

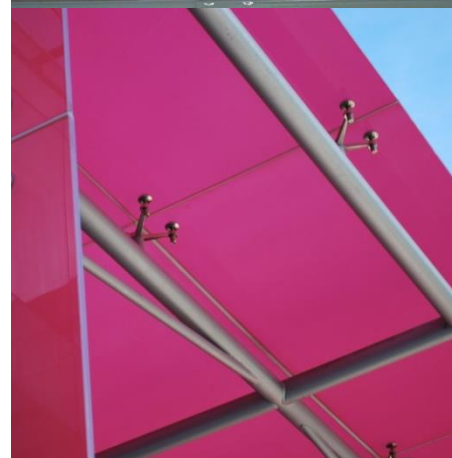
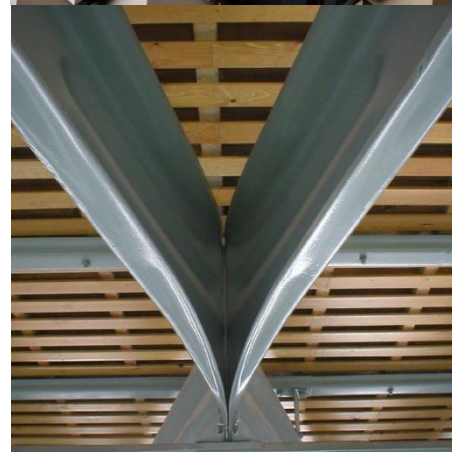
Derby Retail Study

Zone 9 – Alvaston Accessibility & Infrastructure Appraisal

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Plans

Plan 066625-CUR-00-XX-DR-TP-06025-P01 – Pedestrian Catchment

Plan 066625-CUR-00-XX-DR-TP-06026-P01 – Cycling Catchment

Plan 066625-CUR-00-XX-DR-TP-06027-P01 – Public Transport Catchment

1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Alvaston 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 Alvaston retail area is located primarily on A5111 Shardlow Road and includes a section of A6 London Road. A5111 Shardlow Road is south east of the A6 London Rd junction with Raynesway in Alvaston, Derby. Alvaston is located southeast of Derby City Centre.



Figure 2.1 Alvaston Retail Area Location Map

- 2.1.2 The Alvaston retail area serves the Alvaston community, in addition to residents from Boulton, Crewton and Wilmorton, which surround Oakwood.
- 2.1.3 It consists mainly of a linear retail area which includes convenience stores, estate agents, Texaco Petrol Station, charity shops, betting shops, restaurants and takeaways within its vicinity. Behind the shopping area, the area is surrounded by residential properties.

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 A5111 Shardlow Road and A6 London Road.
- 3.1.2 Retail units and service providers are accessed directly from A5111 Shardlow Road and A6 London Road.

3.2 Streets

Speed Limits

- 3.2.1 The local speed limit on surrounding roads is 30mph. The speed limit on A5111 Harvey Road is 40mph. A5111 Harvey Road lies to the west of A5111 Shardlow Road and joins with A5111 Shardlow Road at a roundabout with Beech Ave and A5111 Harvey Road.
- 3.2.2 During the time of the survey (weekday afternoon), vehicles observed were travelling at a speed of approximately 30mph within the retail district, maintaining a steady traffic flow.

Design

- 3.2.3 A5111 Shardlow Road is a two way dual carriageway, which lies in the middle of the linear retail area. The dividing strip of the dual carriageway is planted with trees. The surrounding road geometry is of a good design of modern standards with carriageways measuring approximately 10 metres in width and continuous footways of approximately 2 metres on either side of the surrounding roads. Internally within the area there is a wide footway measuring between 3 to 7 metres fronting the main row of shops.
- 3.2.4 Off-Street parking is provided along the shopping frontages comprising of parallel bay parking. Car parking spaces are also provided in a car park at the rear of a Café & Diner on A6 London Road, comprising of 90-degree angle bay parking.

Vehicular Traffic Flow / Congestion

- 3.2.5 The traffic flow within the shopping area and the surrounding roads at the time of the survey (weekday afternoon) was free flowing and heavy. No congestion was observed.

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

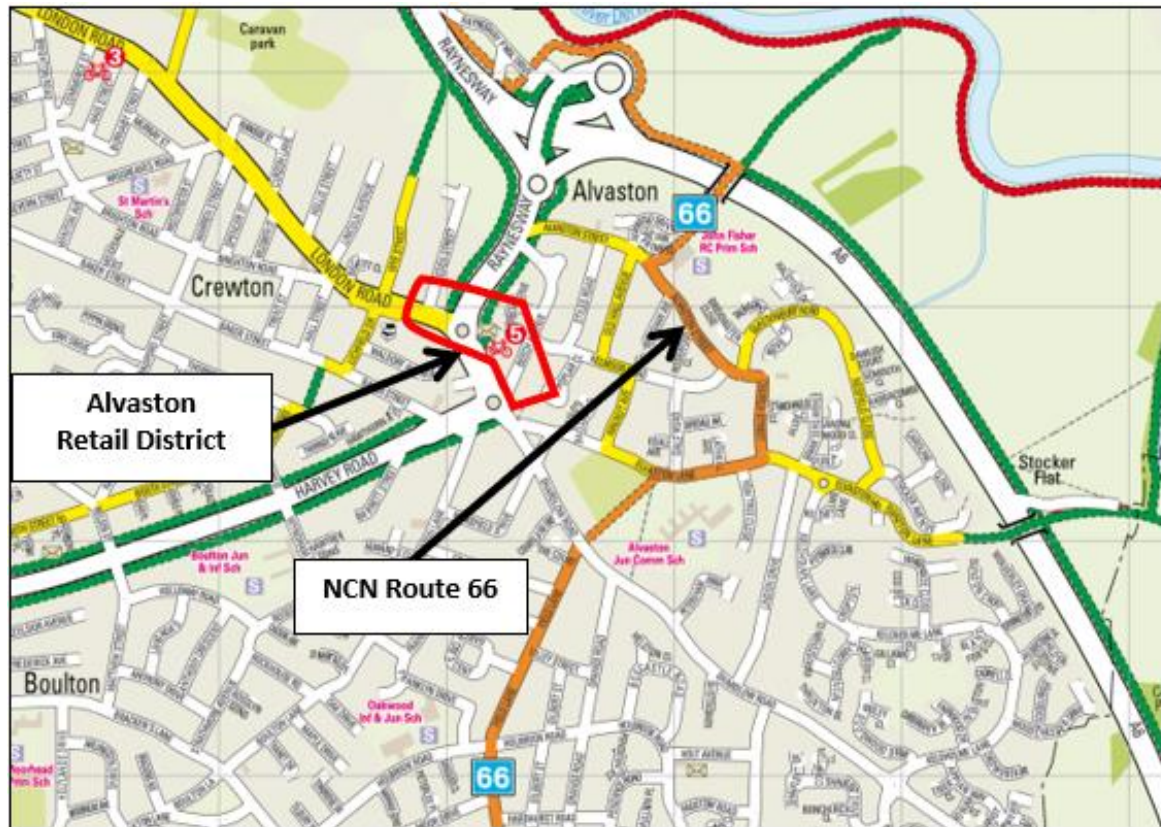
Cycle Routes

- 3.4.1 There is provision for cycling on the A5111 Harvey Road by way of a shared cycleway and footway but the provision ends at the Blue Peter Island Roundabout at the junction with A511 Shardlow Road and Beech Avenue.
- 3.4.2 At the Blue Peter Island there is signage to instruct cyclist to dismount as the cycle way has ended, as shown in Figure 3.1. The surrounding residential roads are of sufficient width to accommodate cyclists within the carriageway.



Figure 3.1 End of Cycle Route Signage – A5111 Shardlow Road West

3.4.3 **Figure 3.2** shows the NCN Route 66 and its location in relation to Alvaston retail district. Route 66 lies approximately 530m east of Alvaston retail district.



SOURCE: Derby City Council

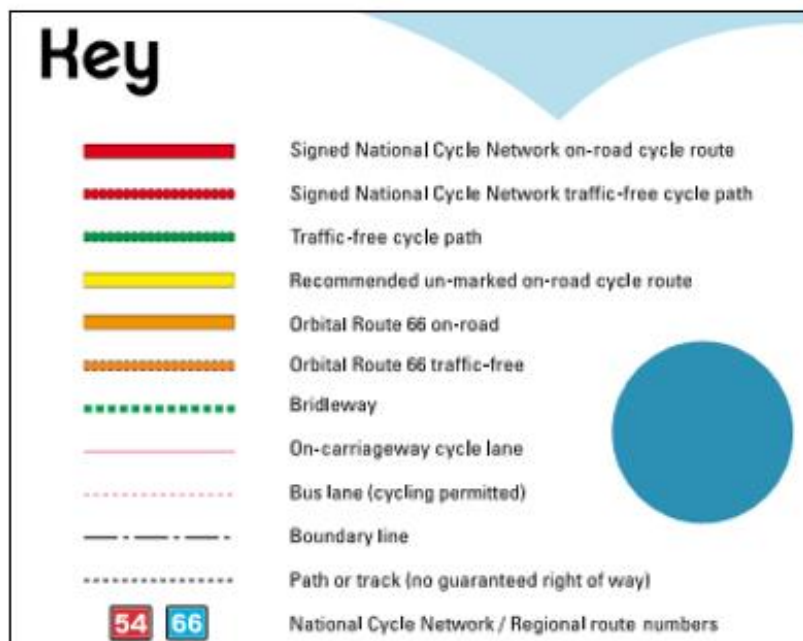


Figure 3.2 NCN Route 66 in relation to Alvaston Retail District

Cycle Storage / Parking

- 3.4.4 There is cycle parking for up to 40 cycles within the shopping area in A5111 Shardlow Road and a further 12 parking spaces on A6 London Road. Examples from shown in **Figure 3.3 & 3.4**. The cycle parking location conveniently located outside the main frontage of the shops and is overlooked.



Figure 3.3 Cycle Parking on A5111 Shardlow Road

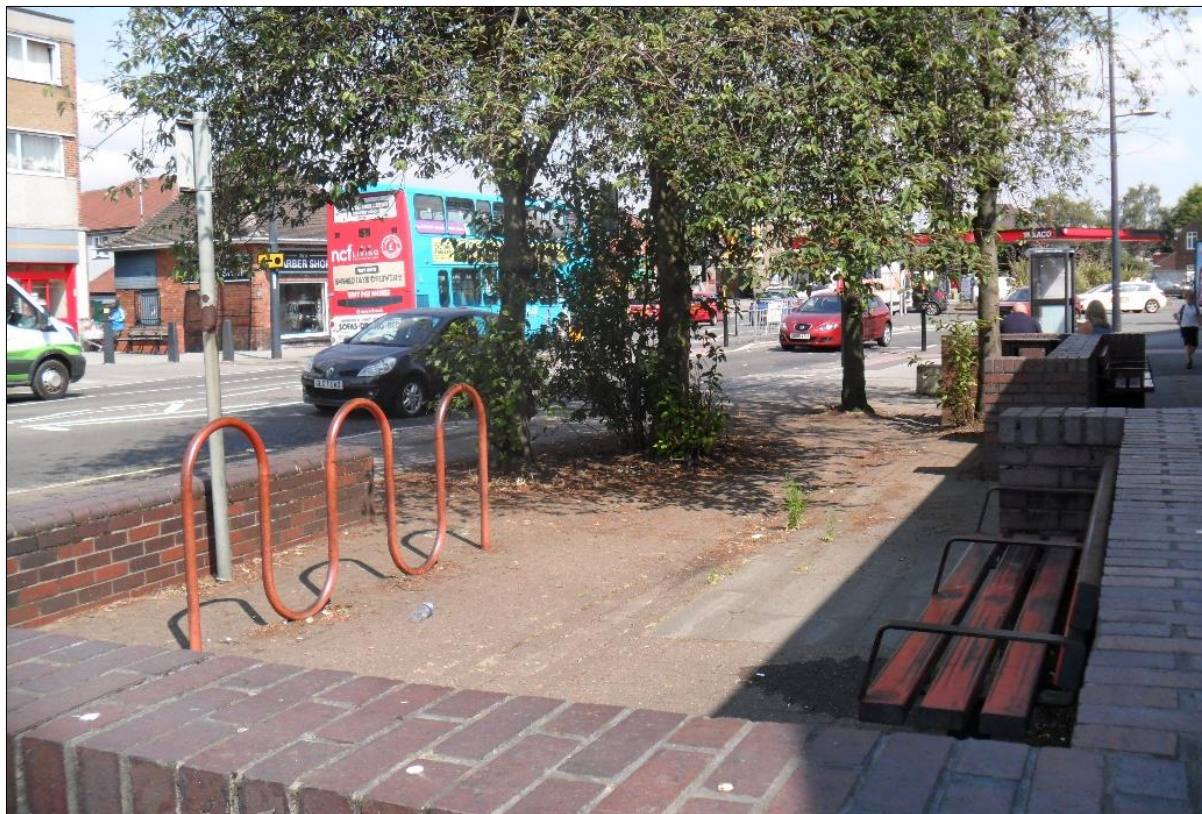


Figure 3.4 Cycle Parking outside a Cafe on A6 London Rd

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 staggered toucan crossing facility with dropped kerbs and tactile paving, linking A5111 Shardlow Road with the shopping area, shown in **Figure 3.4** surrounding the site there are appropriately located dropped kerbs which also enable crossing local roads and provide access to surrounding bus stops. The crossing facility is well maintained. A second staggered toucan crossing is provided on the A6 London arm of the roundabout junction with A5111 Raynesway and A511 Shardlow Road.



Figure 3.5 Toucan Crossing on A5111 Shardlow Road

- 3.6.3 A pelican crossing facility with dropped kerbs and tactile paving is provided on the A6 London Road. Surrounding the crossing there are appropriately located dropped kerbs which also enable crossing local roads and provide access to surrounding bus stops. The crossing facility is well maintained.

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 are also signalised pedestrian crossings on A5111 Shardlow Road and A6 London Road which provide safe crossing points linking the retail area to the bus stops along the carriageway.

Ped / Cycle Flow

- 3.6.5 At the time of the survey (weekday afternoon), there were light pedestrian and cycle flows, which were primarily made up of movements from the within the shopping area. Surrounding the shopping area there were low levels of pedestrian and cycle flow from the adjacent bus stops on A5111 Shardlow Road.

Conflict Areas

- 3.6.6 There were no signs of conflict identified during the time of the survey.

Footways /Cycleways

- 3.6.7 Footways and cycleways have been provided in appropriate locations as described above and they are in good condition, with dropped kerbs. There is a footpath south of A5111 Shardlow Road, shown in **Figure 3.7**.



Figure 3.6 Footpath sign on A5111 Shardlow Road

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 A5111 Shardlow Road within close proximity to the shopping area for north and southbound services. The southbound bus stop has seating, shelter, timetable, raised kerb and real time information. The northbound bus stop has a dedicated bus lane with shelter, seating, timetable information and raised kerb.
- 4.1.2 The southbound bus stop is shown below in **Figure 4.1**.



Figure 4.1 Southbound bus stop on A5111 Shardlow Road.

4.1.3 The north-bound bus stop is shown in **Figure 4.2**.



Figure 4.2 North-bound bus stop on A5111 Shardlow Road

4.1.4 There are two bus stops on A6 London Road within close proximity to the shopping area for east and westbound services. The westbound bus stop has seating, shelter, timetable, raised kerb and real time information. The eastbound bus stop has a flag and pole, timetable, real time information and raised kerb.

Services

4.1.5 The bus service providers in this area are Arriva and Skylink. The service numbers Arriva 1, 4 & F1, operate every 20 minutes or less in the daytime (for both Arriva and Skylink). These services provide connections between Alvaston, Cornishman, Derby City Centre, Loughborough and Leicester.

Accessibility

4.1.6 The bus stops on A6 London Road and A5111 Shardlow Road are suitable for all 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 Derby Midland Railway Station approximately 5 km away to the north-west, 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 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 There are double yellow lines on either side of the carriageway, prohibiting parking on A5111 Shardlow Road and A6 London Rd, within the shopping area.
- 5.1.2 An on-street parking bay is provided on the west side of the A5111 carriageway which can accommodate up to three cars.

Off-Street Parking

- 5.1.3 There are 50 standard parking bays and four disabled bays provided within the shopping area, along the shop frontages. At the time of the survey, the parking area averaged approximately 90% of its capacity, with a high turnover.
- 5.1.4 There is parking provided in an open parking lot behind the Café & Diner on A6 London Rd, shown in **Figure 5.1**, accommodating approximately 65 cars. At the time of the survey, the parking area averaged approximately 85% of its capacity.
- 5.1.5 A customer car park is provided the rear of A6 London Road off Eden Street for Iceland store customers where 23 parking spaces are provided.
- 5.1.6 A customer car park is provided the rear of A6 London Road for Tesco store customers where 20 standard car parking spaces and one disabled space are provided.



Figure 5.1 Open space parking behind the Café

5.2 Charge

On-Street Parking

- 5.2.1 On-street parking bay of the west side of the A5111 Shardlow Road has time restrictions of 10 minutes between 08:00 and 18:00 with no return within one hour.

Off-Street Parking (within the Shopping Area)

- 5.2.2 Off-Street parking within the shopping area is permitted for standard car parking bays from 08:00 until 18:00 for a maximum stay of 30 minutes, with no return within one hour. Disabled bays have restrictions between 08:00 until 18:00 of three hours with no return in two hours. No charges are applicable.
- 5.2.3 A section of parking on the south side of A6 London Road does not have time restrictions.
- 5.2.4 Parking in the car park behind the Café does not have time or monetary restrictions.
- 5.2.5 Parking in the Iceland car park is free for a maximum of 2 hours for customers only. Tesco car park has a maximum limit of 30 minutes which is free for customers only.

5.2.6 Disabled parking bays are demarcated and comply with modern design standards. They are provided with safeguarded level access space around to enable wheelchair access, shown in **Figure 5.2**.



Figure 5.2 Disabled Parking Bay outside Domino's on A5111 Shardlow Road

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 well maintained, orderly and functional. Planting and trees make the appearance of the retail area pleasant as shown in **Figure 6.1**.



Figure 6.1 Alvaston Shopping Area on A5111 Shardlow Road

6.2 Facilities

- 6.2.1 There is a reasonable variety of shops including convenience stores, Post Office, bakery, pharmacy, florist, opticians, dentist, library, charity shops, bookmakers, food stores, hairdressers, public house, petrol station 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 benches, litter bins, bollards, advertising boards, 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 very open, busy and over-looked by residential properties above the shops.

6.5 Quality

- 6.5.1 The design of the area and surrounding streets is very good with clear distinction between vehicular and pedestrian facilities and the quality of streets is excellent with no maintenance issues. The features and level of provision largely meet modern highway design standards.

6.6 Disabled Provision

- 6.6.1 Disabled users of public transport are catered for by the provision of a level access leading to the shopping area from the A5111 Shardlow Road and A6 London Road bus stops. Disabled users driving to the site have disabled parking bays allocated and marked within the car parks. The disabled bays meet modern design standards and have dropped kerb links to the shops themselves, shown in **Figure 5.2**.

6.7 Vehicular Accessibility

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

6.8 General Condition

- 6.8.1 The general condition and maintenance of the car park and shopping area is good. The shopping area is open, well-lit and very spacious. It is very vibrant with pedestrians moving around the retail area. The area is very welcoming and 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	3	5
Cycle Facilities	4	5
Pedestrian Facilities	4	5
Public Transport	4	5
Parking	4	5
General	4	5
Total	23	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 Alvaston Retail District's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on A5111 Shardlow 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-06025-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 A5111 Shardlow Road 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 Alvaston Retail District is accessible by the majority of Alvaston 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-06026-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 Chaddesden in the north, Ockbrook to the east, Weston – in Trent in the south and Littleover to the west.
- 7.3.3 National Cycle Network (NCN) Route 66 lies approximately 530m east of Alvaston 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-06027-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 A5111 Shardlow Road (within close proximity to the shopping area) for north and south-bound services. They 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 area.
- 7.4.4 The bus stops are located within 200m from the centre of the retail district.
- 7.4.5 The bus service providers in this area are Arriva and Skylink. The service number Arriva 1, 4 & F1, operating every 20 minutes or less in the daytime. These services provide connections between Alvaston, Cornishman, Derby City Centre, Loughborough and Leicester.
- 7.4.6 There is no rail station near the shopping area. The nearest station is Derby Midland Railway Station approximately 5 km away to the north-west, 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 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 - ALVASTON

Drg Title:
ACCESSIBILITY
WALKING CATCHMENT

Status:
PRELIMINARY

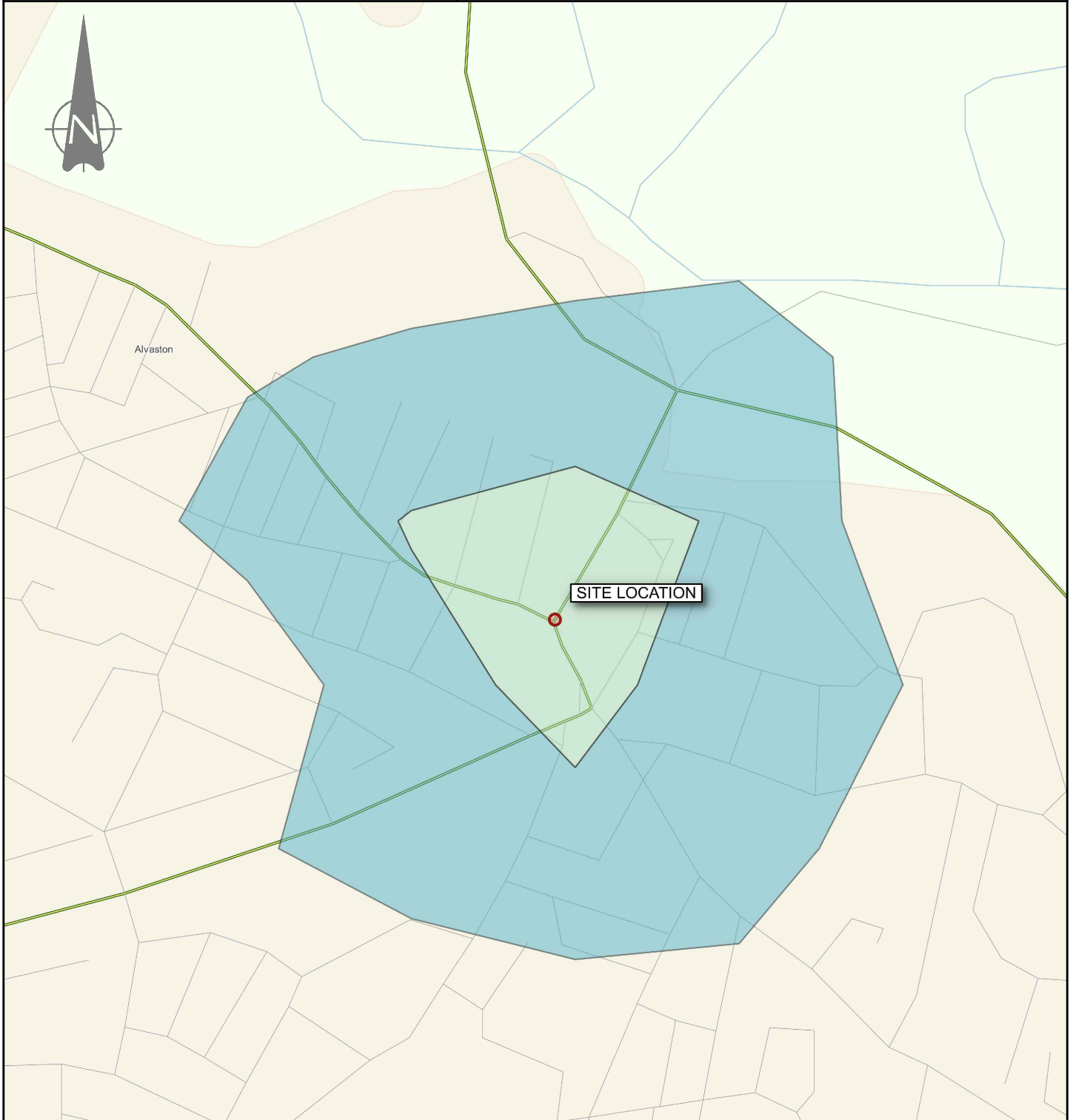
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Designed By: NA Date: 07/08/18

Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06025 - P01



Legend

• Site Location

Alvaston Walking Catchment (metres):-

200m

400m

800m



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Project:
DERBY RETAIL STUDY - ALVASTON

Drg Title:
ACCESSIBILITY
CYCLE CATCHMENT

Status:
PRELIMINARY

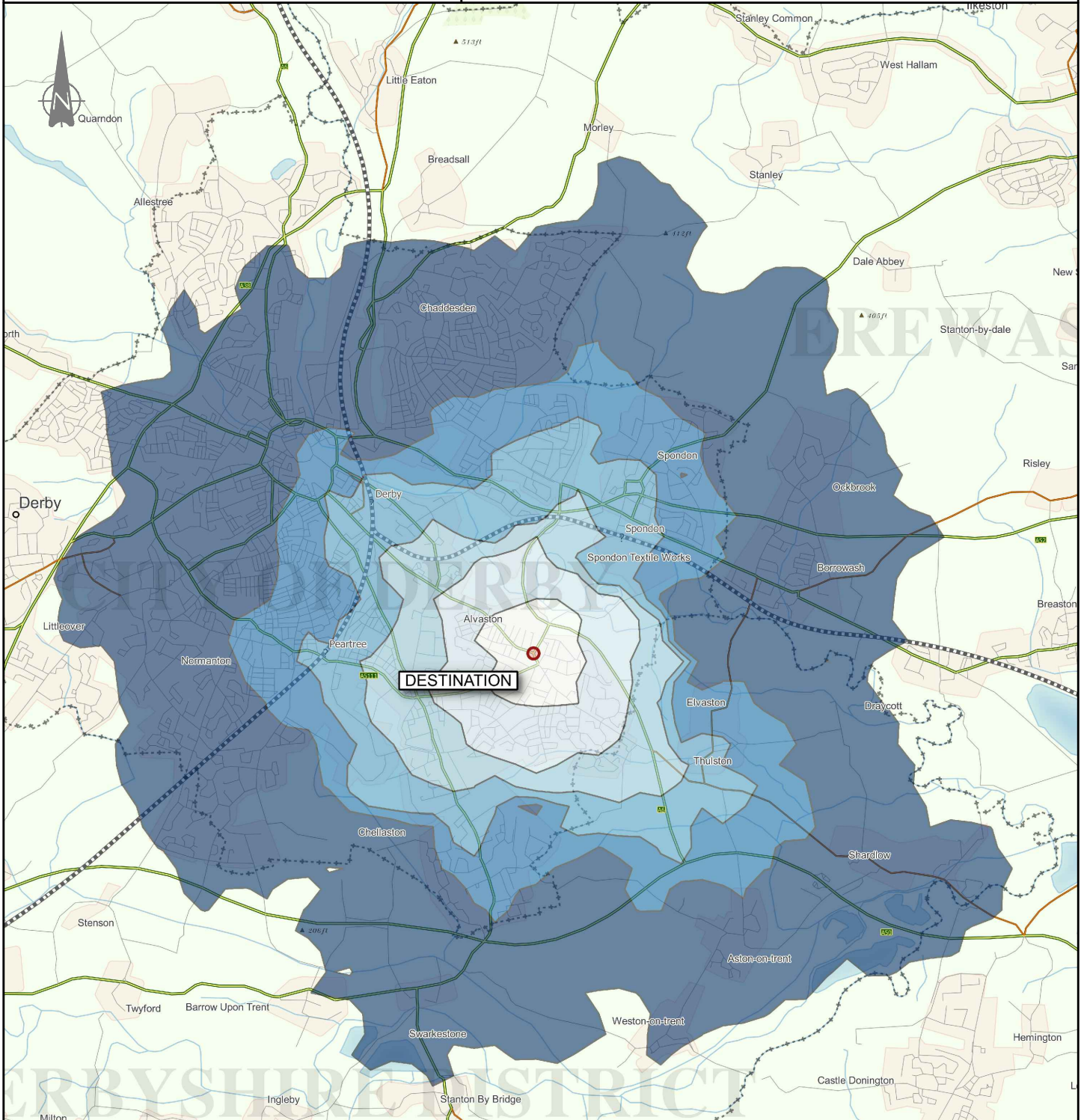
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Legend

• DESTINATION

Alvaston Cycle Catchment (metres):-

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



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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 - ALVASTON

Drg Title:
ACCESSIBILITY
PUBLIC TRANSPORT
CATCHMENT

Status:
PRELIMINARY

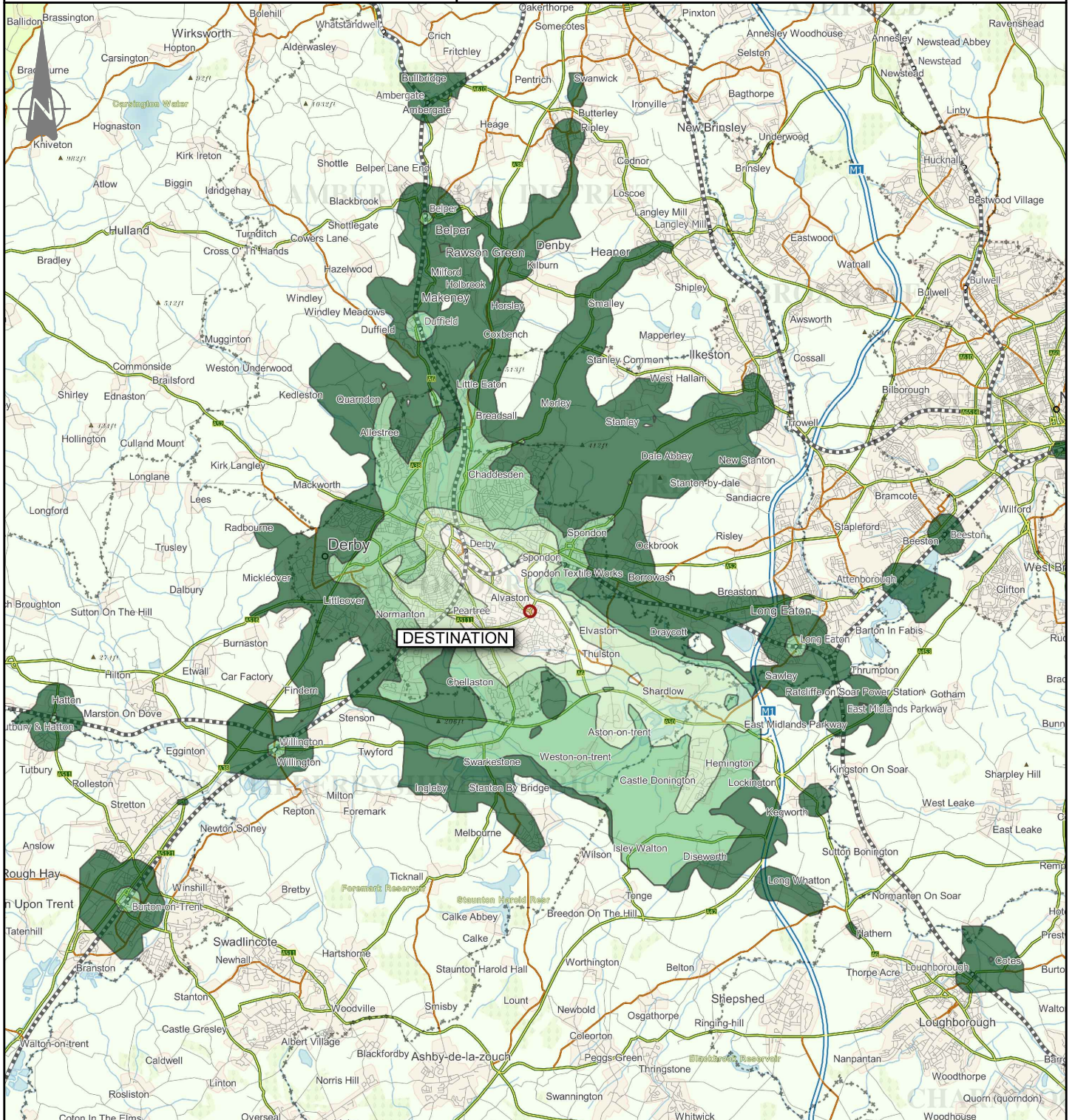
Drawn By: NA Checked By: MP

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 - 06027 - P01



Legend

• DESTINATION

Alvaston Public Transport Catchment (minutes):-

15

30

45

60

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