

Derby Retail Study

Zone 11 – Allestree

Accessibility & Infrastructure Appraisal

Curtins Ref: TPNO66625-CUR-00-XX-RP-TP-00011

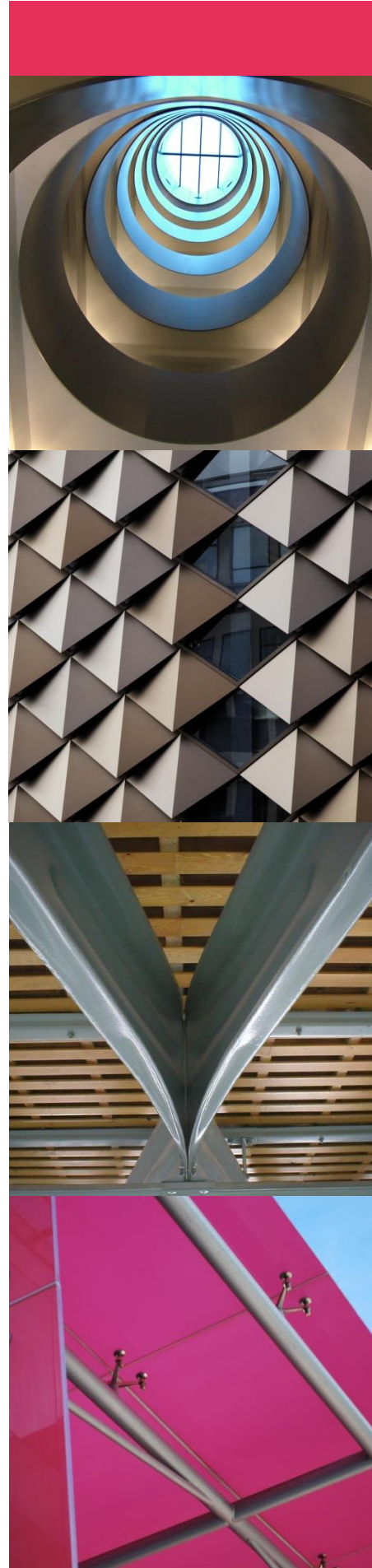
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Plans

Plan 066625-CUR-00-XX-DR-TP-06031-P01 – Pedestrian Catchment

Plan 066625-CUR-00-XX-DR-TP-06032-P01 – Cycling Catchment

Plan 066625-CUR-00-XX-DR-TP-06033-P01 – Public Transport Catchment

1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Allestree 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 Park Farm Shopping Centre is the main retail precinct in Allestree, Derby. The shopping centre is located south of Birchover Way and east of Carsington Crescent. Allestree is located north of Derby City Centre.



Figure 2.1 Park Farm Shopping Centre Location Map

- 2.1.2 Park Farm Shopping Centre serves the Allestree community, in addition to residents from Markeaton and Darley Abbey, which surround Allestree.
- 2.1.3 Park Farm Shopping Centre also includes St John's Methodist Church, Park Farm Surgery and a gym within its vicinity. There is a large surface level car park to the east of the shopping centre. There is also a multi-storey car park to the west of the shopping centre. Residential properties surround the shopping centre to the north, east and west, whilst Lawn Primary School lies to the south of the site.

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 Birchover Way, Park Farm Drive and Carsington Crescent. and Saffron Drive.

3.1.2 Access for servicing and deliveries is provided via Birchover Way.

3.2 Streets

Speed Limits

3.2.1 The local speed limit on surrounding roads is 30mph. The advisory speed limit within the shopping precinct and car park is 10mph, as shown in **Figure 3.1**.



Figure 3.1 10mph Advisory Speed Limit at Park Farm Shopping Centre

Design

- 3.2.2 The surrounding road geometry is a good design of modern standards with carriageways measuring between 6 and 9 metres in width and continuous footways of approximately 2 to 4 metres on either side of the surrounding roads. Internally within the precinct, the shopping area is pedestrianised and there is a footway measuring approximately 12 metres wide, fronting the main row of shops.
- 3.2.3 Car parking spaces are provided appropriately as is manoeuvring space within the main car park. Park Farm surface car park accommodates a one-way traffic flow system, accessed via Park Farm Drive. The multi-storey car park also accommodates a one-way traffic flow system and is accessed via Carsington Crescent.

Vehicular Traffic Flow / Congestion

- 3.2.4 The traffic flow within the shopping precinct and the surrounding roads at the time of the survey (weekday morning) was free flowing and light with slow vehicular speeds. No congestion was observed at any of the local junctions or access / egress points of either car parking area.

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

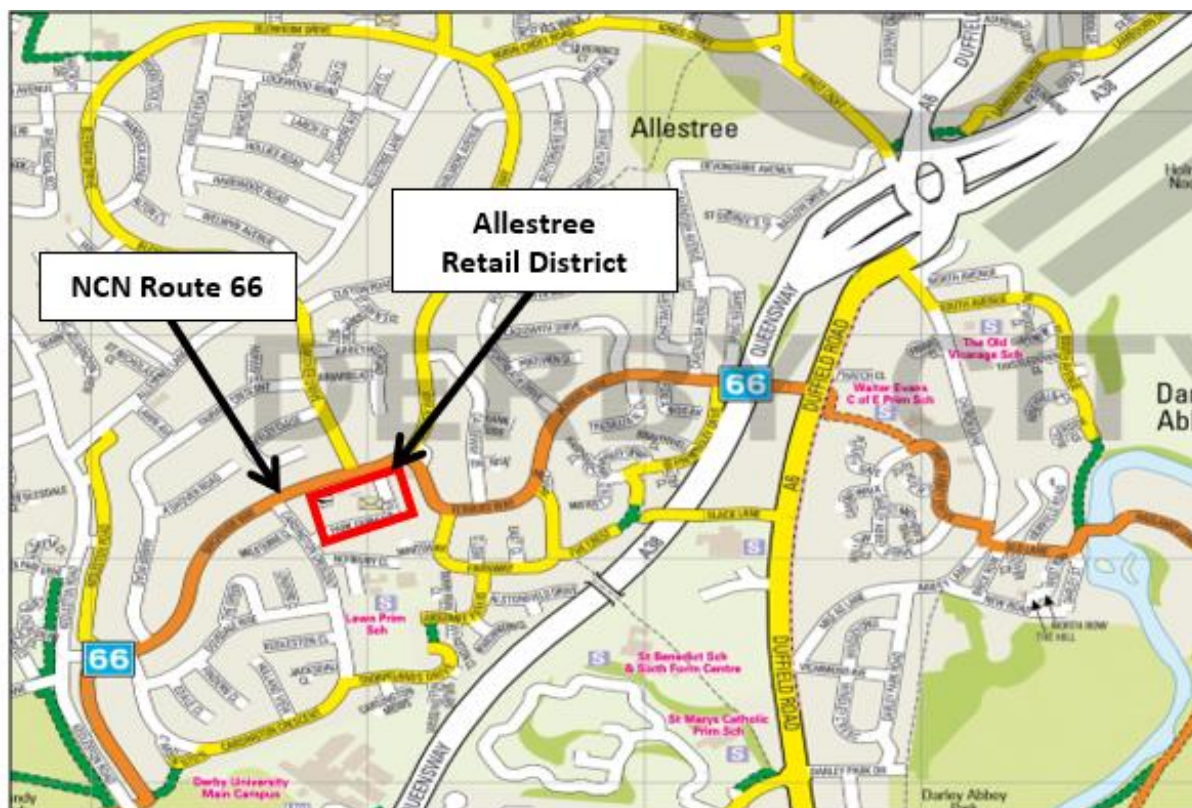
- 3.4.1 There are no marked or segregated cycle routes within the vicinity of the shopping precinct. However, the roads are of sufficient width to accommodate cyclists within the carriageway.
- 3.4.2 National Cycle Network (NCN) Route 66 lies adjacent to Park Farm Shopping Centre and travels along Birchover Way which lies north of the retail district, as shown in **Figure 3.3**.

Cycle Storage / Parking

- 3.4.3 There is cycle parking for up to 14 bikes within the shopping precinct, one stand is shown in **Figure 3.2**. The cycle parking location is not in a convenient position as it is not overlooked.



Figure 3.2 Cycle Parking at Park Farm Shopping Centre



SOURCE: Derby City Council

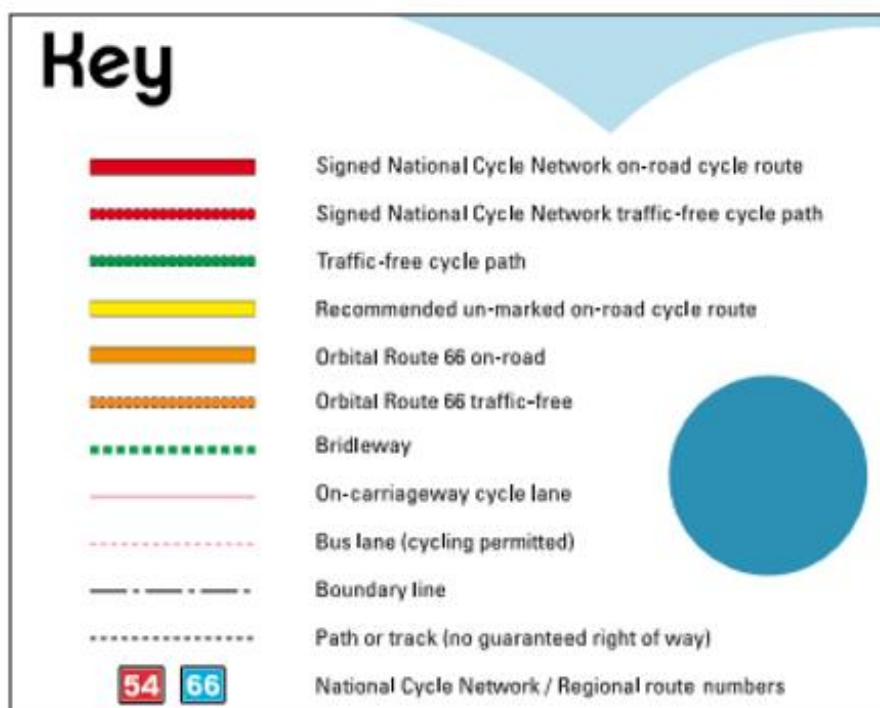


Figure 3.3 NCN Route 66 in relation to Allestree Retail District

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 The shopping centre is pedestrianised, and the footways are of good quality, measuring approximately 12 metres in width, which provides ample room for customers to move around freely within the shopping centre.

Crossing Facility

- 3.6.2 There is a zebra crossing facility with dropped kerbs and tactile paving linking the surface car park on Park Farm Drive with the eastern side of the shopping centre, shown in **Figure 3.4**. The crossing facility is in good condition and well used by the public.



Figure 3.4 Zebra Crossing on Park Farm Drive

- 3.6.3 A puffin crossing with dropped kerbs and tactile paving is located on Birchover Way to the north of the shopping centre and is shown in **Figure 3.5**.
- 3.6.4 There is a raised speed table located on Park Farm Drive to the southern side of the shopping centre, shown in **Figure 3.6**



Figure 3.5 Pelican Crossing on Birchover Way

Accessibility

- 3.6.5 There is a Zebra crossing facility on the east side of the shopping centre with dropped kerbs and tactile paving which links the Park Farm surface car park to the shopping precinct. There is also a signalised pedestrian crossing on Birchover Way to the north of the site which provides a safe crossing point to the retail centre. The multi-storey car park provides a staircase and lifts directly to the retail area.
- 3.6.6 There is a direct and level access which connects the westbound bus stops to the main retail precinct, whereas there is no formal crossing facility linking the eastbound bus stops to the retail precinct.
- 3.6.7 Whilst the disabled parking bays at the rear of the shops on Park Farm Drive are demarcated, they do not appear to comply with modern design standards as they are not provided with any safeguarded space. Dropped kerbs or footways connecting car parking spaces to the retail centre are not provided.

Ped / Cycle Flow

- 3.6.8 At the time of the survey (weekday morning), there was light pedestrian and cycle flows, which was primarily made up of movements within the shopping precinct. There was also light movement from the car parks into the shopping precinct.

Conflict Areas

- 3.6.9 There is a raised speed table crossing with dropped kerbs and tactile paving, at the rear of the shopping centre, on Park Farm Drive, shown in **Figure 3.6**. It serves as an access point for pedestrians and those with a mobility impairment, making their way into the shopping precinct.
- 3.6.10 As there is no priority for pedestrians at this raised speed table, this potentially pose a danger for pedestrians and those with a mobility impairment as they attempt to cross the carriageway. This raised speed table could be upgraded to a zebra crossing to improve safety for pedestrians.



Figure 3.6 Raised Speed Table on Park Farm Drive at the rear of Park Farm Shopping Centre

Footways /Cycleways

- 3.6.11 Footways have been provided in appropriate locations and they are in good condition, with dropped kerbs. No cycleways are provided although Birchover Way is part of NCN Route 66.

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 two bus stops on Birchover Way, within close proximity to the shopping area for east and west bound services. Both have a flag, seating, lighting, shelter, timetable, raised kerb, real time information and bus cage within the carriageway. The east-bound bus stop is shown in **Figure 4.1**.



Figure 4.1 East-bound bus stop on Birchover Way

Services

- 4.1.2 The bus service provider in this area is Trent Barton with services The Allestree and 17A operating every 12 minutes or less in the daytime. These services provide connections between Allestree, Markeaton Park and Derby City Centre.

Accessibility

- 4.1.3 On Birchover Way, there is no crossing provision to the east of the bus stops leading to the shopping centre. This poses a danger for pedestrians and people with a mobility impairment as they get off the bus to make their way to the shopping precinct.

4.2 Rail

Rail Station

- 4.2.1 There is no rail station near the shopping precinct. The nearest main station is Derby Midland Railway Station approximately 6 km away to the south, on Railway Terrace. This is outside the 2000m maximum walking distance for commuters, therefore it is considered excessive for a shopping trip.

4.3 Taxis

Taxi Ranks

- 4.3.1 There is no taxi rank provided at the shopping precinct.

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 at the rear of Park Farm Shopping Centre along Park Farm Drive, with provision for 19 disabled car parking bays.

Off-Street Parking – Surface Level

- 5.1.2 There are approximately 185 standard car parking bays, eight disabled bays and two parent & child parking bays provided within the surface level car park.

Off-Street Parking – Multi-storey

- 5.1.3 There are approximately 109 standard parking bays in the multi-storey car park and two motorcycle bays. The multi-storey car park is split over two levels with accessibility via lift or stairs.

5.2 Charge

On-Street Parking

- 5.2.1 The parking does not have time or monetary restrictions.

Off-Street Parking – Surface Level & Multi – Storey (within the Shopping Precinct)

- 5.2.2 Parking is not chargeable and is permitted for a maximum of two hours. The parking area had approximately 80% occupancy levels at time of survey (weekday afternoon).

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 shopping precinct is generally pleasant, tidy, spacious, compact and accessible, as shown in **Figure 6.1**



Figure 6.1 Park Farm Shopping Centre – Shopping Precinct

6.2 Facilities

- 6.2.1 There is a good variety of shops including a convenience store, travel agent, coffee shops, Post Office, food stores, pharmacy, banks and takeaway food stores 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 post boxes, planters, litter bins, notice boards and bus stops. They have been positioned suitably to accommodate pedestrian movement and are well maintained.

6.4 Security

- 6.4.1 Lighting has been provided at locations around the shopping precinct in order to provide an appropriate level of coverage.
- 6.4.2 The shopping centre is monitored by CCTV as there is limited natural surveillance as there are no residential properties directly overlooking the shopping area.

6.5 Quality

- 6.5.1 The design of the precinct and surrounding streets is compact and efficient, reducing the need for travel. The quality of the facilities is quite typical for local retail centres developed to provide local amenities to housing developments and the level of provision largely meets modern highway design standards.

6.6 Disabled Provision

- 6.6.1 Disabled users using public transport are catered for by the provision of a level access leading to the shopping precinct from the west-bound bus stop on Birchover Way, whereas there is no direct access for disabled users coming off the eastbound bus stop. Passengers have to use the puffin crossing 100m to the east of the bus stop.
- 6.6.2 A signalised crossing is provided approximately 100 metres away from the eastbound bus stop, which is not convenient for those with mobility impairments. It would increase accessibility for mobility impaired visitors to have a controlled crossing point nearer to the bus stop.
- 6.6.3 Disabled users driving to the site have disabled parking bays allocated and marked within the car parks, and to the south of the shopping precinct on Park Farm Drive. The car parking spaces on Park Farm Drive do not meet modern design standards and are in need of improvement to provide safeguarded space and facilities such as dropped kerbs and footways to enable access to the retail area.

6.7 Vehicular Accessibility

- 6.7.1 No manoeuvring problems were observed, and the traffic flowed freely without congestion.

6.8 General Condition

- 6.8.1 The general condition and maintenance of the car park and shopping precinct is good. Lighting and CCTV are provided, and the area provides the impression of a well maintained retail centre.

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	4	5
Cycle Facilities	3	5
Pedestrian Facilities	3	5
Public Transport	2	5
Parking	4	5
General	4	5
Total	20	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 good 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 Allestree Retail District's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on A5250 Burton 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**.

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-06031-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 200 metres walking distance of the site. The catchment area also demonstrates that existing public transport opportunities such as local bus stops on Birchover Way are within 800 metres of the retail precinct, 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 Allestree retail district is accessible by the majority of Allestree 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-06032-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 Makeney in the north, Chaddesden to the east, Normanton in the south and Kirk Langley to the west.
- 7.3.3 National Cycle Network (NCN) Route 66 is in close proximity to the Allestree retail district. It goes straight past Park Farm Shopping Centre, along Birchover Way, which lies north 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-06033-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 Birchover Way, (within close proximity to the shopping area) for east and west-bound services which have a flag, seating, shelter, timetable, raised kerb, real time information and 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 precinct.
- 7.4.4 The bus stops are located within 200m from the centre of the retail district.
- 7.4.5 The bus service provider in this area is Allestree (Green Route), with service number 17A, 24, and 26 operating every 12 minutes or less in the daytime. These services provide connections between Allestree, Markeaton Park and Derby City Centre.
- 7.4.6 There is no rail station near the shopping precinct. The nearest station is Derby Midland Railway Station approximately 6 km away to the south, on Railway Terrace. This is outside the 2000m maximum walking distance for commuters, therefore it is considered excessive for a shopping trip.

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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Project:
DERBY RETAIL STUDY - ALLESTREE

Drg Title:
ACCESSIBILITY
WALKING CATCHMENT

Status:
PRELIMINARY

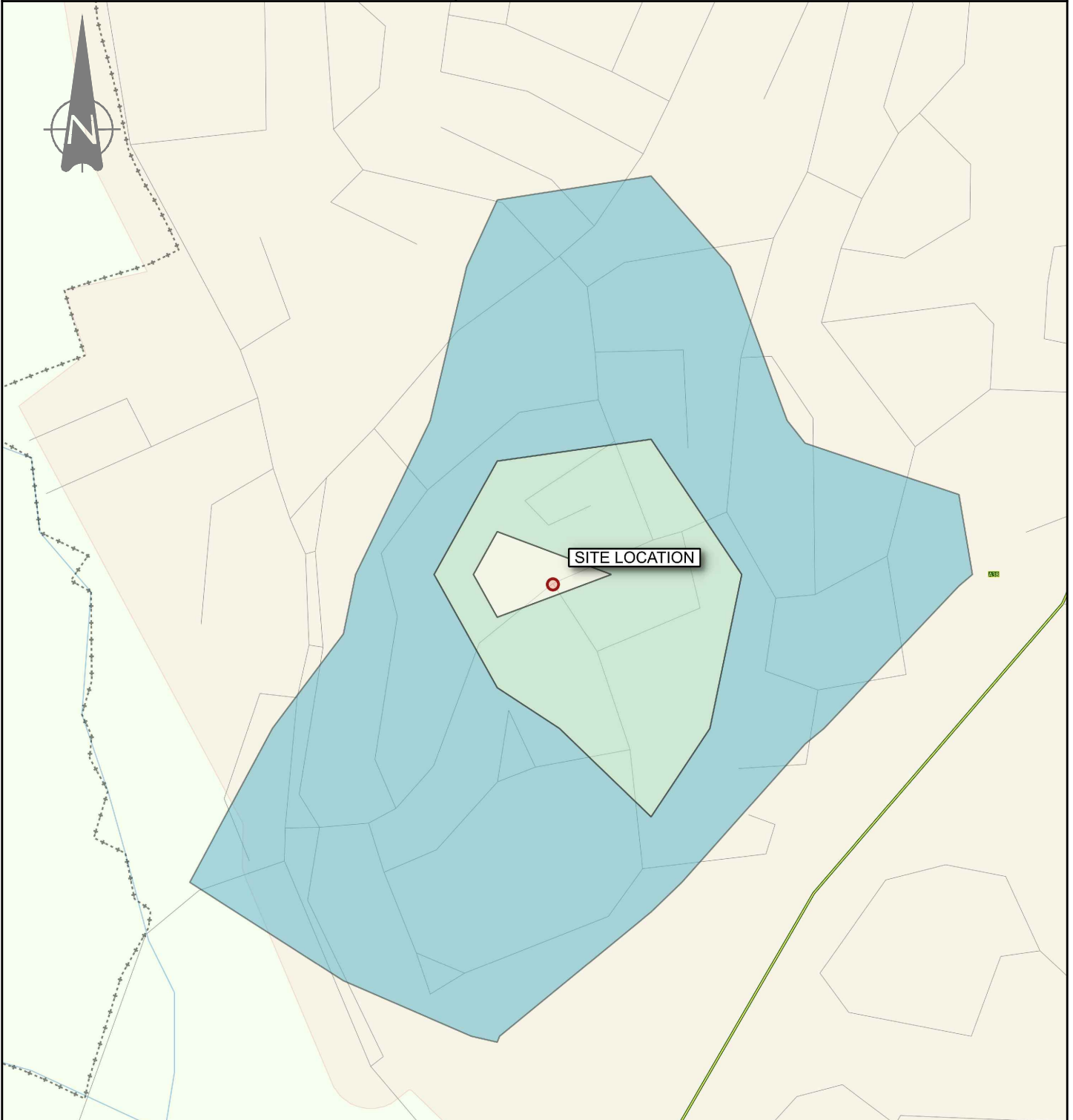
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Designed By: NA Date: 07/08/18

Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06031 - P01



Legend

• Site Location

Alleestree Walking Catchment (metres):-

200m

400m

800m



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Project:
DERBY RETAIL STUDY - ALLESTREE

Drg Title:
ACCESSIBILITY
CYCLE CATCHMENT

Status:
PRELIMINARY

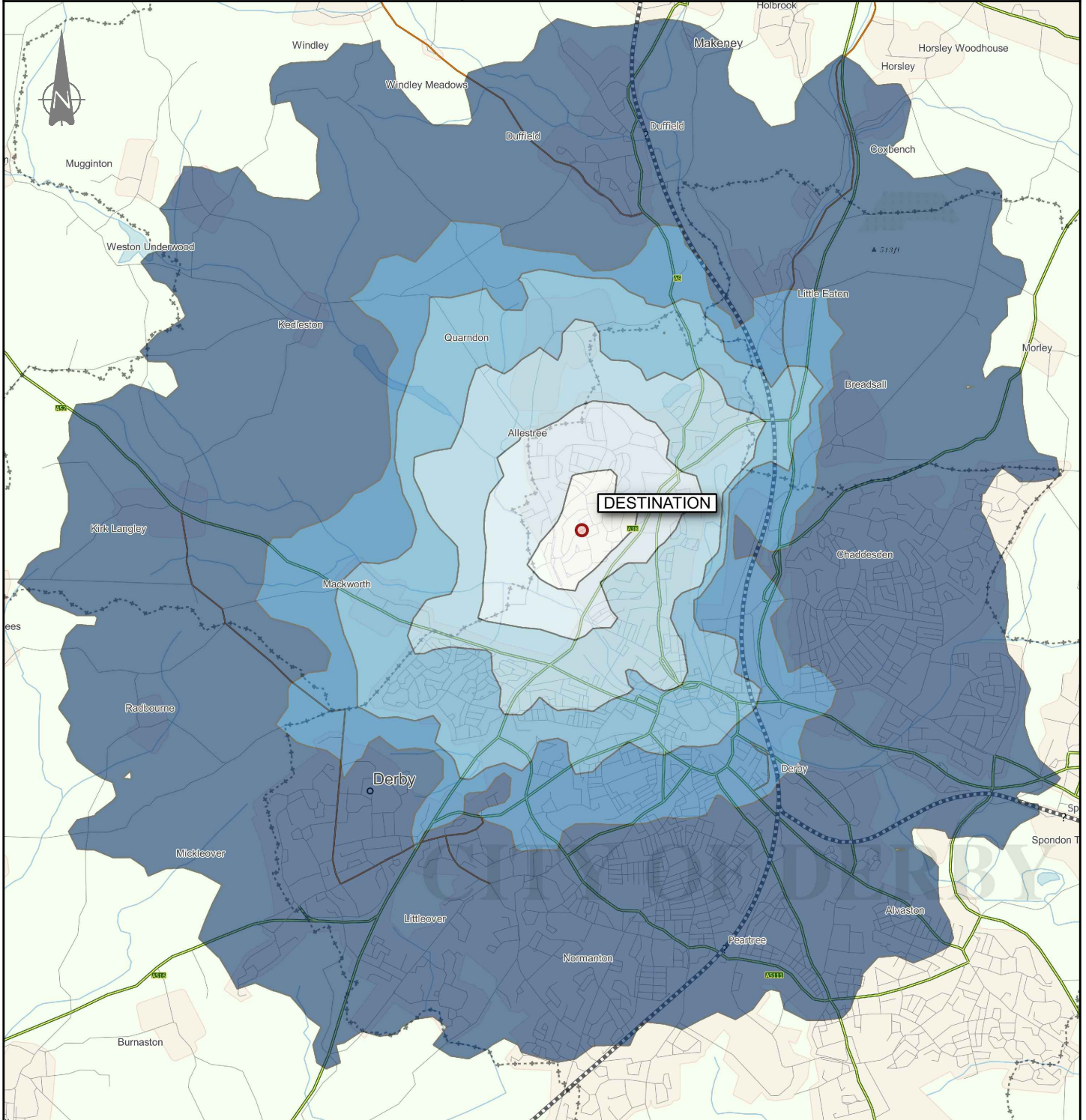
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66625 - CUR - 00 - XX - DR - TP - 06032 - P01



Legend

• DESTINATION

Allestree Cycle Catchment (metres):-

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



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Project: DERBY RETAIL STUDY - ALLESTREE

Drg Title: ACCESSIBILITY
PUBLIC TRANSPORT
CATCHMENT

Status: PRELIMINARY

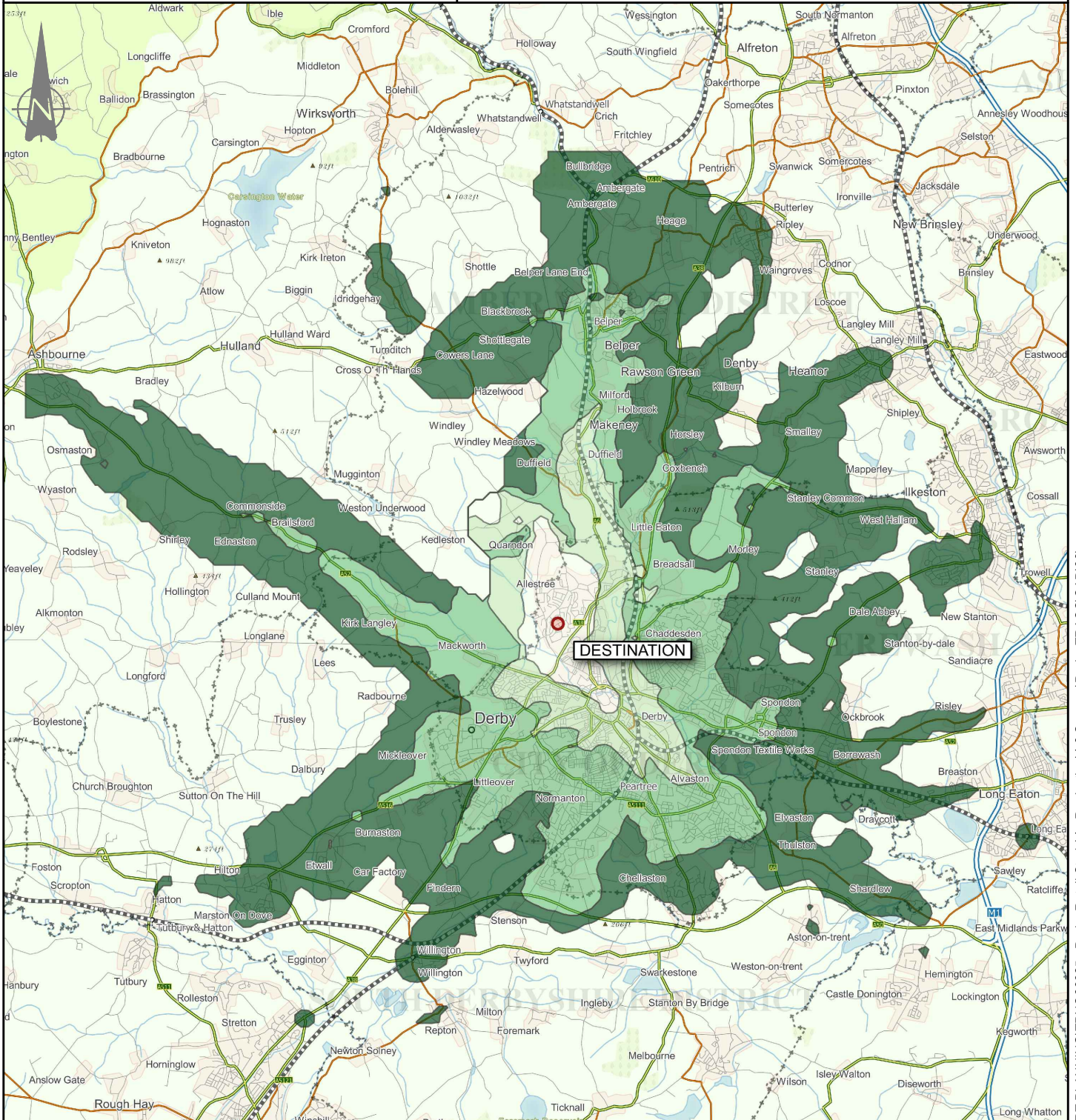
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06033 - P01



Legend

• DESTINATION

Allestree Public Transport Catchment (minutes):-

15

30

45

60

Our Locations

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