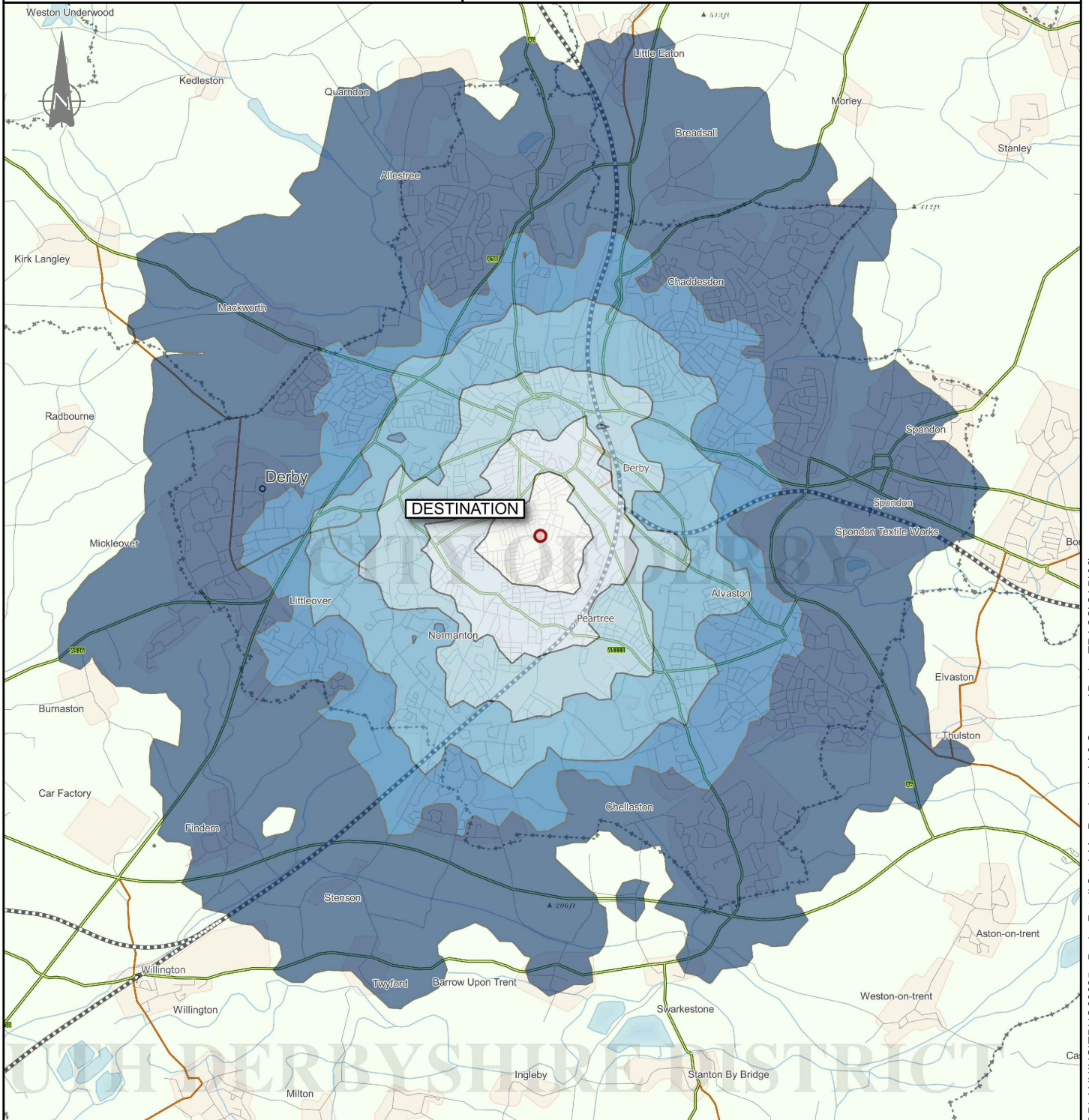
Drawn By: NA Checked By: MP

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 - 06008 - P01



Legend

• DESTINATION

Normanton Road Cycle Catchment (metres):-

1000m
2000m
3000m
4000m
5000m
8000m



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Project:
DERBY RETAIL STUDY - NORMANTON ROAD

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
PUBLIC TRANSPORT
CATCHMENT

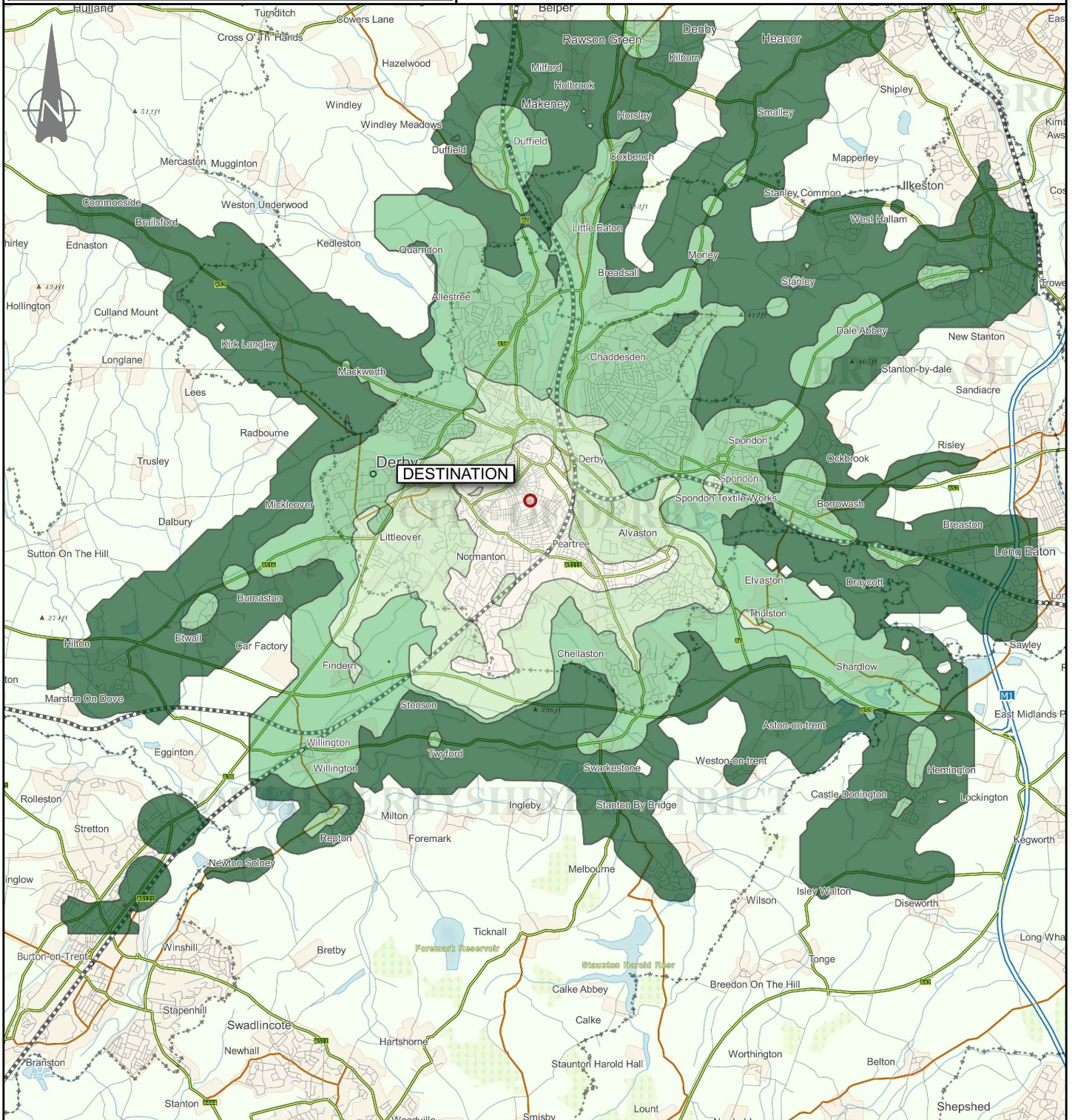
Drawn By: NA Checked By: MP

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 - 06009 - P01



Legend

○ DESTINATION

Normanton Road Public Transport Catchment (minutes):-

15
30
45
60

Our Locations

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