

Derby Retail Study

Zone 8 – Spondon

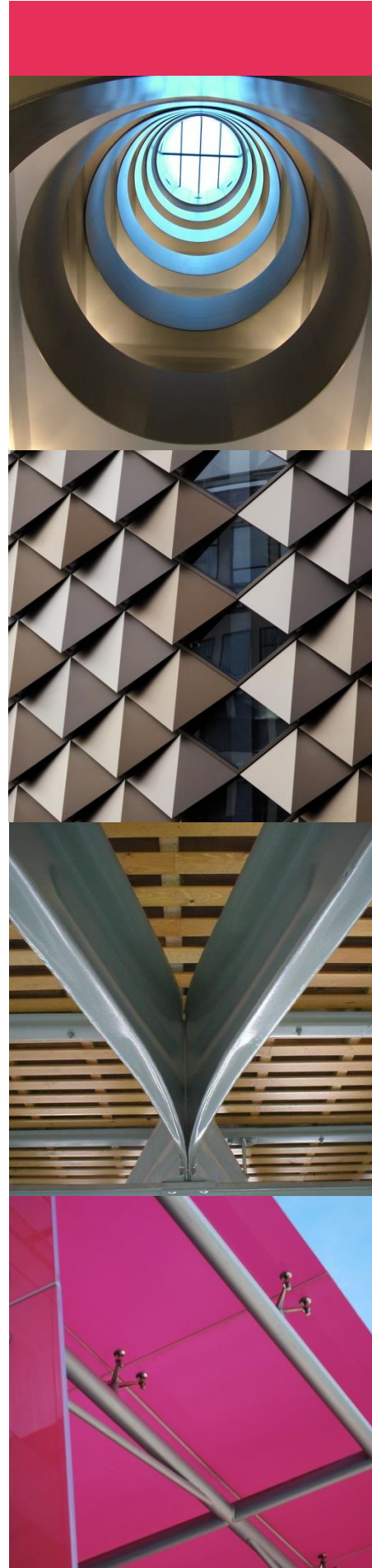
Accessibility & Infrastructure

Appraisal

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Table of Contents

1.0	Introduction	1
1.1	Purpose of This Report	1
2.0	Retail Centre.....	2
2.1	Introduction	2
3.0	Infrastructure Appraisal	3
3.1	Existing Access Arrangements	3
3.2	Streets	3
3.3	Streets Scoring	4
3.4	Cycle Facilities	4
3.5	Cycle Scoring.....	7
3.6	Pedestrian Facilities	7
3.7	Pedestrian Accessibility.....	7
3.8	Pedestrian Scoring.....	11
4.0	Public Transport Assessment.....	12
4.1	Buses	12
4.2	Rail	13
4.3	Taxis.....	13
4.4	Public Transport Scoring	14
5.0	Parking Provision	15
5.1	Location & Capacity	15
5.2	Charge.....	16
5.3	Parking Scoring.....	17
6.0	General Overview	18
6.1	Aesthetics	18
6.2	Facilities.....	18
6.3	Street Furniture	18

6.4	Security.....	18
6.5	Quality	18
6.6	Disabled Provision	18
6.7	Vehicular Accessibility.....	19
6.8	General Condition	19
6.9	General Scoring.....	19
6.10	Total Scoring Summary.....	20
7.0	Accessibility by Sustainable Modes of Travel.....	21
7.1	Introduction.....	21
7.2	Pedestrian Accessibility.....	21
7.3	Accessibility by Cycle.....	22
7.4	Accessibility by Public Transport	22
7.5	Summary	23

Tables and Figures

Figure 2.1	Spondon Retail District Centre Location Map.....	2
Table 3.1	Street Scoring	4
Figure 3.1	NCN Route 66 in relation to Spondon Retail District.....	5
Figure 3.2	Cycle Parking on Chapel Street.....	6
Table 3.2	Cycle Scoring.....	7
Figure 3.3	Pelican Crossing on Sitwell Street	8
Figure 3.4	Broken footway within the shopping area.....	9
Figure 3.5	Footway Provision on Chapel Street.....	10
Table 3.3	Pedestrian Scoring	11
Figure 4.1	Vandalised Bus stop on Chapel Street.....	12
Figure 4.2	Bus stop on Chapel Street.....	13
Table 4.1	Public Transport Scoring	14
Figure 5.1	On-Street Parking on Chapel Street.....	15
Figure 5.2	Spondon Village Hall Car Park	16
Table 5.1	Parking Scoring.....	17
Table 6.1	General Scoring	19
Table 6.2	Total Scoring Summary	20
Figure 7.1	CIHT Suggested Acceptable Walking Distances.....	21

Plans

Plan 066625-CUR-00-XX-DR-TP-06022-P01 – Pedestrian Catchment

Plan 066625-CUR-00-XX-DR-TP-06023-P01 – Cycling Catchment

Plan 066625-CUR-00-XX-DR-TP-06024-P01 – Public Transport Catchment

1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Spondon 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 Spondon Retail District Centre is located along Chapel Street and Sitwell Street, in Spondon, Derby, and is located east of Derby City Centre.



Figure 2.1 Spondon Retail District Centre Location Map

- 2.1.2 Spondon Retail District Centre primarily serves the Spondon community as other communities are unlikely to travel the distances required to visit.
- 2.1.3 The retail area consists mainly of a small retail area with shops on both sides of the carriageway (Chapel Street and Sitwell Street), which includes a medical centre, bridal store and dry-cleaning services within its vicinity. St Werburgh's Primary School lies to the west of the site, Spondon Village Hall lies to the south of the site, while residential properties surround the site on all sides.

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 area is currently taken from Chapel Street and Sitwell Street.
- 3.1.2 Retail units and service providers are accessed directly from Chapel Street and Sitwell Street.

3.2 Streets

Speed Limits

- 3.2.1 The local speed limit on surrounding roads is 30mph. However, speeds surrounding the retail district were much lower than the speed restrictions due to the prominence of the retail district and activity generated by this.

Design

- 3.2.2 The surrounding road geometry is of carriageways measuring between 5.5 and 6 metres in width and continuous footways of approximately 2 metres on either side of the surrounding roads. Internally within the shopping area there is a wide footway measuring between 3 to 5 metres fronting the main row of shops.
- 3.2.3 There is on street parallel parking provided south of Chapel Street along the shop frontages.
- 3.2.4 There is an off-street parking area outside the shop frontages north of Chapel Street, comprising of cars parked in 90-degree angle bays and parking provision behind Co-op Store for Co-op customers in marked 90-degree angle bays.
- 3.2.5 Further south, just beyond Co-op Spondon Village Hall can be accessed along Sitwell Street, which also provides a public car park with marked 90-degree angle bays.

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 morning) was low and unimpeded. As the morning progressed, the volume of traffic increased. Slight congestion was observed at the Sitwell Street roundabout/junction with Chapel Street, as cars were stopping at the signalised crossing located approximately 20 metres from the roundabout, to allow pedestrians to cross the road.

3.3 Streets Scoring

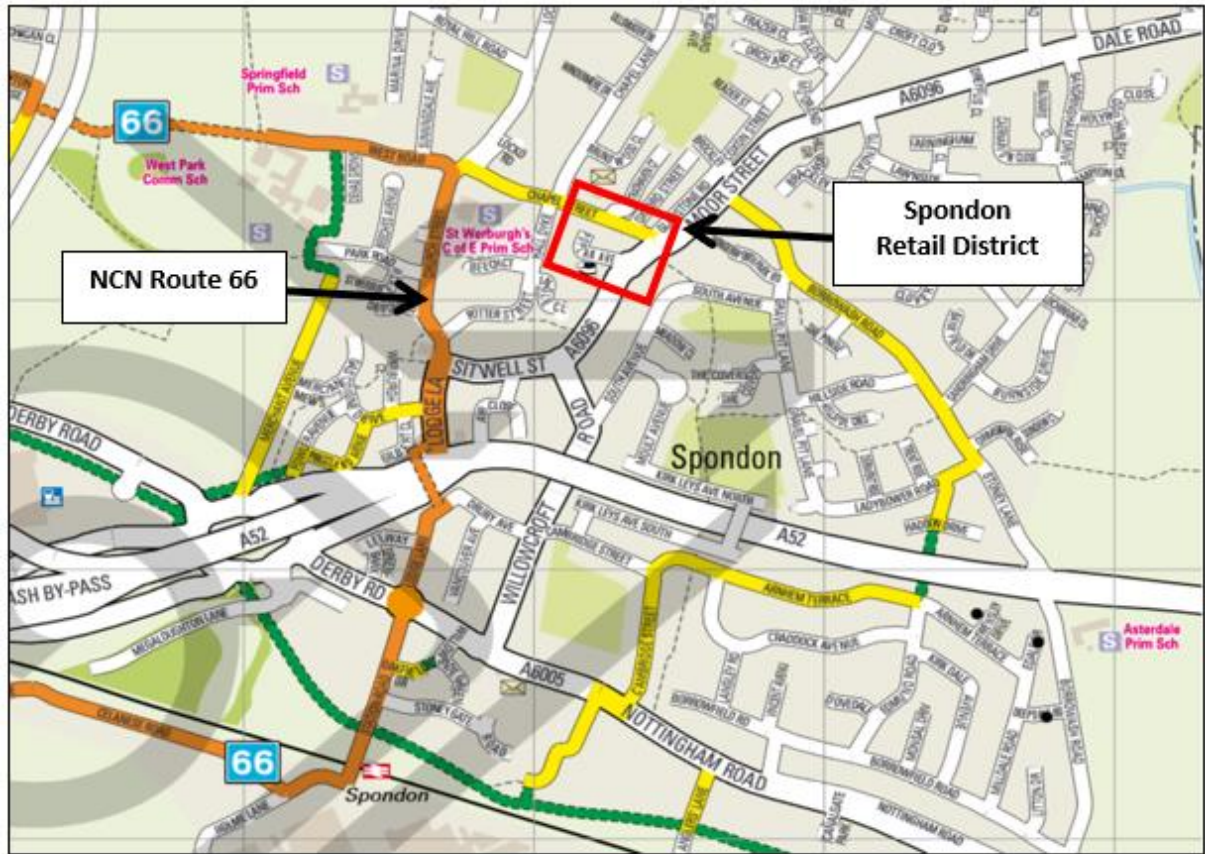
Streets	
Score	Criteria
5	Good vehicular access positioning. Well-maintained streets of a good design. Light traffic flows with no congestion.
4	Good vehicular access positioning. Well-maintained streets of a good design. Light/moderate but controlled traffic flows with light congestion.
3	Satisfactory 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 There are no marked or segregated cycle routes within the vicinity of the shopping area. However, the lightly trafficked nature of the surrounding residential roads would make them suitable for cyclists to cycle within the carriageway.
- 3.4.2 **Figure 3.1** shows the NCN Route 66 and its location in relation to Spondon Retail District. Route 66 is approximately 300m west of Spondon Retail District.



SOURCE: Derby City Council

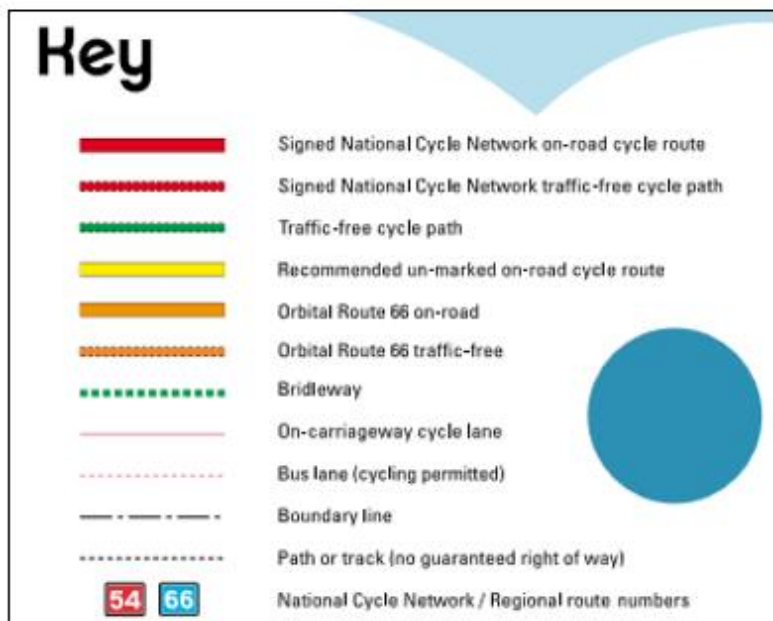


Figure 3.1 NCN Route 66 in relation to Spondon Retail District

Cycle Storage / Parking

- 3.4.3 There is cycle parking of up to 16 bikes within the shopping area. The cycle parking location is in a convenient position as it is located along the main frontage of the shops and is overlooked by residential properties. **Figure 3.3** shows some of cycle parking within the shopping area.

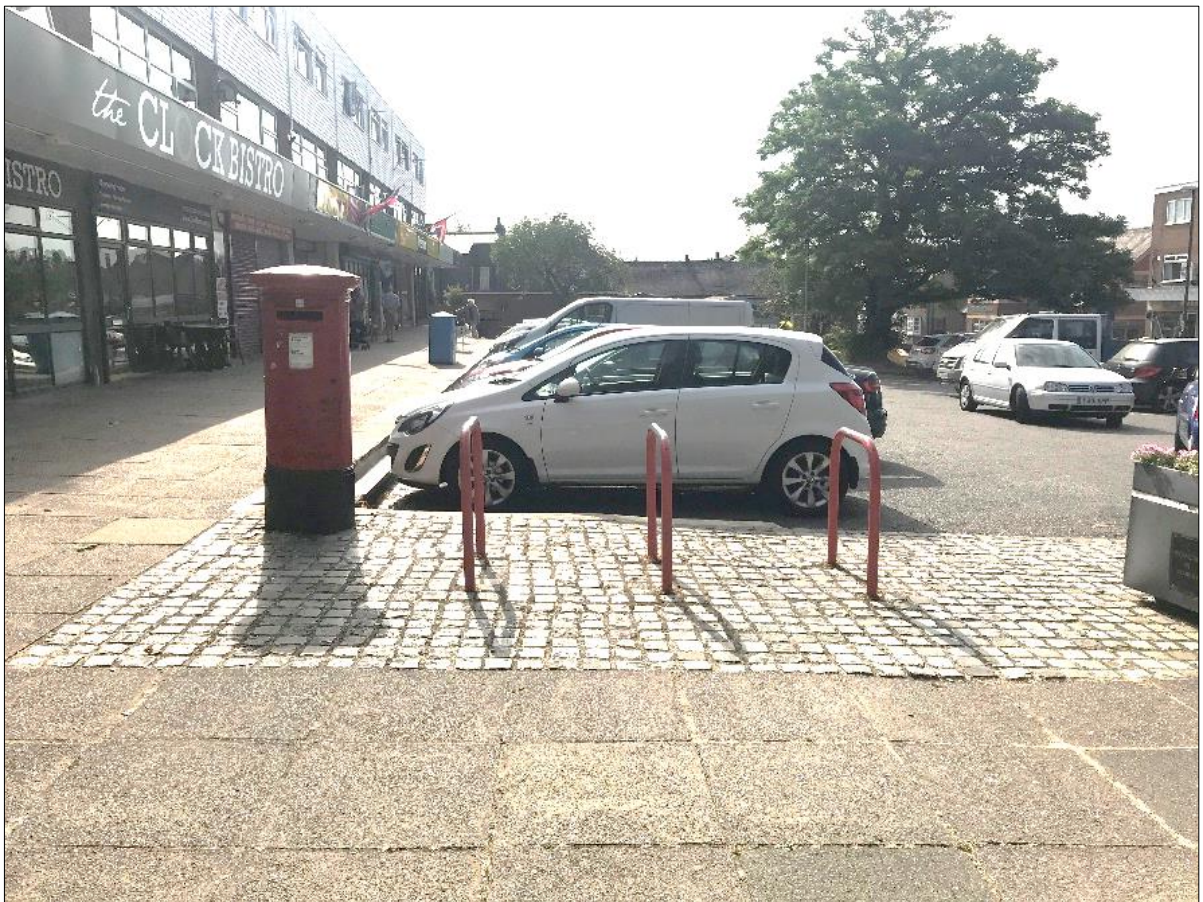


Figure 3.2 Cycle Parking on Chapel Street

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 On Chapel Street, there is no formal pedestrian crossing provided, people walk across the road when there are gaps in traffic.
- 3.6.3 On Sitwell Street, there is a pelican crossing facility with dropped kerbs and tactile paving linking Sitwell Street to the north of the shopping area and local bus stops. The crossing is shown in **Figure 3.2**.

3.7 Pedestrian Accessibility

- 3.7.1 The streets surrounding the retail area provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There is a pelican crossing on Sitwell Street, which provides a safe crossing point linking the retail area to the bus stops on the north and south sides of the carriageway.

- 3.7.2 There are dropped kerbs and tactile paving that would enable wheelchair and mobility scooter users access to the main retail frontages from the car parks on Sitwell Street. The bays are demarcated but some are not provided with safeguarded space around to enable wheelchair access.
- 3.7.3 There is a disabled parking bay on the south side of Chapel Street, but there is no pedestrian crossing to link the south side of Chapel Street to the Chapelside Shopping Area across the road, this can be dangerous for people with limited mobility trying to cross the road to reach the Chapelside Shops.



Figure 3.3 Pelican Crossing on Sitwell Street

Ped / Cycle Flow

- 3.7.4 At the time of the survey (weekday morning), there were light pedestrian flows, which was primarily made up of movements around the shopping area. No cyclists were observed.
- 3.7.5 At the retail area on Chapel Street, some pedestrians were seen walking along the grass verge walking towards the car park, instead of walking along the pedestrian footway.

Conflict Areas

- 3.7.6 No significant signs of conflict were observed during the survey, but some pedestrians were seen opting not to use the controlled crossing point on Sitwell Street, instead choosing to cross Sitwell Street closer to the bus stops.

Footways /Cycleways

- 3.7.7 Footways and cycleways have been provided but some sections are in poor condition, such as the broken footway surface in front of the shops on Chapel Street, as shown in **Figure 3.4**. To the south east of Chapel Street, footways narrow and are only provided on the southern side of the carriageway. At this location it was observed that pedestrians walk into the carriageway to allow room when passing other pedestrians in the footway.



Figure 3.4 Broken footway within the shopping area



Figure 3.5 Footway Provision on Chapel Street

3.8 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 four bus stops within the retail area. Two are on Chapel Street, while two are on Sitwell Street. The eastbound bus stop on Chapel Street has a shelter, seating, raised kerb, timetables, bus cage and bus layby, the westbound bus stop has flag and pole and a bus cage with within the carriageway. The two bus stops on Sitwell Street both have shelter with seating, timetables, lighting and raised kerbs with bus cage within the carriageway and have real time information provided.
- 4.1.2 The bus stop on Chapel Street has been vandalised and part of the shelter is broken, as shown in **Figure 4.1**.



Figure 4.1 Vandalised Bus stop on Chapel Street

- 4.1.3 The bus stop on the south side of Chapel Street looks rather inconspicuous. It only has a flag, pole and bus cage, with no timetable, seat or shelter, shown in **Figure 4.2**. Increased visibility and a timetable would be beneficial to the public.



Figure 4.2 Bus stop on Chapel Street

Services

- 4.1.4 The bus service providers in this area are Spondon Flyer and Yourbus, operating every 15 minutes or less in the daytime. These services provide connections between Spondon, Cotmanhay, Ilkeston, and Derby City Centre.

Accessibility

- 4.1.5 The bus stops on Chapel Street and Sitwell Street are suitable for users as there is level access provided to the retail area, leading from the bus stops.

4.2 Rail

Rail Station

- 4.2.1 There is no rail station near the shopping area. The nearest station is Spondon Railway Station approximately 1 km away to the south, on Station Road. This is within the 2000m maximum walking distance for commuters, however 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 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 4.1 Public Transport Scoring

5.0 Parking Provision

5.1 Location & Capacity

On-Street Parking

- 5.1.1 On Chapel Street, there are double yellow lines on the north side of the carriageway, prohibiting parking, while parking is permitted on the south side of the carriageway as shown in **Figure 5.1**.



Figure 5.1 On-Street Parking on Chapel Street

Off-Street Parking

- 5.1.2 There are 20 standard parking bays and one disabled bay provided within the shopping area along the main frontage of the shops on Chapel Street. These cars can be seen in **Figure 5.1**, parked to the left side of the picture, outside Chapelside Shops.
- 5.1.3 The Co-op store on Sitwell Street provides a car park with 39 standard parking bays and three disabled bays.

- 5.1.4 On Sitwell Street, there is a Council Car Park at Spondon Village Hall, providing 38 standard car parking bays and four disabled bays, shown in **Figure 5.2**.



Figure 5.2 Spondon Village Hall Car Park

5.2 Charge

On-Street Parking

- 5.2.1 On-street parking on Chapel Street is for a maximum stay of three hours, with no return within one hour.

Off-Street Parking

- 5.2.2 Off-Street parking in the customer car park at Chapelside shops on Chapel Street is for a maximum stay of two hours.
- 5.2.3 The Spondon Village Hall and Co-op car parks have no time or monetary restrictions, although the parking at the Co-op store is for customers only.

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 area is generally requires better maintenance, especially the Chapelside shopping area.

6.2 Facilities

- 6.2.1 There is a reasonable variety of shops including convenient stores, Post Office, travel agents, pharmacy, pub, bridal store, bakery, dry cleaning services, opticians and hair dressers, 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 tables and chairs, benches, litter bins, bollards, planters and bus stops. They have been positioned suitably and are well maintained.

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 by residential properties and there are good levels of lighting.

6.5 Quality

- 6.5.1 The design of the area 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 a level access leading to the shopping area from the Sitwell Street bus stops, but not the Chapel Street bus stops. Disabled users driving to the site have disabled parking bays allocated and marked within the car park, although some of them do not necessarily meet modern design standards, with no safeguarded space around to enable wheelchair access or dropped kerbs.

6.7 Vehicular Accessibility

- 6.7.1 No manoeuvring problems were observed although, there were moments when traffic would queue along Sitwell Street at the signalised crossing or roundabout near the crossing, as pedestrians were walking across the road.

6.8 General Condition

- 6.8.1 The general condition and maintenance of the car park and shopping area is not good. Although lighting is provided and the area is overlooked, the area gives the impression of a poorly maintained retail area, which would benefit from the refurbishment to improve the shopping experience of visitors and the local residents.

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	2	5
Public Transport	2	5
Parking	3	5
General	2	5
Total	15	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 Spondon Retail District's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on Chapel Street and Sitwell Street 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-06022-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 800 metres walking distance of the site. The catchment area also demonstrates that existing public transport opportunities such as local bus stops on Chapel Street and Sitwell Street 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 Spondon retail district is accessible by the majority of Spondon 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-06023-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 Morley in the north, Standton-by-dale to the east, Thulston in the south and Peartree to the west.

7.3.3 Route 66 is approximately 300m west of Spondon 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-06024-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 three bus stops within the shopping area. One is on Chapel Street, while two are on Sitwell Street. The bus stops have shelter, seating, raised kerbs, timetables, bus cage or bus layby within the carriageway. The two bus stops on Sitwell Street have real time information provided, while the bus stop on Chapel Street does not have real time information.

- 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 area.
- 7.4.4 The bus stops are located within 150m from the centre of the retail district.
- 7.4.5 The bus service providers in this area are Spondon Flyer and Yourbus, operating every 15 minutes or less in the daytime. These services provide connections between Spondon, Cotmanhay, Ilkeston, and Derby City Centre.
- 7.4.6 There is no rail station near the shopping area. The nearest station is Spondon Railway Station approximately 1 km away to the south, on Station Road. This is within the 2000m maximum walking distance for commuters, however 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 - SPONDON

Drg Title:
ACCESSIBILITY
WALKING CATCHMENT

Status:
PRELIMINARY

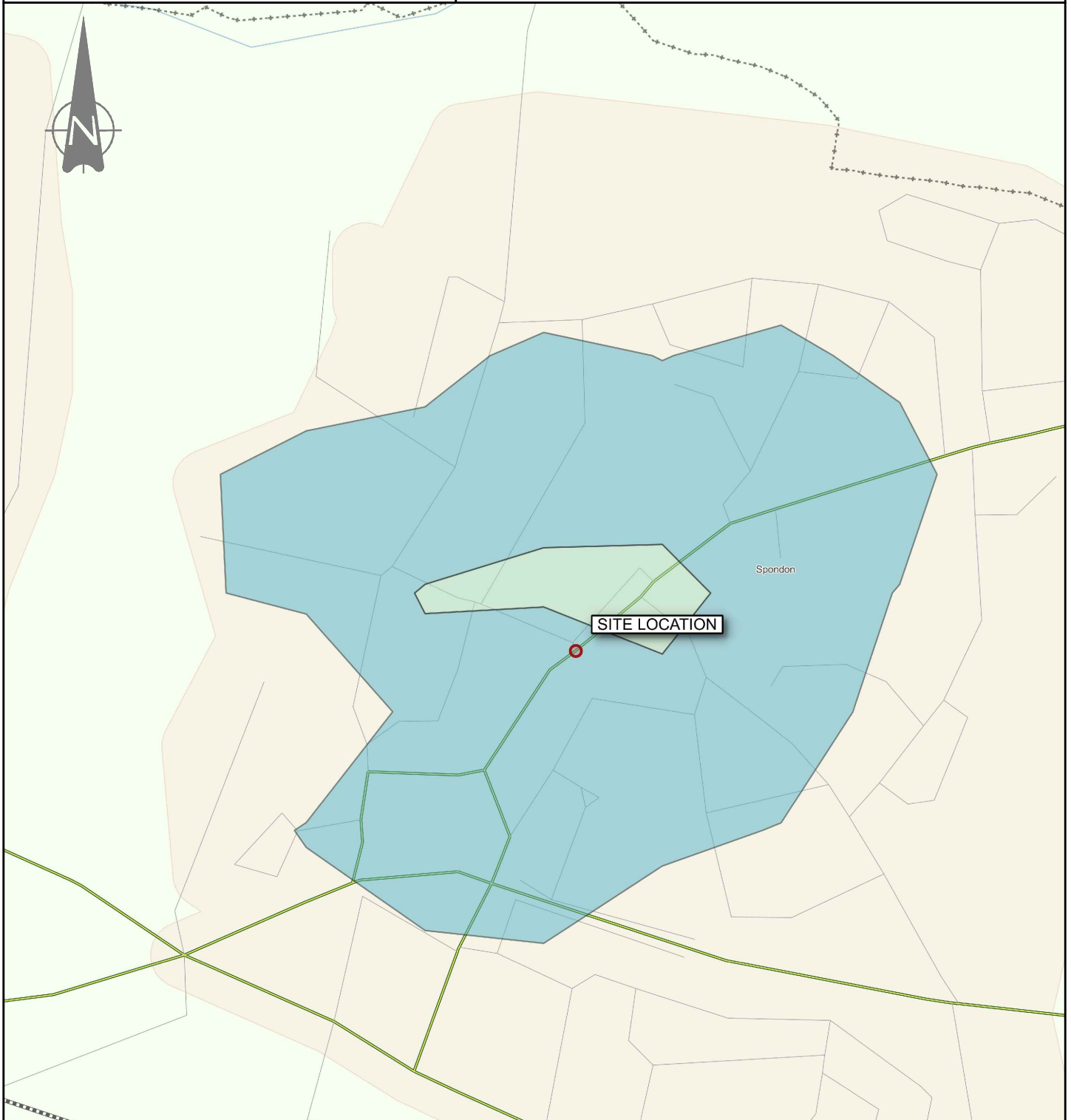
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Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06022 - P01



Legend

• Site Location

Spondon Walking Catchment (metres):-

200m

400m

800m



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Project:
DERBY RETAIL STUDY - SPONDON

Drg Title:
ACCESSIBILITY
CYCLE CATCHMENT

Status:
PRELIMINARY

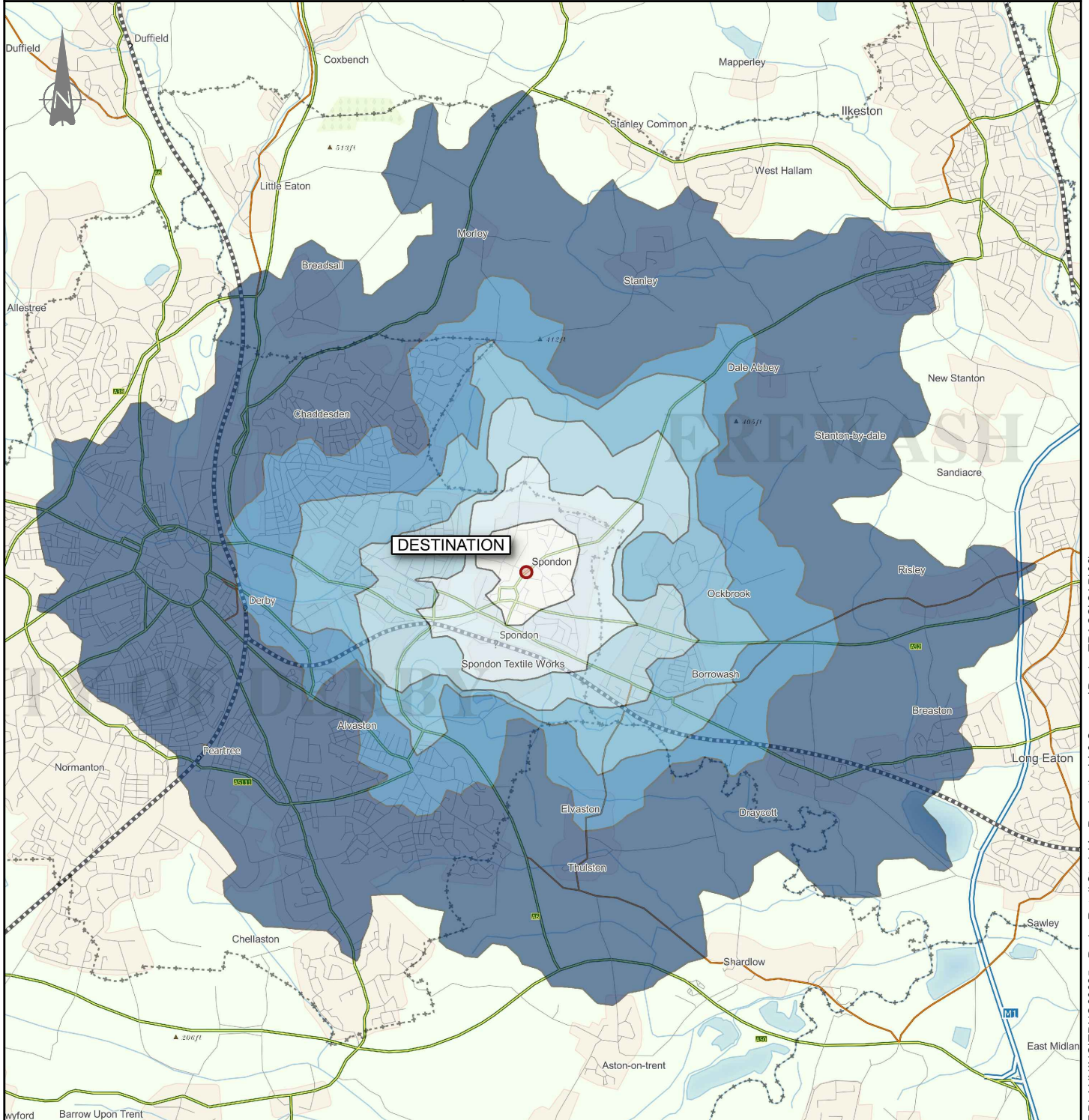
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Legend

• DESTINATION

Spondon Cycle Catchment (metres):-

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



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Project:
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Drg Title:
ACCESSIBILITY
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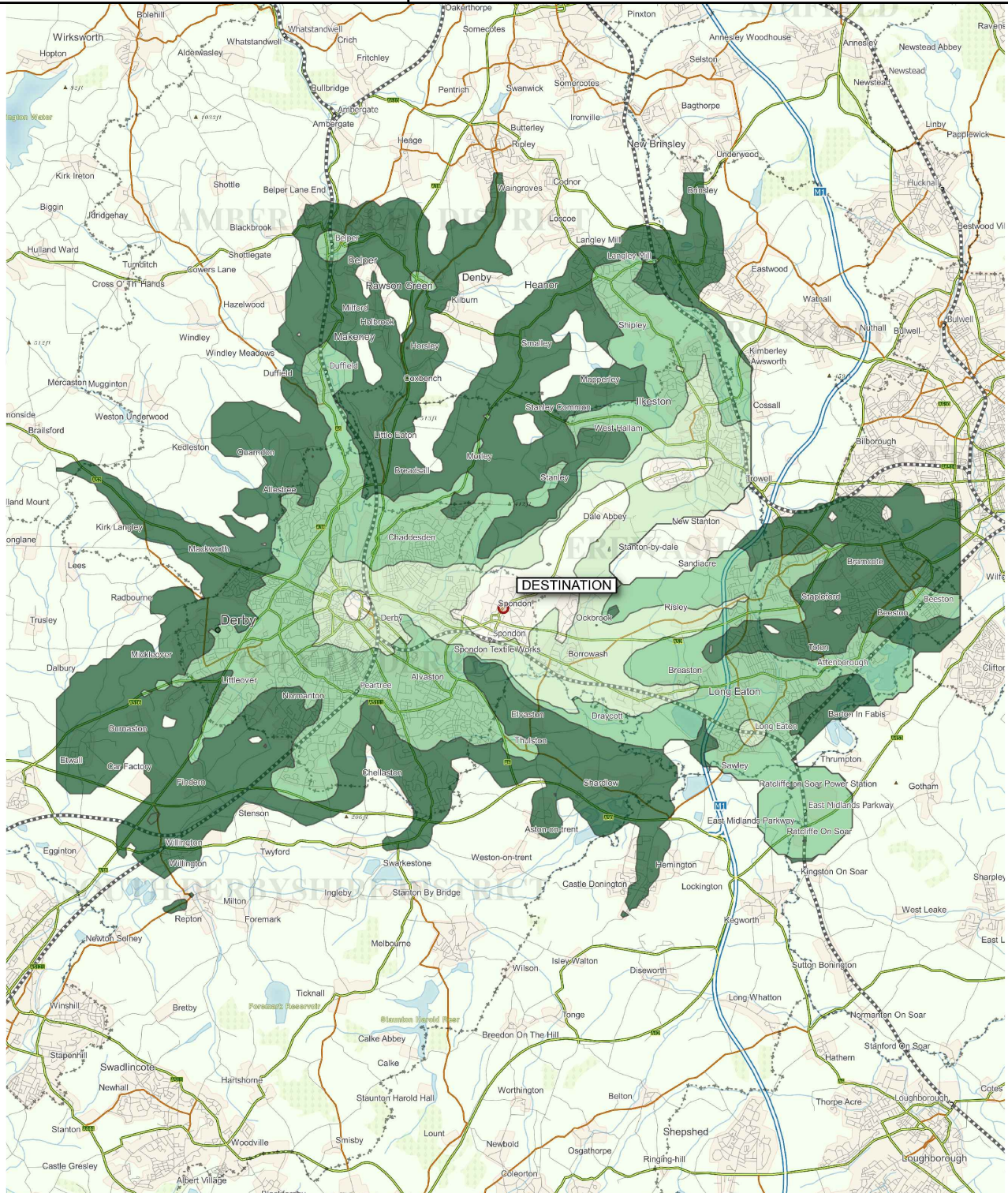
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Legend

• DESTINATION

Spotton Public Transport Catchment (minutes):-

15

30

45

60

Our Locations

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