

Derby Retail Study

Zone 1 – Derby City Centre Accessibility & Infrastructure Appraisal

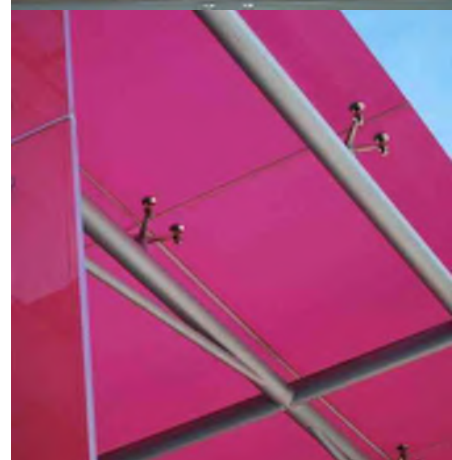
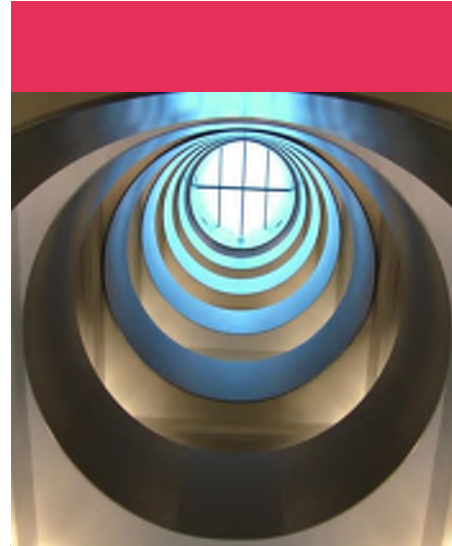
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Zone 1 – Derby City Centre Accessibility & Infrastructure
Appraisal



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Plan 066625-CUR-00-XX-DR-TP-06002-P01 – Cycling Catchment

Plan 066625-CUR-00-XX-DR-TP-06003-P01 – Public Transport Catchment

Appendices

Appendix A - Pedestrianised Streets

Appendix B - Derby City Centre Parking Map

1.0 Introduction

1.1 Purpose of This Report

- 1.1.1 This assessment has been undertaken to consider the Derby City Centre 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 Derby City Centre Retail District is located in central Derby, approximately 15 miles west of Nottingham, 35 miles east of Stoke-on-Trent and 17 miles north of Burton-on-Trent. **Figure 2.1** shows the map of Derby City Centre. Derby City Centre is located within the A601 Derby Inner Ring Road.

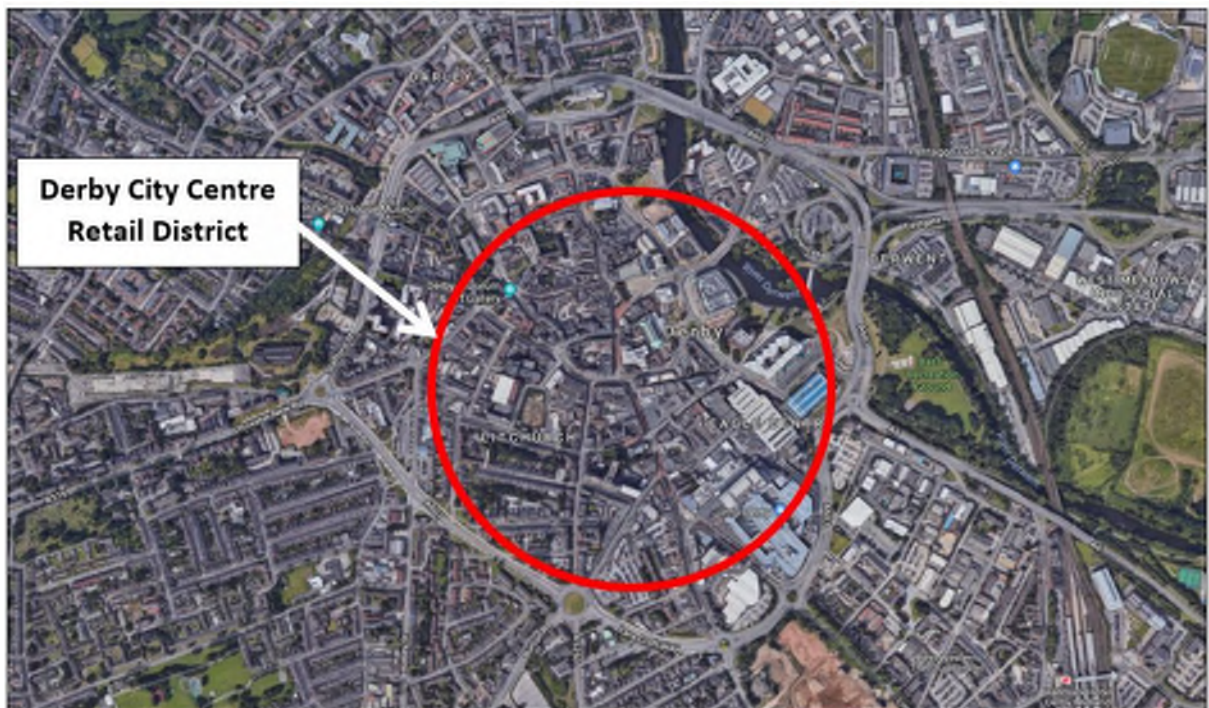


Figure 2.1 Derby City Centre Retail District Location Map

- 2.1.2 For the purposes of this report, the Derby City Centre survey was split into three distinct zones, which are: Cathedral Quarter (located in the north-west of the City Centre), Riverside (located in the north-east of the City Centre) and St Peters Quarter (located in the south of the City Centre), shown in **Figure 2.2**.
- 2.1.3 Derby City Centre Retail District serves the Derby community, in addition to neighbouring residents from Barrow upon Trent, Aston-on-Trent, Castle Donnington, Long Eaton, Stapleford, Ilkeston, Etwall, Belper and Melbourne, which surround Derby. The catchment area extends further beyond these communities, as transport connections to and from Derby City Centre extend far beyond these locations.
- 2.1.4 Derby City Centre consists of a large retail area, which also includes a cathedral, museum & art gallery, theatre, Tourist Information Centre, library, leisure centre, cinema, shopping area and bus station within

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its vicinity. The retail area is mainly surrounded by commercial properties to the north, south, east and west, whilst River Derwent is located in the east of the City Centre, beyond the commercial properties, flowing in a north to south-easterly direction.

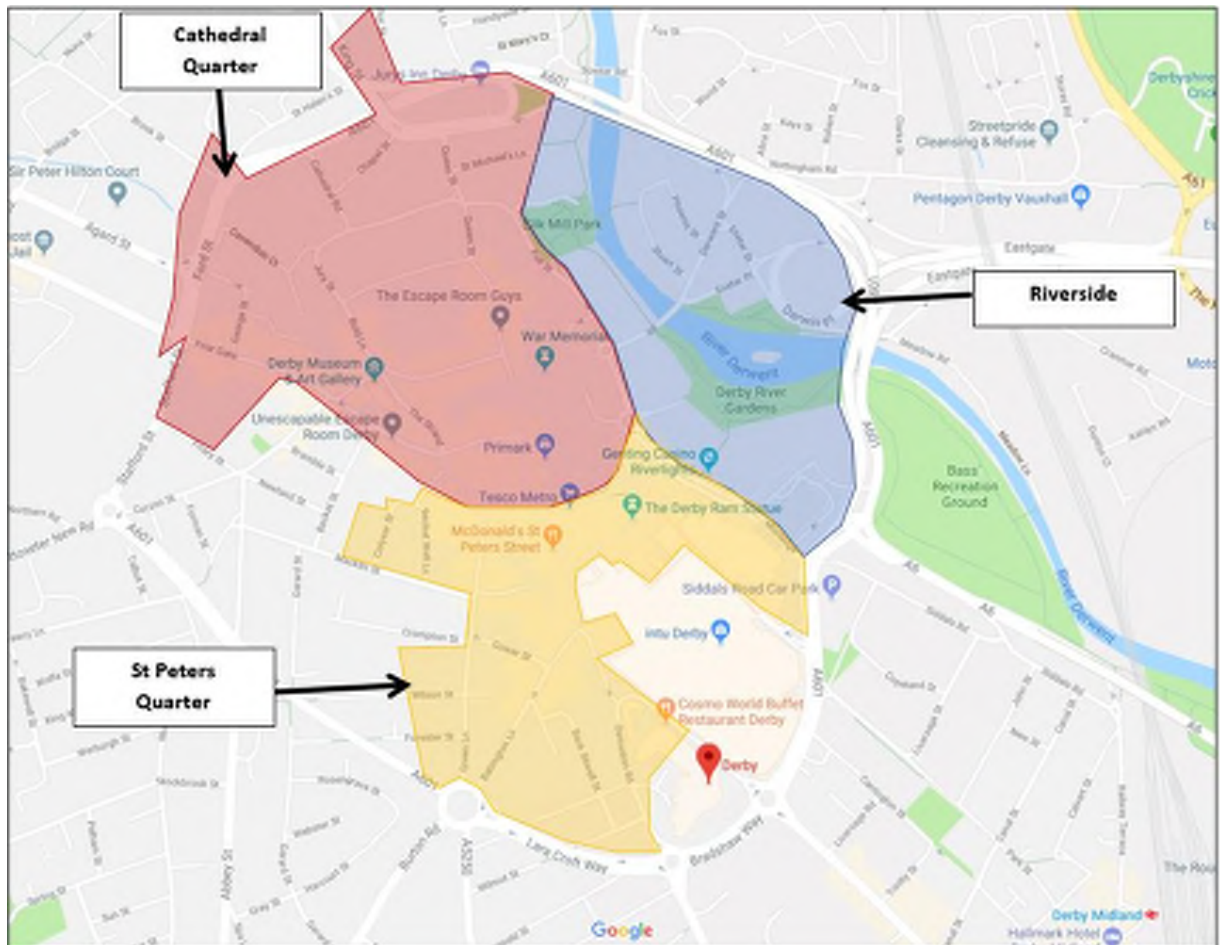


Figure 2.2 Derby City Centre Zones

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 several roads including Bold Lane, The Strand, Queen Street and Derwent Street to the north; Full Street, Corporation Street and Morledge to the east; A601, London Rd, Osmaston Rd and Babington Lane and Green Lane to the south; Friar Gate and Curzon Street and Macklin Street to the west.
- 3.1.2 Other than along the main arterial routes into the city via the streets listed above, additional pedestrian access is also taken from the various pedestrianised streets throughout the City Centre, which were seen to be very busy with high levels of footfall. Connections to and from the various floors of the City Centre retail area are provided with staircases and elevators in different locations to allow people easy access. At the south-east junction of Morledge with A601, a staircase and elevator are provided which give access to Intu Derby Shopping Mall and the Eagle Market. During the survey, a number of people were seen using the staircase to get into the retail area.
- 3.1.3 Service providers and deliveries access the retail district via several routes, including the vehicular routes mentioned above. Deliveries and service vehicles can also access the pedestrian zone, but only between the hours of 17:00 to 10:00, as shown in **Figure 3.7**.

3.2 Streets

Speed Limits

- 3.2.1 The local speed limit on surrounding roads is 30mph. However, speeds surrounding the retail area were observed to be much lower than the maximum speed restriction due to presence of buses, pedestrian crossings and the prominence of the area. Vehicular speeds surrounding parking areas was observed to be lower than the speed limit on the surrounding roads, this was further encouraged by advisory 5mph speed limit signs at the entrance of Phoenix Street car park in the Riverside area.

Design

- 3.2.2 The surrounding road geometry is of a good design using modern standards with carriageways measuring between 5.5m and 8.0m in width. The majority of streets have a two-way traffic flow system, while few operate a one-way system, including The Strand, Bold Lane, Jury Street, Friar Gate and Wardwick.
- 3.2.3 Continuous footways of approximately 2.0m to 5.0m are provided on either side of the surrounding roads. The footways fronting the shopping area are generous measuring between 3.0m to 5.0m wide,

while the paved pedestrianised areas measure up to approximately 14.0m in width, capable of comfortably accommodating large volumes of pedestrian traffic.

- 3.2.4 Car parking spaces are provided on several streets, mostly in the form of parallel parking bays. Off-street parking is also provided within several car parks around Derby City Centre. Car parks are clearly signed from surrounding vehicular routes with appropriate parking and accessible provision for pedestrians, cyclists and motorcyclists.
- 3.2.5 Signalised and non – signalised pedestrian crossings are well located to accommodate the desire lines of pedestrians from vehicle parking areas and bus stops to the retail area. Observations recorded a high volume of pedestrians using different crossing facilities throughout the day, as they made their way into and out of the retail area.

Vehicular Traffic Flow / Congestion

- 3.2.6 The vehicular traffic flow on roads surrounding the retail area at the time of the survey (weekday morning through to late afternoon) was moderate and free flowing in the morning with an increase in vehicular flow as the day progressed, traffic flows were at their peak during and after the midday period.
- 3.2.7 No congestion was observed during the time of the survey. Although traffic flow was observed to be heavy during and after the midday period, traffic flowed freely throughout this time. Slight queues were seen forming at pedestrian signalised crossings as vehicles stopped to give way to pedestrians, but traffic would dissipate quickly once pedestrians had cleared the carriageway.

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 National Cycle Network (NCN) Route 54 and 68 is directed through Derby City Centre, which provides direct accessibility to and from the retail centre. There is clear signage around the City Centre indicating the direction of the cycle routes, shown in **Figure 3.1**.



Figure 3.1 Signage for NCN Route 54 & 68 on Corporation Street – Riverside Area

- 3.4.2 There are segregated and clearly marked cycleways within the vicinity of the shopping area, on Derwent Street, as shown in **Figure 3.2**. The image was captured on Derwent Street and this cycle lane forms part of the NCN Cycle Route 66, which continues into the City Centre. Several cyclists were observed using this cycle lane at the time of the survey. Where there is no marked cycle lane provision on the road, there is sufficient width to accommodate cyclists within the carriageway.



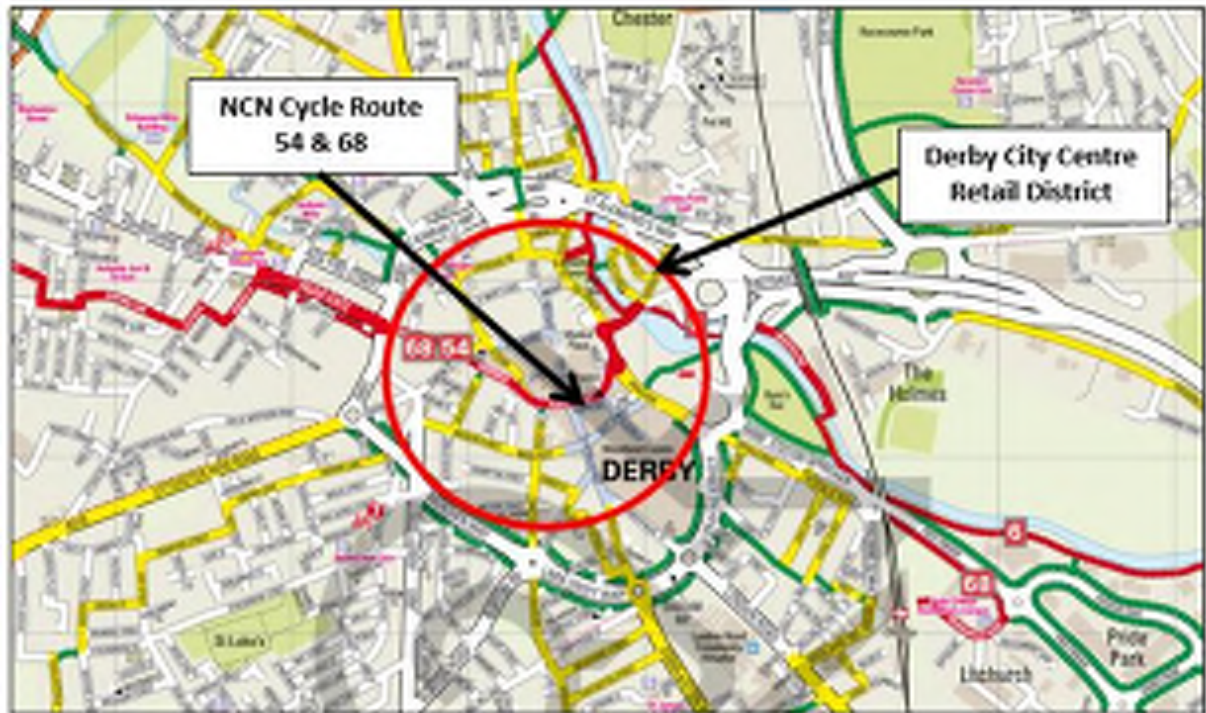
Figure 3.2 Cycle Lane on Derwent Street - Riverside Area

- 3.4.3 There is clearly marked cycle lane provision along Wardwick, past the Central Library heading towards the western side of the City Centre, shown in **Figure 3.3**. The Cycle Lane is in a very good condition and is conveniently located as there is cycle parking provision for up to 32 bicycles outside the Central Library.
- 3.4.4 This cycle lane forms part of the NCN Cycle Route 66, which continues into the City Centre before heading out of the City Centre in a westerly direction towards residential areas of New Zealand and Kingsway.



Figure 3.3 Cycle Lane Markings on Wardwick – outside the Central Library

3.4.5 **Figure 3.4** shows the NCN Route 66 and its location in relation to Derby City Centre retail district. It traverses the City Centre in an east to west direction and can be accessed via Derwent Street, Albert Street, Wardwick and Friar Gate.



SOURCE: Derby City Council

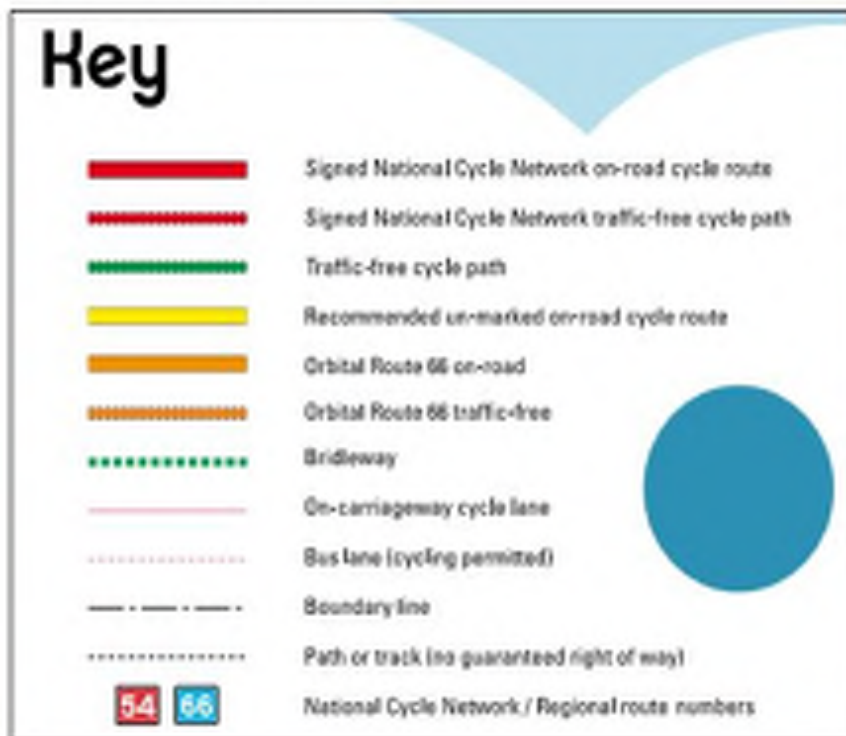


Figure 3.4 NCN Route 54 & 68 in relation to Derby City Centre Retail District

Cycle Storage / Parking

- 3.4.6 There are numerous cycle parking provisions in various locations around Derby City Centre. The parking stands are in good condition and are well positioned in convenient locations.
- 3.4.7 Within the Riverside Area there is provision cycle parking for more than 70 bikes within the shopping area, by way of Sheffield stands. Cycle parking provision for 42 cycles at Derby Bus Station is shown in **Figure 3.5**. The cycle parking location is in a convenient and safe position located along the main frontage of the Bus Station. At the time of the survey, 19 bicycles were parked in the cycle parking area.
- 3.4.8 There is also cycle parking provision for up to 22 bikes near the Derby River Gardens / Riverside Park area behind the Genting Casino Riverlights building. The cycle stands are of good quality and well positioned in public view for natural surveillance. Several other cycle stands were identified on Morledge, ideally located outside the shopping frontages, in full view of the public and in good condition.



Figure 3.5 Cycle Parking Stands outside Derby Bus Station - Riverside

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- 3.4.9 Not only is there provision for cycle parking, Derby City Centre also provides a bike pump which can be used by the public which is shown in **Figure 3.6** and is located near the entrance to Derby Council House on Morledge, which is towards the Riverside Area.



Figure 3.6 Public bike pump near Derby Council House on Morledge

- 3.4.10 In the Cathedral Quarter area there is cycle parking provision identified for more than 134 bikes within the shopping area, by way of Sheffield stands. Central Library which is located on Wardwick, provides cycle parking provision for up to 32 bikes. During the time of the survey one bicycle was occupying one of the stands, as shown in **Figure 3.7**. The cycle parking location is in an appropriate position as it is both conveniently located and overlooked.
- 3.4.11 Eight Sheffield stands were also identified near the Victoria Street bus stops in the City Centre. A bicycle was parked on one of the stands at the time of the survey. The Derby Quad area in the Market Place Pedestrian Zone has provision for up to 20 bikes, where 2 bikes were parked at the time of survey.
- 3.4.12 Cycle parking provision was also identified on Friar Gate where two Sheffield stands are sited, Derby College provides 16 Sheffield stands, and two Sheffield stands are located outside Queens Leisure Centre on Cathedral Rd.



Figure 3.7 Cycle Parking stands outside the Central Library - Cathedral Quarter

- 3.4.13 Adjacent to Queens Leisure Centre, there is an ebike (electric bike) docking station which accommodates up to eight bikes. The ebike scheme was launched in Derby in June 2018 and plans to see 200 electric bikes provided for hire across 30 locations in Derby, making it the UK's largest electric bike scheme.
- 3.4.14 In order to use the bikes, cyclists are required to register through the ebikes Derby website (ebikesderby.com) or the Social Bicycles App for iOS or Android. After use, the bike can be returned to any available ebike docking station. It costs 3p per minute to hire out the bikes.
- 3.4.15 An ebike docking station was also identified on Victoria Street, which can accommodate 8 bikes, shown in **Figure 3.8**. Ebike stands were also identified on Market Place within the pedestrianised zone.
- 3.4.16 The ebike stands have been located in appropriate positions with high footfall, in areas which are conveniently located and over looked by the public.



Figure 3.8 EBIke Stand in Derby City Centre – Victoria Street - Cathedral Quarter

- 3.4.17 In the St Peters Quarter area, during the time of the survey, there was cycle parking provision identified for more than 40 bikes within the retail area, by way of Sheffield stands. Morledge has cycle parking provision for up to 20 bikes. The Pedestrianised Zone on St Peters Street has parking provision for up to 8 bikes just outside the Tesco Metro store. The cycle stands are in good condition and at a very convenient location and are overlooked, as shown in **Figure 3.9**.



Figure 3.9 Cycle Parking in Pedestrianisation Zone - St Peters Street

- 3.4.18 On St Peters Street, there is cycle parking provision for up to eight bikes by way of four Sheffield stands and docking stations for eight electric bikes outside Puregym, as shown in **Figure 3.10**. The cycle stands are in good condition and conveniently located for those cycling to the gym.
- 3.4.19 As a general observation, across Derby City Centre there is ample provision for cycle parking in various locations. The cycle parking stands provided are mostly Sheffield stands which are in good condition, well maintained and conveniently located in safe and open areas where there is high pedestrian movement. Several bikes were seen occupying the cycle parking stands, while cyclists were also observed using the ebikes and docking facilities.



Figure 3.10 Cycle Parking outside Puregym (Intu Derby) St Peters Street – St Peters Quarter

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 Derby City Centre has a large pedestrianised zone which attracts high levels of footfall. The pedestrianised areas are busy during the daytime and evening periods, especially on St Peters Street, Corn Market, Iron Gate and Market Place. The pedestrianisation scheme was introduced in August 1992 when traffic patterns were altered and vehicular traffic was separated from pedestrians, with a view to improving air quality and the shopping experience. **Figure 3.11** shows the pedestrianised streets within the City Centre. The full map is shown in **Appendix A**.



Figure 3.11 Pedestrianised Zone Map - Derby City Centre

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- 3.6.2 **Figure 3.12** shows the pedestrian zone towards East Street in St Peters Quarter, which lies to the east of Derby City Centre. Signage is shown to indicate the point where the pedestrian zone begins. Signage also indicates that no vehicles are permitted in this pedestrian zone, with the exception of delivery vehicles between 17:00 and 10:00. The pedestrian zone operates a one-way vehicular traffic flow system, as shown in **Figure 3.12**. The footways measure approximately 14 metres in width, wide enough to comfortably accommodate large volumes of pedestrian footfall.
- 3.6.3 The pedestrian zone is clean and tidy, well maintained with suitably positioned street furniture and people can be seen moving around with ease.
- 3.6.4 The Eagle Market lies to the left of the view in **Figure 3.12** below. During the time of survey, people were observed to be walking between the pedestrian zone and the Eagle Market.



Figure 3.12 Pedestrianised Zone - East Street - St Peters Quarter

- 3.6.5 **Figure 3.13** shows the pedestrianised zone along St Peters Street, in St Peters Quarter during the mid-day peak period. St Peters Street has a pleasant atmosphere with ample and well positioned street

furniture to enable free pedestrian movement. The footway is generous, measuring approximately 14 metres wide, which can comfortably accommodate large volumes of pedestrian traffic.

- 3.6.6 Footways are clean, tidy and well maintained. Street lighting columns are provided at frequent intervals in the pedestrian zone which increases the security of shoppers by creating a well-lit, open space for natural surveillance of the pedestrianised zone.



Figure 3.13 Pedestrianised Zone - St Peters Street - St Peters Quarter

- 3.6.7 **Figure 3.14** shows the pedestrianised zone on Corn Market in the Cathedral Quarter. This image was captured after 18:00, when light pedestrian footfall was observed. The pedestrian zone is generally tidy and clean, and well-maintained surfacing enhances the appearance of the pedestrian zone.



Figure 3.14 Pedestrianised Zone - Corn Market - Cathedral Quarter

3.6.8 Cycling is permitted within the pedestrian zone but only from 17:00 – 10:00, as shown in **Figure 3.15**. **Figure 3.14** identifies a cyclist within the pedestrian zone and a number of cyclists were observed cycling at the time the survey was undertaken.



Figure 3.15 Cycling inclusion in the pedestrian zone – Derby City Centre

3.6.9 Although some cities ban cycling in pedestrian zones for safety reasons, the Department for Transport has recommendations for cycling in pedestrian zones, after a study was carried out by Transport Research Laboratory (TRL) in 1993. The study was based on hour-long footage of 21 pedestrianised sites – 12 in Britain, followed up by 12-hour video recording sessions at four British sites, and questionnaires.

3.6.10 The central conclusion of the TRL study, which was also repeated by the DfT guidance is that

‘Observation revealed no real factors to justify excluding cyclists from pedestrianised areas, suggesting that cycling could be more widely permitted without detriment to pedestrians.’

3.6.11 One of the main reasons for reaching this conclusion is how people cycling in these areas behave. They have an interest in self-preservation; they slow and adapt their behavior to how people are walking around them. The study makes an analogy with people running in pedestrian areas. They run faster when the street is open and clear, but when it is busier and congested, they slow.

3.6.12 Although the Derby City Centre Pedestrian zone footways are generally tidy, clean and well maintained, some sections need attention. During the survey, some sections of the footway along Corn Market were broken and uneven, in need of repair. They pose a trip hazard to pedestrians and could be a deterrent to some people, who might choose to shop in safer environments. **Figure 3.16** shows broken surface along the Corn Market pedestrianised zone.



Figure 3.16 Broken Footway in Pedestrianised Zone - Corn Market – Cathedral Quarter

3.6.13 Some sections of pedestrianised footway on Sadler Gate had cracked paving in need of repair, shown in **Figure 3.17**.



Figure 3.17 Cracked footway in Pedestrianised Zone - Sadler Gate - Cathedral Quarter

Crossing Facilities

- 3.6.14 There are numerous sets of signalised and non-signalised pedestrian crossings around Derby City Centre. The crossing facilities have dropped kerbs, tactile paving and are in good working condition. The crossing facilities are appropriately located to enable safe crossing of roads and provide access to the shopping areas and surrounding bus stops.
- 3.6.15 For pedestrians approaching the retail area from the north of the City Centre, there are two sets of staggered toucan signalised crossing facilities connected by a central reservation at the junction of A601 King Street with Queen Street, both have dropped kerbs and tactile paving as shown in **Figure 3.18**. The crossings are both in good condition and pedestrians were seen using the crossings during the time of the survey (weekday morning). The City Centre lies to the east of the crossing, while Jurys Inn Hotel and residential properties lie to the west of the crossings.



Figure 3.18 Staggered Toucan Crossing at A601 King Street junction with Queen Street

- 3.6.16 For pedestrians approaching the retail district from the eastern side of the City Centre, the main signalised crossing facility utilised is a toucan crossing provided on Morledge with dropped kerbs and tactile paving which links the Riverside Area with the St Peters Quarter pedestrianised zone on East Street. The toucan crossing is illustrated in **Figure 3.19**. During the time of survey, the crossing was seen to be very busy, as it is also the main signalised pedestrian crossing linking the bus station to the pedestrianised zone. Derby Bus Station is located approximately 50 metres west of the crossing.
- 3.6.17 Many people seen using this crossing were either making their way to or from the bus station. Some of the people using this crossing were coming from the Riverside Area, making their way to the Eagle Market, which is located approximately 40 metres north-east of the crossing.



Figure 3.19 Toucan Crossing on Morledge linking Riverside Area with St Peters Quarter Pedestrian Zone

- 3.6.18 For pedestrians approaching the retail area from the southern direction of the City Centre, there is a Zebra crossing provision on London Road, which faces directly into towards Intu Derby shopping centre, shown in **Figure 3.20**.
- 3.6.19 The Zebra crossing in **Figure 3.20** is appropriately located as it provides a link to into the shopping centre entrance. The crossing has dropped kerbs and tactile paving.
- 3.6.20 A south-bound bus stop is located approximately 140 metres east of this Zebra crossing. The crossing is therefore conveniently located for those alighting buses and making their way to the retail area.



Figure 3.20 Zebra Crossing on London Rd linking London Rd with Intu Derby Shopping Mall

- 3.6.21 For pedestrians approaching from the west of the City Centre, there is a signalised pelican crossing along Bold Lane, which was seen to be used by many people during the time of the survey (weekday afternoon). This crossing is appropriately located to enable safe crossing from the Parksafes Car Park towards the retail area. Parksafes Car Park lies approximately 50 metres south-west of this crossing, while the retail district lies north-east of this image.
- 3.6.22 During the time of the survey (weekday afternoon), pedestrians were observed using the crossing, as they made their way from the retail area, walking back to the Parksafes Car Park, shown in **Figure 3.21**.
- 3.6.23 Other busy crossings observed during the survey include the staggered toucan crossing on A601 Ford Street, linking A601 Ford Street with Derby College (Joseph Wright Centre). Many people were seen using this crossing, particularly students coming to or leaving the college. The signalised toucan crossing on Victoria Street linking the St Peters Street Pedestrian zone with the Corn Market Pedestrian

zone was also seen to a very busy. The toucan crossing on Albert Street, linking Albert Street to the pedestrianised zone on Exchange Street was also heavily used by pedestrians.



Figure 3.21 Pelican Crossing on Bold Lane near Parksafes Multi-storey Car Park

Accessibility

- 3.6.24 The streets surrounding the retail area provide good levels of pedestrian accessibility with dropped kerbs and tactile paving provided in appropriate locations. There is a toucan crossing on Morledge to the east of the City Centre, which provides a safe crossing point linking the riverside area and the Derby Bus Station, to the retail area. There is also a pedestrian crossing on Bold Lane, to the east of the City Centre, which provides a safe crossing point linking Parksafes Car Park to the retail area. To the south of the City Centre, there is a zebra crossing linking London road to the retail area, particularly the Intu Derby shopping centre. In the north of the City Centre, there is a staggered toucan crossing which links A601 King Street with the northern part of the retail area.
- 3.6.25 There are several other pedestrian crossings within the retail area, where dropped kerbs and tactile paving are provided in appropriate locations to link bus stops and car parking facilities to the retail area.

- 3.6.26 A flight of stairs and elevator have been provided south east of the City Centre, linking A601 Traffic Street with The Eagle Market and Intu Derby shopping centre. The elevator is located below the steps, towards the right, shown in **Figure 3.22**.



Figure 3.22 Pedestrian Access into Intu Derby & The Eagle Market - A601 Traffic Street

- 3.6.27 Traffic flows were observed to be low with speeds of approximately 30mph, while speeds surrounding the retail area were much lower than the speed restriction (30mph) due to the prominence of the retail area. Vehicle speed around the car parks was as low as 5mph.
- 3.6.28 Level surface access is provided internally within the area, which is ideal for those with mobility impairments.

Ped/Cycle Flow

- 3.6.29 At the time of the survey (weekday morning till afternoon), there was moderate pedestrian flow in the morning, and as the day progressed the footfall gradually increased and the City Centre became very busy especially during the mid-day period, as the day continued, the pedestrian flow continued to increase. Cycle flow was very low in the morning and as the day progressed cyclist movement increased.

- 3.6.30 Around the Riverside area, there were high levels of pedestrian movement observed as people made their way to Derby Bus Station from the shopping area and vice-versa. Many pedestrians and cyclists were also seen making their way towards the riverside / canal side area where Derby River Gardens are located. Morledge was very busy with people walking around the shopping area, some walking towards the Council Offices, any others walking towards bus stops on Morledge. There was a lot of movement observed around the Genting Casino Riverlights building on Morledge, near the Bus Station.
- 3.6.31 In the Cathedral Quarter area, there were high levels of pedestrian movement observed along the Corn Market and Iron Gate pedestrianised zone. Many people were also walking around the Derby Quad area either walking through, taking a break on seating, visiting one of the eating outlets or going to the cinema. Many people were also walking in the direction of the Derby Cathedral and were seen to be touring the building. A number of people were also observed sitting around the Silk Mill Park. Many people were seen walking to the bus stops on Victoria Street. Friar Street was also very active with a high volume of pedestrians.
- 3.6.32 In the St Peters Quarter area, there were high levels of pedestrian movement observed particularly in the St Peters Street Pedestrianised area. East Street pedestrianised area also had very high footfall. Many people were seen walking towards the Eagle Market and Intu Derby shopping centre.

Conflict Areas

- 3.6.33 No conflict areas were identified during the survey. There are several pedestrian signalised crossing points appropriately located around the shopping area.

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 & Services

- 4.1.1 Derby Bus Station is located on Morledge, within the Riverside area. The bus station is located in the east of the City Centre. It is located 223m from the town centre, which is a 3-minute walk and is 1km away from the Derby Midland Rail Station. The bus station was opened on 27 March 2010 and is owned by Derby City Council. There are toilet facilities provided, coffee bar and fast food services at the Bus Station. The inside terminal of Derby Bus Station is shown in **Figure 4.1**.
- 4.1.2 There are 24 bays for local bus services and 5 coach bays. The main bus operators and service numbers operating from Derby Bus Station are shown in **Figure 4.2**, typically operating every 15 – 30 minutes in the daytime. Other than providing services to destinations in the locality around Derby, the bus station also provides intercity connections to more than 20 cities in the UK including Nottingham, Birmingham, London, Sheffield and international bus connections to Poland.



Figure 4.1 Derby Bus Station – Riverside Area

Service Number	Route	Principal Operator	Service Number	Route	Principal Operator
1 1A	Derby - Rail Station - Alvaston - Boulton Lane Estate	Arriva Midlands	26	Derby - Chaddesden - Oakwood	Yourbus
1 1A	Derby - Rail Station - Alvaston - Boulton Lane Estate	Yourbus	35	Derby - Littleover - Mick-leover - Havenbault Lane	Notts & Derby
2 2A	Derby - Allenton - Shelton Lock - Chellaston	Arriva Midlands	38	Derby - Sinfen Lane - Sinfen	Arriva Midlands
2B 2C			55	University - Uttoxeter New Road (circular)	Notts & Derby Unibus
4 4A	University - Markeaton	Notts & Derby Unibus			
4	Derby - Allenton - Alvaston - Derby circulars	Arriva Midlands	Ab Ag	"The Allestree" blue/green	Trent Barton
		Arriva Midlands		Derby - Allestree - Derby	
5 5A	Derby - Littleover Lane - Sunnyhill - Littleover - Derby (circular)	Arriva Midlands	D1	Derby - Meteor Centre	Notts & Derby
6	Rail Station - Derby - University	Notts & Derby Unibus	F1	Derby - Pride Park - Alvaston - Boulton Lane Estate	Arriva Midlands
7	University - Bridge Street	Notts & Derby Unibus	HQ	"Harlequin"	Trent Barton
				Derby - Heatherton Village	
7	Derby - Stenson Road - Sinfen	Arriva Midlands	Mb Mg	"The Mickleover" blue/green	Trent Barton
8	Derby - Slack Lane - Mackworth Estate	Arriva Midlands		Derby - Mickleover	
9	Derby - Ashbourne Road - Mackworth Estate	Arriva Midlands	P&R	"Park & Ride"	Arriva Midlands
17A	Derby - Darley Abbey - Allestree	Notts & Derby		Derby city centre - Pride Park - Wyvern Park	
20	Derby - Chaddesden (Roosevelt Avenue)	Arriva Midlands	ROY	"Royal Derby"	Trent Barton
20	Derby - Chaddesden (Roosevelt Avenue)	Yourbus		Royal Derby Hospital - City Centre - London Road Hospital	
22 24	Derby - Chaddesden - Oakwood circulars	Arriva Midlands	SF	"Spondon Flyer"	Trent Barton
26	Derby - Chaddesden - Oakwood	Arriva Midlands		Derby - Spondon	

Source: http://www.derbybus.info/times/tt_local.htm

Figure 4.2 Derby Bus Station - Bus Operators, Routes & Service Numbers

- 4.1.3 There are several bus stops within the Derby City Centre area, some of which some are individual bus stops, while others are clustered together in one location. The bus stops identified in the City Centre typically have a flag, pole, timetable, shelter, seating, raised kerb, bus layby or bus cage within the carriageway. Most of the bus stops have real time information provided.
- 4.1.4 The key bus stops identified in the Riverside area were on Derwent Street where east and west-bound services are provided, and on Morledge where north and south-bound services can be accessed. The bus stops on Derwent Street are located 170m and 230m east of the shopping area, while the bus stops on Morledge are located 30m east of the shopping area.
- 4.1.5 The service providers in this area are The Sixes, The Sevens, Notts + Derby, Allestree Blue Route, Allestree Green Route, Your Bus, Meteor and D1 Park & Ride. Service numbers operating in this area are 6X, 7.1, 59, D1 and Y59, operating every 15 – 20 minutes in the daytime.
- 4.1.6 These services provide connections between Derby City Centre, Belper, Heanor, Meteor Centre, Ilkeston and West Hallam.
- 4.1.7 The east-bound bus stop on Derwent Street is shown in **Figure 4.3**.



Figure 4.3 East-bound bus stop on Derwent Street – Riverside Area

- 4.1.8 The key bus stops identified in the Cathedral Quarter were on Victoria Street (north & south-bound services), Wardwick (north-west bound services), Corporation Street (north-east bound services), Friar Gate (north-west bound services) and Bold Lane (north-bound services). These bus stops are located within 300m of the shopping area.
- 4.1.9 The operators providing services at these stops are Amberline, Arriva, Notts + Derby, The Mickleover Blue Route, The Mickleover Green Route, The Nines, The Villager, Trentbarton, Swift and Unibus. Service numbers by these providers are H1, 8,9, 9.1, 9.3, Unibus 5 & 6, V1, V3 and X38, operating every 15 – 20 minutes in the daytime.
- 4.1.10 These services provide connections between Derby City Centre, Markeaton Park, Knightsbridge, Mackworth, Mickleover, Allestree and Ashbourne, Uttoxeter Bus Station, Derby Royal Hospital, Burton-on-Trent and Barrow-on-Trent.
- 4.1.11 The south-bound bus stops on Victoria Street are shown in **Figure 4.4**.



Figure 4.4 Bus stops on Victoria Street - Cathedral Quarter

- 4.1.12 The key bus stops identified in the St Peters Quarter were on Osmaston Rd (north and south-bound services), London Rd (north and south-bound services), Morledge (north and south-bound services) and Albert Street (east and west-bound services). These bus stops are located within 130m of the shopping area.
- 4.1.13 The operators providing services from these stops are Arriva, Sapphire 38, Royal Derby, The Sixes, Notts + Derby, Ilkeston Flyer, Indigo, Red Arrow, Skylink, Littles, Your Bus, Unibus, G&J Holmes and Ashbourne Community Transport (Demand Responsive Service). Service numbers by these providers are 2, 2A, 2B, 2C, 4, 5, 5A, 6, 7, 38, 212, operating every 10 – 20 minutes in the daytime.
- 4.1.14 These services provide connections between Derby City Centre, Derby Rail Station, Royal Derby Hospital, Shipley View, Sinfen Moor, Swadlincote, Alvaston, Barrow-on-Trent, Nottingham and Leicester.
- 4.1.15 The south-bound bus stops on Osmaston Rd are shown in **Figure 4.5**.



Figure 4.5 Osmaston Rd Bus Stops - St Peters Quarter

- 4.1.16 The bus stop facilities around Derby City Centre and generally in good condition, unlike the east and west-bound bus stops on Albert Street, located approximately 160m south west of the Albert Street junction with Morledge. The bus lay by surface is uneven, made of different material and some sections of surfacing are missing. The surfacing at the bus stop is a trip hazard, looks unsightly and needs to be repaired, shown in **Figure 4.6**.



Figure 4.6 Broken & Uneven Bus Layby Surface on Albert Street - St Peters Quarter

Accessibility

- 4.1.17 The bus stops within Derby City Centre retail area are generally suitable for 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 in close proximity to the shopping area. The nearest train station, Derby Midland Rail Station is approximately 1.1 km from the City Centre, which is approximately a 17-minute walking distance. Derby Midland station provides a high number of direct connections to local and national destinations on a high frequency basis. The station has also recently undergone a series of capacity and concourse improvements.

4.3 Taxis

Taxi Ranks

- 4.3.1 There are several taxi ranks provided around the shopping area, particularly in locations where there is high footfall. Taxi ranks were identified in several locations including the Market Hall (**Figure 4.7**), located north-east of the City Centre, Derby Bus Station (**Figure 4.8**), located south-east of the City Centre and outside Intu Derby shopping centre on London Road (**Figure 4.9**), located south of the City Centre. Taxis were also parked along Osmaston Rd (south of the City Centre) and Corporation Street (north-east of the City Centre).
- 4.3.2 Observations at the time of survey recorded a heavy presence of taxis within the City Centre, either plying for hire or in service.



Figure 4.7 Taxi Rank outside Market Hall - Cathedral Quarter



Figure 4.8 Taxi Rank outside Derby Bus Station – Riverside



Figure 4.9 Taxi Rank outside Intu Derby Shopping Centre on London Rd - St Peters Quarter

4.4 Public Transport Scoring

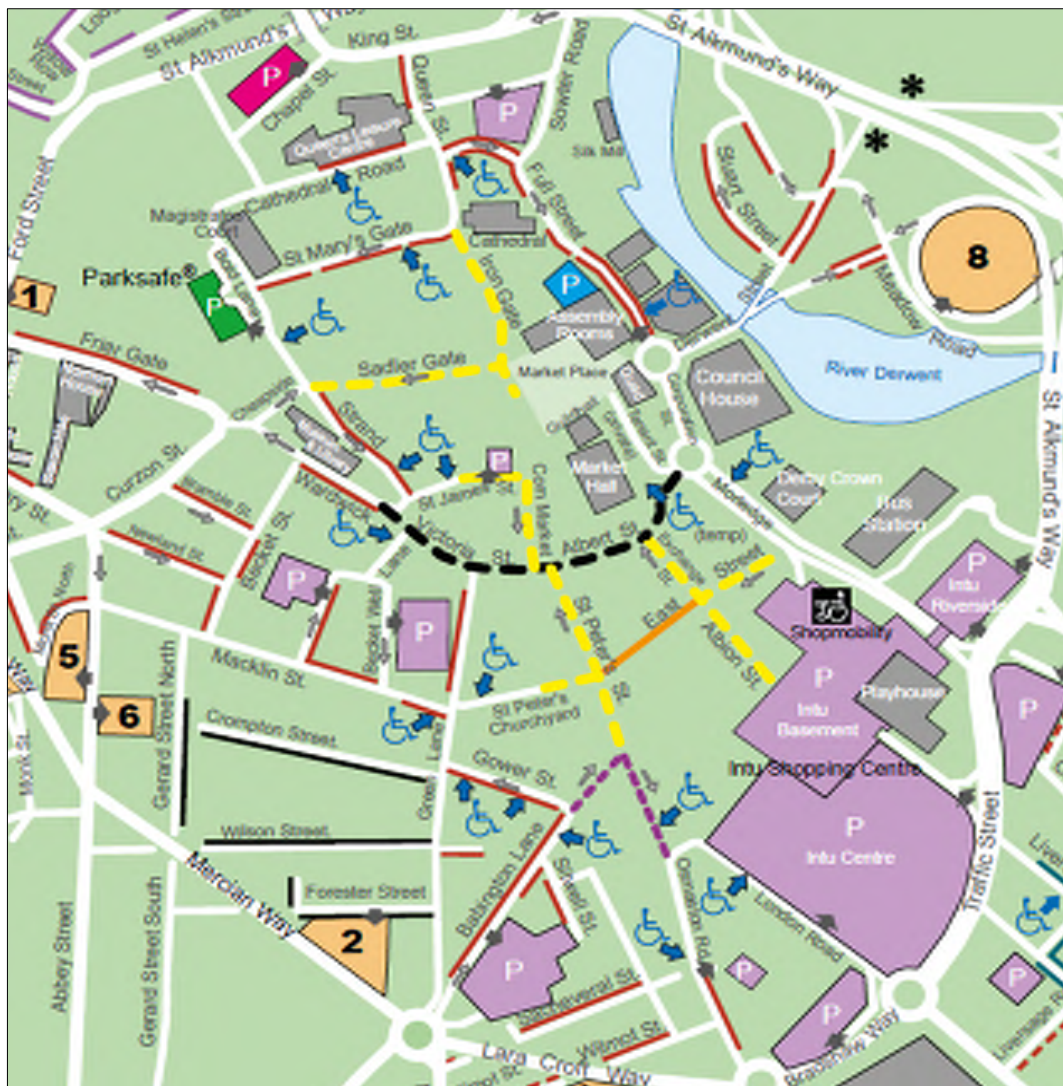
Public Transport	
Score	Criteria
5	Well positioned and accessible bus stops with excellent facilities in good condition. Access available to frequent services which serve various destinations.
4	Accessible bus stops with good facilities in good condition, providing access to frequent bus services.
3	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

5.1.1 **Figure 5.1** shows the Derby City Centre Parking Map. The full map is shown in **Appendix B**.



Source: Derby City Council

KEY:

- Bus, cycle and Hackney Carriages only
- No vehicles 10am to 5pm
Access only outside these hours
- Pedestrian Street
- Access only
- On-street charging
- Railway station area season tickets
- P Parking for blue badge holders
- One-way system - all traffic

Figure 5.1 Derby City Centre Parking

Zone 1 – Derby City Centre Accessibility & Infrastructure Appraisal

- 5.1.2 Derby City Centre has considerable parking provision around the retail area in the form of both on street and off-street parking facilities. Some of the car parking sites are owned by the council while other parking areas are privately owned, shown in **Figure 5.1** and **Appendix B**.

On-Street Parking

- 5.1.3 There are formal on-street parking restrictions (double yellow lines), prohibiting parking at any time, within the City Centre main retail areas, but parking is permitted on particular streets including Queen Street, Full Street, Cathedral Road, The Strand, Wardwick, Friar Gate, Gower Street and Babington Lane.
- 5.1.4 Vehicles can only enter the pedestrian zone for servicing and delivery between 5pm and 10am.
- 5.1.5 **Figure 5.2** shows on-street parking on Babington Lane, which lies south of the City Centre. This is a one-way street and was very busy during the time of the survey (weekday afternoon). The parking area on Babington Lane was observed to average approximately 95% capacity, with a high turnover.



Figure 5.2 On - Street parking on Babington Lane - St Peters Quarter

Zone 1 – Derby City Centre Accessibility & Infrastructure Appraisal

- 5.1.6 During the survey on-street parking bays identified south of the City Centre (St Peters Quarter) could accommodate more than 60 vehicles and had a usage capacity of approximately 90%. Disabled parking bays identified in the south of the City Centre, within close proximity to the shopping area could accommodate more than 45 vehicles, particularly along St Peters Street, London Rd and Babington Lane.
- 5.1.7 **Figure 5.3** shows on-street parking on The Strand, which lies west of the City Centre. This is a one-way street and was very busy during the time of the survey (weekday afternoon). The parking area on The Strand was observed to average approximately 90% capacity, with a high turnover.



Figure 5.3 On - Street Parking on The Strand - Cathedral Quarter

- 5.1.8 During the survey, standard on-street parking bays identified north and north-west of the City Centre (Cathedral Quarter) could accommodate more than 50 vehicles and had a usage capacity of approximately 90%. Disabled parking bays identified in the north and north-west of the City Centre, within close proximity to the shopping area could accommodate more than 10 vehicles, particularly along The Strand, Friar Gate and Full Street.

Zone 1 – Derby City Centre Accessibility & Infrastructure
Appraisal

- 5.1.9 There is adequate provision of disabled parking within the Derby retail district along several streets including Morledge, St Peters Street, Green Lane, Gower Street, Babington Lane, St Peters Churchyard, The Strand, St James Street, St Mary's Gate, Cathedral Road and Full Street.
- 5.1.10 The disabled bays are clearly demarcated and meet appropriate design standards with dropped kerb links to the retail area as identified in **Figure 5.4**.
- 5.1.11 **Figure 5.4** shows a disabled parking bay on Morledge, which is a very busy street in terms of vehicular and pedestrian flows and is located at the east of the City Centre. The disabled parking area on Morledge can accommodate up to two vehicles. There are dropped kerbs around the disabled bays to facilitate easy movement from the parking bay to the retail area. At the time of the survey, the disabled parking area was occupied by two vehicles.



Figure 5.4 Disabled Parking Bay on Morledge - St Peters Quarter

5.1.12 During the survey, car club parking bay was identified on Friar Gate. The benefits of car sharing and car clubs are that it is a sustainable measure to reduce single occupancy vehicular trips and provides congestion reductions and cost savings through reduced car use. It offers time savings as priority parking enables users to spend less time looking for a parking space. **Figure 5.5** shows a car club parking bay on Friar Gate.



Figure 5.5 Car Club Parking Bay on Friar Gate - Cathedral Quarter

Off-Street Parking (within the Shopping Area)

5.1.13 There are several off-street surface car parking areas within the Derby City Centre Retail District. In the Cathedral Quarter, several off-street car parks were identified including Full Street Car Park with capacity for approximately 43 vehicles; Sowther Rd Car Park with capacity for approximately 46 vehicles and Derby Cathedral Public Car Park with capacity for 80 vehicles. St Peters Courtyard Car Park in St Peters Quarter was identified to have capacity for approximately 70 vehicles. These car parks were observed to be close to full capacity at the time of the survey.

5.1.14 **Figure 5.6** shows Full Street car Park, which lies north-east of the City Centre. The car park had approximately 90% occupancy level at the time of the survey (weekday morning), with a high turnover rate. Several cars were seen driving out of the car park, while others were driving into the car park.



Figure 5.6 Full Street Car Park in Cathedral Quarter

5.1.15 There are several multi-storey car parks in the City Centre which are owned by the Local Authority. These include: Assembly Rooms (214 spaces); Chapel Street (524 spaces) and Parksafes (331 spaces).

5.1.16 Eight council owned surface car parks in Derby City Centre provide a combined capacity of 742 parking bays, shown in **Appendix B** (Derby City Centre Parking map).

5.2 Charge

On-Street Parking

5.2.1 On-street parking within the shopping area is generally limited to 2 hours between 8am and 8pm from Monday to Saturday with no return within one hour. Disabled users are limited to 3 hours between 8am and 8pm from Monday to Saturday with no return within one hour.

Off-Street Parking (within the Shopping Area)

- 5.2.2 Off street car parks have varying charges, e.g. the minimum charge at Full Street Car Park (Cathedral Quarter) is £1.80 per hour and £7.50 all day, while the minimum charge at Sowter Rd Car Park is £1.00 for 30 minutes and £5 all day (Cathedral Quarter), whereas St Peters Courtyard Car Park (St Peters Quarter) charges a minimum of £2.50 for 1 hour and £5 all day. The minimum charge at the Intu Derby (Central, Basement & Riverside Car Parks) is £3.10 for up to 2 hours and £15.00 all day.
- 5.2.3 A footway parking ban has been enforced in Derby City Centre and signage is displayed at various locations, shown in **Figure 5.9**. This makes the City Centre a safer place and more hospitable to pedestrians.



Figure 5.7 Footway Parking Ban on The Strand - Cathedral Quarter

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 Derby City Centre shopping area is generally very tidy and well maintained. In the Cathedral Quarter on the Market Place pedestrianised area, many people were utilising the seating facilities around the War Memorial waterfall. Approximately 200 metres west of the waterfall lies the Derby Cathedral, which was observed to be a popular tourist attraction. The seating provision on the Market Place is shown in **Figure 6.1**.
- 6.1.2 Approximately 200m north east of the Market Place the Silk Mill Park is located within the Cathedral Quarter, and is surrounded by seating, planting and trees. This is a quiet and scenic place for people to relax away from the City Centre, many people were observed using the facility.



Figure 6.1 War Memorial in the City Centre – Cathedral Quarter

- 6.1.3 The Riverside Area is much quieter and has less activity and movement, in comparison to the Cathedral Quarter and St Peters Quarter.
- 6.1.4 The main feature of attraction is the Derwent River on Canal side, also known as Derby River Gardens.



Figure 6.2 Derby City Centre – Riverside Area / Derby River Gardens

- 6.1.5 St Peters Quarter is vibrant, tidy and well maintained. There are lots of benches and litter bins in the pedestrianised zone, with planters and foliage introduced in places. The appearance of St Peters Quarter is urban and structured with modern sculptures placed within the pedestrian areas, shown in **Figure 6.3**.
- 6.1.6 The main feature of attraction in St Peters Quarter is the Intu Derby shopping centre. The shopping centre contains up to 200 shops, providing a wide range of services including clothing/fashion stores, books, cards, mobile phones, photography, sports and outdoor leisure, opticians, a cinema, cafes, restaurants and food shopping.

- 6.1.7 Intu Derby has three car parks and one short stay car park totalling over 3,500 spaces, including disabled and parent and child spaces. Passenger lifts and escalators are provided, to give easy access from each car park directly to the shopping centre.



Figure 6.3 Intu Derby Shopping Centre - St Peters Quarter

6.2 Facilities

- 6.2.1 There is a wide variety of shops and services within the Derby City Centre retail district, including supermarkets, convenience stores, estate agents, takeaway food outlets, gyms, cinemas, restaurants, stationers, electricals and computers, gifts, arts & crafts, toys, hairdressers, health & beauty and jewellers, which provide access to convenience and comparison goods.

6.3 Street Furniture

- 6.3.1 Street furniture is well located within the Derby City Centre retail area which improves aesthetics and creates a welcoming atmosphere in the area. Typical street furniture includes benches, litter bins,

bollards, post boxes, public phone booths, planters, recycling bins, cycle parking stands, advertising boards and bus shelters. They have been positioned suitably to avoid pedestrian desire lines and are well maintained.

6.4 Security

- 6.4.1 Street lighting has been appropriately provided around the retail area and would appear to provide a good level of coverage.
- 6.4.2 The retail area is monitored by CCTV surveillance in various locations throughout the City Centre. The nature of the area is open and over-looked during the daytime affording natural surveillance. The City Centre is very busy during business opening hours but as the working day comes to an end, most business premises also close, the volume of pedestrians around the City Centre declines and the retail area gets much quieter.

6.5 Quality

- 6.5.1 The design of the shopping area and surrounding streets is quite typical for a major retail centre developed to provide local shopping facilities to the public. The features and level of provision meet modern highway design standards.

6.6 Disabled Provision

- 6.6.1 Disabled users using public transport are catered for by the provision of a level access leading to the shopping area from the surrounding bus stops.
- 6.6.2 Disabled users driving to the site have disabled parking bays allocated and marked within the off-street parking areas, and the on-street parking bays identified meet modern design standards with dropped kerb links to the retail area.
- 6.6.3 Derby Shopmobility Service hires out mobility scooters, powered wheelchairs and manual wheelchairs to those with mobility impairments wanting to shop within Derby City Centre. Parking is provided in the Intu Derby Car Park and their office is located on Morledge, adjacent to Derby Bus Station.
- 6.6.4 **Figure 6.4** shows the Shopmobility parking signage at the Intu Derby Basement Car Park Entrance on Morledge.



Figure 6.4 Shopmobility Parking - adjacent to Derby Bus Station

6.6.5 **Figure 6.5** shows the Shopmobility parking bays, conveniently located on ground floor level, making it accessible for wheelchair and scooter users.



Figure 6.5 Shopmobility Parking Bays inside Intu Derby Car Park

6.7 Vehicular Accessibility

- 6.7.1 No manoeuvring problems were observed within the retail area or surrounding streets and vehicular traffic flowed freely without congestion.

6.8 General Condition

- 6.8.1 The general condition of parking and transport infrastructure around Derby City Centre is very good. The area is clean and tidy, attractive and well maintained, especially around the pedestrianised area and Intu Derby shopping centre.
- 6.8.2 The pedestrianised zone is very tidy and clean, but some sections of the footway are broken and uneven, which is not appropriate for those with mobility impairments, cyclists or pedestrians.
- 6.8.3 Appropriate levels of lighting and CCTV monitoring have been provided around the retail area.
- 6.8.4 There is ample car parking provision by way of various on-street and off-street parking facilities spread around the City Centre. Cycle parking stands are in abundance and electric bikes are available for hire within the retail area.
- 6.8.5 On the whole, the area is busy, open, spacious, desirable, of good quality, and is well maintained. It is pleasant, functional, well signed and various information boards are provided around the area. The area gives 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	5	5
Cycle Facilities	5	5
Pedestrian Facilities	5	5
Public Transport	5	5
Parking	5	5
General	5	5
Total	30	30

Table 6.2 Total Scoring Summary

7.0 Accessibility by Sustainable Modes of Travel

7.1 Introduction

- 7.1.1 A key element of national, regional and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 7.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- (i) Pedestrian Accessibility;
 - (ii) Accessibility by Cycle; and
 - (iii) Accessibility by Public Transport.

7.2 Pedestrian Accessibility

- 7.2.1 Pedestrian accessibility 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 Derby City Centre Retail District's local catchment area. The GIS model also indicates that existing public transport facilities such as local bus stops on Chapel Street and Sitwell 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

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-06001-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 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 Derwent Street, Morledge, Victoria Street, Albert Street, Osmaston Road and the Derby Bus Station 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 Derby City Centre is accessible by the majority of Derby City Centre residents, within the preferred maximum walking distance for trips on foot. The walking catchment area also extends north into Darley.

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-06002-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 Duffield in the north, Borrowash to the east, Chellaston in the south and Littleover to the west.
- 7.3.3 Route 66 and its location in relation to Derby City Centre. It cuts through the City Centre in an east-west direction and can be accessed via Derwent Street, Albert Street, Wardwick and Friar Gate then it leaves the City Centre going west towards New Zealand and Kingsway residential areas.
- 7.3.4 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-06003-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 several bus stops within the Derby City Centre retail area, of which some are individual bus stops, while others are clustered together in one location. The bus stops identified in the City Centre typically have a flag, pole, timetable, shelter, seating, raised kerb and bus cage or bus layby within the carriageway. Most of the bus stops have real time information provided. The main bus terminus in Derby is Derby Bus Station, located east of the City Centre.
- 7.4.3 The key bus stops identified in the Riverside area were on Derwent Street (east and west-bound services) and Morledge (north and south-bound services). The bus stops on Derwent Street are located 170m and 230m east of the shopping area, while the bus stop on Morledge is located 30m east of the shopping area.
- 7.4.4 The key bus stops identified in the Cathedral Quarter were on Victoria Street (north & south-bound services), Wardwick (north-west bound services), Corporation Street (north-east bound services), Friar Gate (north-west bound services) and Bold Lane (north-bound services). These bus stops are located within 300m of the shopping area.
- 7.4.5 The key bus stops identified in the St Peters Quarter were on Osmaston Rd (north and south-bound services), London Rd (north and south-bound services), Morledge (north and south-bound services) and Albert Street (east and west-bound services). These bus stops are located within 130m of the shopping area.
- 7.4.6 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.
- 7.4.7 The bus stops are located within 400m from the centre of the retail district.
- 7.4.8 The main service providers in the Riverside area are The Sixes, The Sevens, Notts + Derby, Allestree Blue Route, Allestree Green Route, Your Bus, Meteor and D1 Park & Ride. Service numbers operating in this area are 6X, 7.1, 59, D1 and Y59, typically operating every 15 – 20 minutes in the daytime.
- 7.4.9 These services provide connections between Derby City Centre, Belper, Heanor, Meteor Centre, Ilkeston and West Hallam.

Zone 1 – Derby City Centre Accessibility & Infrastructure Appraisal

- 7.4.10 The main service providers in the Cathedral Quarter are Amberline, Arriva, Notts + Derby, The Mickleover Blue Route, The Mickleover Green Route, The Nines, The Villager, Trentbarton, Swift and Unibus. Service numbers operating in this area are H1, 8,9, 9.1, 9.3, Unibus 5 & 6, V1, V3 and X38, operating every 15 – 20 minutes in the daytime.
- 7.4.11 These services provide connections between Derby City Centre, Markeaton Park, Knightsbridge, Mackworth, Mickleover, Allestree and Ashbourne, Uttoxeter Bus Station, Derby Royal Hospital, Burton-on-Trent and Barrow-on-Trent.
- 7.4.12 The main service providers in the St Peters Quarter are Arriva, Sapphire 38, Royal Derby, The Sixes, Notts + Derby, Ilkeston Flyer, Indigo, Red Arrow, Skylink, Littles, Your Bus, Unibus, G&J Holmes and Ashbourne Community Transport (Demand Responsive Service). Service numbers operating in this area are, 2, 2A, 2B, 2C,4, 5, 5A, 6, 7, 38, 212, operating every 10 – 20 minutes in the daytime.
- 7.4.13 These services provide connections between Derby City Centre, Derby Rail Station, Royal Derby Hospital, Shipley View, Sinfen Moor, Swadlincote, Alvaston, Barrow-on-Trent, Nottingham and Leicester.
- 7.4.14 The main bus operators serving Derby Bus Station are Arriva, Your Bus, Notts + Derby and Trent Barton. The service numbers and routes they operate are shown in **Figure 4.2**, operating every 15 – 30 minutes in the daytime (depending on the operator and route destination). Other than providing services to different locations around Derby, the Bus Station also provides intercity connections to more than 20 cities in the UK including Nottingham, Birmingham, London, Sheffield and international bus connections to Poland.
- 7.4.15 There is no rail station near the shopping area. The nearest station is Derby Midland Railway Station approximately 3.7 km away to the south-east, on Railway Terrace. This is within the 2000m maximum walking distance for commuters, however it is considered excessive for a shopping trip.

7.5 Summary

- 7.5.1 It is considered the site is very accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian infrastructure, and there is a good level number of public transport opportunities within close walking distance of the area.

Plans



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Project:
DERBY RETAIL STUDY - CITY CENTRE

Status:
PRELIMINARY

Drg Title:

ACCESSIBILITY WALKING CATCHMENT

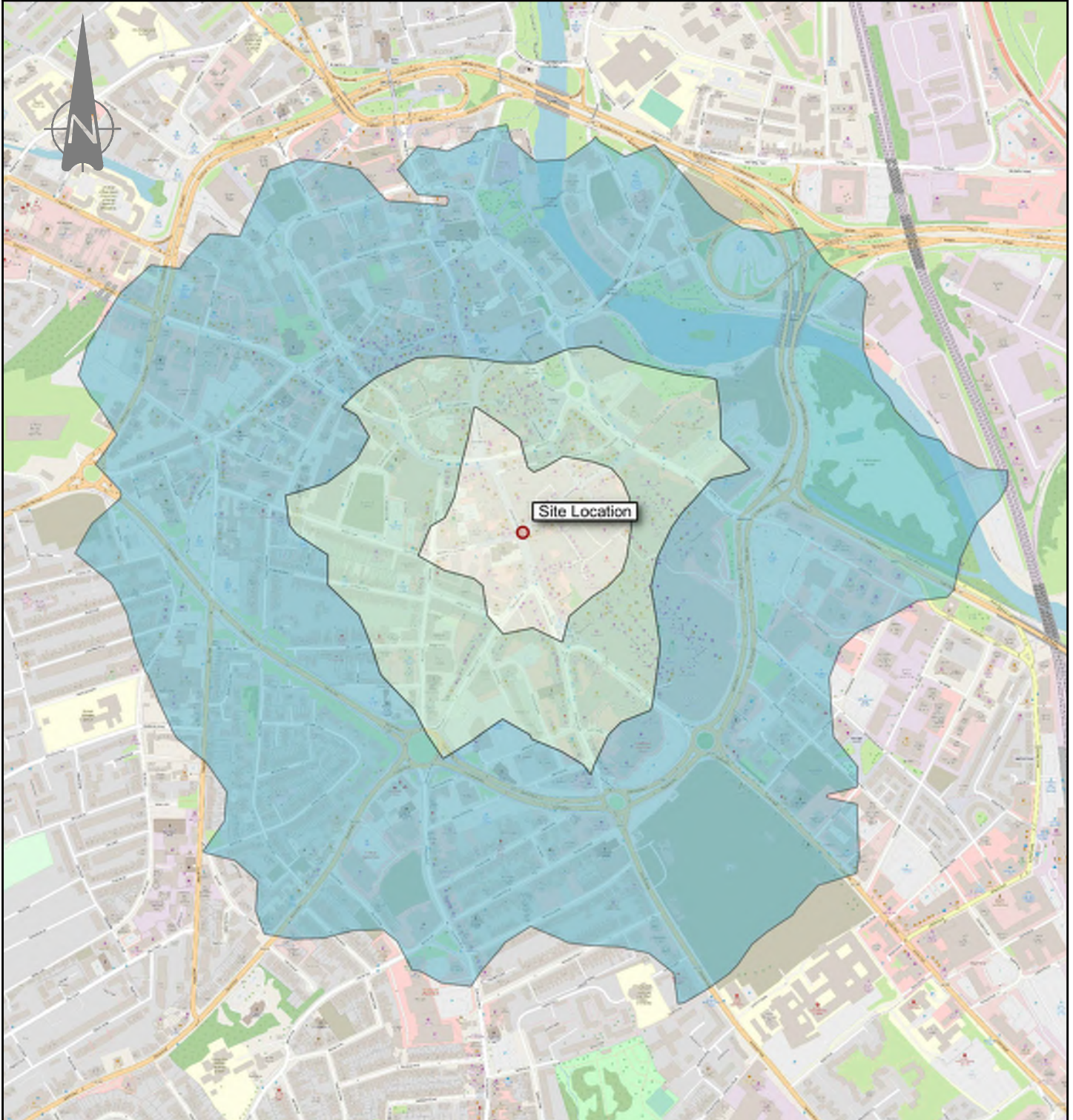
Drawn By: NA Checked By: MP

Designed By: NA Date: 24/04/19

Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06001 - P02



Legend

- Site Location
- Derby City Centre Walking Catchment (metres):
 - 200m
 - 400m
 - 800m



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Project:
DERBY RETAIL STUDY - CITY CENTRE

Drg Title:

ACCESSIBILITY CYCLE CATCHMENT

Status:
PRELIMINARY

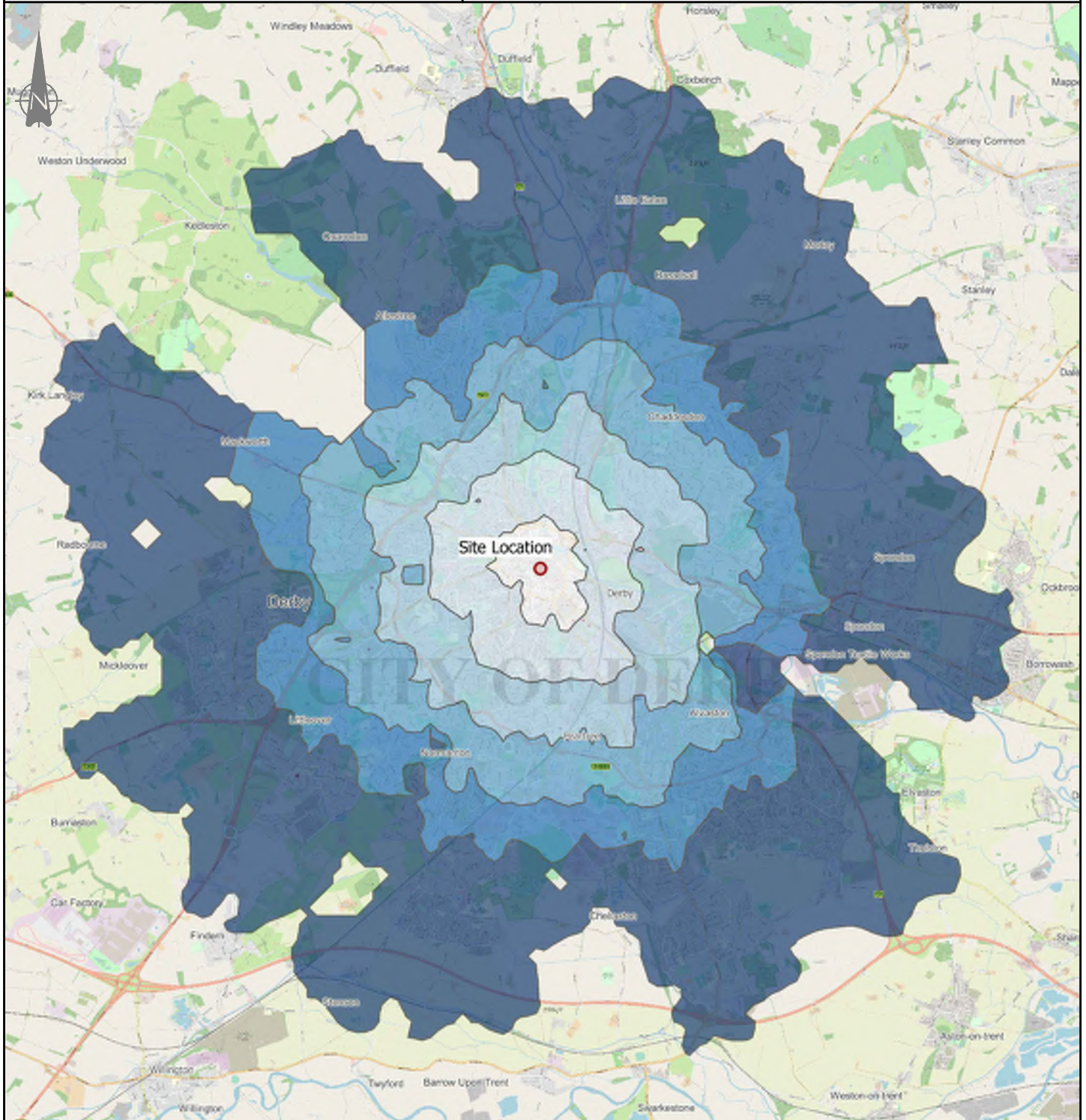
Drawn By: NA Checked By: MP

Designed By: NA Date: 24/04/19

Scale: NTS

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

66625 - CUR - 00 - XX - DR - TP - 06002 - P02



Legend

- Site Location
- Derby City Centre Cycling Catchment (metres):-
 - 1000m
 - 2000m
 - 3000m
 - 4000m
 - 5000m
 - 6000m



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Project:
DERBY RETAIL STUDY - CITY CENTRE

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
PUBLIC TRANSPORT
CATCHMENT

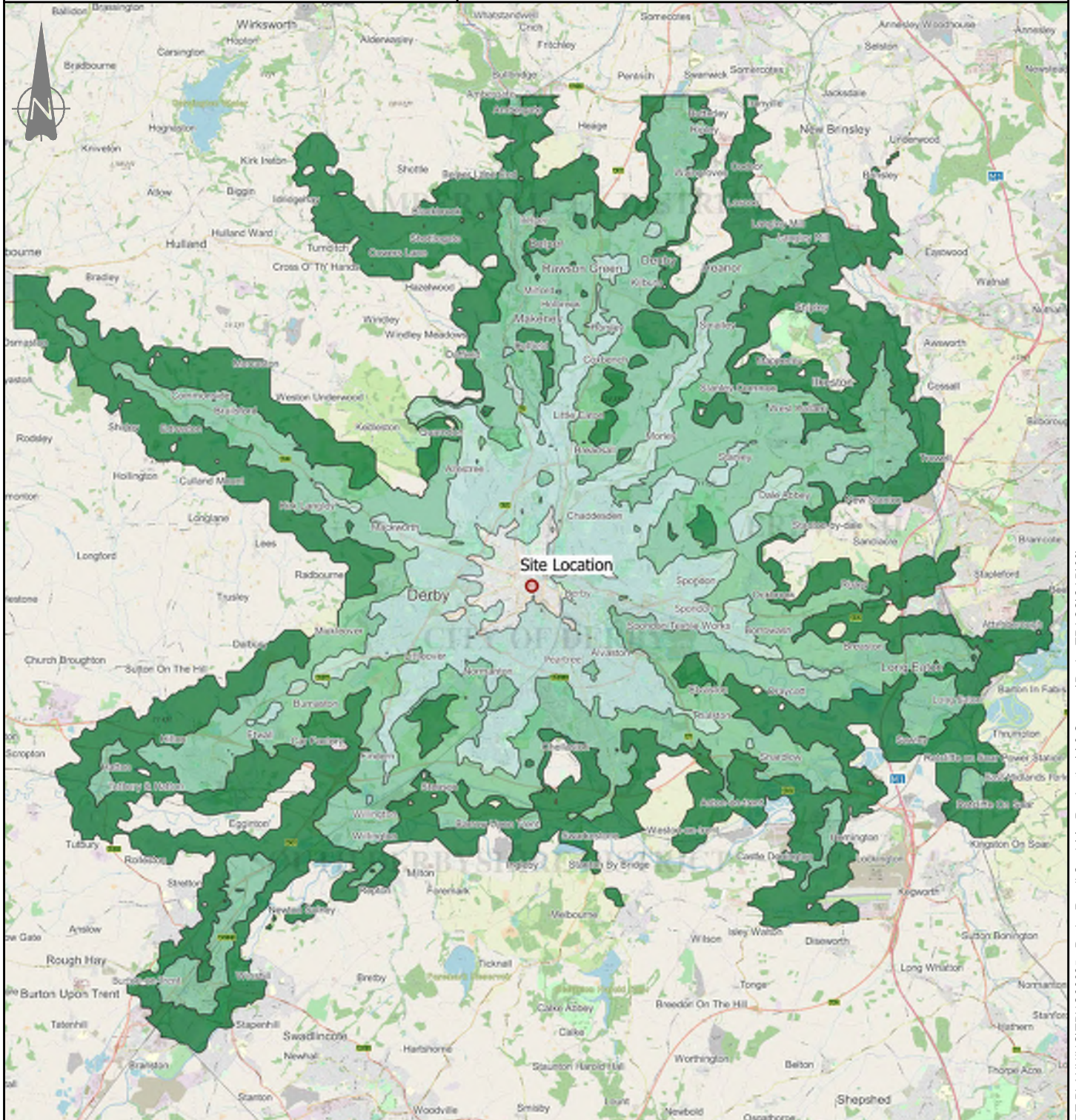
Drawn By: NA Checked By: MP

Designed By: NA Date: 24/04/2019

Scale: NTS

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

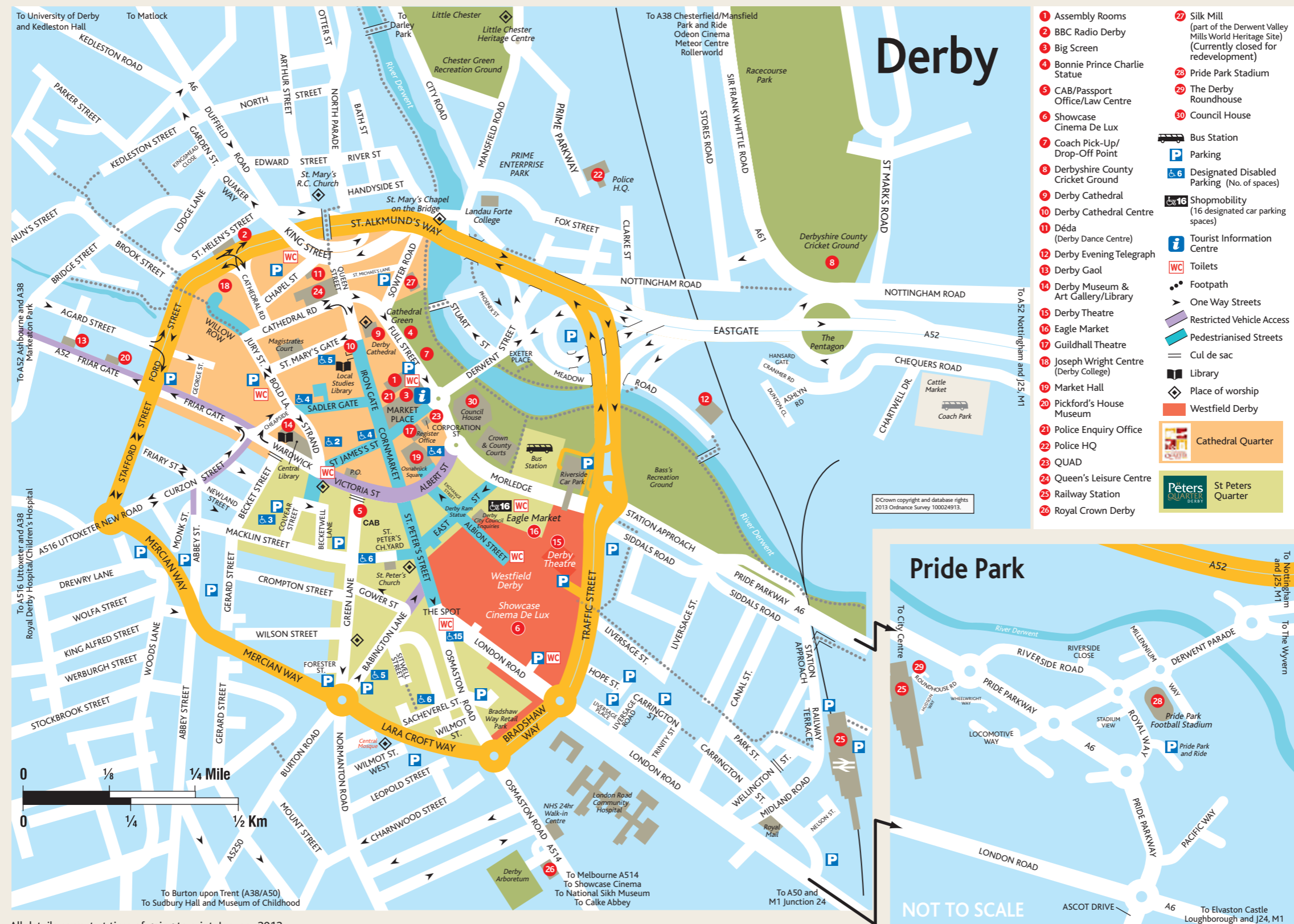
66625 - CUR - 00 - XX - DR - TP - 06003 - P02



Legend

- Site Location
- Derby City Centre Public Transport Catchment (minutes):
 - 15m
 - 30m
 - 45m
 - 60m

Appendix A – Pedestrianised Streets



All details correct at time of going to print, January 2013.

Appendix B – Derby City Centre Parking Map

Parking in Derby

On-street Parking | Car Parks | Park and Ride



www.derby.gov.uk

We can give you this information in any other way, style or language that will help you access it. Please contact Streetpride on 0333 200 6981. Minicom 01332 256666

email: streetpride@derby.gov.uk
Visit our parking services pages at
www.derby.gov.uk

Polish

Aby ułatwić Państwu dostęp do tych informacji, możemy je Państwu przekazać w innym formacie, stylu lub języku. Prosimy o kontakt: 0333 200 6981 Tel. tekstowy: 01332 640666

Punjabi

ਇਹ ਜਾਣਕਾਰੀ ਅਸੀਂ ਤੁਹਾਨੂੰ ਕਿਸੇ ਵੀ ਹੋਰ ਢੰਗ ਨਾਲ, ਕਿਸੇ ਵੀ ਹੋਰ ਰੂਪ ਜਾਂ ਢੰਗ ਵਿੱਚ ਦੇ ਸਕਦੇ ਹਾਂ, ਜਿਹੜੀ ਇਸ ਤੱਥ ਪਹੁੰਚ ਕਰਨ ਵਿੱਚ ਤੁਹਾਡੀ ਸਹਾਇਤਾ ਕਰ ਸਕਦੀ ਹੋਵੇ। ਕਿਰਪਾ ਕਰਕੇ ਸਾਡੇ ਨਾਲ ਟੈਲੀਫੋਨ 0333 200 6981 ਮਿਲੀਐਮ 01332 640666 'ਤੇ ਸੰਪਰਕ ਕਰੋ।

Slovakian

Túto informáciu vám môžeme poskytnúť iným spôsobom, štýlom alebo v inom jazyku, ktorý vám pomôže k jej sprístupneniu. Skontaktujte nás prosím na tel.č. 0333 200 6981 Minicom 01332 640666.

Urdu

یہ معلومات ہم آپ کو کسی دیگر طریقے پر جیسے کہ دیگر زبان میں یا کسی دیگر شکل میں آپ کی مدد کر سکتے ہیں۔ اگر آپ کسی دیگر طریقے پر 0333 200 6981 پر رابطہ کریں۔

Derby City Council, Communities and Place,
Parking Services, The Council House,
Corporation Street, Derby DE1 2FS

ParkSafe® at Bold Lane

The ParkSafe® system provides the ultimate in car parking by providing guaranteed security for the vehicle and contents.

Season tickets

Regular users of Council car parks or certain pay and display streets can save money by buying season tickets which are available for the following locations:

Abbey Street, Darwin Place, Drewry Lane, Little City and Wilmot Street

[Season ticket can be used at any of these car parks.]

£100 for one month
£245 for three months
£440 for six months
£810 for 12 months

Chapel Street

£105 for one month
£255 for three months
£450 for six months
£830 for 12 months

Bold Lane: ParkSafe®

£300 for three months
£550 for six months
£1,000 for 12 months

Season tickets for the Railway Station area are valid in the following streets:

- Trinity Street
- Canal Street, but excluding the permit holder area between Carrington Street and Park Street
- Wellington Street between London Road and Carrington Street
- Hulland Street
- Carrington Street - only between Wellington Street and Midland Road
- Park Street - only between Wellington Street and Midland Road
- John Street

All day on-street parking

(Purple bays on map overleaf)

£30 for one month
£65 for three months
£120 for six months
£210 for 12 months

Railway station area season tickets

£50 for one month
£140 for three months
£260 for six months
£500 for 12 months

On-street parking



Pay and display

Derby city centre has a pay and display charging system. Charges have to be paid on many streets within the city and apply every day, including Bank Holidays.

Motorcycles

Can park free up to the maximum stay that applies to the marked bays.

Residents

If you live on one of the streets affected by the pay and display charging, it is likely that you qualify for a residents parking permit.

Parking enforcement

The City Council employs a team of civil enforcement officers who regularly patrol the car parks and on-street parking restrictions to:

- provide help and advice
- improve security with the help of CCTV
- enforcement of motorists who park irresponsibly across footway crossings or double park
- check tickets

When parking in pay and display areas please make sure that you buy a ticket immediately after parking your vehicle and that you return before the expiry time of your ticket. The pay and display machines don't give change. Make sure you have the correct change to pay for your parking or you may have to make an overpayment.

The map overleaf is a guide only and restrictions may change. You must always check the signs and markings to make sure that you are parked legally.

Other car park operators

NCP 0845 050 7080
intu 01332 366383
ParkSafe® (Bold Lane) 01332 290674

Park and Ride

As an alternative to city centre parking, Park and Ride services operate from:

Pride Park, off the A52 and A6, next to the football stadium. Regular buses run every 10 to 15 minutes, from 7am to 7pm, Monday to Saturday. Pride Park and Ride operates between 7am and 1pm on Saturdays when Derby County are playing at home.

The Meteor Centre off the A608 Mansfield Road. Monday to Friday - 7.30am to 6pm, every 15 minutes. Saturday - 8.30am to 6pm, every 10 minutes.



Disabled badge holders

Disabled badge holders can park for **free for up to three hours** in dedicated Disabled Badge Holder parking spaces. And **free unlimited parking**:

- in areas covered by on-street charging and limited waiting
- in areas covered by residents-only parking schemes

Car parking charges apply to all disabled badge holders in all Council owned car parks.

Discounted season tickets available on application.

Council customer service centre

Based at The Council House the centre provides a one stop shop for all Council services, including parking services and buying season tickets.

Car Park Charges

Assembly Rooms, DE1 3AF (pay on foot) Monday to Sunday including Bank Holidays 8am-6pm	
Spaces 214 Height restriction 6ft (1.9m)	
Duration of stay	Charges
Up to 2 hours	£3.10
2 to 4 hours	£4.50
4 to 5 hours	£5.40
Over 5 hours	£9.10
Evening 6pm-8am	£2.30
Solo Motorcycles	Free

Chapel Street, DE1 3GU (pay on foot) Monday to Saturday 8am-6pm Sunday & Bank Holidays 10am-4pm	
Spaces 524 Height restriction 6ft8in (2m)	
Duration of stay	Charges
Up to 2 hours	£2.40
2 to 4 hours	£3.80
4 to 5 hours	£4.30
Over 5 hours	£7.10
Evening 6pm-8am	£1.30
Solo Motorcycles	Free

Surface Level (pay and display) Monday to Saturday 8am-8pm Sunday & Bank Holidays 10am-4pm	
Duration of stay	Charges
Up to 2 hours	£2.40
2 to 4 hours	£3.80
4 to 5 hours	£4.30
Over 5 hours	£7.10
Solo Motorcycles	Free

Surface car parks	Spaces	Height restrictions
1 Ford Street (DE1 1EE)	26	no height restrictions
2 Little City (DE1 1PQ)	34	7ft (2.1m)
3 Sovereign (DE1 2NT)	107	7ft (2.1m)
4 Wilmot Street (DE1 2JJ)	106	7ft (2.1m)
5 Abbey Street (DE22 3SU)	131	7ft (2.1m)
6 Abbey Street East (DE22 3SP)	59	no height restrictions
7 Drewry Lane (DE22 3QP)	48	7ft (2.1m)
8 Darwin Place (DE1 2ET)	231	8ft 3in (2.5m)

Parksafe (Bold Lane), DE1 3NT (pay on foot) Monday to Sunday including Bank Holidays 8am-6pm	
Spaces 331 Height restriction 6ft8in (2m)	
Duration of stay	Charges
Up to 2 hours	£3.10
2 to 4 hours	£4.90
4 to 5 hours	£5.90
Over 5 hours	£10.10
Evening 6pm-8am	
Up to 2 hours	£2.70
2 to 4 hours	£4.50
Over 6 hours	£6.80
Solo Motorcycles	As above

Council House*, DE1 2FS (pay and display) Monday to Sunday including Bank Holidays 7am-5.30pm. Max Stay 4-hours	
Spaces 41	
Duration of stay	Charges
Up to 2 hours	£3.10
2 to 4 hours	£4.50
Evening 5.30pm-7am	£2.30
Solo Motorcycles	Free

Car Parks

Multi-storey:
Parksafe (Bold Lane)
Assembly Rooms
Chapel Street

Surface Car Parks:
Other public car parks
Access to car park



- Bus, cycle and Hackney Carriages only
- No vehicles 10am to 5pm
Access only outside these hours
- Pedestrian Street
- Access only
- On street charging
- Railway station area season tickets
- Parking for blue badge holders
- One-way system - all traffic
- Restricted headroom

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Car parking charges apply to disabled badge holders on these car parks.

* Council House car park is only open Saturdays, Sundays, Bank Holidays and after 5.30pm.

On-street parking Charges apply every day, including Bank Holidays

2-hour maximum stay

Mon - Sat, 8am - 8pm. Sun 10am - 4pm	
Up to half an hour	£1.30
Up to 1 hour	£2.20
Up to 1½ hours	£2.90
Maximum stay 2 hours	£3.50

4-hour maximum stay

Mon - Sat, 8am - 6pm. Sun 10am - 4pm	
Up to half an hour	£1.20
Up to 1 hour	£1.90
Up to 2 hours	£2.60
Up to 3 hours	£3.30
Maximum stay 4 hours	£4.30

Railway station area season tickets

Permit holders only (at any time)

All day on-street parking

Permit holders only
8am - 6pm

Season tickets available
Mon - Sat, 8am - 6pm

Up to 1 hour	£0.50
Up to 4 hours	£1.30
Over 4 hours	£2.30

TPNO66625-CUR-00-XX-RP-TP-00001 Derby Retail Study
Zone 1 – Derby City Centre Accessibility & Infrastructure
Appraisal



Birmingham

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40-58 Hotwell Road
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bristol@curtins.com

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

Cardiff

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

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T. 0131 225 2175
edinburgh@curtins.com

Glasgow

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

Kendal

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

Leeds

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Ground Floor
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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

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T. 020 7324 2240
london@curtins.com

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Nottingham

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nottingham@curtins.com