

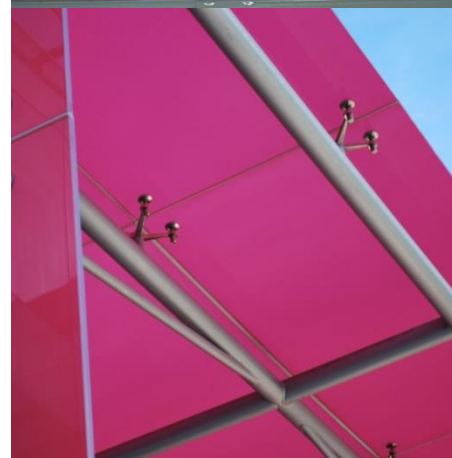
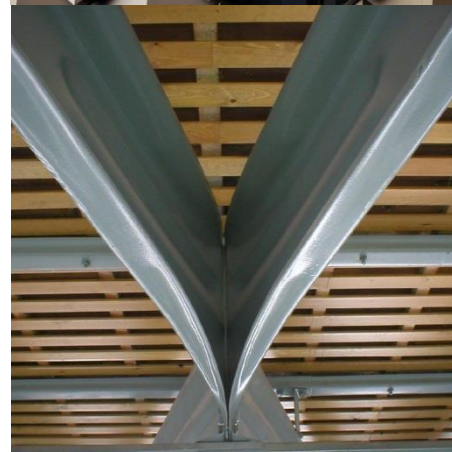
Derby Retail Study

Zone 6 – Sinfon Accessibility & Infrastructure Appraisal

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Plan 066625–CUR–00–XX–DR–TP–06016–P01 – Pedestrian Catchment

Plan 066625–CUR–00–XX–DR–TP–06017–P01 – Cycling Catchment

Plan 066625–CUR–00–XX–DR–TP–06018–P01 – Public Transport Catchment

1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Sinfen 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 Sinfin Shopping Centre is located south-east of Grampian Way and west of Arleston Lane, in Derby, and is located south of Derby City Centre.



Figure 2.1 Sinfin Shopping Centre Location Map

- 2.1.2 Sinfin shopping centre serves the Sinfin community, in addition to residents from Stenson Fields, which is south of Sinfin.
- 2.1.3 The shopping centre consists of an Asda supermarket, Asda petrol station, pharmacy, opticians, travel agent, post office, bakery, hairdressers, charity shop, bookmakers and fast food takeaway shops. The shopping centre also includes Sinfin Community Library and Health Centre.
- 2.1.4 The retail area is surrounded by residential properties to the north, west and south of the site, whilst City of Derby Academy, Sinfin Moor Social Club and Sinfin Ecumenical Church lie to the east 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 is currently taken from Grampian Way and Arleston Lane roundabout to the north west of the retail area. A second access to the west from Arleston Lane provides a link to the Sinfin Library and Health Centre car parking areas to the north east of the retail area.
- 3.1.2 The site can also be directly accessed by pedestrians and cyclists through Kestrels Croft to the west of the site, Harrier Way to the south, NCN Route 66 to the east and pedestrian and cycle links are also provided to the residential estates north of the retail area.
- 3.1.3 Pedestrians and cyclists accessing the retail area via the vehicular routes can access the site using a shared footway and cycle way which leads from Grampian Way to the west of the petrol station, while pedestrians and cyclists coming from the north and east can access the site using a footway which leads from Arleston Lane.
- 3.1.4 Service and refuse vehicles are provided a segregated one-way access to the Asda store via the Arleston Lane/Farmhouse Road / Harrier Way roundabout located to the south of the retail area, with an egress provided to the north of the roundabout on Arleston Lane.
- 3.1.5 Service and refuse vehicles accessing the other retail establishments within the retail area utilise a priority access with right turn ghost lane to the east of the retail area off Arleston Lane which is shared with vehicles accessing Sinfin Library and Health Centre car parks.

3.2 Streets

Speed Limits

- 3.2.1 The speed restriction on surrounding local roads is 30mph. At the time of the survey (weekday afternoon), steady flow of traffic was observed travelling at approximately 30mph on local roads outside the retail area. However, speeds within the retail area car park were much lower, approximately 5 to 10mph, due to the prominence of pedestrians and cyclists within the retail area.

Design

- 3.2.2 The surrounding road geometry is good design of modern standards with carriageways measuring between 5.5 and 6 metres in width and continuous footways of approximately 2 metres on either side of the surrounding roads. Internally within the area there is a wide footway measuring between 3 to 5 metres fronting the main row of shops.

- 3.2.3 A large car park is provided to cater for customers of the retail establishments which is accessed from the north west of the retail area at the Grampian Way / Arleston Lane roundabout junction. The car park provides two-way circulation throughout the site with give way and directional arrow road markings for site guidance and speed calming measures to improve safety around the car park. Ample and clear signage is provided around the site to aid direct movement around the car park.
- 3.2.4 Zebra crossings and footways are provided around the main car park to facilitate safe pedestrian movement.
- 3.2.5 A second car park is provided for the Sinfen Library and Health Centre to the northeast of the site, design here is to a good standard with ample room for manoeuvring and accessible spaces appropriately sited to provide an efficient facility.

Vehicular Traffic Flow / Congestion

- 3.2.6 The traffic flow within the shopping area and the surrounding roads at the time of the survey (Friday late afternoon peak) 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

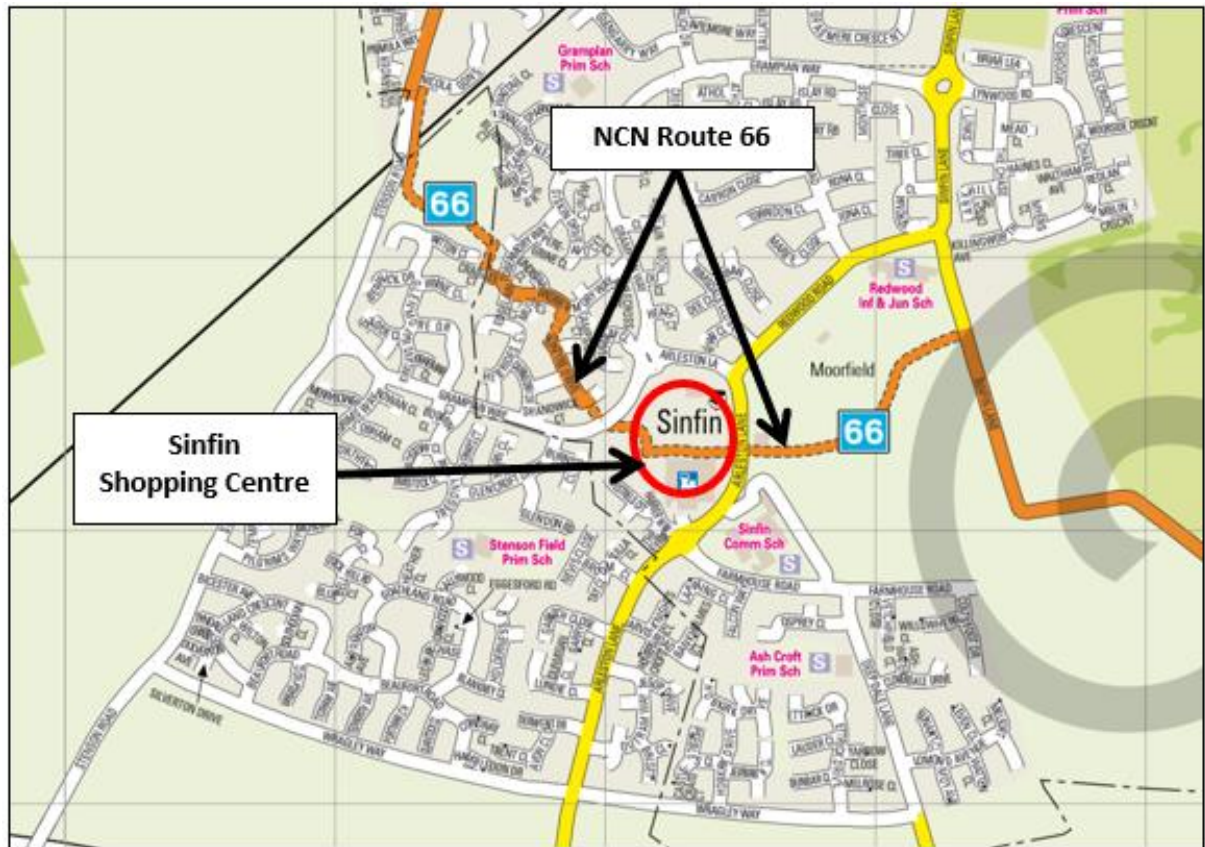
Cycle Routes

- 3.4.1 A cycleway is provided though the shopping area via subway connections, which accommodates the NCN route 66. Cycle route markings are shown in **Figure 3.1** where cyclists are guided to and from Grampian Way to the west of the retail area to join NCN route 66. The shopping area lies to the right of this image on the opposite side of the carriageway.



Figure 3.1 Cycle Lane outside the shopping area – Grampian Way

- 3.4.2 The National Cycle Network (NCN) Route 66 cycleway routes through the shopping area and leads out of the shopping area going east to northwest as shown in **Figure 3.2**. The cycle route at the eastern extent of the retail area is shown in **Figure 3.3**.



SOURCE: Derby City Council

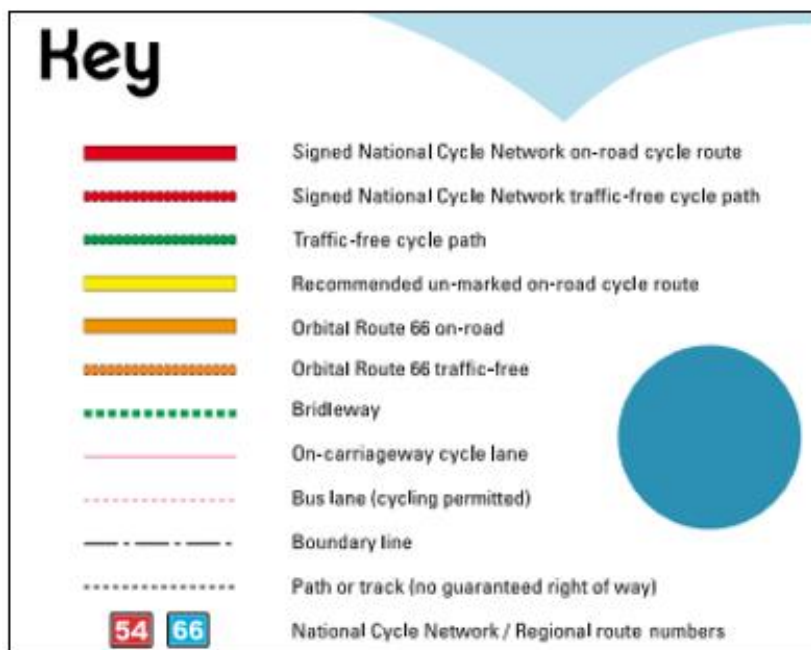


Figure 3.2 NCN Route 66 in relation to Sinfin Shopping Centre



Figure 3.3 Cycleway at the east of the shopping area

3.4.3 Signage for NCN Route 66 is provided within the shopping area, as shown in **Figure 3.4**.



Figure 3.4 NCN Route 66 Signpost within the shopping area

Cycle Storage / Parking

- 3.4.4 There is cycle parking of up to 72 bicycles within the shopping area, cycle store locations are positioned near the Library, Health Centre and outside Asda supermarket. The cycle parking location is in a safe and convenient position being overlooked along the main shop frontage, as shown in **Figure 3.5**.
- 3.4.5 Further cycle parking is provided adjacent to the second car park for the Library and Health Centre. Here, 10 Sheffield cycle stands are provided which can accommodate up to 20 cycles although the position of these cycle parking stands is located where servicing for the retail units occurs and there is no segregation or barrier protection from service/refuse vehicles for cyclists.



Figure 3.5 Cycle Parking - Sheffield Stands outside Asda

3.5 Cycle Scoring

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

Table 3.2 Cycle Scoring

3.6 Pedestrian Facilities

Pedestrianised Streets

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

Crossing Facility

- 3.6.2 There is a pelican crossing facility with dropped kerbs and tactile paving, linking Arleston Lane to the northern entry point of the shopping area, shown in **Figure 3.6**.
- 3.6.3 There is subway beneath Grampian Way accommodating NCN route 66 and linking residential estates to the north and west to the shopping area. The subway has signage and ample room for both pedestrians and cyclists, although it is not an attractive route as the subway is defaced by graffiti and is not lit which might be intimidating to some members of the public, hence some people might prefer a more overlooked route and opt to walk directly across Grampian Way where an uncontrolled crossing point is provided. This is potentially dangerous as Grampian Way was observed to have a constant heavy flow of traffic in the evening peak period at the time of survey. This route over Grampian Way was observed to be taken by pedestrians at the time of the survey. As vehicular traffic was fast and heavy, pedestrians waited for a gap in the traffic and ran across Grampian Way.



Figure 3.6 Pelican Crossing on Arleston Lane

- 3.6.4 Two further subways are provided surrounding the retail area, one to the north under Arleston Lane where a pelican crossing is also provided at street level, and to the east where NCN route 66 extends out from the retail area and here a pelican crossing is also provided.
- 3.6.5 Dropped kerbs with tactile paving is provided on arms of the Grampian Way/ Arleston Road roundabout where footways are provided to afford connectivity to the residential estates to the north west of the retail area.

Accessibility

- 3.6.6 The streets surrounding the retail area provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There are signalised pedestrian crossings on Arleston Lane and an uncontrolled crossing point on Grampian Way, subways are provided at each crossing location which provide safe (if not attractive) crossing points linking the retail centre to the surrounding area.
- 3.6.7 There are demarcated and direct pedestrian and cycling routes through the main car park leading to the shopping area, which improves safety for pedestrians and cyclists moving within the parking area, shown in **Figure 3.7**. These routes are clearly signposted so they can be identified from a distance, as shown in **Figure 3.8**.



Figure 3.7 Pedestrian & Cyclist Route through the car park



Figure 3.8 Pedestrian crossing sign

Ped / Cycle Flow

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

Conflict Areas

- 3.6.9 The main area of conflict observed was Grampian Way, as people attempted to walk directly across Grampian Way to reach the shopping area. It was very busy during the late afternoon peak period with heavy flows of fast moving traffic and no controlled crossing facility for pedestrians is provided. This is a dangerous area with a risk of pedestrian / vehicular conflict.

Footways /Cycleways

- 3.6.10 Footways have been provided in appropriate locations throughout the shopping area, connecting to all residential areas surrounding the retail area. Footways are in good condition, with dropped kerbs provided at uncontrolled crossing points. Cycling is permitted along the NCN route 66 which traverses the retail area, as shown in **Figure 3.3**.

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 Grampian Way within close proximity to the shopping area, for north and southbound services. The southbound bus stop provides shelter with seating, lighting, timetable information, raised kerb and a bus layby. The northbound bus stop provides a flag and pole, timetable information, raised kerb and a bus layby.
- 4.1.2 There are also two bus stops on Arleston Lane to the north of the retail area for east and westbound services, and to the east of the retail area for north and southbound services. The westbound bus stop has a shelter with seating, real time information, lighting, raised kerb, a timetable and a bus cage within the carriageway. The east bound bus stop provides a flag and pole, timetable information, raised kerb and bus cage within the carriageway.
- 4.1.3 The southbound bus stop on Arleston Lane also has a shelter with seating, lighting, timetable information, raised kerb and bus layby, while the northbound bus stop has the same provision with the addition of real time information.
- 4.1.4 **Figure 4.1** shows the westbound bus stop on Arleston Lane.



Figure 4.1 Westbound bus stop on Arleston Lane

Services

- 4.1.5 The bus service providers in this area are Arriva 7 and Arriva 38, operating every 20 minutes or less in the daytime. These services provide connections between Sinfen and Derby City Centre.

Accessibility

- 4.1.6 The bus stops on Arleston Road are suitable for all users as there is level access provided to the retail area, leading from the bus stops. Pedestrian crossings are provided on Arleston Road and a subway is provided on Grampian Way as a safe route for pedestrians to and 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, 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, but a pick up point is provided outside Asda's main entrance which is frequently used by private hire vehicles. The pick-up point is shown in **Figure 4.2**.



Figure 4.2 Pick - Up Point outside Asda

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 no on-street parking provisions in the vicinity of the retail area.
- 5.1.2 There are no parking restrictions on Grampian Way or Arleston Lane directly outside the shopping area, and no cars were observed to be parked on these roads.

Off-Street Parking

- 5.1.3 There are approximately 670 standard parking bays, 33 disabled bays and 35 parent & child parking bays provided in the shopping area main car park. An additional 61 standard parking bays and three disabled bays are provided in the second car park for visitors to the Library and Health Centre. There is an additional car park for the Health Centre staff although this area does not have parking bay markings but fourteen cars were observed to utilise this area.
- 5.1.4 Disabled and parent and child parking bays are clearly signposted around the parking area. This enables drivers to identify the bays from a distance, shown in **Figure 5.1**.



Figure 5.1 Parent and Child Parking Bay Sign Post

5.2 Charge

Off-Street Parking

- 5.2.1 The shopping area main car parking area does not have time or monetary restrictions. The only restriction imposed is that the parking is intended for customers only. Vehicles parked in a disabled parking need to display a valid Blue Badge or incur a penalty fine of £70, as shown in **Figure 5.2**.



Figure 5.2 Disabled Parking Notification

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 open, very spacious, with a very lively atmosphere. The retail area is orderly and well maintained. The area is and functional and tidy, as shown in **Figure 6.1**



Figure 6.1 Asda supermarket at Sinfen Shopping Centre

6.2 Facilities

- 6.2.1 The main shop at the centre is Asda. There is a variety of shops including fast food takeaway outlets, pharmacy, bakery, travel agent, optician, hairdresser, post office, bookmaker and an Asda petrol station. The retail centre also provides access to a community Library, Health Care centre and a public house. An Asda grocery collection service is shown in **Figure 6.2**



Figure 6.2 ASDA Grocery Collection Point

6.3 Street Furniture

- 6.3.1 There is street furniture located within the area, which includes litter bins, bollards, benches, barriers, fencing, signage, planting, a post box and advertising boards. 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 throughout both car parking areas. Lighting is provided for the subways and pedestrian links to the bus stops surrounding the site and it would appear that an appropriate level of lighting is provided.
- 6.4.2 The frontages of the shops, petrol station and rear car park are monitored by CCTV surveillance. The nature of the site is open but not over-looked, as there are no surrounding residential properties directly overlooking the shopping area.

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 surrounding bus stops. Disabled users driving to the site have several disabled parking bays allocated appropriately and marked within the parking area. Those with mobility impairments can access the retail area using the pedestrian facilities as all provide level accessibility routes.

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 area is good. Lighting and CCTV are provided and the area provides the impression of a well maintained and well sign – posted 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	5	5
Pedestrian Facilities	4	5
Public Transport	3	5
Parking	5	5
General	4	5
Total	25	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 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 Sinfin Retail District's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on Grampian Way and Arleston Lane 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-06016-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 Grampian Way and Arleston Lane are within 200 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.

7.3 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-06017-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 Darley in the north, Alvaston to the east, Ingleby in the south and Willington to the west.

7.3.3 National Cycle Network (NCN) Route 66 goes through Sinfen Shopping Centre. 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-06018-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 Grampian Way (within close proximity to the shopping area), for north and south bound services. There are also two bus stops on Arleston Lane for north and south bound services. The bus stops have a timetable, raised kerb and bus cage / layby within the carriageway. Two have a seat and shelter, while the other two don't.

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 area.

- 7.4.5 The bus service providers in this area are Arriva 7 and Arriva 38, operating every 20 minutes or less in the daytime. These services provide connections between Sinfin and Derby City Centre.
- 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, 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 - SINFIN

Drg Title:
ACCESSIBILITY
WALKING CATCHMENT

Status:
PRELIMINARY

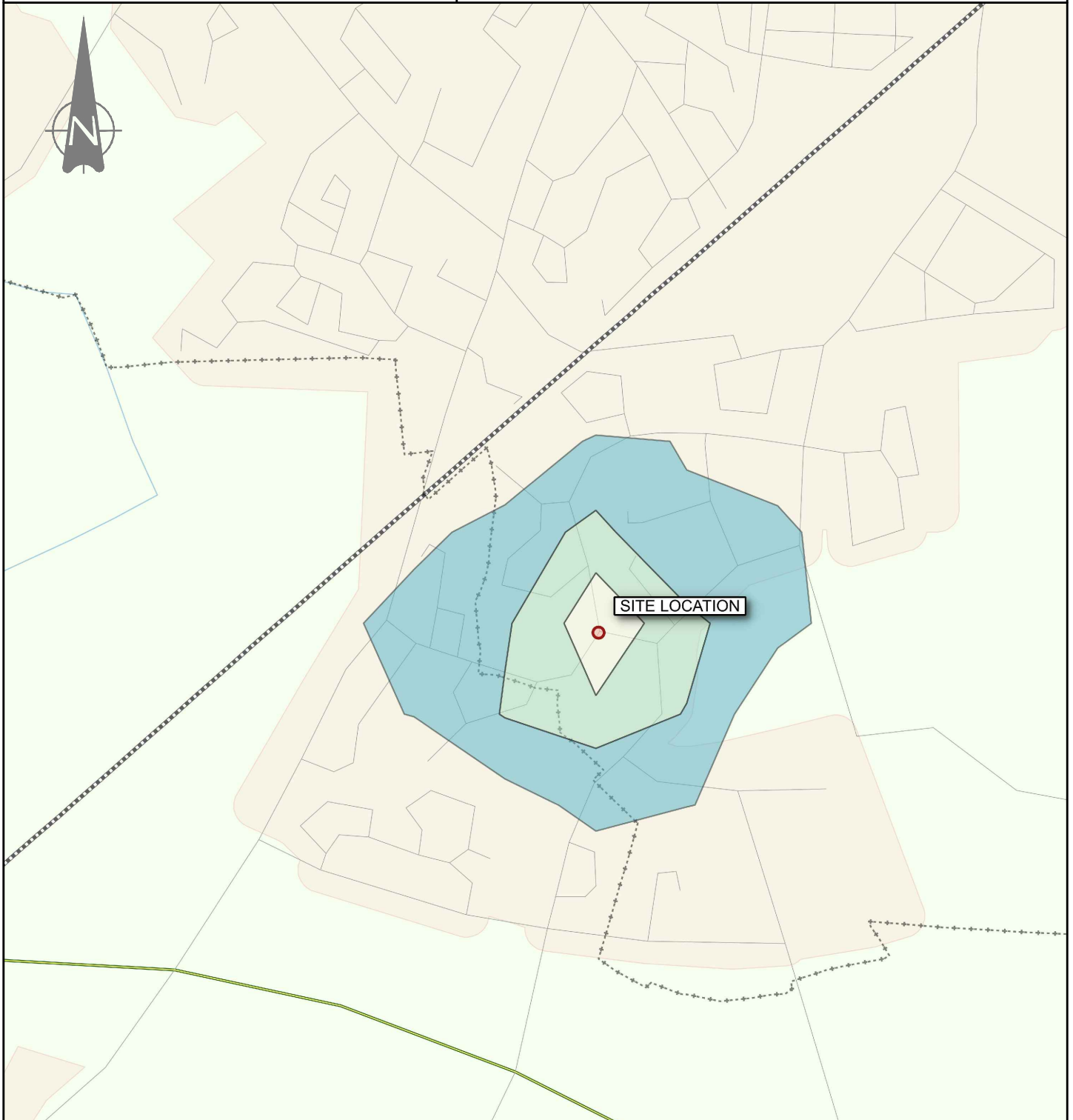
Drawn By: NA Checked By: MP

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 - 06016 - P01



Legend

- Site Location
- Sinfin Walking Catchment (metres):-
 - 200m
 - 400m
 - 800m



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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
DERBY RETAIL STUDY - SINFIN

Drg Title:
ACCESSIBILITY
CYCLE CATCHMENT

Status:
PRELIMINARY

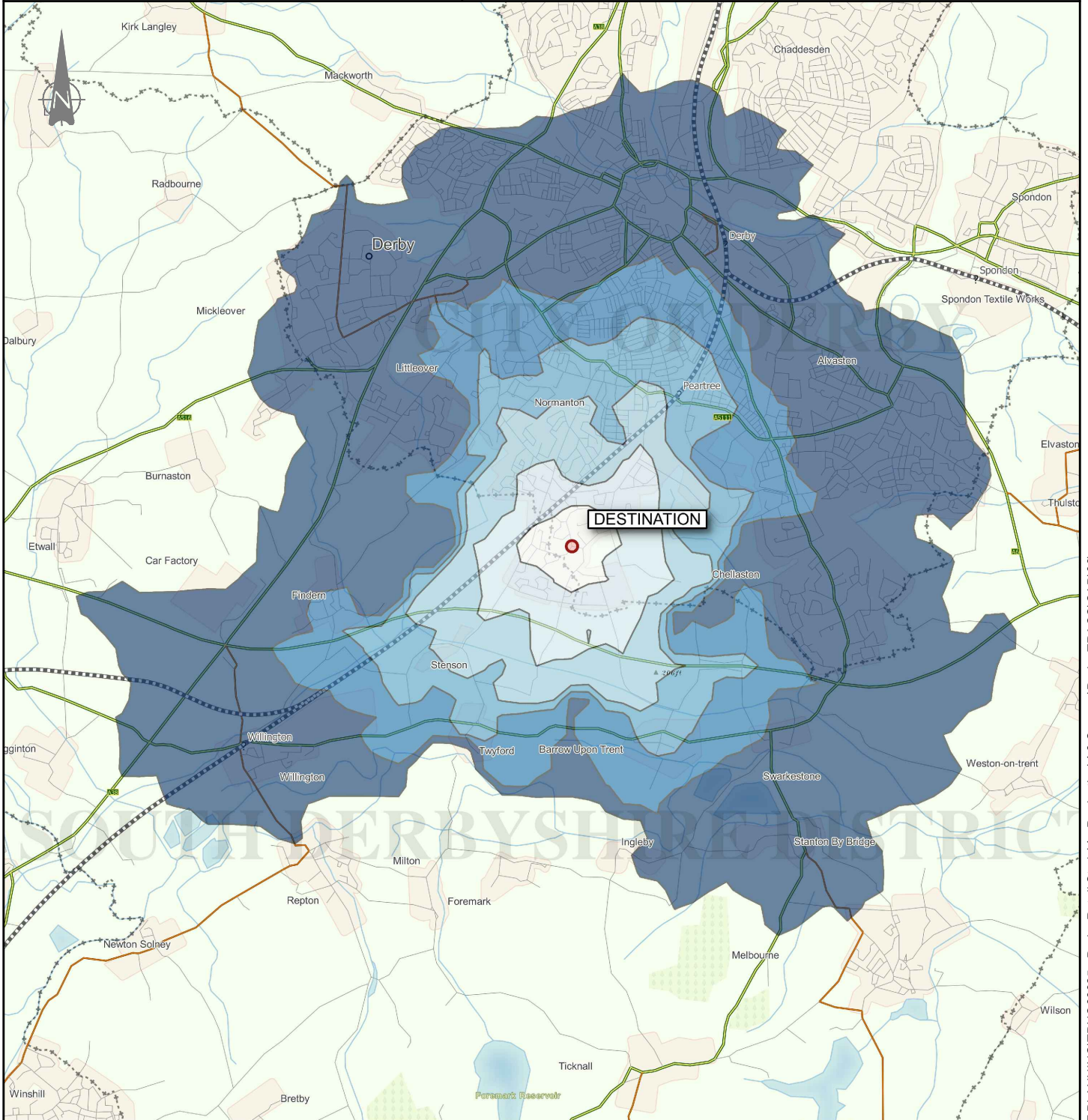
Drawn By: NA Checked By: MP

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 - 06017 - P01



Legend

• DESTINATION

Sinfin Cycle Catchment (metres):-

1000m

2000m

3000m

4000m

5000m

8000m



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Project:
DERBY RETAIL STUDY - SINFIN

Drg Title:
ACCESSIBILITY
PUBLIC TRANSPORT
CATCHMENT

Status:
PRELIMINARY

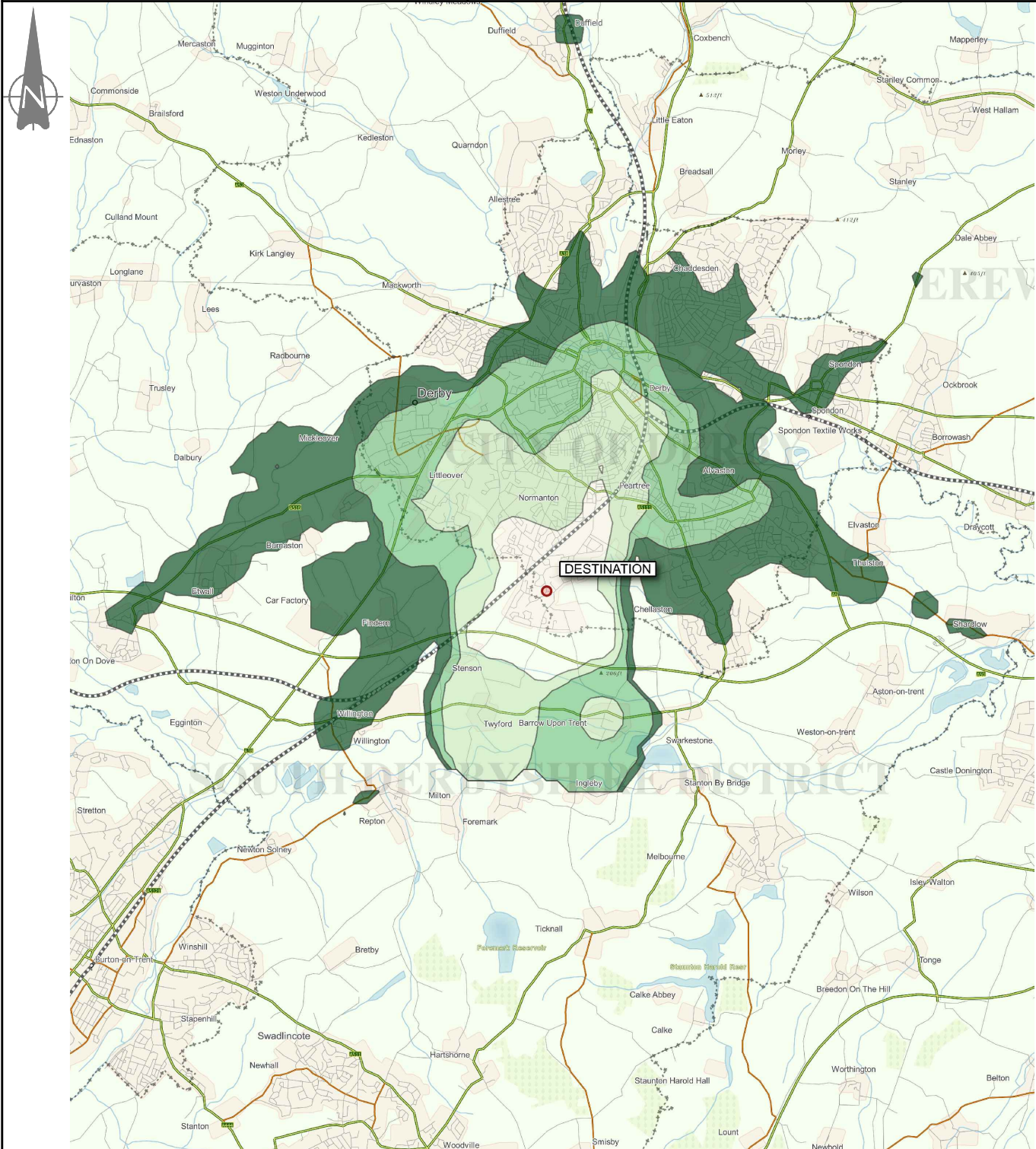
Drawn By: NA Checked By: MP

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 - 06018 - P01



Legend

• DESTINATION

Sinfin Public Transport Catchment (minutes):-

15

30

45

60

Our Locations

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