

# Derby Retail Study

## Zone 10 – Oakwood

### Accessibility & Infrastructure

### Appraisal

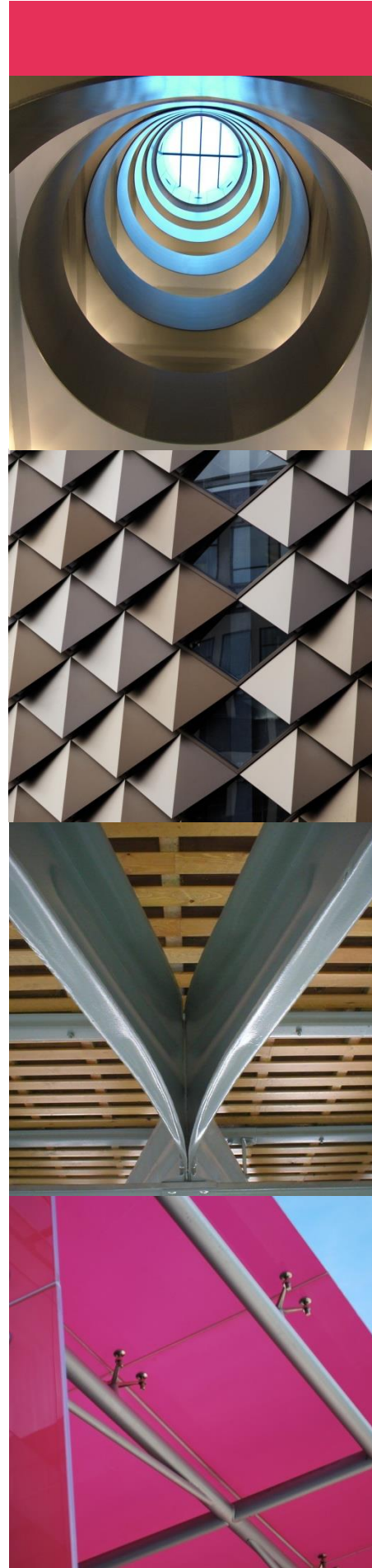
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## Control Sheet

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## Plans

**Plan 066625–CUR–00–XX–DR–TP–06028–P01 – Pedestrian Catchment**

**Plan 066625–CUR–00–XX–DR–TP–06029–P01 – Cycling Catchment**

**Plan 066625–CUR–00–XX–DR–TP–06030–P01 – Public Transport Catchment**

## 1.0 Introduction

### 1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Oakwood 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 Oakwood district centre is located south east of Wayfaring Rd and south west of Bishops Drive, in Oakwood and north-east of Derby City Centre.



**Figure 2.1** Oakwood District Centre Location Map

- 2.1.2 Oakwood district centre serves the Oakwood community, in addition to residents from Chaddesden, Spondon, Morley and Breadsall, which surround Oakwood.
- 2.1.3 It consists mainly of a small retail precinct which also includes a medical centre, church and nursery, within its vicinity. The linear retail precinct is fronted by a large car parking area is surrounded by the residential properties to the east, south and west, whilst Springwold Leisure Centre and open park land lie to the north 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 and car park precinct is currently taken from Wayfaring Road and Saffron Drive.
- 3.1.2 Retail units and service providers are accessed directly from Bishops Drive and Wayfaring Road.
- 3.1.3 Additional pedestrian access can also be taken directly from Bishops Drive via a flight of stairs leading down from the road to the car park and retail area owing to the significant change in levels.

### 3.2 Streets

#### *Speed Limits*

- 3.2.1 The local speed limit on surrounding roads is 30mph. The advisory speed limit within the shopping precinct is 10mph, as shown in **Figure 2.1**.



**Figure 3.1** 10mph Advisory Speed Limit at Oakwood District Centre

#### *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 and continuous footways of approximately 2 metres on either side of the surrounding roads. Internally within the precinct there is a wide footway measuring between 3 to

5 metres fronting the main row of shops in addition to footways of 2 metres in width providing access to the service providing units to the north side of the car park.

- 3.2.3 Car parking spaces are provided appropriately as is manoeuvring space within the main car park, located on the shopping front.

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

- 3.2.4 The traffic flow within the shopping precinct 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**

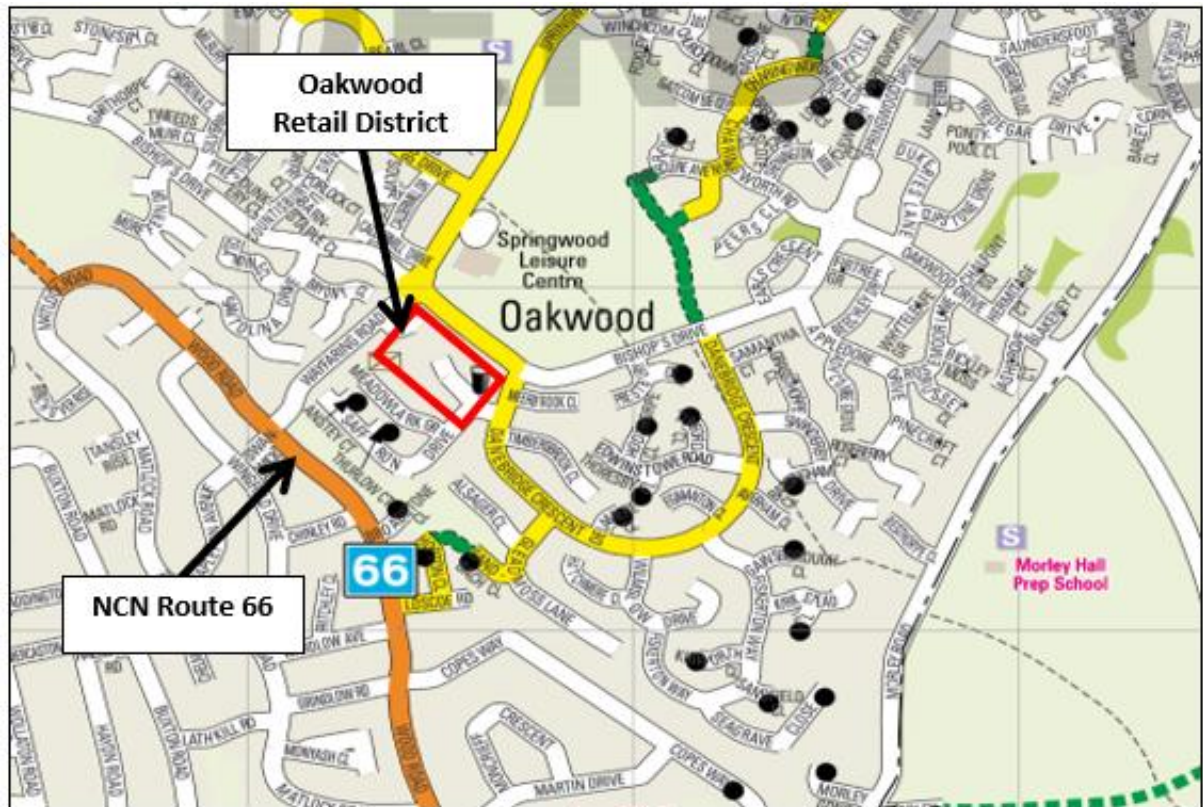
<b>Streets</b>	
Score	Criteria
5	Good vehicular access positioning. Well-maintained streets of a good design. Light traffic flows with no congestion.
4	Good vehicular access positioning. Well-maintained streets of a good design. Light/moderate but controlled traffic flows with light congestion.
3	Satisfactory 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 precinct however the lightly trafficked nature of the surrounding residential roads would make them suitable for cyclists to cycle within the carriageway.
- 3.4.2 **Figure 3.2** shows the NCN Route 66 and its location in relation to Oakwood Retail District. Route 66 lies approximately 230m south-west of Oakwood Retail District.



SOURCE: Derby City Council

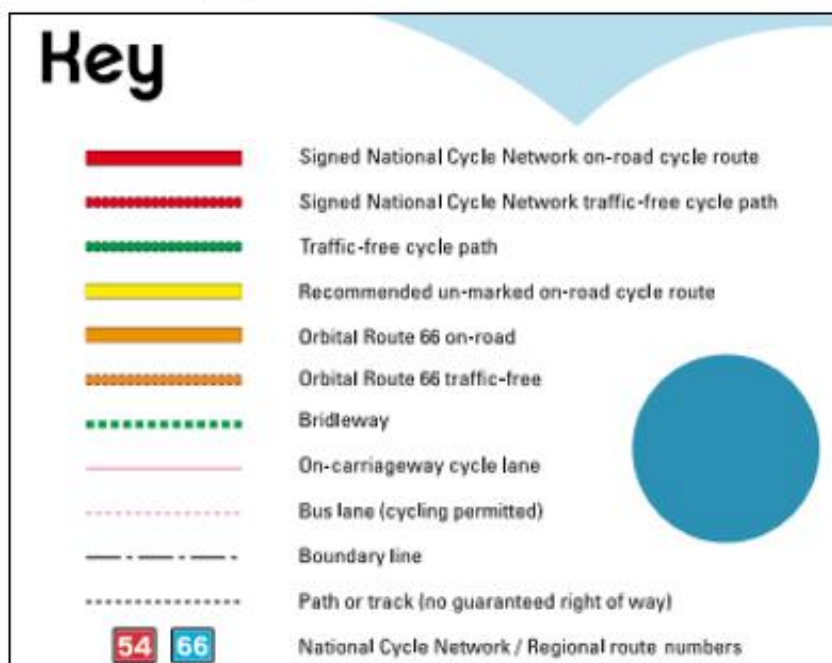
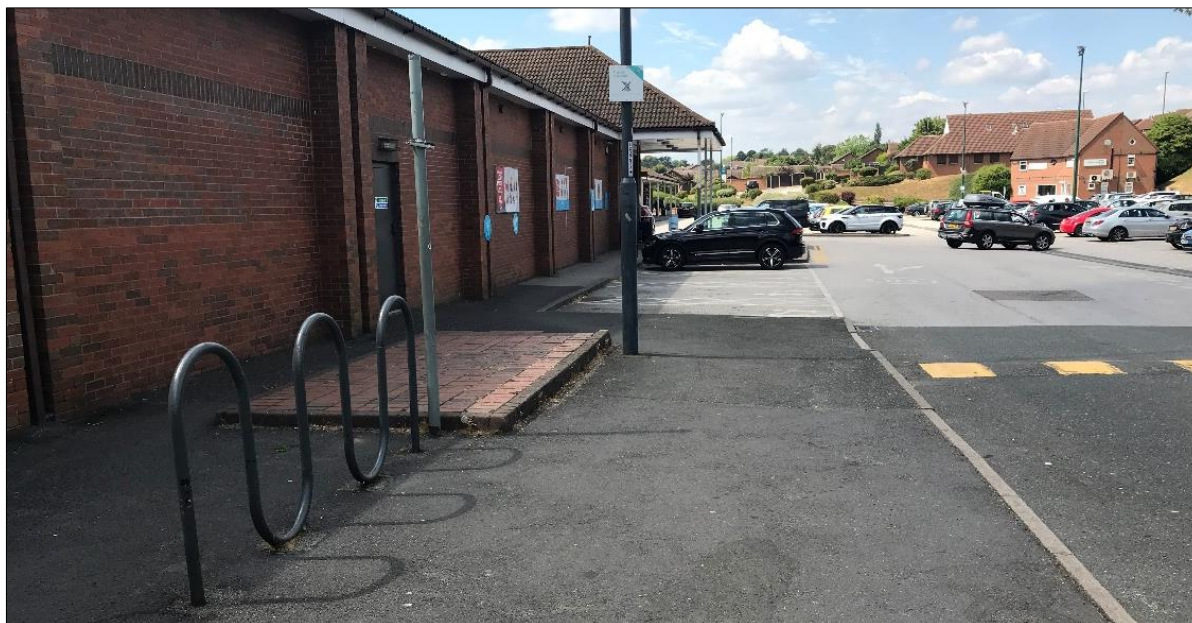


Figure 3.2 NCN Route 66 in relation to Oakwood Retail District

### Cycle Storage / Parking

- 3.4.3 There is cycle parking of up to six bikes on the approach to the main car parking area from Saffron Drive in the east, shown in **Figure 3.4**. The cycle parking location is not in a convenient position as it is not conveniently located or overlooked. It would be better placed outside or along the main shop frontage.



**Figure 3.3** Cycle Parking Facilities – Oakwood District Centre

## 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 precinct provides suitable pedestrian spaces, there are no formalised pedestrianised areas within or surrounding the retail area.

#### *Crossing Facility*

- 3.6.2 There is a toucan crossing facility with dropped kerbs and tactile paving, linking Bishops Drive to the north with the shopping precinct, shown in **Figure 3.3**. surrounding the site there are appropriately located dropped kerbs which also enable crossing local roads and provide access to surrounding bus stops.



**Figure 3.4** Toucan Crossing on Bishops Road

#### *Pedestrian Accessibility*

- 3.6.3 The streets surrounding the retail precinct provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There is also a signalised pedestrian crossing on Bishops Drive to the north of the site which provides a safe crossing point linking the retail centre to the bus stop on the north site of the carriageway. Whilst there is no formal crossing facility linking the northbound bus stop on Wayfaring Road to the west of the site, traffic flows were observed to be low and pedestrians were seen to cross the road without delay or safety concerns.

3.6.4 There is a reasonably direct and level access which connects the Wayfaring Road bus stops to the main retail precinct.

3.6.5 Internally there are no demarcated pedestrian routes through the main car parking area however footways of an appropriate width are provided throughout the site which provide step free access to all functions. There are however very few dropped kerbs that would enable wheelchair and mobility scooter users access to the main retail frontages from the car park and whilst disabled parking bays are demarcated they do not appear to comply with modern design standards as they are not provided with safeguarded space.

***Ped / Cycle Flow***

3.6.6 At the time of the survey (weekday afternoon), there was light pedestrian and cycle flows, which was primarily made up of movements from the car park onto the shopping precinct. Surrounding the shopping precinct there were low levels of pedestrians flows from the adjacent bus stops on Wayfaring Road.

***Conflict Areas***

3.6.7 There is no segregated provision for pedestrian routes through the car park leading to the shopping area. This could potentially pose a danger for pedestrians and those with a mobility impairment.

***Footways /Cycleways***

3.6.8 Footways have been provided in appropriate locations as described above and they are in good condition, with dropped kerbs. No cycleways are provided.

### 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 is one bus stop on Bishops Drive within close proximity to the shopping area for east-bound services which has a flag, timetable, raised kerb and bus cage within the carriageway.
- 4.1.2 There are two bus stops on Wayfaring Road within close proximity to the shopping area, which provide shelters, seating, a timetable and real time bus information. The northeast-bound bus stop has a bus cage in the carriageway and the southwest-bound bus stop has a bus layby.



**Figure 4.1** Bus Stop on Wayfaring Road.

#### *Services*

- 4.1.3 The bus service provider in this area is Arriva, with service number 22, 24, and 26 operating every 10 minutes or less in the daytime. These services provide connections between Oakwood, Chaddesden and Derby City Centre.

#### *Accessibility*

- 4.1.4 For people without a mobility impairment, the bus stop on Bishops Drive is accessible via a flight of steps leading from the shopping precinct to the bus stop, whereas for people with a mobility impairment, this bus stop is not suitable as it does not provide a convenient access to the main cluster of shops.

The bus stops on Wayfaring Road are suitable for all users as there is level access provided to the retail precinct, leading from the bus stops.

## 4.2 Rail

### *Rail Station*

- 4.2.1 There is no rail station near the shopping precinct. The nearest station is Derby Midland Railway Station approximately 6 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.

## 4.3 Taxis

### *Taxi Ranks*

- 4.3.1 There is no taxi rank provided at the shopping precinct.

## 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 is no formal on-street parking provision however parking within along the south side of the carriageway was seen to occur along Bishops Drive, related to the nursery, church and health centre.

#### *Off-Street Parking*

- 5.1.2 There are approximately 120 standard parking bays, ten disabled bays and two parent & child parking bays provided within the shopping precinct.

### 5.2 Charge

#### *On-Street Parking*

- 5.2.1 No formal on street parking is provided.

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

- 5.2.2 The parking does not have time or monetary restrictions. The parking area had approximately 80% occupancy levels at 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 precinct is generally tidy, orderly and functional, as shown in **Figure 6.1**



**Figure 6.1** Oakwood District Centre – Shopping Precinct

### 6.2 Facilities

- 6.2.1 There is a reasonable variety of shops including a newsagent, pharmacy, bakery, Post Office, food store, charity shop and takeaway food store 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 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 precinct and would appear to provide an appropriate level of coverage.

- 6.4.2 The frontages of the shops within the precinct are monitored by CCTV. The nature of the site is open and over-looked during the daytime. In the evenings there would be limited natural surveillance as there are no residential properties directly overlooking the shopping area.

## **6.5 Quality**

- 6.5.1 The design of the precinct and surrounding streets is quite typical for local retail centres developed to provide local amenities to new housing developments. It is speculated that the precinct and surrounding residential development was built out in the late 1980's and the features and level of provision are typical of this which 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 precinct from the Wayfaring Road bus stops. Disabled users driving to the site have disabled parking bays allocated and marked within the car park though these 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 and maintenance of the car park and shopping precinct is good. Lighting and CCTV monitoring is 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	4	5
Cycle Facilities	2	5
Pedestrian Facilities	3	5
Public Transport	3	5
Parking	4	5
General	3	5
<b>Total</b>	<b>19</b>	<b>30</b>

**Table 0.1** 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 Oakwood retail district's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on Bishops Drive and Wayfaring 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-06028-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 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 Bishops Drive and Wayfaring Road are within 800 metres of the retail precinct, 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 Oakwood retail district is accessible by the majority of Oakwood 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-06029-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 Coxbench in the north, West Hallam to the east, Alvaston in the south and Allestree to the west.
- 7.3.3 National Cycle Network (NCN) Route 66 lies approximately 230m south-west of Oakwood 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-06030-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 is one bus stop on Bishops Drive (within close proximity to the shopping area) for east-bound services which has a flag, timetable, raised kerb and bus cage within the carriageway.
- 7.4.3 There are two bus stops on Wayfaring Road (within close proximity to the shopping area), which provide shelters, seating, a timetable, bus layby and real time bus information.

- 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 precinct.
- 7.4.5 The bus stops are located within 200m from the centre of the retail district.
- 7.4.6 The bus service provider in this area is Arriva, with service number 22, 24, and 26 operating every 10 minutes or less in the daytime. These services provide connections between Oakwood, Chaddesden and Derby City Centre.
- 7.4.7 There is no rail station near the shopping precinct. The nearest station is Derby Midland Railway Station approximately 6 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 - OAKWOOD

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 - 06028 - P01



Chaddesden

#### Legend

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



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Project:  
DERBY RETAIL STUDY - OAKWOOD

Drg Title:  
ACCESSIBILITY  
CYCLE CATCHMENT

Status:  
PRELIMINARY

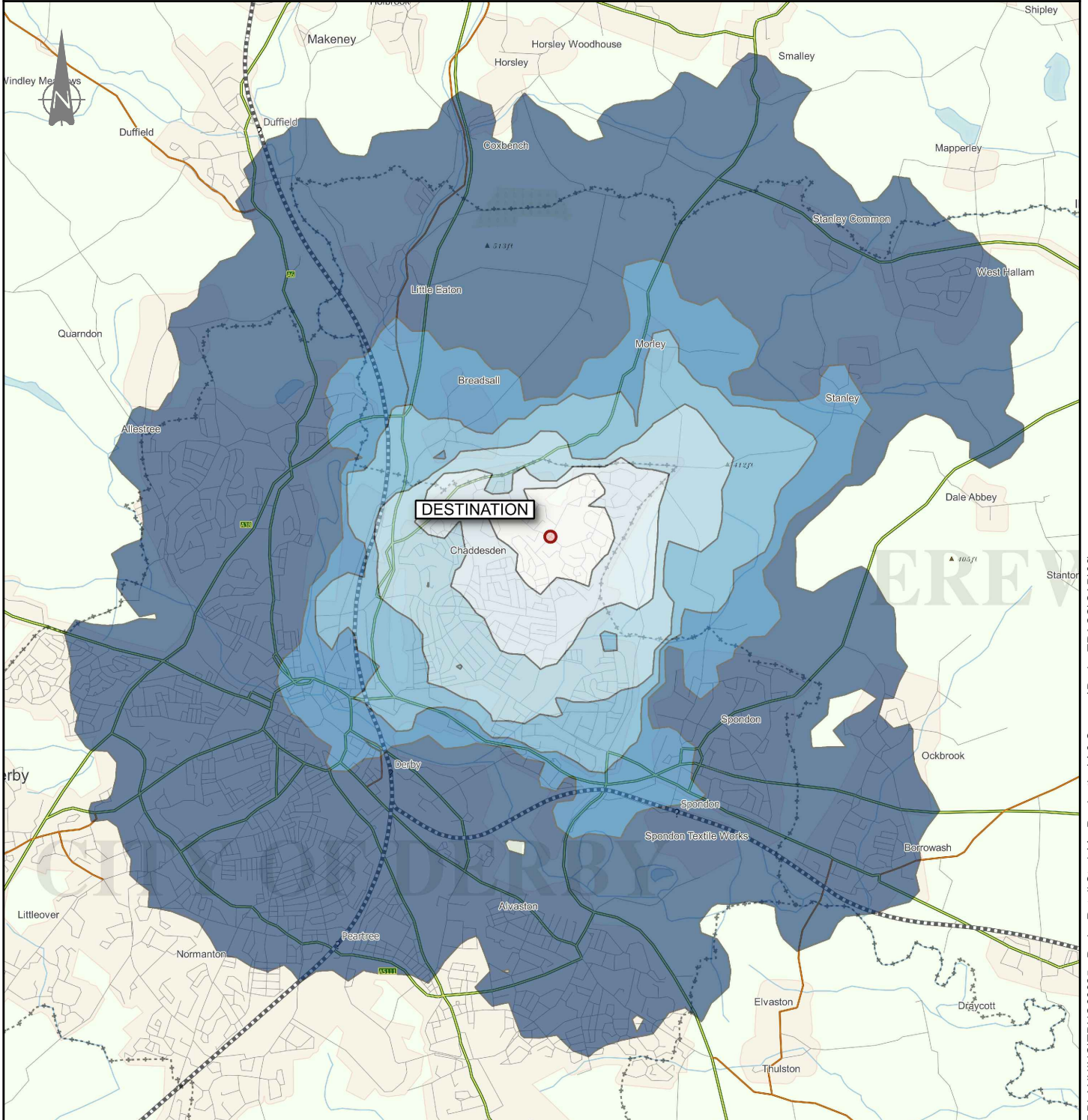
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Designed By: NA Date: 07/08/18

Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06029 - P01



#### Legend

• DESTINATION

Oakwood Cycle Catchment (metres):-

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



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Project:  
DERBY RETAIL STUDY - OAKWOOD

Drg Title:  
ACCESSIBILITY  
PUBLIC TRANSPORT  
CATCHMENT

Status:  
PRELIMINARY

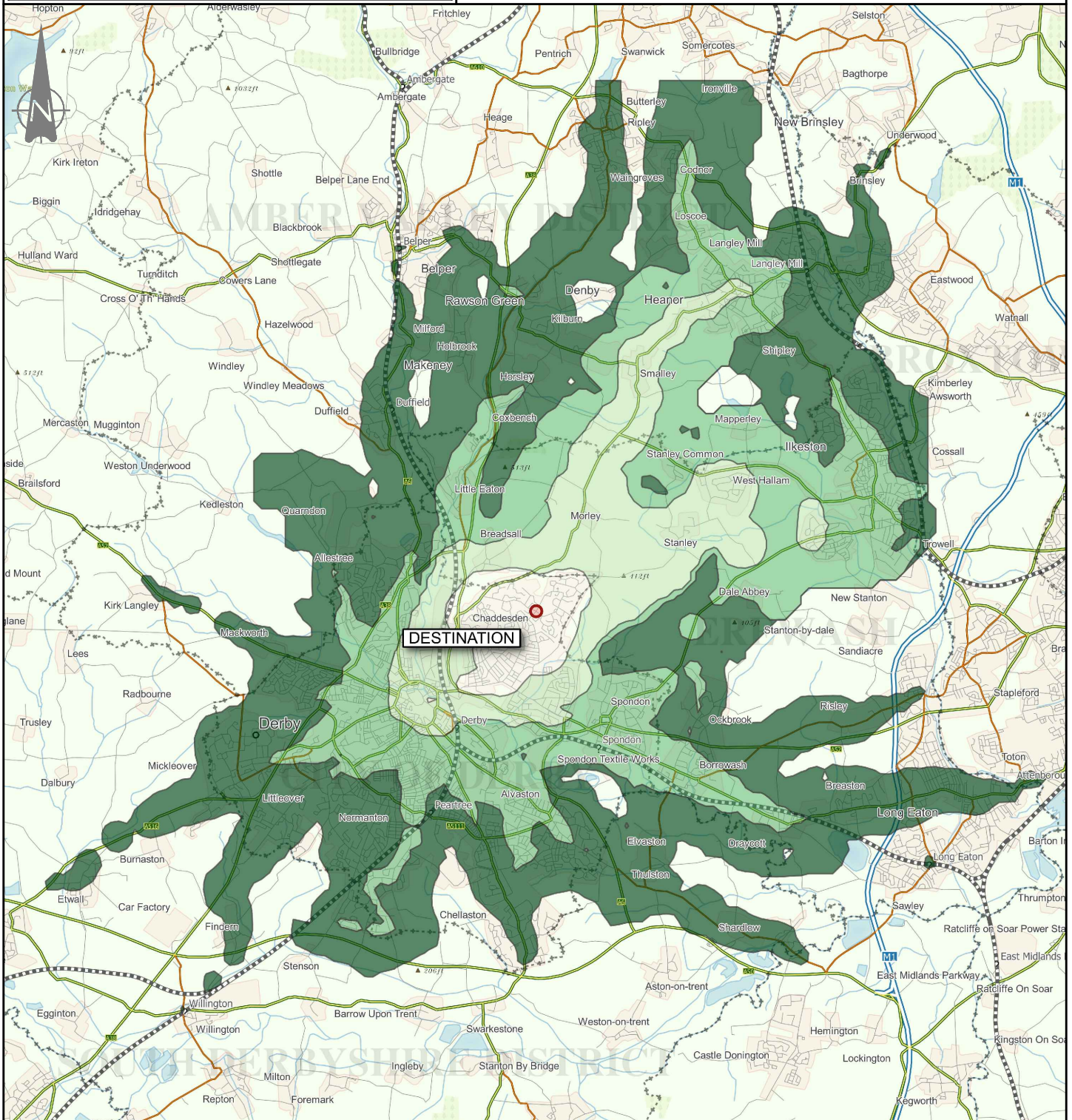
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

66625 - CUR - 00 - XX - DR - TP - 06030 - P01



#### Legend

○ DESTINATION

Oakwood Public Transport Catchment (minutes):-

15

30

45

60

## Our Locations

### **Birmingham**

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