

# Derby Retail Study

## Zone 2 – Littleover

### Accessibility & Infrastructure

### Appraisal

Curtins Ref: TPNO66625-CUR-00-XX-RP-TP-00002

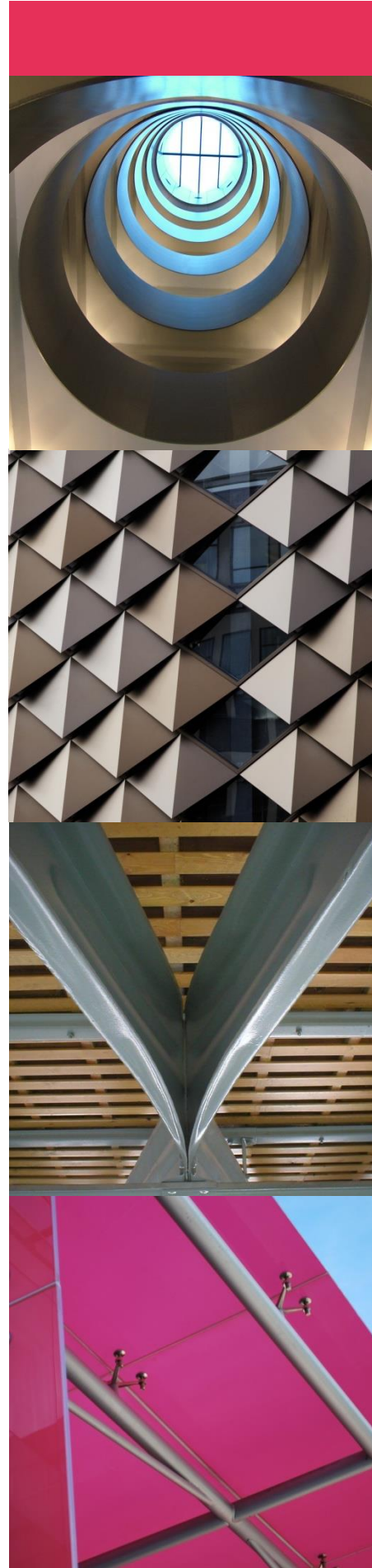
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56 The Ropewalk  
Nottingham  
NG1 5DW  
T. 0115 941 5551

E. nottingham@curtins.com

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## Control Sheet

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Author	Signature	Date
<b>Sarah Strauther</b> MCIHT Senior Transport Planner		13 May 2019

Reviewed	Signature	Date
<b>Matt Price</b> BSc (Hons) MSc TPP FCIHT Associate		13 May 2019

Authorised	Signature	Date
<b>Matt Price</b> BSc (Hons) MSc TPP FCIHT Associate		13 May 2019

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## Plans

**Plan 066625-CUR-00-XX-DR-TP-06004-P01 – Pedestrian Catchment**

**Plan 066625-CUR-00-XX-DR-TP-06005-P01 – Cycling Catchment**

**Plan 066625-CUR-00-XX-DR-TP-06006-P01 – Public Transport Catchment**

## 1.0 Introduction

### 1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Littleover 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 Littleover District Centre is located along A5250 Burton Road, in Derby. Littleover is located south – west of Derby.



**Figure 2.1** Littleover District Centre Location Map

- 2.1.2 Littleover District Centre serves the Littlewood community, in addition to residents from Heatherton Village, which is south of Littleover.
- 2.1.3 It consists of a small retail area which also includes a church, medical centre (St Luke's Medical Consulting Rooms), Jet Petrol Station, funeral home and launderette within its vicinity. The retail area is surrounded by residential properties to the north, south, east and west, whilst St Peter's C of E Aided Junior School lies to the west 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 A5250 Burton Road. Retail units and service providers are accessed directly from A5250 Burton Road.

### 3.2 Streets

#### *Speed Limits*

- 3.2.1 The local speed limit on A5250 Burton Road and majority of surrounding roads is 30mph, some local residential roads connecting with Burton Road have a speed restriction of 20mph in place as shown in **Figure 3.1**.



**Figure 3.1** 20mph Speed Limit on Heath Avenue (residential road)

### **Design**

- 3.2.2 The surrounding road geometry is of good design 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, in addition to this along the shop frontage there is a wide footway measuring between 3 and 5 metres.
- 3.2.3 Car parking spaces are provided along the shopping frontage on A5250 Burton Road and in the Co-op car park, located at the rear of Co-op store.

### **Vehicular Traffic Flow / Congestion**

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

## **3.3 Streets Scoring**

<b>Streets</b>	
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 roads are of suitable width to accommodate cyclists within the carriageway and the A5250 Burton Road

falls within the Derby City Council's recommended unmarked on road cycle route shown in **Figure 3.3**. National Cycle Network (NCN) Route 66 lies approximately 1 km south-west of the retail area.

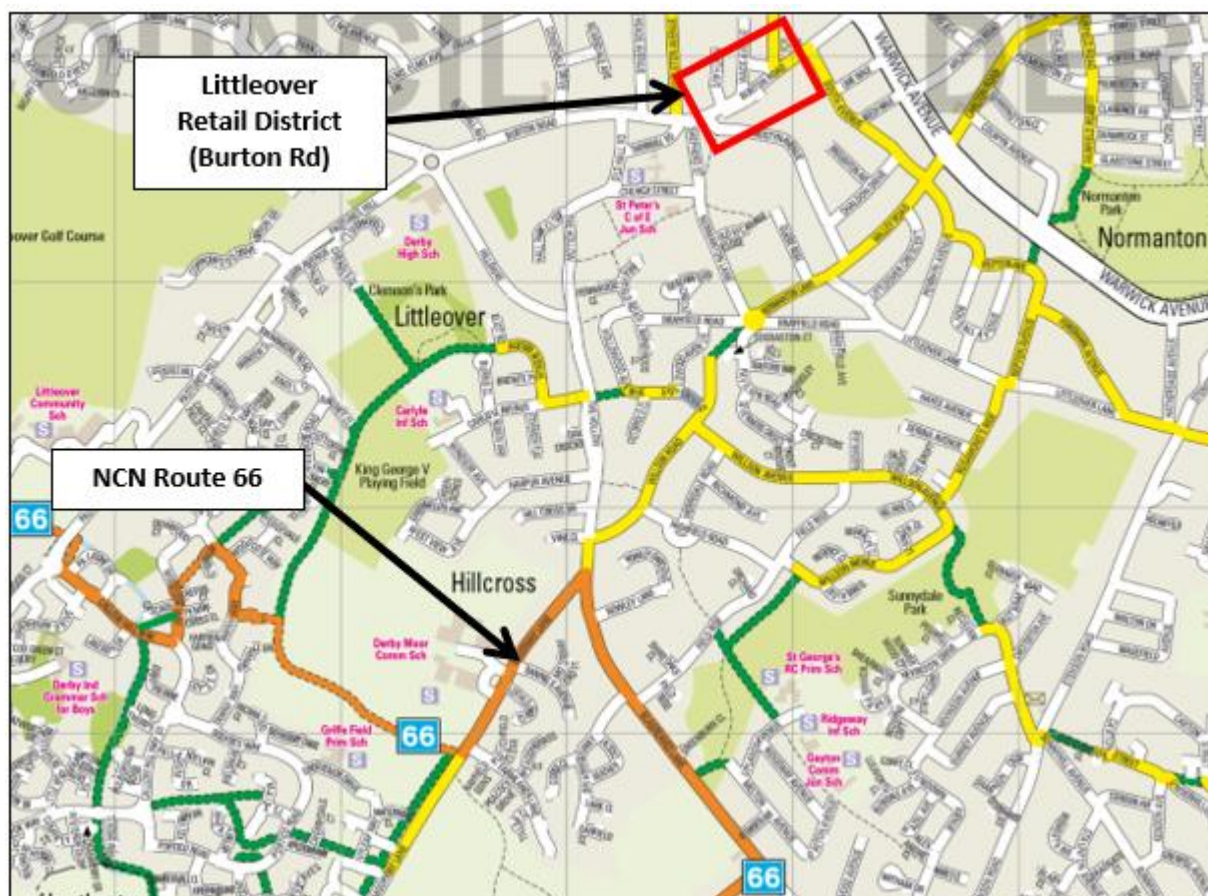
#### **Cycle Storage / Parking**

- 3.4.2 There is cycle parking for up to 18 bikes within the main shopping area, along A5250 Burton Road. The cycle parking location is in a convenient and safe position, conveniently located along the main frontage of the shops and is overlooked. **Figure 3.2** shows Sheffield cycle parking stands outside a sandwich shop, along the A5250 Burton Road.

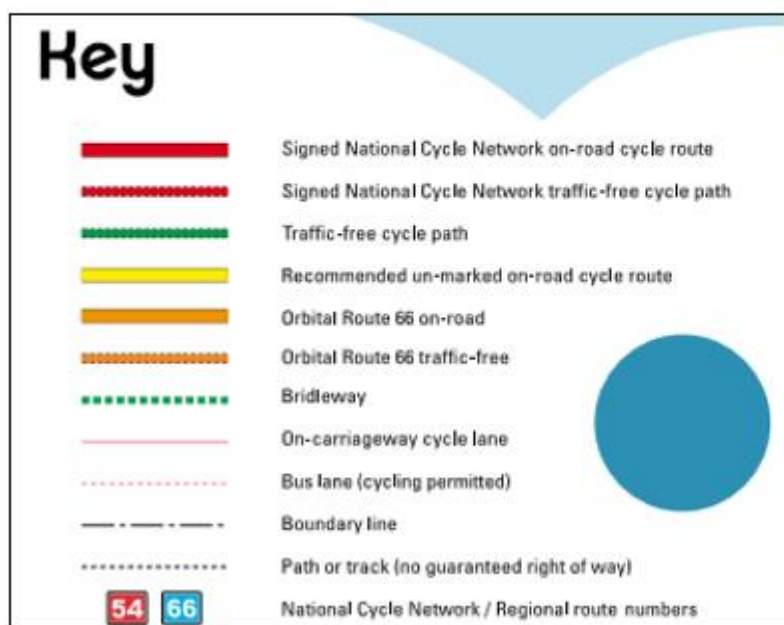


**Figure 3.2** Cycle Parking - Sheffield Stands along A5250 Burton Road

- 3.4.3 **Figure 3.3** shows the Orbital Route 66 and its location in relation to Littleover Retail District.



SOURCE: Derby City Council



**Figure 3.3** Orbital Route 66 in Relation to Littleover 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 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 on Burton Road, near The Half Moon Pub, shown in **Figure 3.4**. There is also another pelican crossing facility with dropped kerbs and tactile paving, linking Burton Road with the main shopping area, outside the Pharmacy. Both crossing facilities are appropriately located to enable safe crossing of Burton Road and provide access to surrounding bus stops. Both crossings are well maintained and are in good condition.



**Figure 3.4** Pelican Crossing on A5250 Burton Road

### ***Accessibility***

- 3.6.3 The streets surrounding the retail area provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There are two signalised pedestrian crossings on A5250 Burton Road, within the retail area, which provide safe crossing points linking the retail centre to the bus stops on the north and south sides of the carriageway.

### ***Ped / Cycle Flow***

- 3.6.4 At the time of the survey (weekday afternoon), there was light pedestrian and cycle flow, which was primarily made up of movements around the shopping area and people walking to the bus stops. Later in the afternoon, small groups of school children were observed walking towards the shopping area, particularly the Co-op on A5250 Burton Road, many were walking towards residential areas and some were accessing the bus stops.

### ***Conflict Areas***

- 3.6.5 There were no signs of conflict observed at the site. The Pelican crossing facilities are well positioned and well utilised, there were no manoeuvring issues observed.

**Footways /Cycleways**

- 3.6.6 Footways have been provided in appropriate locations and they are in good condition, with dropped kerbs. Two-way access for cyclists onto North Street, which is a one-way street for vehicles, is shown in **Figure 3.5**.



**Figure 3.5** Cycle Access on North Street

### 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 A5250 Burton Road. The northeast bound services are accessible via a bus stop outside The Half Moon Inn and South west bound services are available via the bus stop outside the Iceland food store in the main shopping area. Both bus stops have a shelter with seating, timetable and real time information, raised kerb and a bus cage within the carriageway.



**Figure 4.1** North-bound bus stop on A5250 Burton Road

#### *Services*

- 4.1.2 The bus service providers in this area are Arriva 5, Notts + Derby 35, Harlequin and The Villager V3, operating every 20 minutes or less in the daytime. These services provide connections between Burton, Heatherton, Littleover and Derby City Centre.

### **Accessibility**

- 4.1.3 The bus stops on A5250 Burton Road are accessible by all users as there is clear and level access provided to the retail area, leading from the bus stops. Adequate footways surround the bus stops to accommodate pedestrians waiting and walking by.

## **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 east, 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 within or near 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

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## 5.0 Parking Provision

### 5.1 Location & Capacity

#### *On-Street Parking*

- 5.1.1 There are formal on-street parking restrictions on A5250 Burton Road by way of double yellow lines, prohibiting parking at any time, within the shopping area. Most local roads are not subject to this traffic regulation order and have unrestricted parking. Parking bays are provided for permit holders only on North Street.

#### *Off-Street Parking (within the Shopping Area)*

- 5.1.2 There are approximately 20 standard parking bays, three disabled bays and one parent & child parking bays provided within the shopping area, along the main frontage of the shops. Some of the disabled bay markings near Thomas Cook, are fading and will need re-painting, as shown in **Figure 5.1**.
- 5.1.3 There is off street parking provision adjacent to the Pharmacy on Burton Road. This parking area does not have formal parking bays marked out and from observations at the time of survey, appeared to accommodate approximately seven vehicles.
- 5.1.4 Parking was observed along Burton Road outside Co-operative Funeral care where approximately 11 vehicles could be accommodated.
- 5.1.5 There are approximately 92 standard, nine disabled and one parent and child car parking bay at The Co-operative food store.



**Figure 5.1** Faded Disabled Bay Marking on A5250 Burton Road

## 5.2 Charge

### ***On-Street Parking***

- 5.2.1 On-street parking is prohibited along Burton Road, local roads have either unrestricted or permit parking restrictions. No charges are applicable to on street parking in the vicinity of the retail area.

### ***Off-Street Parking (within the Shopping Area)***

- 5.2.2 Car parking facilities along the shop frontages do not have time or monetary restrictions.
- 5.2.3 Cars occupying the Co-operative food store parking bays have a maximum stay of two hours, as shown in **Figure 5.2**



**Figure 5.2** Co-op Car park - Parking Time Restriction

- 5.2.4 The Co-op and shop frontage parking area had approximately 80% occupancy levels at the 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 area is open and spacious, functional and tidy, and planters are introduced within the retail area to improve the attractiveness of the area. **Figure 6.1** shows the parking area outside the main shopping area.



**Figure 6.1** Littleover – Shopping Area (A5250 Burton Road)

### 6.2 Facilities

- 6.2.1 There is a reasonable variety of shops including a food stores, launderette, pharmacy, post office, butchers, bakery and opticians which provide access to typical convenience retail requirements.

### 6.3 Street Furniture

- 6.3.1 Street furniture located within the area, which includes litter bins, bollards, benches, a post box, planters, pedestrian guard rails, 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 frontages of the shops within the area are monitored by CCTV. The nature of the site is open and over-looked during the daytime and evenings, by 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 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 area from the A5250 Burton Road bus stops. Disabled users driving to the site have disabled parking bays allocated and marked within the parking area, although some of the disabled bay markings are now faded and will need re-painting. Footways within the retail area have dropped kerb provision to enable level access for all users.

## **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. 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	3	5
Cycle Facilities	3	5
Pedestrian Facilities	3	5
Public Transport	3	5
Parking	3	5
General	3	5
<b>Total</b>	<b>18</b>	<b>30</b>

**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 Littleover 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-06004-P01** shows distances of 200m, 400m, and 800m which reflect the '*Preferred Maximum*' for retail trips, by the CIHT.
- 7.2.5 The pedestrian catchment plan confirms that the site is situated within walking distance of a number of existing residential areas. The pedestrian catchment plan demonstrates that the much of the retail district's existing catchment area is within 400 metres walking distance of the site. The catchment area also demonstrates that existing public transport opportunities such as local bus stops on A5250 Burton Road are within 800 metres of the retail 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 Littleover Retail District is accessible by the majority of Littleover 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-06005-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 Quarndon in the north, Spondon to the east, Twyford in the south and Burnaston to the west.
- 7.3.3 National Cycle Network (NCN) Route 66 lies approximately 1 km south-west of the retail area. 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-06006-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 A5250 Burton Road (within close proximity to the shopping area), for north and south bound services. Both bus stops have a flag, pole, shelter, seat, timetable, raised kerb 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 5, Notts + Derby 35, Harlequin and The Villager – V3, operating every 20 minutes or less in the daytime. These services provide connections between Burton, Heatherton, Littleover 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 east, 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



2 The Wharf, Bridge Street, Birmingham, B1 2JS  
0121 643 4694  
birmingham@curtins.com  
www.curtins.com

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Project:  
DERBY RETAIL STUDY - LITTLEOVER

Drg Title:

## ACCESSIBILITY WALKING CATCHMENT

Status:  
PRELIMINARY

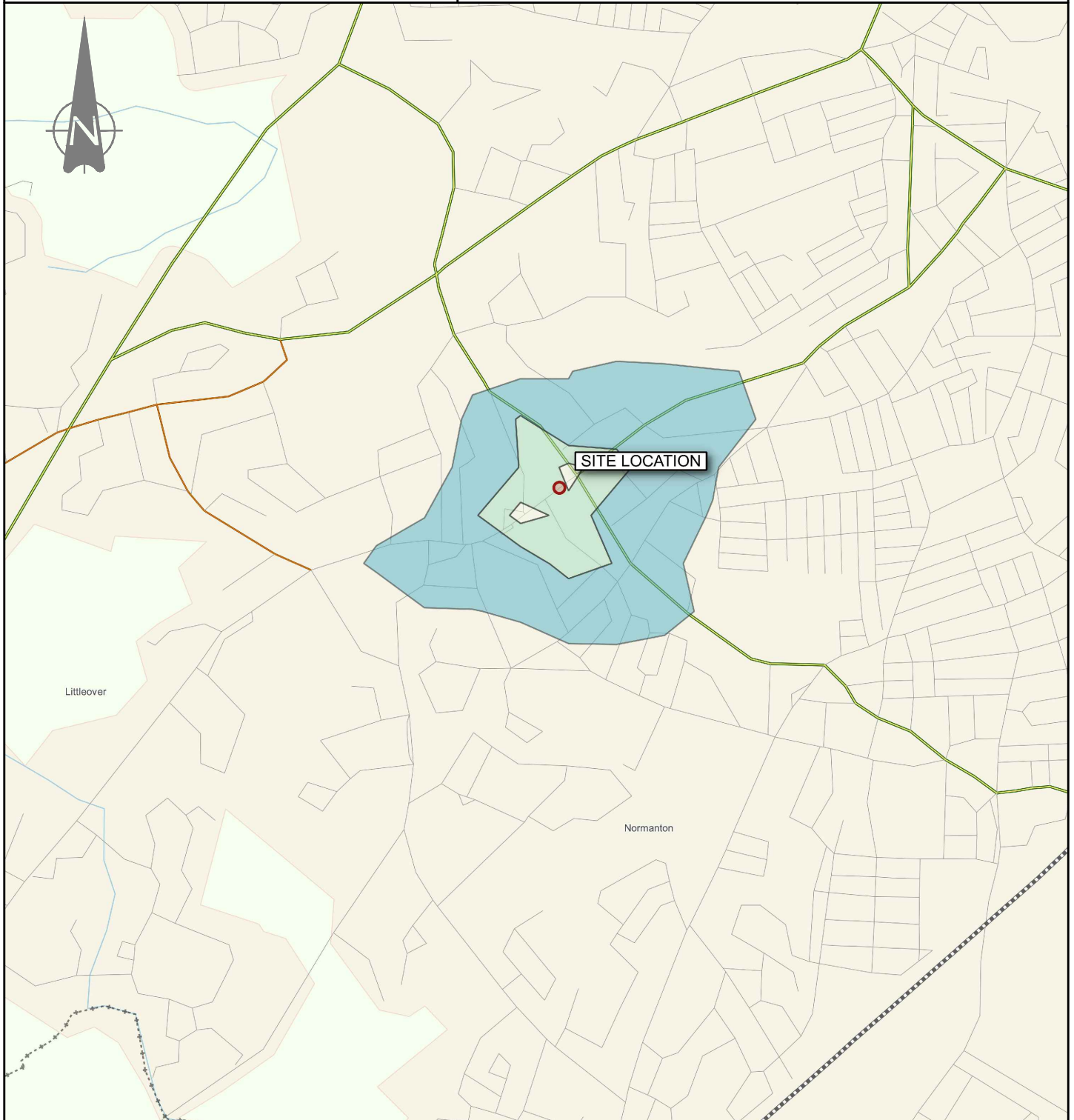
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Designed By: NA Date: 07/08/18

Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06004 - P01



### Legend

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



2 The Wharf, Bridge Street, Birmingham, B1 2JS  
0121 643 4694  
birmingham@curtins.com  
www.curtins.com

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Project:  
DERBY RETAIL STUDY - LITTLEOVER

Drg Title:  
ACCESSIBILITY  
CYCLE CATCHMENT

Status:  
PRELIMINARY

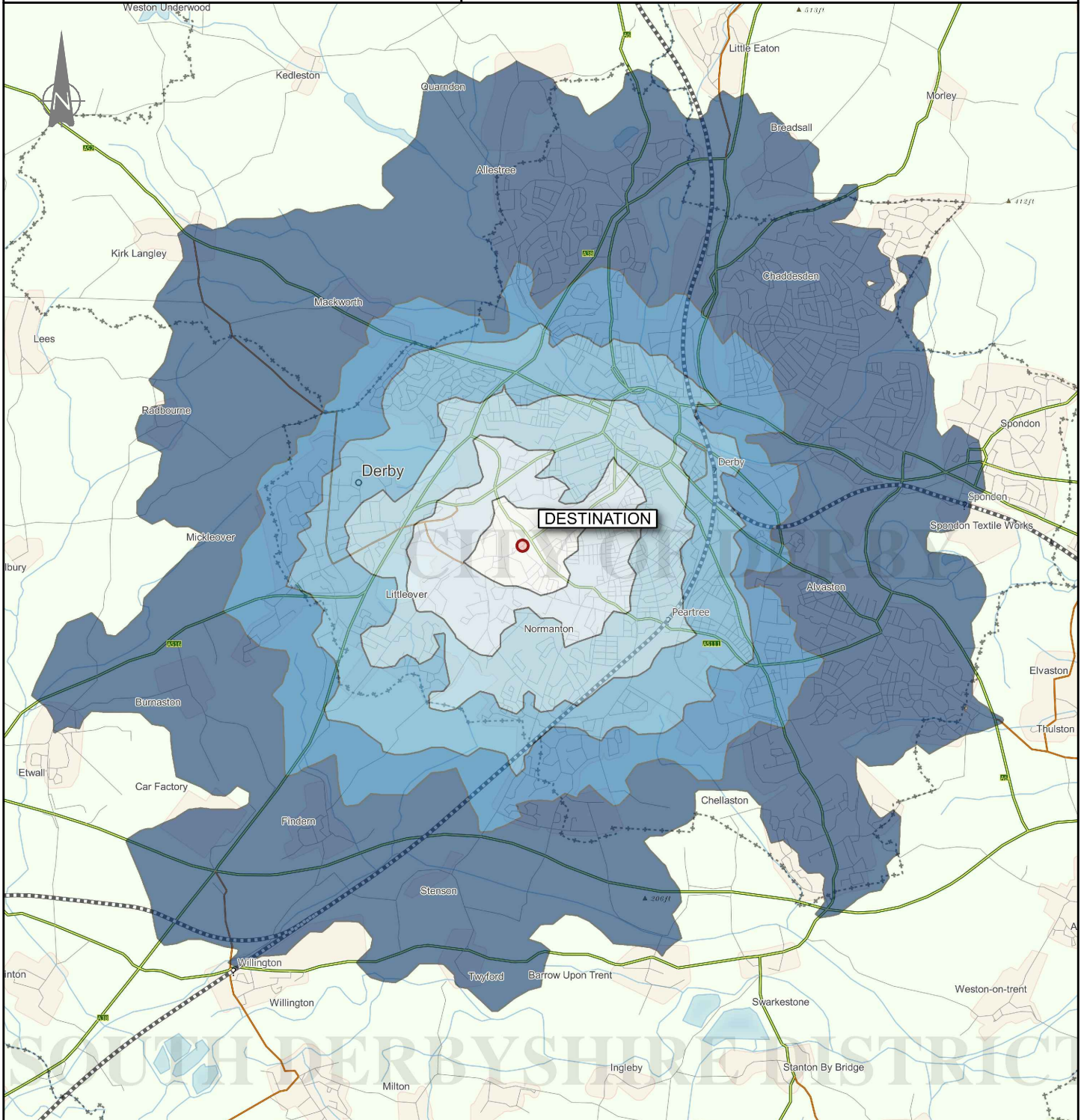
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Designed By: NA Date: 07/08/18

Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06005 - P01



#### Legend

○ DESTINATION

Littleover Cycle Catchment (metres):-

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



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Project:  
DERBY RETAIL STUDY - LITTLEOVER

Drg Title:  
ACCESSIBILITY  
PUBLIC TRANSPORT  
CATCHMENT

Status:  
PRELIMINARY

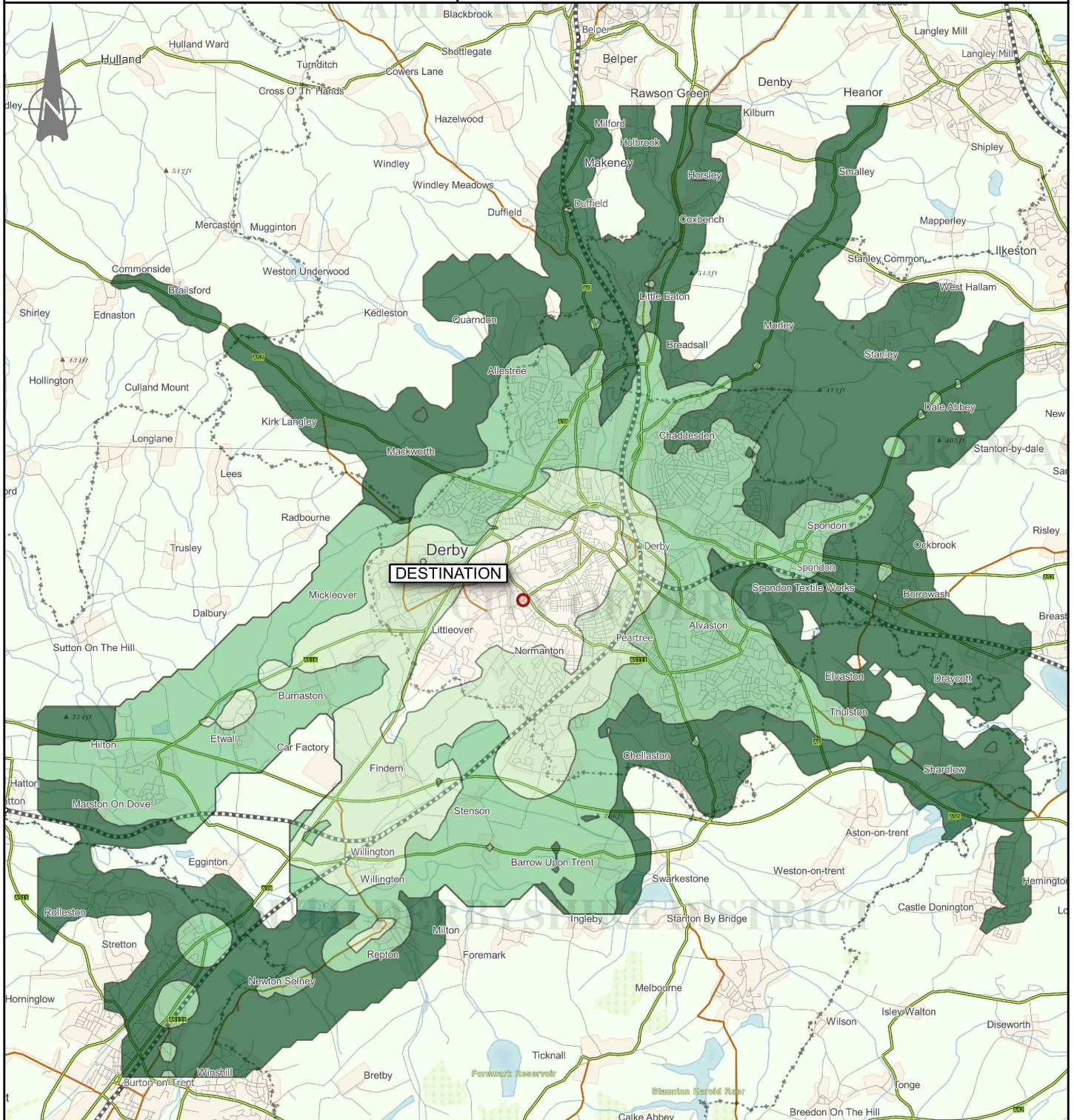
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Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06006 - P01



#### Legend

• DESTINATION

Littleover Public Transport Catchment (minutes):-

15

30

45

60

# Our Locations

## **Birmingham**

2 The Wharf  
Bridge Street  
Birmingham  
B1 2JS  
T. 0121 643 4694  
birmingham@curtins.com

## **Bristol**

Quayside  
40-58 Hotwell Road  
Bristol  
BS8 4UQ  
T. 0117 302 7560  
bristol@curtins.com

## **Cambridge**

50 Cambridge Place  
Cambridge  
CB2 1NS  
T. 01223 631 799  
cambridge@curtins.com

## **Cardiff**

3 Cwrt-y-Parc  
Earlswood Road  
Cardiff  
CF14 5GH  
T. 029 2068 0900  
cardiff@curtins.com

## **Douglas**

Varley House  
29-31 Duke Street  
Douglas  
Isle of Man  
IM1 2AZ  
T. 01624 624 585  
douglas@curtins.com

## **Dublin**

39 Fitzwilliam Square  
Dublin 2  
Ireland  
T. 00353 1 507 9447  
dublin@curtins.com

## **Edinburgh**

1a Belford Road  
Edinburgh  
EH4 3BL  
T. 0131 225 2175  
edinburgh@curtins.com

## **Glasgow**

Queens House  
29 St Vincent Place  
Glasgow  
G1 2DT  
T. 0141 319 8777  
glasgow@curtins.com

## **Kendal**

28 Lowther Street  
Kendal  
Cumbria  
LA9 4DH  
T. 01539 724 823  
kendal@curtins.com

## **Leeds**

Rose Wharf  
Ground Floor  
Leeds  
L29 8EE  
T. 0113 274 8509  
leeds@curtins.com

## **Liverpool**

51-55 Tithebarn Street  
Liverpool  
L2 2SB  
T. 0151 726 2000  
liverpool@curtins.com

## **London**

40 Compton Street  
London  
EC1V 0BD  
T. 020 7324 2240  
london@curtins.com

## **Manchester**

Merchant Exchange  
17-19 Whitworth Street West  
Manchester  
M1 5WG  
T. 0161 236 2394  
manchester@curtins.com

## **Nottingham**

56 The Ropewalk  
Nottingham  
NG1 5DW  
T. 0115 941 5551  
nottingham@curtins.com