

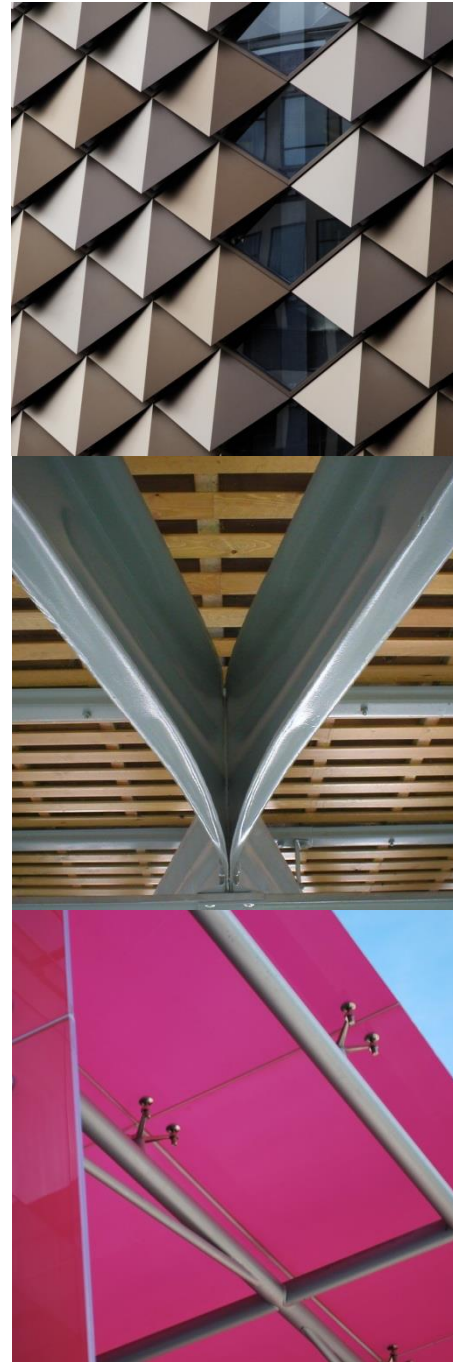
Derby Retail Study

Zone 7 – Chaddesden Accessibility & Infrastructure Appraisal

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- Plan 066625-CUR-00-XX-DR-TP-06019-P01 – Pedestrian Catchment
- Plan 066625-CUR-00-XX-DR-TP-06020-P01 – Cycling Catchment
- Plan 066625-CUR-00-XX-DR-TP-06021-P01 – Public Transport Catchment

1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Chaddesden 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 Chaddesden retail centre is located along Nottingham Road, in Chaddesden, located approximately three kilometres northeast of Derby City Centre. St Mary's Retail Park forms part of the Chaddesden retail centre and it is also located within the shopping area along Nottingham Road.



Figure 2.1 Chaddesden Retail District Location Map

- 2.1.2 Chaddesden retail centre serves the Chaddesden community, in addition to neighbouring residents from Breadsall Hilltop and Oakwood, which surround Chaddesden.
- 2.1.3 The retail centre extends approximately 270m from the Nottingham Road junction with Chaddesden Park Road, to the Nottingham Road junction with Meadow Lane.
- 2.1.4 It consists mainly of a small retail area which also includes a Travelodge, nursery and veterinary centre, within its vicinity. The retail area is surrounded by residential properties to the north, east and southeast, whilst a cemetery 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 Nottingham Road. Retail units and service providers are accessed directly from Nottingham Road.

3.2 Streets

Speed Limits

- 3.2.1 The local speed limit on surrounding roads is 30mph, whilst the advisory speed limit around St Mary's Retail Park and car park is 5mph, shown in **Figure 3.1**.



Figure 3.1 St Mary's Retail Park

Design

- 3.2.2 The surrounding road geometry is of a good design of modern standards with carriageways measuring between 5.5 and 6 metres in width. There is two-way traffic flow along Nottingham Road. Continuous footways of approximately 2 to 3 metres on either side of the surrounding roads are provided. The footways fronting the shopping area are generous, measuring between 3 to 5 metres wide, capable of comfortably accommodating large volumes of pedestrian movement.
- 3.2.3 Car parking spaces are provided along the shop frontages on Nottingham Road and in the St Mary's Retail Park car park, comprising of 90-degree angle parking bays. The car parking bays in the shopping area on the northern edge of Nottingham Road are clearly marked, while the parking area south of Nottingham Road outside the shops has unmarked parking areas.

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 light around St Mary's Retail park and heavy on Nottingham Road. 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 are no marked or segregated cycle routes within the vicinity of the shopping area. However, the roads have sufficient width to accommodate cyclists within the carriageway and advanced stop lines are provided for cyclists at the signalised junction of Nottingham Road and Chaddesden Lane. National Cycle Network (NCN) Route 66 lies approximately 520 metres north-east of the retail area, accessed via Chaddesden Lane.

Cycle Storage / Parking

- 3.4.2 There is cycle parking of up to eight bikes within the shopping area at St Mary's Retail Park. The cycle parking location is in a convenient and safe position, located along the main frontage of the shops and overlooked by residential properties.
- 3.4.3 **Figure 3.2** shows cycle parking stands at St Mary's Retail Park.



Figure 3.2 Cycle Parking at St Mary's Retail Park

3.4.4 **Figure 3.3** shows the NCN Route 66 and its location in relation to Chaddesden retail area.



Source: Derby City Council

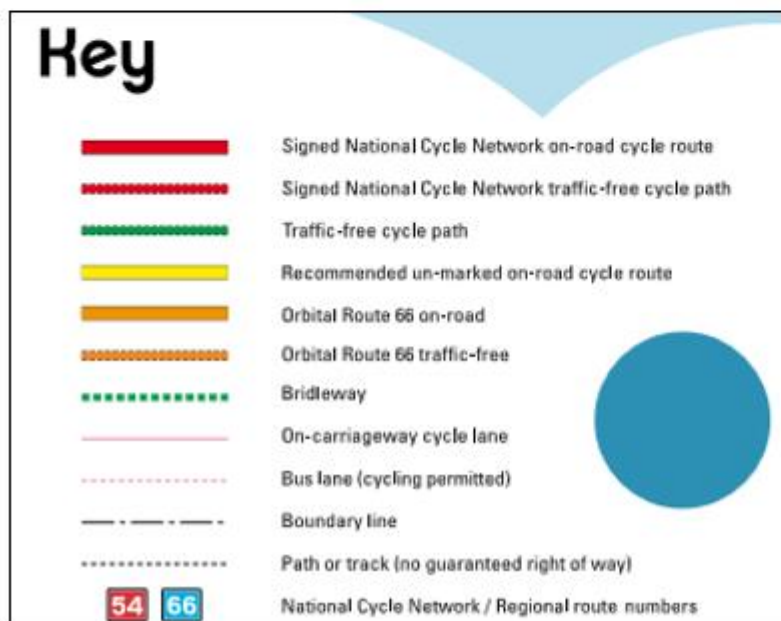


Figure 3.3 NCN Route 66 in relation to Chaddesden Retail District

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 Facilities

- 3.6.2 There are five sets of signalised puffin crossings along Nottingham Road, linking both sides of the carriageway with the retail area.
- 3.6.3 The puffin crossing facilities have dropped kerbs, tactile paving and are in good condition. The crossing facilities are appropriately located to enable safe crossing of Nottingham Rd and provide access to surrounding bus stops. The puffin crossing at the junction of Nottingham Rd with Chaddesden Lane, near Toby Carvery is shown in **Figure 3.3**. Puffin crossings are provided across each arm of the junction.



Figure 3.2 Puffin crossing near Toby Carvery on Chaddesden Lane

- 3.6.4 There is a signalised pedestrian crossing near Aldi store, with residential properties located south of the crossing and a bus stop located approximately 50 metres west of the crossing. This crossing is in a convenient location as it provides a safe access point for local residents as they make their way to and from Aldi and the bus stop nearby.
- 3.6.5 There is a signalised pedestrian crossing outside the Lidl store. St Mary's Retail Park lies to the south of this crossing. The crossing is appropriately located to enable safe crossing from the bus stop towards St Mary's Retail Park and the rest of the shopping area.

3.7 Pedestrian Accessibility

- 3.7.1 The streets surrounding the retail area have good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There are five sets of signalised pedestrian crossings on Nottingham Road, within the shopping area, which provide safe crossing points linking the retail centre to the bus stops on the north and south side of the carriageway.

Zone 7 – Chaddesden Accessibility & Infrastructure Appraisal

3.7.2 A signalised crossing has been provided outside Lidl, which is conveniently placed as it links pedestrians to St Mary's Retail Park, which lies across the road from Lidl. Pedestrians were seen to be using these crossing points without delay or safety concerns.

3.7.3 Level surface access is provided internally within the area, which enables accessibility for those with mobility impairments.

Ped/Cycle Flow

3.7.4 At the time of the survey (weekday afternoon), there were moderate pedestrian and light cycle flows, which were primarily movements around the shopping area. A few pedestrians were seen walking towards the bus stops within the vicinity.

Conflict Areas

3.7.5 There is potential for vehicle/pedestrian conflict at the parking areas to the south of the carriageway adjacent to the shop frontages where there is no demarcation of parking spaces or footways. Vehicles manoeuvre at the front of the shops where pedestrians walk to access the premises. This is an area of potential conflict.

Footways / Cycleways

3.7.6 Footways are provided in appropriate locations and they are well maintained and in very good condition, with dropped kerbs and tactile paving, shown in **Figure 3.5**.



Figure 3.3 Footway with dropped kerbs & tactile paving on Nottingham Rd

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 three bus stops on Nottingham Road within the retail area, for northwest and southeast-bound services. The northwest-bound bus stop located 60m northwest of the junction with Chaddesden Lane has a timetable, seating, shelter, real time information, raised kerb and bus cage within the carriageway. The southeast-bound bus stop near the Lidl store has a flag and pole, timetable, raised kerb, real time information and bus cage within the carriageway. The other southeast-bound bus stop, near the Travelodge has a timetable, seating, shelter, lighting, real time information, raised kerb and a bus cage within the carriageway.
- 4.1.2 There are two bus stops on Chaddesden Lane, off Nottingham Rd, near Toby Carvery. The southwest-bound bus stop has a flag, pole and raised kerb, while the northeast-bound bus stop has which has a flag, seating, shelter, raised kerb and timetable.
- 4.1.3 The south-bound bus stop on Nottingham Rd is shown in **Figure 4.1**.



Figure 4.1 South-bound bus stop on Nottingham Road

Services

- 4.1.4 The service providers in this area are Trent Barton, Yourbus and Notts+Derby.
- 4.1.5 The bus services accessible in this area are i4, Indigo, Black Cat, 9, 11 and Y5, operating every 20 minutes in the daytime. These services provide connections between Chaddesden, Ilkeston, Mansfield, Long Eaton, Beeston, Queens Medical Centre, Nottingham, Stapleford and Derby City Centre.

Accessibility

- 4.1.6 The bus stops on Nottingham 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 main station is Derby Midland Railway Station approximately 3 km away to the south-west, on Railway Terrace.

4.3 Taxis

Taxi Ranks

- 4.3.1 There is no taxi rank provided within the vicinity of 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 formal on-street parking restrictions on Nottingham Road (double yellow lines), prohibiting parking at any time.

Off-Street Parking

- 5.1.2 There are off-street parking areas along the shop frontages on Nottingham Rd, on both sides of the carriageway. The parking area on the north side of the carriageway has provision for 39 standards bays and three disabled bays. The parking area is well maintained with clear parking bays demarcated. The parking area was observed to have an approximate 90% occupancy level at the time of survey (weekday afternoon).
- 5.1.3 The parking area on the southern side of the carriageway is along the shop frontages, where there are no demarcated parking bays. This area can accommodate approximately 40 to 50 vehicles, including three marked disabled bays. The parking area is poorly maintained, the ground surface is rough and pot-holed in some areas. The parking area was observed to have an approximate 65% occupancy level at the time of survey (weekday afternoon).
- 5.1.4 A parking area is also provided at St Mary's Retail Park, comprising of 39 standard bays and four disabled bays. The parking area is well maintained with clear parking bays demarcated. The parking area was observed to have an approximate 80% occupancy level at the time of survey (weekday afternoon).

5.2 Charge

On-Street Parking

- 5.2.1 On-street parking is prohibited.

Off-Street Parking (within the Shopping Area)

- 5.2.2 The parking adjacent to the shop frontages does not have time or monetary restrictions, while parking at St Mary's Retail Park is limited to two hours only.
- 5.2.3 Traffic flows were observed to be low with speeds of 30mph along Nottingham Road, vehicle speeds were much slower through the off-street parking area and the St Mary's Park car park.



Figure 5.1 Off-street parking along the shop frontages on Nottingham Rd

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 very busy and functional. The northern side of the shopping area is tidy and well maintained, while the southern side of the carriageway is untidy and poorly maintained. The parking area appears crowded, with no formal parking arrangements and cars parked randomly as shown in **Figure 6.1**.



Figure 6.1 Chaddesden Retail Area – south side of Nottingham Rd

6.2 Facilities

- 6.2.1 There is a reasonable variety of shops including supermarkets, convenient stores, housing agents 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, post boxes, recycling bins, 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 open and overlooked during the daytime and evenings, by surrounding residential properties adjacent to 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 Nottingham 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 bays along the shop frontages on Nottingham Road do not meet modern design standards and lack dropped kerb links to the shops themselves.

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 of parking and shops around St Mary's Park is good, so is the general condition of the parking and shopping area on the northern side of Nottingham Road, the condition of the parking and shopping area on the southern side of Nottingham Road is poor. Appropriate levels of lighting have been provided around the retail area.

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 6.2 General Scoring

6.10 Total Scoring Summary

Total Accessibility Score		
Category	Actual Score	Possible Score
Streets	4	5
Cycle Facilities	2	5
Pedestrian Facilities	3	5
Public Transport	4	5
Parking	3	5
General	3	5
Total	19	30

Table 6.1 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 Chaddesden Retail District's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on Nottingham Rd and Chaddesden 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**.

Zone 7 – Chaddesden Accessibility & Infrastructure Appraisal

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-06019-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 Nottingham Rd and Chaddesden 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.
- 7.2.6 The 800m pedestrian catchment plan shows that Chaddesden Retail District is accessible by the majority of Chaddesden 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-06020-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 Little Eaton in the north, Dale Abbey to the east, Chellaston in the south and Mackworth to the west.
- 7.3.3 National Cycle Network (NCN) Route 66 lies approximately 520 metres north-east of the retail area, accessed via Chaddesden Lane. 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-06021-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 on Nottingham Road (within the shopping area), for north and south-bound services. The north-bound bus stop, near Derby Financial solutions has a flag, pole, timetable, seating, shelter, raised kerb and bus cage within the carriageway. The south-bound bus stop near Abbey Veterinary Group has a flag, pole, timetable, raised kerb and bus cage within the carriageway. The other south-bound bus stop, near Travelodge has a flag, pole, timetable, seating, shelter, raised kerb and bus cage within the carriageway.
- 7.4.3 There are two bus stops on Chaddesden Lane, off Nottingham Rd, near Toby Carvery. The west-bound bus stop has a flag, pole and raised kerb, while the east-bound bus stop has which has a flag, seating, shelter, raised kerb and time table.
- 7.4.4 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.
- 7.4.5 The bus stops are located within 200m from the centre of the retail district.
- 7.4.6 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 Chaddesden, Ilkeston, Heanor, Eastwood, Kirkby, Sutton, Mansfield, Long Eaton, Nottingham, Stapleford and Derby City Centre.
- 7.4.7 There is no rail station near the shopping area. The nearest station is Derby Midland Railway Station approximately 3 km away to the south-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 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 - CHADDESSEN

Drg Title:
ACCESSIBILITY
WALKING CATCHMENT

Status:
PRELIMINARY

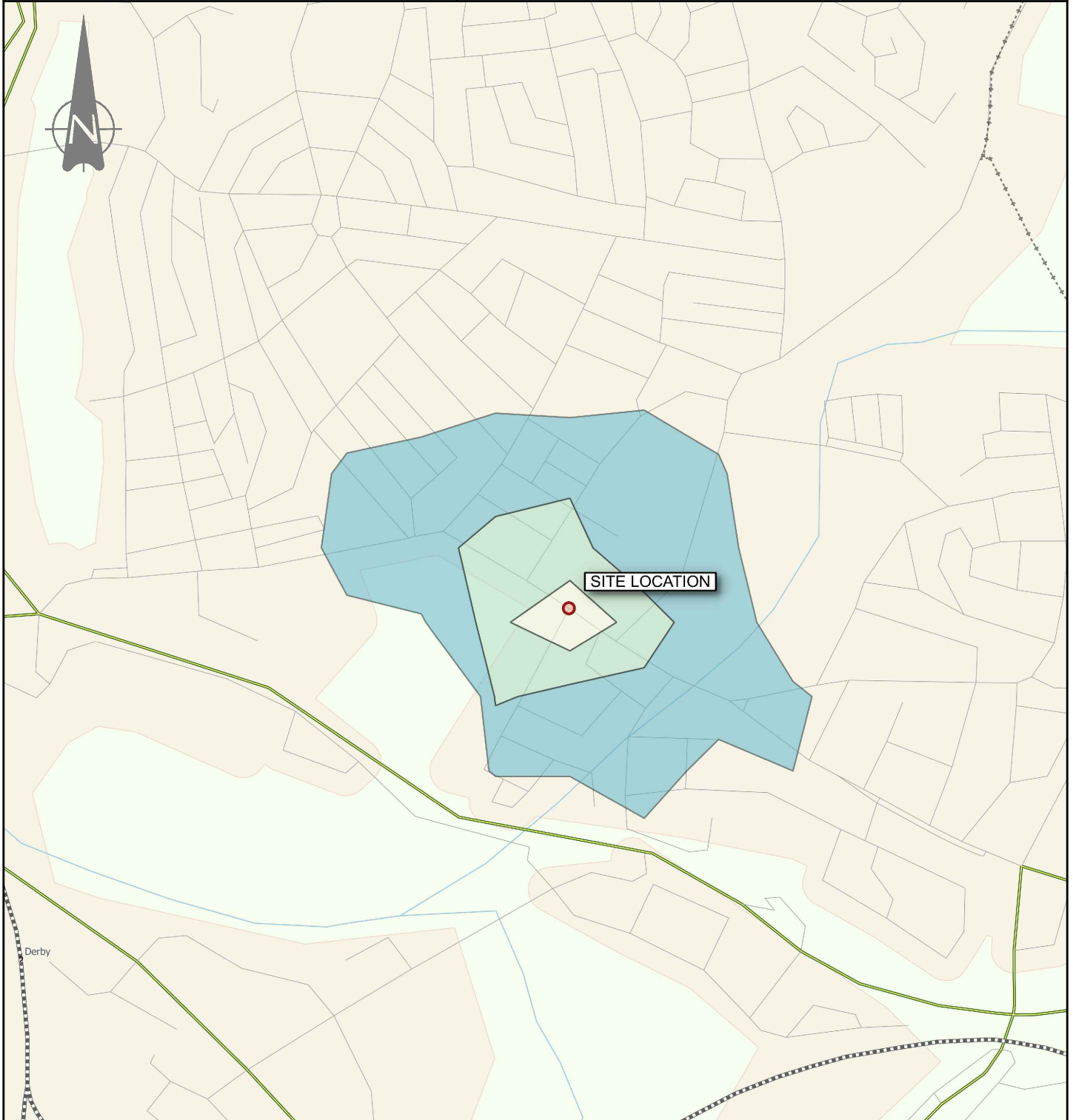
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Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06019 - P01



Legend

• Site Location

Chaddesden Walking Catchment (metres):-

200m

400m

800m



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Project:
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Drg Title:
ACCESSIBILITY
CYCLE CATCHMENT

Status:
PRELIMINARY

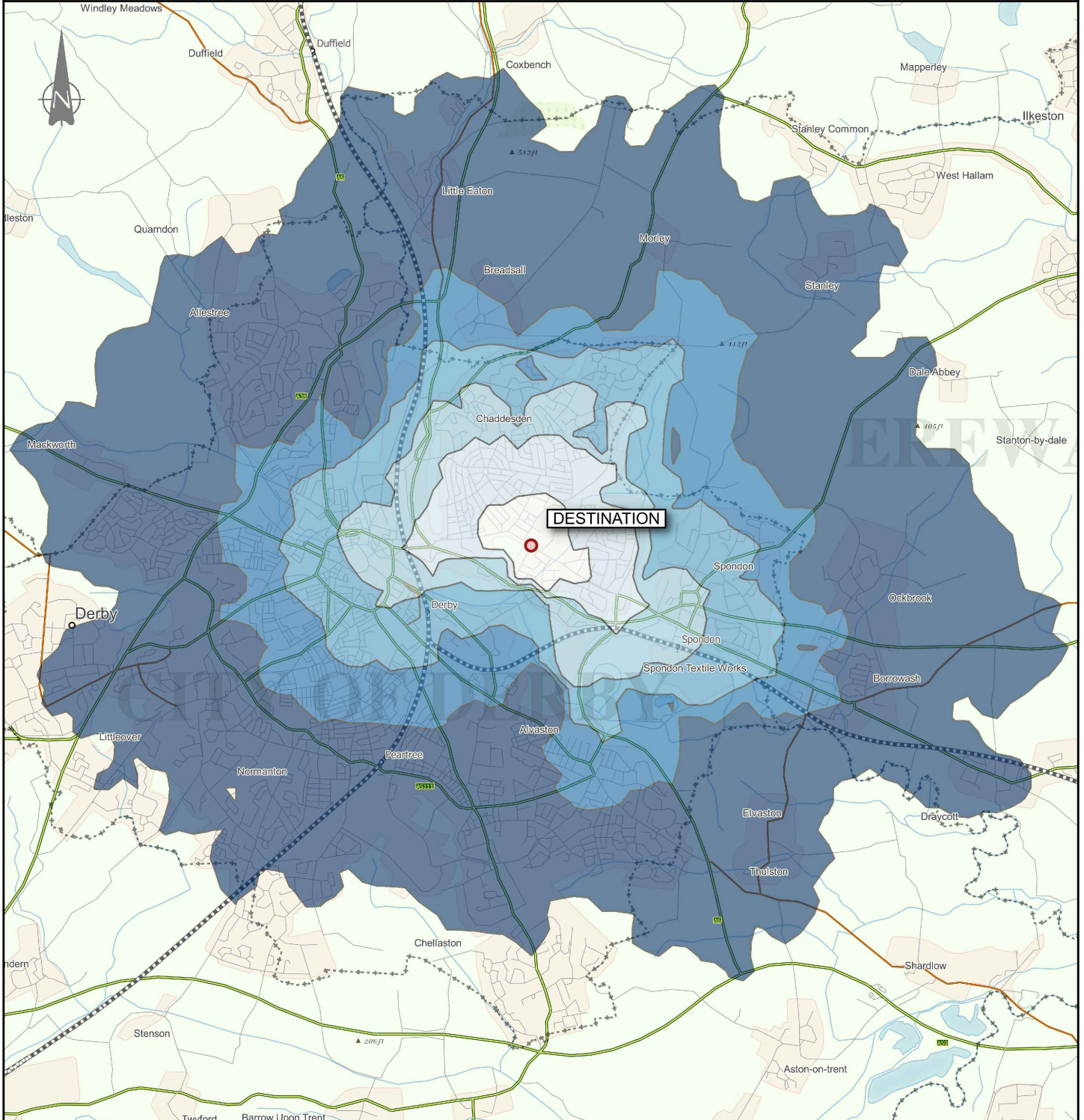
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06020 - P01



Legend

• DESTINATION

Chaddesden Cycle Catchment (metres):-

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



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Project: DERBY RETAIL STUDY - CHADDESSEN

Status: PRELIMINARY

Drg Title: ACCESSIBILITY
PUBLIC TRANSPORT
CATCHMENT

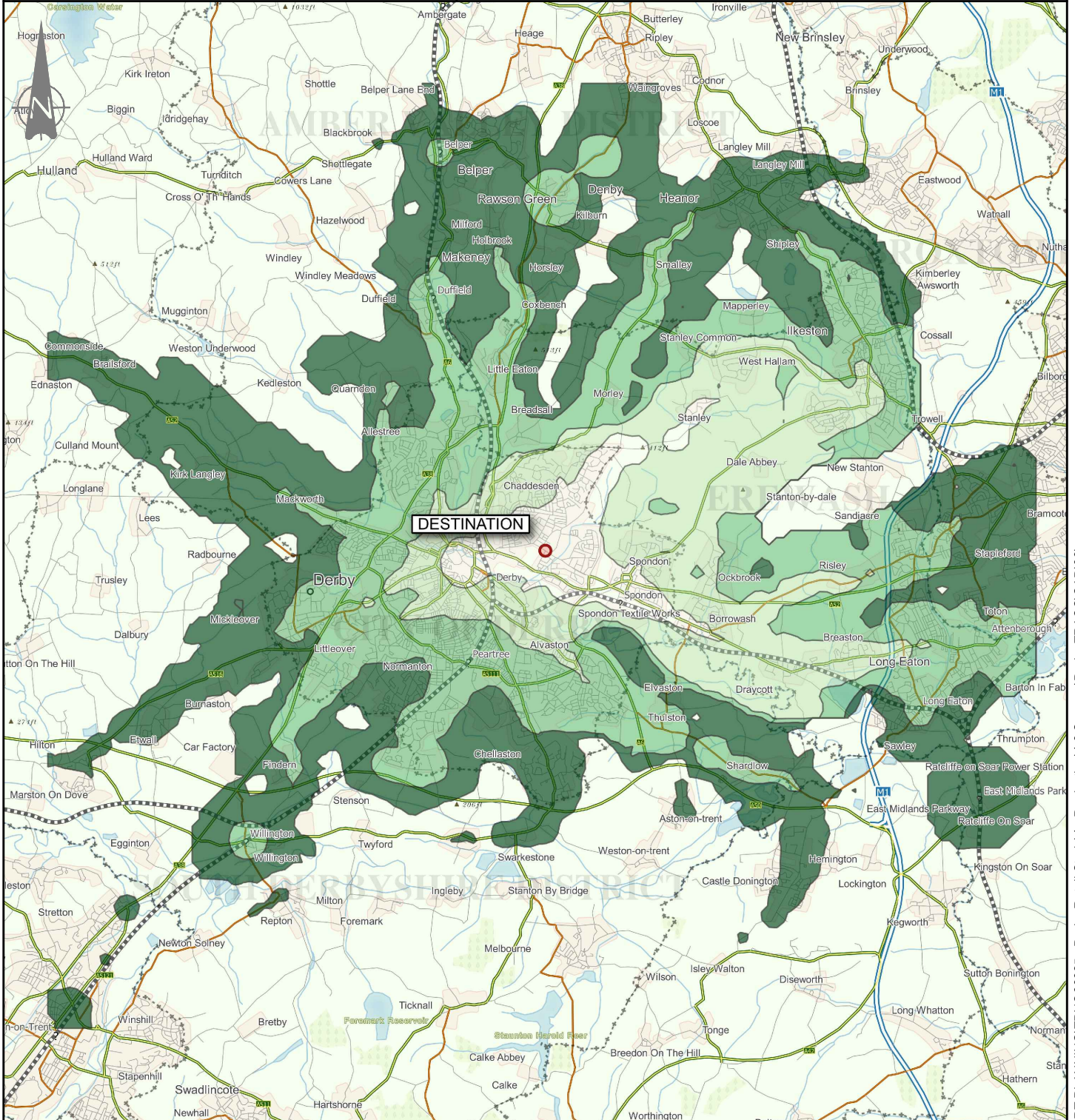
Drawn By: NA Checked By: MP

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 - 06021 - P01



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