

# Derby Retail Study

## Zone 12 – Chellaston

### Accessibility & Infrastructure Appraisal

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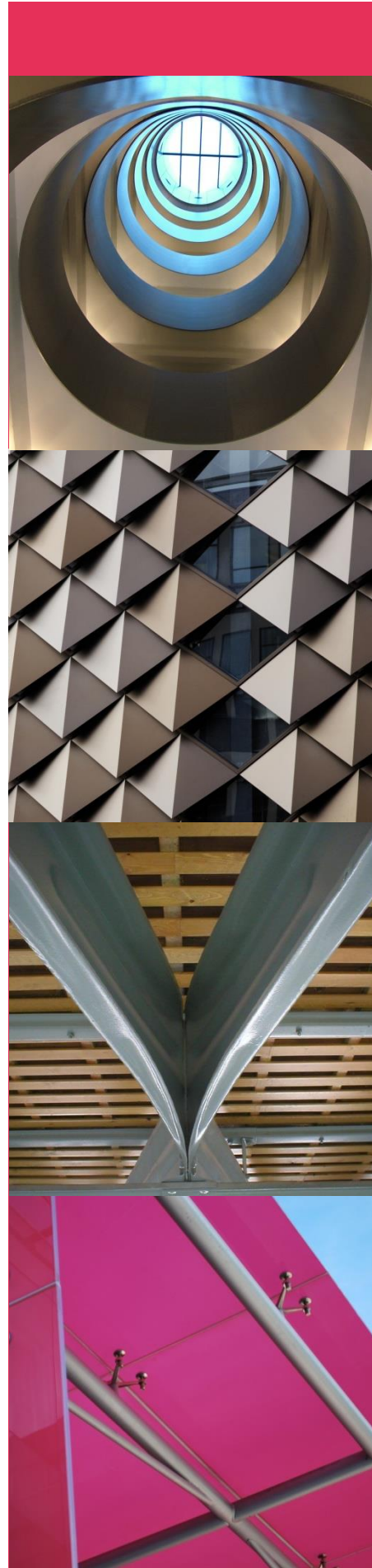
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## Plans

**Plan 066625-CUR-00-XX-DR-TP-06034-P01 – Pedestrian Catchment**

**Plan 066625-CUR-00-XX-DR-TP-06035-P01 – Cycling Catchment**

**Plan 066625-CUR-00-XX-DR-TP-06036-P01 – Public Transport Catchment**

## 1.0 Introduction

### 1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Chellaston 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.



## Zone 12 – Chellaston Accessibility & Infrastructure Appraisal

### 2.0 Retail Centre

#### 2.1 Introduction

- 2.1.1 Chellaston retail district is located on A514 Derby Road and the High Street in Chellaston, Derby, and is located south of Derby City Centre.



**Figure 2.1** Chellaston Retail District Location Map

- 2.1.2 Chellaston retail district serves the Chellaston community, in addition to neighbouring residential areas north of Chellaston.
- 2.1.3 The shopping district on A514 Derby Road includes a supermarket, convenience store, charity shop, butchers, pharmacy, takeaway and a post office. The shopping district on High Street consists of various shops including a takeaway, letting agents, funeral directors and a convenience store.
- 2.1.4 There are two churches and a hotel within its vicinity. The shopping district is surrounded by residential properties, whilst Chellaston Community Centre and Chellaston Library lie to the south of the retail area.

## 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 is currently taken from A514 Derby Road and High Street.

### 3.2 Streets

#### *Speed Limits*

- 3.2.1 The local speed limit on surrounding roads is 30mph. During the time of the survey (weekday morning), vehicles observed were maintaining a steady speed of approximately 30mph.

#### *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.
- 3.2.3 The car parking areas within the retail district comprises mainly of off-street parking provision along the shopping fronts. Co-op and Tesco Express have parking areas designated for their customers, comprising of 90-degree angle parking bays.

#### *Vehicular Traffic Flow / Congestion*

- 3.2.4 The traffic flow within the shopping district and the surrounding roads at the time of the survey (weekday midday) was free flowing and light. 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** Streets Scoring

### 3.4 Cycle Facilities

#### *Cycle Routes*

- 3.4.1 There are no marked or segregated cycle routes within the vicinity of the area, however the lightly trafficked nature of the surrounding residential roads would make them suitable for cyclists to cycle within the carriageway.
- 3.4.2 North of the shopping district, at the junction of A514 Derby Road with Sinfin Moor Lane, there is signage for a cycle route north-west of the shopping district, as shown in **Figure 3.1**.

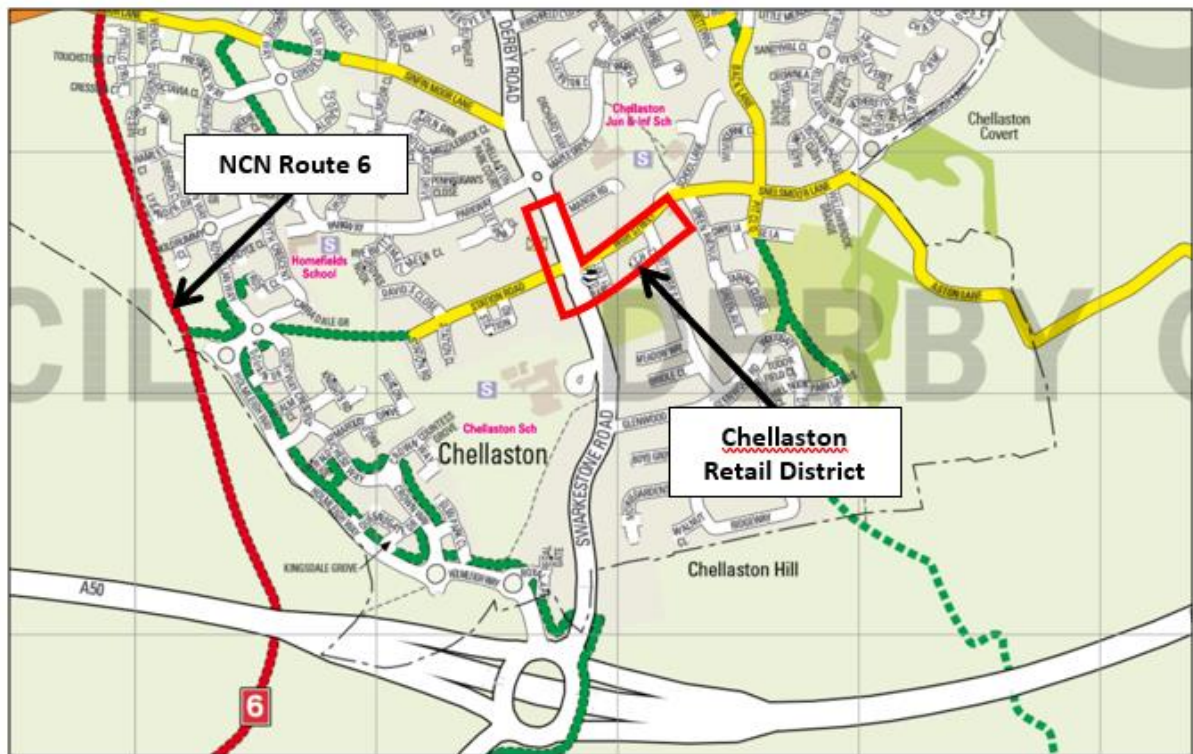


**Figure 3.1** Signage for cycle route "Canal Path Sinfia"

3.4.3 National Cycle Network (NCN) Route 6 lies approximately 740 metres west of the retail district, accessed via Station Road.

3.4.4 **Figure 3.2** shows the NCN Route 6 and its location in relation to Chellaston retail district.

Zone 12 – Chellaston Accessibility & Infrastructure Appraisal



SOURCE: Derby City Council

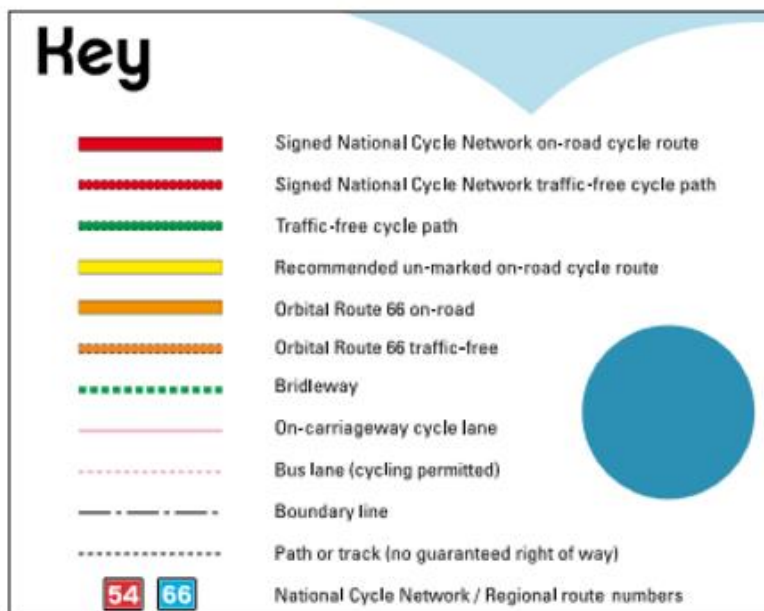


Figure 3.2 NCN Route 6 in relation to Chellaston Retail District



## Zone 12 – Chellaston Accessibility & Infrastructure Appraisal

### **Cycle Storage / Parking**

- 3.4.5 There is also cycle parking provided of up to eight bikes located along the main frontage of the shops on A514 Derby Road and facilities for four cycles to park outside the Co-op store. There is also cycle parking of up to 12 bikes in front of the shopping district on the High Street, as shown in **Figure 3.3**. The cycle parking locations are in a convenient position in front of the shopping area and are overlooked.



**Figure 3.3** Cycle parking in front of High Street shopping 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 district provides suitable pedestrian spaces, there are no formalised pedestrianised areas within or surrounding the retail area.

#### ***Crossing Facility***

- 3.6.2 There is a zebra crossing facility with dropped kerbs and tactile paving, linking both sides of High Street to the shopping district, shown in **Figure 3.4**. Surrounding the site there are appropriately located dropped kerbs which enable crossing of local roads and provide access to surrounding bus stops. There are pelican crossing facilities with dropped kerbs and tactile paving across each arm of the junction of A514 Derby Road / High Street / A514 Swarkestone Road adjacent to the Co-op store.



**Figure 3.4** Zebra Crossing on the High Street

### ***Pedestrian Accessibility***

- 3.6.3 The streets surrounding the retail district provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There is also a signalised pedestrian crossing on A514 Derby Road at the centre of the retail area which provides a safe crossing point linking the retail centre on A514 Derby Road to the retail centre on the High Street. A Zebra Crossing facility has been provided a safe crossing point across High Street.

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

- 3.6.4 At the time of the survey (weekday afternoon), there were light pedestrian and cycle flows, which were primarily made up of movements from the car parks and bus stops into the shopping district.

### ***Conflict Areas***

- 3.6.5 There were no indications on conflict observed during the time of the survey.



## Zone 12 – Chellaston Accessibility & Infrastructure Appraisal

### ***Footways /Cycleways***

- 3.6.6 Footways have been provided in appropriate locations as described above and they are in good condition, with dropped kerbs. There are no cycleways provided within the vicinity of the shopping district, however the roads are suitable for cyclists to cycle within the carriageway.

### **3.7 Pedestrian Scoring**

<b>Pedestrian Facilities</b>	
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 A514 Derby Road within close proximity to the shopping area for north and southbound services which have a flag and pole, timetable, raised kerb and bus cage within the carriageway. The northbound bus stop also has the added feature of real time information.
- 4.1.2 There are two bus stops on the High Street for east and west bound services within close proximity to the shopping area which provide a flag and pole, timetable, raised kerb and bus cage within the carriageway as shown in **Figure 4.1**.



**Figure 4.1** Bus stops on High Street

## Zone 12 – Chellaston Accessibility & Infrastructure Appraisal

### **Services**

- 4.1.3 The bus service provider in this area is Arriva, with service number 2, 2A, 2B & 2C and operating every 25 minutes in the daytime. These services provide connections between Chellaston, Melbourne, Swadlincote and Derby City Centre.

### **Accessibility**

- 4.1.4 The bus stops on A514 Derby Road and High Street are suitable for all users as there is level access provided to the retail district leading from the bus stops.

## **4.2 Rail**

### **Rail Station**

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

## **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 formal on-street parking restrictions in the vicinity of the shopping district on A514 Derby Road, however, there are double yellow markings along High Street at junction approaches. Three cars were observed parked on the carriageway on the High Street, at the time of the survey, during the afternoon.

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

- 5.1.2 There are approximately 60 standard parking bays and two disabled bays provided within the shopping district.
- 5.1.3 Off-Street parking provision is available along the shopping fronts on A514 Derby Road as shown in **Figure 5.1**.



**Figure 5.1** Off-Street Parking outside shop frontages on A514 Derby Road

- 5.1.4 Off-Street parking provision is also available in front of the shopping precinct along the High Street, in the form of parallel parking bays as shown in **Figure 5.2**.





**Figure 5.2** Off-Street Parking outside shop frontages on High Street

5.1.5 The Co-op food store, located at the junction of A514 Derby Road and High Street has a car park located at the rear, accessed via the Barley Croft. The car park has approximately 16 standard bays and one disabled bay.

5.1.6 Tesco Express, along A514 Derby Road has provision for approximately 18 standard bays with one disabled bay, comprising of 90-degree angle bays.

## 5.2 Charge

### *On-Street Parking*

5.2.1 The parking does not have time or monetary restrictions.

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

5.2.2 The parking does not have time or monetary restrictions. The parking area in the retail district had approximately 75% 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 district is generally tidy, orderly and functional, as shown in **Figure 6.1**



**Figure 6.1** Chellaston High Street – Shopping District

### 6.2 Facilities

6.2.1 There is a reasonable variety of shops including florist, café, takeaway shops, letting agent, funeral director and a convenience store.

### 6.3 Street Furniture

6.3.1 There is street furniture located within the area, which includes litter bins, bollards, advertising boards, tables and chairs, planters, community noticeboards, benches and bus stops. Some items have been positioned so as to cause potential obstruction and are in need of maintenance. Cycle parking stands are damaged and in need of repainting.

## Zone 12 – Chellaston Accessibility & Infrastructure Appraisal

### 6.4 Lighting

- 6.4.1 Lighting has been appropriately provided around the shopping district and would appear to provide an appropriate level of coverage.

### 6.5 Security

- 6.5.1 The frontages of the shops within the district are monitored by CCTV. The nature of the site is open and there are residential properties directly overlooking the shopping area.

### 6.6 Quality

- 6.6.1 The design of the district 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 although road markings and surfacing is worn and is in need of maintenance / replacement.

### 6.7 Disabled Provision

- 6.7.1 Disabled users using public transport are catered for by the provision of a level access leading to the shopping district from the A514 Derby Road and High Street bus stops.
- 6.7.2 Disabled users driving to the Co-op food store have disabled parking bays allocated and marked within the car park but they do not meet modern design standards as they lack dropped kerb links to the shops themselves, shown in **Figure 6.2** below.



**Figure 6.2** Disabled Parking Bay outside Co-op (High Street)

## 6.8 General Condition

- 6.8.1 The general condition and maintenance of the car park and shopping district is average but generally tidy. Lighting and CCTV are provided, although some maintenance is required within the carriageway and to the street furniture. The area provides the impression of a small and frequently used 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	2	5
Pedestrian Facilities	3	5
Public Transport	2	5
Parking	3	5
General	2	5
<b>Total</b>	<b>14</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 Chellaston retail district's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on A514 Derby Road and High Street 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

**Table 7.1** CIHT Suggested Acceptable Walking Distances



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- 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-06034-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 A514 Derby Road and High Street are within 800 metres of the retail district, 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 Chellaston retail district is accessible by the majority of Chellaston 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-06035-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, Shardlow to the east, Melbourne in the south and Stenson to the west.
- 7.3.3 National Cycle Network (NCN) Route 6 lies approximately 740 metres west of the retail district, accessed via Station Road. 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-06036-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 A514 Derby Road (within close proximity to the shopping area) for north-bound services which have a timetable, raised kerb and bus cage within the carriageway.
- 7.4.3 There are two bus stops on the High Street for east and west bound services (within close proximity to the shopping area), which provide a flag, timetable, raised kerb and bus cage.

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- 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 district.
- 7.4.5 The bus stops are located within 250m from the centre of the retail district.
- 7.4.6 The bus service provider in this area is Arriva, with service number 2, 2A, 2B & 2C and operating every 25 minutes in the daytime. These services provide connections between Chellaston, Melbourne, Swadlincote and Derby City Centre.
- 7.4.7 There is no rail station near the shopping district. The nearest main station is Derby Midland Railway Station approximately 6 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 - CHELLASTON

Drg Title:  
ACCESSIBILITY  
WALKING CATCHMENT

Status:  
PRELIMINARY

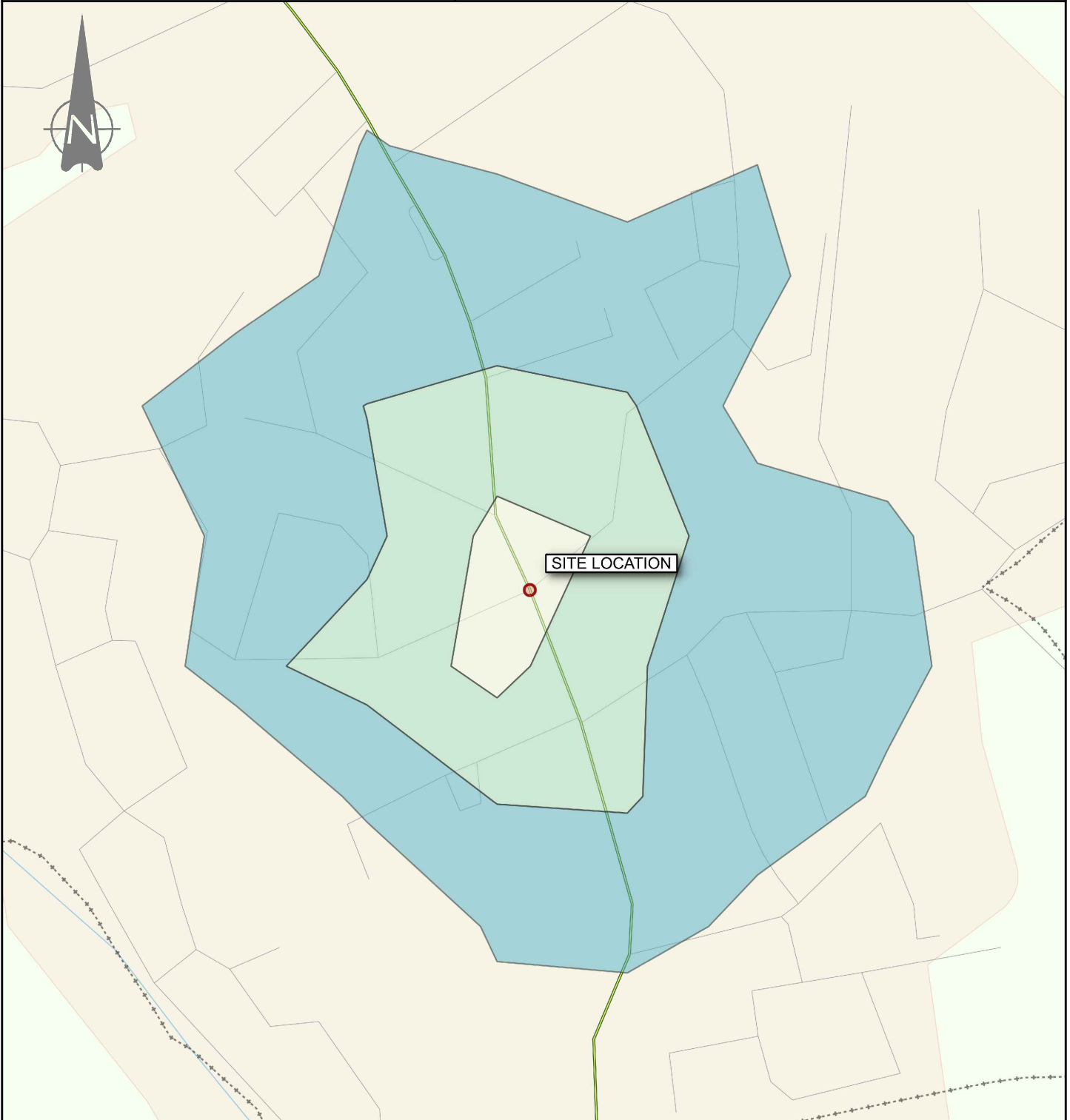
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Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06034 - P01



#### Legend

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



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Project:  
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Drg Title:  
ACCESSIBILITY  
CYCLE CATCHMENT

Status:  
PRELIMINARY

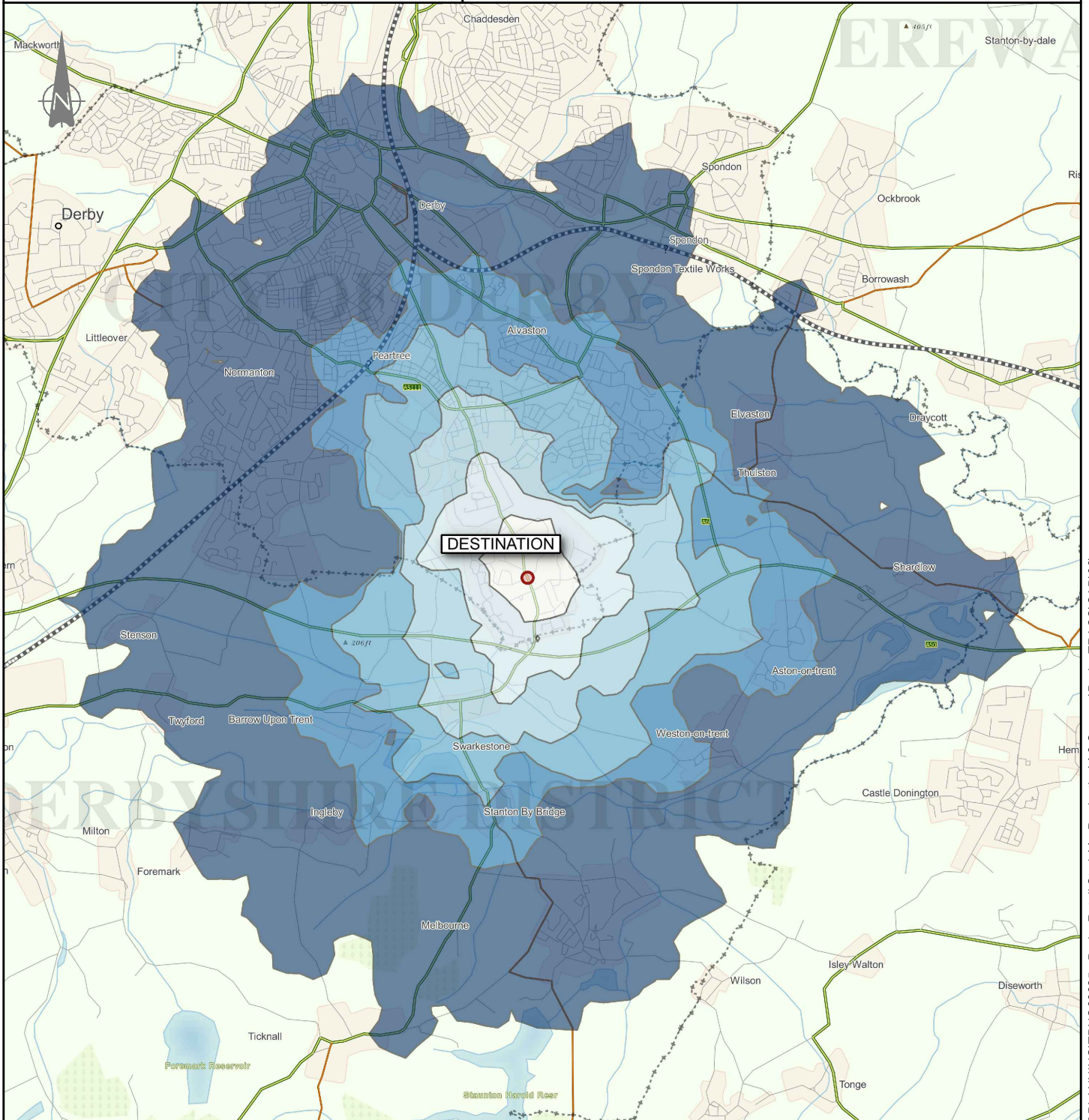
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66625 - CUR - 00 - XX - DR - TP - 06035 - P01



#### Legend

• DESTINATION

Chellaston Cycle Catchment (metres):-

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





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Project:  
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Status:  
PRELIMINARY

Drg Title:  
ACCESSIBILITY  
PUBLIC TRANSPORT  
CATCHMENT

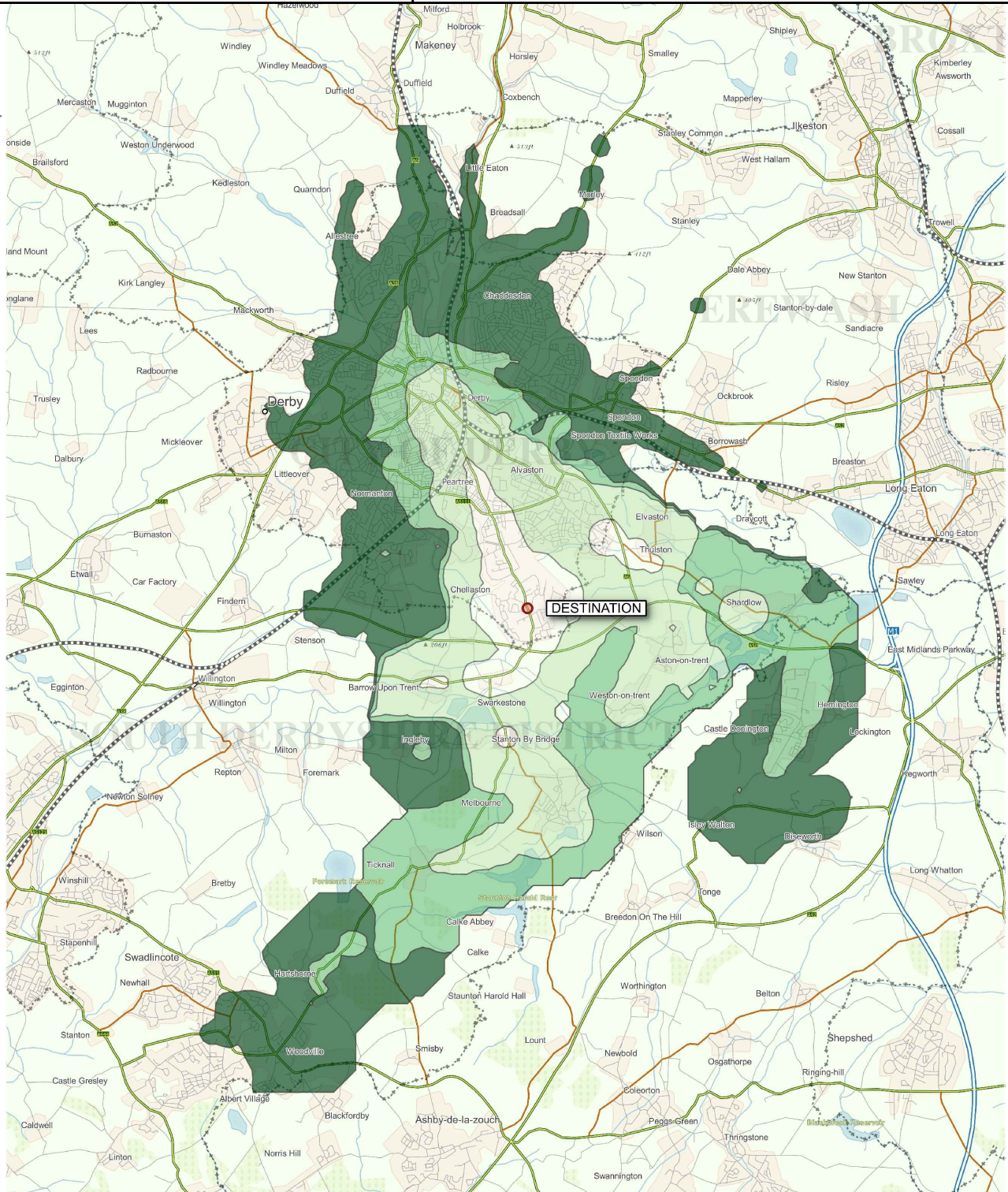
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Designed By: NA Date: 01/08/2018

Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06036 - P01



#### Legend

• DESTINATION

Chellaston Public Transport Catchment (minutes):-

15

30

45

60



## Zone 12 – Chellaston Accessibility & Infrastructure Appraisal

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