

Derby Retail Transport Study

Transport and Accessibility Investigation

Curtins Ref: TPNO66625-CUR-00-XX-RP-AI-00001

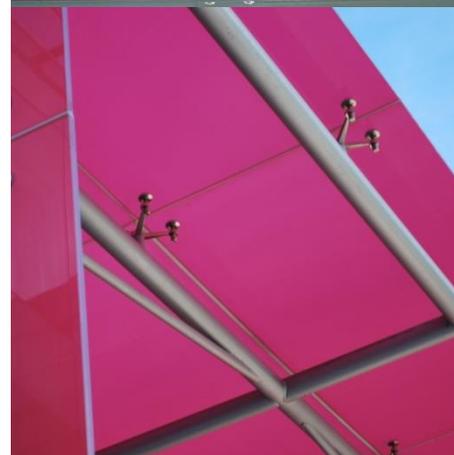
Revision: 01

Issue Date: 15 May 2019

Client Name: Nexus Planning

Client Address: Eastgate, 2 Castle Street, Castlefield, Manchester, M3 4LZ

Site Address: Derby City Centre and Surrounding Areas



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

E. nottingham@curtins.com

CIVILS & STRUCTURES • TRANSPORT PLANNING • ENVIRONMENTAL • INFRASTRUCTURE • GEOTECHNICAL • CONSERVATION & HERITAGE • PRINCIPAL DESIGNER
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham



Control Sheet

Rev	Description	Issued by	Checked	Date
00	Draft	SS	MP	09/10/2018
01	Final with comments addressed	SS	MP	15/05/2019

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins Consulting Limited with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Sarah Strauther MCIHT Senior Transport Planner		15 May 2019

Reviewed	Signature	Date
Matt Price BSc (Hons) MSc TPP FCIHT Associate		15 May 2019

Authorised	Signature	Date
Matt Price BSc (Hons) MSc TPP FCIHT Associate		15 May 2019

Table of Contents

1.0	Introduction.....	3
1.1	Background.....	3
1.2	Purpose of This Study.....	3
1.3	Scope of the Report.....	4
2.0	Policy Analysis, Literature Review and Context.....	6
2.1	Derby City Local Plan, Part 1.....	6
2.2	Derby City Local Plan, Part 2.....	7
2.3	Local Transport Plan 3 (2011).....	7
2.4	Masterplan 2030.....	8
2.5	Midlands Engine Vision for Growth.....	9
3.0	Accessibility Analysis.....	11
3.1	Introduction.....	11
3.2	Pedestrian Accessibility.....	11
3.3	Accessibility by Cycle.....	12
3.4	Accessibility by Public Transport.....	13
4.0	Review of City Centre and Other Retail Destinations.....	14
4.1	Introduction.....	14
4.2	Summary.....	14
5.0	Preparation of Policy Measures.....	17
5.1	Introduction.....	17
6.0	Development of Indicative Transport Infrastructure Improvements.....	19
6.1	Introduction.....	19
6.2	General.....	19
6.3	Chellaston.....	19
6.4	Spondon.....	20
6.5	Normanton Road.....	21
6.6	Mackworth.....	23
6.7	Littleover.....	23
6.8	Chaddesden.....	23
6.9	Oakwood.....	24
6.10	Mickleover.....	24
6.11	Allestree.....	25
6.12	Allenton.....	25
6.13	Alvaston.....	26
6.14	Sinfin.....	26

6.15	Derby City Centre.....	26
7.0	Summary and Conclusions.....	28
7.1	Summary	28
7.2	Conclusions	28

Tables

Table 3.1	– CIHT Suggested Acceptable Walking Distances.....	12
Table 4.1	– Infrastructure Scoring Sub-Themes	14
Table 4.2	– Public Transport Scoring Sub-Themes	14
Table 4.3	– Parking Scoring Sub-Themes.....	15
Table 4.4	– General Transport Scoring Sub-Themes	15
Table 4.5	– District Centre Audit Scores.....	15

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Derby City Council to provide transportation advice in relation to the assessment of future retail needs within Derby Urban Area (DUA) including strategies for the City Centre and District Centres.

1.1.2 We understand that in order for Derby City Council and their partners to plan for a prosperous and successful future for all, a greater understanding of the existing retail conditions and future trends are required to inform the emerging Local Plan part 2, supporting policies, future funding bids and growth plans. This Transport Study has been prepared alongside, and is designed to support a more far reaching retail study that has been undertaken by Nexus Planning and Aspinal Verdi and is designed to be read alongside that main report.

1.1.3 In order to support the overall Retail Study, we propose to focus upon several retail areas surrounding Derby City Centre within the DUA. These areas were identified through discussions with Senior Planning and Highways Officers at Derby City Council. Thirteen areas including Derby City Centre were identified on which to focus the transport studies which are as follows:

- Derby City Centre;
- Littleover;
- Normanton Road;
- Mickleover;
- Allenton;
- Sinfyn;
- Chaddesden;
- Spondon;
- Alvaston;
- Oakwood;
- Allestree;
- Chellaston; and
- Mackworth.

1.2 Purpose of This Study

1.2.1 The study shall not only focus upon Derby City Centre as the core retail area within the wider DUA but also review the current provision and future demand for retail functions within District Centres, Neighbourhood Centres and Out of Town retail parks. This study shall focus upon the transport, accessibility, infrastructure and parking attributes of the key focus areas and consider emerging and

future transport policies and opportunities that would enable retail centres within the DUA to thrive in the future. When read alongside the wider Retail Assessment study undertaken by Nexus and Aspinal Verdi, collectively a series of policy, infrastructure and investment proposals shall emerge to assist Derby City Council and wider Borough Council and County Council partners to ensure current and future retail centres are able to provide sustainable and supportive services into the future.

1.3 Scope of the Report

Task A – Policy Analysis, Literature Review and Context (Desktop Studies)

- 1.3.1 This study includes a review of pertinent local planning and policy documents including the Local Plan (particularly the transport modelling work undertaken to inform this), Local Transport Plan and Transport Visioning documents. A thorough review of the potential benefits to be derived from the Midlands Engine initiatives and HS2 Rail Scheme shall also be considered with the view to planning for the Local Plan period (2028) and beyond to 2043. The analysis shall also consider the travel trends associated with the different retail zones to be considered such as the prevalence of public transport trips to the City Centre and district centre locations over those out of town and trading park destinations and implications therein.
- 1.3.2 Research has been undertaken which considers how mode of transport choices influence shopping habits and spend per head. Further investigation would include the use of 'linked trips' and how the out of town destinations benefit from a proximity to key transport corridors and so are dominated by car based shoppers with a single retail outlet in mind.
- 1.3.3 This review shall help inform an understanding of how exiting retail destinations (or zones within) have developed as they are and also help to inform the development of new policies and interventions that could be adopted which respond to future funding opportunities, housing and economic growth plans, strategic infrastructure enhancements and also emerging transport trends.

Task C, D & E - Accessibility Analysis

- 1.3.4 Using the latest approved DfT accessibility mapping software, TRACC, this study provides an analysis of each identified retail destination which considers its relative levels of accessibility by public transport, cycle and on foot.
- 1.3.5 This has been used to inform a series of KPI's for each retail destination (or zones within) that will be used to develop transport planning policies and interventions that seek to ensure access to destinations is not inhibited for households without access to a private vehicle or that those destinations are not blighted by traffic congestion and localised air pollution.

Task C, D & E - Review of City Centre, District Centre and key other retail destinations

- 1.3.6 A detailed site visit has been undertaken at each retail destination (or zone within) to calculate what transport related features are present. This included car parking capacity (both on and off-street) as well as bus interchanges, taxi ranks, cycle hubs, rail stations and pedestrianised streets / zones.
- 1.3.7 Combined with the other areas of assessment and research, the physical review of destinations will contribute to an overall set of indicators by which each destination can be measured and assessed for viability and vitality. This output then combines with the non-transport related wider reviews of existing retail destinations to form an overall assessment of existing provision.

Task F - Preparation of Policy Measures;

- 1.3.8 Following from the review stages of the programme, the study proposes a series of transport planning policy measures for possible inclusion within the emerging Local Plan 2 and complementary planning Design Guidance documents. These focus on land use planning policies which seek to capitalise on major transport related infrastructure investments whilst reducing traffic congestion as well as development specific requirements such as the introduction of electric vehicle charging points and sustainable transport infrastructure.
- 1.3.9 The Policies and Design Guidance makes linkages between the DCC authority area and surrounding boroughs which make up the DUA's key opportunities to provide short, medium and long-term interventions relating to masterplanning and housing growth. This study considers the emerging trends in Smart City developments and best practice sustainable travel schemes such as Car Clubs, Electric Vehicles and Autonomous Vehicles to ensure the outputs are not only enable the betterment of retail destinations today, but also in the near, medium and long term future to 2043.

Task F - Development of Indicative Transport Infrastructure Improvements

- 1.3.10 Following the above assessment into the current state of existing and potentially forthcoming retail destinations and the development of policies that may enable future sustainable and accessible growth, a series of potential infrastructure interventions has been developed that respond to challenges and opportunities for improvements.
- 1.3.11 These interventions range from the diversion of roads to create pedestrian zones, through to improved transport links to emerging areas that would benefit from, or contribute to the vitality of retail destinations and 'bid ready' schemes to capitalise on future funding opportunities. These outputs not only consider the immediate improvements that could be developed to enhance the vitality of the respective retail destinations, but also medium and long term measures too. The transport needs of visitors today are very different to those needs tomorrow and we will develop long-term infrastructure schemes that are flexible in response to the opportunities we do not yet fully understand.

2.0 Policy Analysis, Literature Review and Context

2.1 Derby City Local Plan, Part 1

2.1.1 The DCLP identifies the 'Spatial Objectives' on which the policies in the Plan are based. Those relating to transport are identified below:

8. To enhance the role of Derby's Green Wedges by recognising and protecting them in terms of their contribution towards creating a network of Green Infrastructure that improves access to open spaces and the countryside, brings the countryside into the city, defines the character of our neighbourhoods and providing opportunities for supporting education, sport, recreation, healthy lifestyles, biodiversity and adapting to climate change.

9. To increase the opportunity for people to socialise, play, be physically active and lead healthy lifestyles through a network of high quality, safe and accessible green infrastructure, sporting facilities, walking and cycling routes to help Derby become one of the most active cities in the country and tackle the incidence of premature deaths and childhood obesity.

12. To make the best use of existing infrastructure and to fully integrate and coordinate new development with investment in and provision of new infrastructure, taking into account changes to our population including the needs of older people, children and young people.

13. To enhance transport links and accessibility to and between different land uses such as housing, employment, shopping, education and leisure and to deliver an integrated transport system that improves travel choice and reduces car use, especially commuting.

15. To ensure a vibrant, accessible and attractive City Centre of regional importance that has a thriving daytime and evening economy, which supports the vitality of the St Peters and Cathedral Quarters and provides improved links to the railway station and new commercial and residential areas.

2.1.2 Chapter 5 of the Derby City Local Plan (DCLP) sets out the Council's 'Core Development Principles'. These are the overarching policies that create the general thrust of the planning strategy. The Chapter is split into ten sections including 'Transport'.

2.1.3 The Derby City Local Plan, Part 1: Core Strategy Position Statement: Delivering a Sustainable Economy (August 2015) states that Derby is the UK's most central City with 6 million people living within a one hour journey, giving access to a substantial workforce living within a commutable distance.

2.1.4 There is excellent connectivity by road, rail and air. London is just an 89 minute journey by train with excellent onward links to continental Europe, whilst East Midlands Airport is just 20 minutes away.

2.1.5 According to the NPPF, planning for transport and travel will have an important role in 'contributing to wider sustainability and health objectives'. To minimise journey lengths for employment, shopping, leisure and other activities, planning policies should aim for 'a balance of land uses'. Wherever practical, key facilities should be located within walking distance of most properties.

2.1.6 From the DCLP, policy CP23 and CP24 together these two policies seek to secure a sustainable transportation network and the infrastructure necessary to support sustainable economic growth.

2.1.7 Policy CP23 seeks to ensure that people living, working and travelling in the city have viable and effective transport options while CP24 lists the initiatives the Council, with its partners, aims to deliver up to 2028.

2.2 Derby City Local Plan, Part 2

2.2.1 The Part 2 Plan follows on from and is guided by the overarching strategy of the DCLP1. The Part 2 Plan is concerned with allocating additional development sites and addressing more detailed policy issues. It will complement the DCLP1 by:

- allocating additional sites to meet residual housing and other development needs and where necessary, any specific infrastructure requirements
- setting out additional more detailed policy requirements to guide development management decisions
- reviewing the remaining saved policies of the City of Derby Local Plan Review 2006.

2.3 Local Transport Plan 3 (2011)

2.3.1 The Local Transport Plan 3 (2011) (LTP3) is a statutory document that sets out the strategy for Derby's transport for the period between 2010 and 2026. The plan sets out a transport vision for the City, supplemented by a number of goals and challenges.

2.3.2 The vision is to: *"... to provide people living and travelling within Derby with viable travel choices and effective and sustainable transport networks."*

2.3.3 There are five goals which were identified, these are listed below:

- *Goal 1 - To support growth and economic competitiveness, by delivering reliable and efficient transport networks;*
- *Goal 2 To contribute to tackling climate change by developing and promoting low-carbon travel choices;*
- *Goal 3 To contribute to better safety, security and health for all people in Derby by improving road safety, improving security on transport networks and promoting active travel;*
- *Goal 4 To provide and promote greater choice and equality of opportunity for all through the delivery and promotion of accessible walking, cycling and public transport networks, whilst maintaining appropriate access for car users; and*
- *Goal 5 To improve the quality of life for all people living, working in or visiting Derby by promoting investment in transport that enhances the urban and natural environment and sense of place.*

2.3.4 Goal 1 highlights the importance of providing an efficient transport network and reduce unnecessary delays to facilitate economic activity within the city, and to adequately maintain and improve transport infrastructure to address existing and future needs.

Derby Retail Transport Study

Transport and Accessibility Investigation

2.3.5 Goal 4 raises significant references to accessibility and the long term strategy is a balanced approach, making best use of the existing transport asset by maintaining the roads, managing traffic and supporting people who choose sustainable transport modes. The LTP3 also supports the use of land use policies in creating an environment in which sustainable transport modes are promoted and ensuring the effective allocation of space to every transport user.

2.3.6 The LTP3 highlights that there are sustainability issues within Derby City Centre and the DUA which present themselves as traffic congestion on major radial and cross City routes at peak times and traffic growth in Derby has exceeded that in Nottingham and Leicester. Although access to services and facilities is generally good, some parts of the City are more than 30 minutes from a hospital by public transport. It is thought that new facilities secured as part of strategic developments at the urban periphery should help tackle such issues.

2.3.7 The document identifies several challenges that need to be addressed:

- *Challenge 1: Provide network efficiency, reduce unnecessary delays and facilitate economic activity;*
- *Challenge 2: Maintain and improve transport infrastructure to address existing and future needs;*
- *Challenge 3: Minimise the effects of any unpredictable events on the transport network, and enhance adaptation to the effects of climate change;*
- *Challenge 4: Minimise the negative effects of travel and existing and new transport infrastructure on local communities, air quality and the wider environment;*
- *Challenge 5: Minimise transport's contribution to climate change and improve energy efficiency;*
- *Challenge 6: Provide safer travel opportunities and reduce road casualties;*
- *Challenge 7: Provide good access to employment opportunities, key facilities and services for all residents and visitors to the Derby Local Transport Plan area;*
- *Challenge 8: Encourage and enable all people and businesses to use sustainable travel options;*
- *Challenge 9: Enhance the integration of transport in the urban environment to provide safe, secure and multi-functional space, promoting greater social interaction and natural surveillance;*

2.3.8 It is our aim to support the LTP3 in its aims to address these challenges, by providing combined, clear and concise information not previously investigated, for areas within the City and the DUA. This information shall provide a view to where additional resources may be required to address these challenges.

2.4 Masterplan 2030

2.4.1 The City Centre Masterplan is a document which focuses on the period of 2015 to 2030 and sets out a strategic context for investment opportunities within the City of Derby.

Derby Retail Transport Study

Transport and Accessibility Investigation

2.4.2 The Masterplan details ambitions for the City, two of these being focussed around transport, accessibility and retail demand. It is an ambition for the City to become a 'City of Choice' and a 'Connected City'. These ambitions are detailed below:

- *A high quality retail offer, building on the strength of the Cathedral Quarter and intu, complemented by niche, bustling markets, a quality leisure, dining and entertainment offer including accessible car parking.*
- *Great connections between city centre, business, communities, the Derwent Valley Mills WHS, University and HS2. Quality public spaces and improved public transport, walking and cycling infrastructure with continued investment in the public realm.*

2.4.3 In order to realise the ambitions of the Masterplan, a delivery plan is written which includes the reinvention and regeneration of the Market Place, to invest in the public realm to provide attractive streets, high quality public transport and walking and cycling routes, and improving accessibility for all modes including a reviewed car parking strategy. It is also within the plan to work with Network Rail to implement improvements to Derby Station and connections with High Speed Rail 2 shall be maximised.

2.5 Midlands Engine Vision for Growth

2.5.1 Midlands Connect was formed in 2014 to research and develop a strategy for improving transport connectivity across the Midlands to boost economic growth. The partnership now incorporates rail, road and smart connectivity to modernise and upgrade transport networks. Midlands Connect works closely with the Department for Transport (DfT).

2.5.2 The Midlands Engine Vision for Growth is to:

'DELIVER THE MIDLANDS CONNECT TRANSPORT STRATEGY AND ACCELERATE HS2'

2.5.3 Midlands Connect is *'seeking Government prioritisation of, and commitment to the delivery of, the whole of the Midlands Connect Strategy and we urge Government to bring forward the completion date of HS2 Phase 2 to 2030.'*

2.5.4 The connectivity proposals within the Midlands Engine Vision for Growth reduce congestion and improve journey times across the Midlands through a joined-up approach to infrastructure improvement and investment.

2.5.5 Midlands Connect are seeking further funding to further support the Rail Programme including developing Phase 2 of the Midlands Rail Hub, the east – west and Coventry – Leamington corridors and establishing a new Rail Innovation Group. Midlands Connect also have the objective of improving journey times and achieving HS2 compatibility and propose to establish and develop ideas to deliver a high-specification rail service for the Midlands.

2.5.6 Other aspects of focus include Roads and Smart Connectivity. The Midlands Motorway Hub Study is being carried out jointly with Highways England to identify how capacity constraints are restraining the economy and funding is being sought to implement smart ticketing programmes where platform validators shall be required at railway stations across the Midlands.

3.0 Accessibility Analysis

3.1 Introduction

3.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 The accessibility of Derby City Centre and areas in the DUA are considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

3.1.3 Assessing the comparative levels of accessibility for each of the study areas provides a useful indicator as to how many local households can readily access them. The 2011 Census indicates that the percentage of households in Derby with no car is nearly 29%. This is higher than both the region (22%) and England and Wales (26%).

3.1.4 The average number of cars/vans available to households in the City was 1.06 per household. This is lower than both the regional and national level. Census data also identifies that some 61% of Derby residents in employment are using a car or van for their journey to work. This is roughly 4% higher than the average for England and Wales, and 4% lower than for the East Midlands. The second highest mode of travel is walking, followed by bus.

3.1.5 Given the lower than average car ownership figures for the local area, the accessibility of the study areas by alternative travel modes therefore becomes more critical to their future success.

3.1.6 To calculate the accessibility of the thirteen retail centres, TRACC accessibility mapping was undertaken for each of the retail districts. These plans are included within the individual area assessments which accompany this report.

3.2 Pedestrian Accessibility

3.2.1 Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot', 2000 states that approximately 80% of walk journeys and walk stages are less than one mile, and on average one kilometre, differing little by age or sex and this has remained constant since 1975/76.

3.2.2 The document goes on to state that 'acceptable' walking distances will depend on a number of factors including:

Transport and Accessibility Investigation

- an individual’s fitness ability;
- encumbrances, e.g. shopping, pushchair;
- time savings;
- journey purpose;
- personal motivation; and
- general deterrents to walking

3.2.3 The guidance contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities; applicable to this development reproduced in **Table 3.1**.

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 3.1 – CIHT Suggested Acceptable Walking Distances

3.2.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced for each retail area. The catchment plans show distances of 200m, 400m and 800m which are termed ‘Desirable’, ‘Acceptable’ and the ‘Preferred Maximum’ by the CIHT for Town Centre trips.

3.3 Accessibility by Cycle

3.3.1 In order to assist in assessing the accessibility of the site by cycle, plans have been prepared to illustrate an 8km cycle catchment for each retail area. The 8km cycling distance refers to a recommendation by Cycling England in the document ‘Integrating Cycling into Development Proposals’ (2009).

3.3.2 Derby City Council provides a cycle map to illustrate cycle routes in and around the city. The map provides an illustrative guide to national signed on and off-road cycle routes, bridleways, traffic free cycle routes and on road cycle lanes. The map also details bus lanes where cycling is permissible, recommended unmarked cycle routes and predominant local facilities.

3.3.3 Ebikes are available to hire in Derby City Centre at a cost of 3 pence per minute. In order to use this service, users are required to Register to ride through the eBikes Derby website or the Social Bicycles App for iOS or Android where a pin number is provided. Users unlock a bike to use by entering their account and pin number to release the lock. To return the bike, users can use any eBikes cycle parking stand in the city or any public cycle rack (for which an additional fee may be charged). Hubs can be found on the interactive map on the App or website.

3.3.4 Derby has previously been successful in securing central Government funding as part of their 'Cycle City' status and this has not only been used to improve infrastructure and connectivity, but also to develop bespoke cycle training facilities and education programmes to get more people cycling more often.

3.4 Accessibility by Public Transport

Bus Accessibility

3.4.1 Buses are the main mode of public transport in Derby and are likely to remain so. Buses are the safest, greenest (per passenger head, though older diesel buses contribute to local air quality issues) and most utilised form of public transport and are an important alternative for those people who don't have access to a car. They are also most heavily used by the lowest income groups, those households with incomes of under £10,000.

3.4.2 There are proposals to improve the Derby City Bus Station dramatically. £3.6m has been allocated from the Government's National Productivity Investment Fund (NPIF) to increase the capacity of the station and improve facilities for passengers. NPIF is a £23bn source of central government investment for areas that are key to boosting productivity, including transport, digital communications, research and development, and housing.

3.4.3 The project will see the provision of additional waiting areas and nine additional bays to accommodate new and increased services from new housing sites. The project also includes additional space for buses entering the concourse to ease congestion from the highway. The project will form an important part of the measures that the Council will have to introduce to meet the legal targets for nitrogen dioxide emissions.

3.4.4 To evaluate the provision of buses in each retail area, public transport catchment plans have been prepared to illustrate the locations accessible by minutes travelled from each retail centre.

3.4.5 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 new development.

4.0 Review of City Centre and Other Retail Destinations

4.1 Introduction

- 4.1.1 An individual assessment of each district centre has been undertaken to consider the retail area in terms of infrastructure and accessibility by various travel modes. Numerous aspects have been evaluated including vehicular, pedestrian, cycle, public transport and parking facilities. A general overview has also been taken of the retail area which includes aesthetics, street furniture and security provision.
- 4.1.2 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 each retail area. Scoring tables are provided within each category of the assessment reports to highlight the quality of provisions and also the areas with room for improvement in each district centre.
- 4.1.3 Assessments for each retail area are provided separately and are designed to be read alongside this report.

4.2 Summary

- 4.2.1 A detailed audit of each of the 13 sites has been undertaken which was designed to assess the provision of quality of a number of infrastructure measures in addition to the overall sense of quality and connectivity from a transport perspective.
- 4.2.2 The indicators which have been assessed included four main themes with various sub-themes. These themes and sub-themes are summarised in the tables below:

Infrastructure

Speed	Design	Vehicular Flows
Congestion	Facilities	Pedestrianised Streets
Crossing Facility	Accessibility	Pedestrian / Cycle Flow
Conflict Areas	Footways/Cycleways	Condition

Table 4.1 – Infrastructure Scoring Sub-Themes

Public Transport

Bus Stops	Rail Services	Bus Services
Accessibility	Taxi Ranks	Quality

Table 4.2 – Public Transport Scoring Sub-Themes

Parking

On Street	Off Street	Accessible Spaces
Condition	Surveillance	Charges

Table 4.3 – Parking Scoring Sub-Themes

General Transport

Aesthetics	Security	Facilities
Quality	Street Furniture	Disabled Provision
Accessibility	Condition	

Table 4.4 – General Transport Scoring Sub-Themes

4.2.3 Each district centre has been allocated a total score out of a maximum possible score of 30. The total scores for the various retail areas are shown in **Table 4.5** below:

Overall Score	Retail District Number	Retail Area
30	1	Derby City Centre
25	6	Sinfin
23	9	Alvaston
22	5	Allenton
20	11	Allestree
19	4	Mickleover
19	10	Oakwood
19	7	Chaddesden
18	2	Littleover
17	13	Mackworth
17	3	Normanton Road
15	8	Spondon
14	12	Chellaston

Table 4.5 – District Centre Audit Scores

4.2.4 The results of the audit of study areas identifies that the lowest scoring district centres are Normanton Road, Mackworth, Chellaston and Spondon. The Nexus Planning document ‘Retail and Centres Study’ states that sites have been identified in Allenton, Chellaston and Mickleover which may be able to support improved retail provision. Allenton and Mickleover are relatively well scoring district centres in

Transport and Accessibility Investigation

terms of the transport audit however, Chellaston is one of the poorest. The Nexus Planning document also recognises that there will likely be additional convenience goods expenditure in south west Derby, south Derby, east Derby and north west Derby to accommodate additional food stores.

- 4.2.5 Chellaston and Spondon have both been identified as the lowest scoring district centres from the transport audit with Mackworth and Normanton Road also returning a very low score. All of these have been recognised as areas in which increased convenience retail provision would be beneficial and therefore have been highlighted as areas in which transportation and infrastructure improvements are most required.
- 4.2.6 The Nexus planning report identified that Derby City Council should increase the target for new jobs and homes in the City Centre and that an appropriate mixed-use retail scheme should be encouraged in the City Centre. There was no need identified for further comparison goods retail allocations in or around the City Centre. However, it was noted that residential uses should be encouraged in all regeneration areas subject to appropriate considerations.
- 4.2.7 It should be noted that from findings of the Nexus Planning report and our transport site audits that there needs to be focus on maintaining sustainable travel in the City Centre and encouraging travel for comparison retail trips.

5.0 Preparation of Policy Measures

5.1 Introduction

5.1.1 This section of the report considers the existing transport planning policy and design guidance in place and also seeks to identify further areas to be considered which would support continued and enable future growth supported by sustainable travel connectivity.

5.2 Land Use Planning & Highway Design

5.2.1 The Nexus report identifies a number of areas where housing growth and also retail growth are proposed. Specifically these include Chellaston, Spondon, Mackworth and Normanton Road areas of existing settlements and also Mickleover, Sinfin and Alvaston. Whilst the latter of these score reasonably or very well in regard to the transport assessments undertaken, they would each benefit from further engagement with local transport operators to consider how services may be improved in relation to better public transport infrastructure such as bus priority measures and waiting facilities.

5.2.2 New and expanded housing growth areas such as south Derby, Derbyshire and Amber Valley should also consider how this sustainable growth can be supported by the introduction of public transport services providing frequent, reliable and direct connections to Derby City Centre. This would ensure that from a retail perspective, the two areas complement one another and do not compete in respect of the retail offering.

5.2.3 The introduction of the proposed High Speed 2 (HS2) network to the region in 2026 will enable growth far beyond the Toton station area. The strategy and benefits of the HS2 scheme for the Midlands Engine and more local regional economy are based on further connections between key locations including Derby and Toton.

5.2.4 This has already led to the exploration of new sustainable travel connections between the City and Toton and will result in some form of heavy or light rail scheme or guided bus route along the A52 corridor from the east of the City. It is therefore recommended that further land use and safeguarding policies are adopted to ensure that future housing and local retail growth can be accommodated along the corridor whilst not impeding the delivery of the necessary transport infrastructure required to serve these locations and connect the City to Toton.

5.2.5 At a local design level the emergence of autonomous vehicles and alternative fuelled vehicles shall continue to develop at a pace. It is widely regarded by many that full autonomous vehicles shall be present on our networks by 2025. The growth of Electric Vehicles (EV's) has also been sharp and whilst new purchases of EV's currently only make up around 3% of new vehicle purchases, this figure has been rising rapidly since 2013. It is therefore suggested that DCC and partner authorities review policy and design requirements in relation to charging infrastructure associated with new developments but

Transport and Accessibility Investigation

also policies which require the retro-fitting of charging infrastructure. This will be particularly acute in public car parking areas and on-street parking locations where funding opportunities should be identified whereby the necessary charging infrastructure can be provided to ensure EV owners are still attracted to the local and central retail centres identified.

- 5.2.6 The emergence of autonomous vehicles is likely to change the way many people view car ownership, particularly in high density urban environments such as the City Centre itself. The ability to join a Connected Autonomous Vehicle (CAV) club and hail a vehicle from any device will reduce the need for city dwellers to own cars privately and therefore the need for private and public car parking provision. Parking standards in City Centre locations should therefore be reviewed and targets set to see incremental reductions in the amount of parking provided to reflect the proposed reduction in demand for car parking spaces associated with residential purposes.
- 5.2.7 In both the City and outer lying retail areas, measures to promote the uptake of active travel modes should be strengthened and infrastructure to support cyclists in particular improved / provided. The audits undertaken as part of this study have noted significant variations in the provision, quality and maintenance of cycle infrastructure and the development and implantation of clear cycle standards will assist with this.
- 5.2.8 The emergence of the Ebike scheme in Derby will also act as a catalyst for its role out into other areas. Whilst not appropriate for all retail centres, particularly those with smaller catchments or more elderly populations, the scheme will enable more trips to be undertaken sustainably and further reduce the need for people to travel by private car.
- 5.2.9 The above policies and design enhancements will not only contribute to a reduction in congestion through an increase in sustainable travel trips, but also improve local air quality issues which are pertinent to Derby and many other cities across the UK.

6.0 Development of Indicative Transport Infrastructure Improvements

6.1 Introduction

6.1.1 This section of the report details the proposed infrastructure enhancements identified for the improvement of district centres across Derby and also individually for the lowest scoring district centres in order to improve the accessibility of the areas identified as requiring retail expansion or improvements. The district centres identified as most in need of improvements are Chellaston, Spondon and Normanton Road.

6.2 General

6.2.1 With the exception of Derby City Centre it was recognised that cycle parking was minimal across all the district centres. In order to promote sustainable travel and future proof an increase in demand for this mode choice, additional cycle storage facilities should be provided which are convenient, overlooked and secure. Cycle storage should be situated in prominent locations within the district centre where facilities should be of good quality and regularly maintained to encourage public use. It is also advised that a standard design be agreed upon and where possible, existing poor quality cycle parking is removed and replaced. Sheffield stands are widely regarded as the most suitable however there is a wider range of spaces currently provided which vary in style and impact on their usability and also ability to maintain.

6.2.2 Bus stops should be well maintained and where necessary upgraded to include level access for those with mobility impairments. Timetable information should be provided with lighting and shelter where possible.

6.3 Chellaston

6.3.1 Chellaston retail district is located on A514 Derby Road and High Street in Chellaston, Derby. Chellaston district centre and is located south of Derby City Centre.

6.3.2 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. 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.

Infrastructure

6.3.3 Moderate traffic flows and light congestion was observed at the time of the site audit. No formal cycle routes or cycleways are provided however, DCC identifies the area as having an un-marked on-road cycle route. Adequate footways in reasonable condition with controlled and uncontrolled crossing points with no vehicular conflict areas.

Public Transport

6.3.4 Bus stops have limited facilities and are of poor quality. Bus stops should be upgraded to include lighting, shelter and seating to provide adequate facilities to encourage sustainable retail trips to the district centre.

Parking

6.3.5 Disabled users driving to the Co-operative food store have disabled parking bays allocated and marked within the car park but they lack dropped kerbs. Accessible parking should be provided with dropped kerbs in appropriate locations to afford those with mobility impairments step free access to retail facilities.

General Transport

6.3.6 Some street furniture is positioned so as to cause potential obstruction to pedestrians and is not well maintained. Cycle parking stands are damaged and in need of replacement.

6.4 Spondon

6.4.1 Spondon district centre is located along Chapel Street and Sitwell Street, in Spondon, Derby, and is located east of Derby City Centre.

6.4.2 The area consists mainly of a small retail area with shops on both sides of the carriageway (Chapel Street and Sitwell Street), which includes a medical centre, bridal store and dry-cleaning services within its vicinity. St Werburgh's Primary School lies to the west of the site, Spondon Village Hall lies to the south of the site, while residential properties surround the site on all sides.

Infrastructure

6.4.3 Narrow footways are provided in poor condition with uncontrolled crossing points and potential conflict areas. Footways and cycleways have been provided but are in poor condition. To the south east of Chapel Street, footways narrow and are only provided on the southern side of the carriageway. At this location it was observed that pedestrians walk into the carriageway to allow room when passing other pedestrians in the footway. It is recommended that footways are provided to enable pedestrians to walk through the district centre safely. In order to provide links for pedestrians on Chapel Street it would be suggested to remove the mini roundabout and introduce a signalised junction accommodating a

Transport and Accessibility Investigation

widened footway. This improvement would see safer routes for cyclists created and improved routing for HGV's through the junction.

Public Transport

- 6.4.4 Bus stops on Chapel Street are of poor quality. At the time of the site audit the bus stop on the north side of Chapel Street had been vandalised and the shelter was broken. The bus stop on the south side of Chapel Street requires increased visibility and bus timetable information should be provided.

Parking

- 6.4.5 Accessible parking bays in the car park on Sitwell Street are demarcated but some are not provided with safeguarded space. Provision for users with mobility impairments should be adequately provided for. There is a disabled parking bay on the south side of Chapel Street, but there are no dropped kerbs or pedestrian crossing points to link the south side of Chapel Street to the Chapelside Shopping Area. Some form of crossing facility should be provided to connect Chapelside shopping area with the footway on the south side of the carriageway. Accessible parking spaces in the Chapelside shopping area car park are poorly positioned adjacent to the stepped access. The car park is in poor condition and is not suitable for users with mobility impairments. It would be suggested to resurface the car park and relocate accessible parking spaces more appropriately.

General Transport

- 6.4.6 The general condition and maintenance of the car park and shopping area is not good. Although lighting is provided and the area is overlooked, the area gives the impression of a poorly maintained retail area, which would benefit from the refurbishment to encourage convenience retail trips in the district centre.

6.5 Normanton Road

- 6.5.1 Normanton Rd Retail District is located within Rosehill, Derby along A5250 Normanton Road, which extends south of Derby City Centre from the A601 Lara Croft Way.
- 6.5.2 The retail district extends onto Pear Tree Road, though the focus of this report will be on A5250 Normanton Road as it is the busiest retail area. Normanton Rd retail district consists of many stores located in a linear pattern on both sides of the carriageway, along the A5250 Normanton Road.
- 6.5.3 The retail district mainly consists of convenience stores, supermarkets and take away food outlets. It also has a church, car wash and gym within its vicinity. Southgate Retail Park lies to the north - west of the site, Derby Arboretum Park lies to the east of the site, while Arboretum & Hardwick Primary Schools lie to the south of the retail centre.

Infrastructure

- 6.5.4 Moderate traffic flows and light congestion was observed on A5250 Normanton Road, mainly due to traffic stopping at the signalised pedestrian crossings. There was also congestion observed at the mini-roundabout at the junction of A5250 Normanton Road / Pear Tree Rd / Lower Dale Road. Slight congestion occurred while service vehicles unloaded at shop frontages and vehicles had to manoeuvre around them. It is suggested that a marked on street loading bay is provided to position loading vehicles more appropriately in the carriageway and cause the least disruption to vehicle movements along Normanton Road. If loading bays cannot be accommodated it would be recommended to limit loading to off peak times only to minimise the impact of delay on the local road network.
- 6.5.5 On and off road cycle provision in the district centre is of adequate quality with convenient cycle parking. Derby City Council recommends the A5250 Normanton Road as an un-marked on-road cycle route. From observations at the time of survey it was seen that cyclists need to exercise caution whilst cycling along the A5250 Normanton Road as the road is busy and crowded. Options for safeguarding cyclists should be considered along Normanton Road.
- 6.5.6 The uncontrolled pedestrian crossing poses a potential risk for pedestrians and those with mobility impairments when the road is busy, as there is no priority for pedestrians. Pedestrians were observed having to wait at the crossing for long periods of time before they had an opportunity to cross the road, which led to some pedestrians taking the decision to run across the road between moving vehicles. Consideration should be given to the installation of a controlled crossing point at this location.
- 6.5.7 A section of footway adjacent to the exit of Southgate Retail Park has many sections of surface patching which has left the footway uneven and pavers protruding from the footway, creating a trip hazard. This area needs re-surfacing to negate any risk to users of the footway. At the north west corner of the Grove Street car park, the footway is uneven due to surface patching, and rutting and cracking has occurred due to tree roots beneath the footway. Footway maintenance at this location should be given priority.

Public Transport

- 6.5.8 Improvements could be made to bus stops in the retail centre by upgrading them all to include raised kerbs to assist in level access for all public transport users and bus timetable information should be provided at each stop to encourage convenience trips by public transport users.

Parking

- 6.5.9 At the time of the survey, the car parks were generally occupied at 80% of their capacity. There is ample parking space provision however, very few disabled bays and cycle parking spaces are provided.

General Transport

6.5.10 The area is blighted by tired looking street furniture with street lighting, some surveillance and adequate facilities. The area would benefit from some maintenance due to its untidy appearance. Some of the street furniture has been poorly maintained with Sheffield stands and bollards requiring repainting, and vegetation in planters requiring maintenance.

6.6 Mackworth

6.6.1 Mackworth district centre is located along Prince Charles Avenue between the two junctions with Mornington Crescent, in Mackworth, Derby. Mackworth is located west of Derby City Centre, just beyond the boundary formed by the A38 Kingsway.

6.6.2 The retail district consists mainly of a small retail precinct which also includes a library and a church within its vicinity. The linear retail precinct is fronted by two car parking areas. One being of short stay on street parking bays, and the other a longer stay car park.

6.6.3 The district centre provides good cycle parking facilities however there are no on/off-street cycling routes either formal or suggested. It would be recommended that the implementation of cycle routes is investigated to encourage cycling as a mode of transport for convenience retail trips.

6.6.4 A zebra crossing facility with dropped kerbs and tactile paving is provided linking the car park and bus stops to the north of Prince Charles Avenue with the shopping precinct frontage. The zebra crossing facility only extends as far as the on-street parking area where tactile paving and dropped kerbs are provided. It is recommended that the zebra crossing is extended across the entire link to the shopping frontage.

6.6.5 Accessible parking bays are provided within the on-street parking loop however, road markings are faded, and surfacing is cracked which is not suitable for those with mobility impairments. Resurfacing of the on-street parking area is recommended.

6.7 Littleover

6.7.1 Littleover District Centre is located along A5250 Burton Road, in Derby. Littleover is located south – west of Derby. It consists of a small retail area which also includes a church, medical centre, Jet Petrol Station, funeral home and launderette within its vicinity.

6.7.2 Disabled users driving to the site have disabled parking bays allocated and marked within the parking area, although some of the disabled bay markings are now faded and will need re-painting.

6.8 Chaddesden

6.8.1 Chaddesden retail centre is located along Nottingham Road, in Chaddesden, located approximately three kilometres northeast of Derby City Centre. St Mary's Retail Park forms part of the Chaddesden

Transport and Accessibility Investigation

retail centre and it is also located within the shopping area along Nottingham Road. The district centre consists mainly of a small retail area which also includes a Travelodge, nursery and veterinary centre, within its vicinity.

- 6.8.2 Additional cycle parking would be recommended outside the shopping frontages on the northern side of Nottingham Road to encourage cycling and convenience retail trips via this travel mode.
- 6.8.3 There is potential for vehicle/pedestrian conflict at the parking areas to the south of the carriageway adjacent to the shop frontages to the south of the district centre where there is no demarcation of parking spaces or footways. Vehicles manoeuvre at the front of the shops where pedestrians walk to access the premises. The parking area is poorly maintained with pot-holes in some areas. Resurfacing and markings for car parking spaces is recommended.
- 6.8.4 Accessible car parking spaces are located in the car parking area to the north of Nottingham road however no dropped kerbs are provided to enable level access for those with mobility impairments. It is suggested that dropped kerbs are installed at this location.

6.9 Oakwood

- 6.9.1 Oakwood district centre is located south east of Wayfaring Rd and south west of Bishops Drive, in Oakwood and north-east of Derby City Centre. It consists mainly of a small retail precinct which also includes a medical centre, church and nursery, within its vicinity. The linear retail precinct is fronted by a large car parking area.
- 6.9.2 It is recommended that the existing cycle parking provision is relocated along the main shop frontage for convenience and to afford natural surveillance.
- 6.9.3 Accessible parking bays are allocated and marked within the car park although these do not meet modern design standards and lack dropped kerb links to the shops themselves. Drop kerbs should be installed to provide level access to the retail area.

6.10 Mickleover

- 6.10.1 Mickleover retail centre is located south of the junction of Uttoxeter Rd with Kipling Drive and B5020 Station Road in Mickleover, Derby, and is located west of Derby City Centre. The retail area consists of several retail outlets including a supermarket, car wash, petrol station, banks, post office, bakery, public houses and a dentist. Mickleover Community Centre & Mickleover Library lie to the north of the site.
- 6.10.2 Congestion was observed at the junction of the car park area off Uttoxeter Road where cars would queue while they waited to cars to manoeuvre out of car parking spaces. There may be the opportunity to review the access arrangements at this location to reduce the queueing onto Uttoxeter Road.
- 6.10.3 Cycle parking provision is to be reviewed to ensure the footways are accessible by all users.

Transport and Accessibility Investigation

6.10.4 Improvements are suggested to local bus stop facilities. Timetables, shelter, seating and lighting should be provided at bus stops to encourage sustainable convenience trips.

6.11 Allestree

6.11.1 Park Farm Shopping Centre is the main retail precinct in Allestree, Derby. The shopping centre is located south of Birchover Way and east of Carsington Crescent. Allestree is located north of Derby City Centre. Park Farm Shopping Centre also includes St John's Methodist Church, Park Farm Surgery and a gym within its vicinity. There is a large surface level car park to the east of the shopping centre. There is also a multi-storey car park to the west of the shopping centre.

6.11.2 The disabled parking bays at the rear of the shops on Park Farm Drive do not comply with modern design standards as they are not provided with any safeguarded space. Dropped kerbs or footways connecting the car parking area to the retail centre are not provided. Footways, dropped kerbs and safeguarding space should be provided for all accessible parking areas.

6.11.3 As there is no priority for pedestrians at the raised speed table on Park Farm Drive, this potentially poses a danger for pedestrians and those with a mobility impairment as they attempt to cross the carriageway. This raised speed table could be upgraded to a zebra crossing to improve safety for pedestrians.

6.11.4 On Birchover Way, there is no crossing provision to the east of the bus stops leading to the shopping centre. This poses a danger for pedestrians and people with a mobility impairment as they get off the bus to make their way to the shopping precinct. Uncontrolled crossing points with tactile paving is recommended at this location.

6.11.5 The cycle parking location is not in a convenient position as it is not overlooked. The cycle parking should be relocated to be covered by natural surveillance.

6.12 Allenton

6.12.1 Allenton retail district centre is located along the A514 Osmaston Road, south of its junction with A5111 Osmaston Park Rd and Harvey Road. Allenton is located south east of Derby City Centre. The district centre consists mainly of a linear retail area with shops on both sides of the carriageway (A514 Osmaston Road). The area is fronted by customer parking bays and two bus stops.

6.12.2 As there is no priority for pedestrians crossing at raised speed tables, this could potentially pose a danger for pedestrians as they cross, as vehicles reverse from parking spaces over the speed tables and drive within the parking area. It is recommended to revise the location of parking bays to negate the risk to pedestrians and increase the visibility of pedestrian crossing points.

6.13 Alvaston

- 6.13.1 Alvaston retail area is located primarily on A5111 Shardlow Road and includes a section of A6 London Road. A5111 Shardlow Road is south east of the A6 London Rd junction with Raynesway in Alvaston, Derby. Alvaston is located southeast of Derby City Centre. The district centre consists mainly of a linear retail area which includes convenience stores, estate agents, Texaco Petrol Station, charity shops, betting shops, restaurants and takeaways within its vicinity.
- 6.13.2 There is parking provided in an open parking area behind the Café & Diner on A6 London Road accommodating approximately 65 cars. At the time of the survey, the parking area averaged approximately 85% of its capacity. The surface of the car park is cracking and required resurfacing and car park spaces marking to ensure the area available for car parking is maximised.

6.14 Sinfín

- 6.14.1 Sinfín Shopping Centre is located south-east of Grampian Way and west of Arleston Lane, in Derby, and is located south of Derby City Centre. The shopping centre consists of an Asda supermarket, Asda petrol station, pharmacy, opticians, travel agent, post office, bakery, hairdressers, charity shop, bookmakers and fast food takeaway shops. The shopping centre also includes Sinfín Community Library and Health Centre.
- 6.14.2 The main area of conflict observed was Grampian Way, as people attempted to walk directly across Grampian Way to reach the shopping area. In the afternoon peak period heavy flows with fast moving traffic were observed. No controlled crossing facility for pedestrians is provided which results in a risk of pedestrian / vehicular conflict though there is an underpass in place at this location. The installation of a pedestrian crossing point is recommended to enable pedestrians to cross Grampian Way safely.

6.15 Derby City Centre

- 6.15.1 In order to encourage further trips it is recommended that continued investment into public transport services and infrastructure is delivered so as to facilitate comparison shopping trips into the City Centre without contributing to a worsening of congestion and travel times.
- 6.15.2 Whilst prior work has been undertaken to review the City car parking strategy, it does not appear that a detailed audit and occupancy survey has been undertaken which would highlight public, private and on street car parking areas. The surveys would identify capacities, occupancy levels, charges, conditions, facilities and location in relation to the areas of the City Centre identified for regeneration. This analysis would provide an insight into where car parking is currently most sought after, where improvements are needed and where car parking facilities should be provided in the future.

Previous studies have identified a surplus of car parking around between the City Centre and train station which could be used for further development.

It is also suggested that to the north of the City Centre there is also a surplus of car parking and when considering the change in travel behaviours and car ownership levels identified previously, the provision of car parking in the City may be reduced incrementally in order to accommodate to these changing travel behaviours.

7.0 Summary and Conclusions

7.1 Summary

- 7.1.1 This analysis of the transport infrastructure and services within the DUA and planning policies relating to retail trips has been considered as part of this study. When read in conjunction with the individual 13 Area Infrastructure Assessments and broader Nexus DUA Retail Appraisal then it is possible to evaluate the current health of DUA retail areas and also begin to identify policies to safeguard and improve these facilities.
- 7.1.2 Specifically the elements of the study which focussed upon transport, accessibility and infrastructure have found there are wide differences between the quality of infrastructure and sustainable transport services across the DUA retail areas. It is not surprising that Derby City Centre scored well in regard to the connectivity and infrastructure which is required support a large retail area such as this. In some of the more outlying and smaller retail areas such as Sinfin, Alvaston and Allenton there are also good levels of connectivity and infrastructure suitable to support a prosperous retail centre.
- 7.1.3 In contrast to the above there are also many outlying retail centres such as Chellaston, Spondon, Normanton and Mackworth that did not fare well when the audits of connectivity and infrastructure were undertaken. These areas would therefore benefit from further investment in order to provide a level of infrastructure than would support the ongoing viability of the centres, in addition to the growth of those proposed to serve wider housing area expansions.

7.2 Conclusions

- 7.2.1 The areas identified for short-term infrastructure improvements as part of this assessment are highlighted as Chellaston, Spondon, Normanton and Mackworth. Not only do these areas score comparatively poorly in regard to the infrastructure and connectivity assessment, but they are also identified as area of future growth from a housing perspective whereby convenience shopping opportunities may need further development.
- 7.2.2 The improvements recommended to the above areas would help to ensure that the proposed housing growth and occupiers are able to access their local service centres and are less likely to be drawn to those further away and less accessible by sustainable modes of travel.
- 7.2.3 Within the City Centre, DCC also envisage an increase in dwellings which will lead to an increase in demand for local service retail functions as well as leisure services. It has been identified that the current level of car parking provision does not reflect the current needs in the appropriate locations and how this need will change in response to changing car ownership levels.

Transport and Accessibility Investigation

- 7.2.4 The development and introduction of planning policies and design guidance which further enhance the provision of sustainable and active travel infrastructure, plus the creation of 'oven ready' funding bids which can be used to retrofit existing centres with better infrastructure should also be developed. These funding bids to either Central Government or D2N2 LEP opportunities will enable Derby and the DUA to ensure that there is an appropriate level of sustainable travel infrastructure which will cap, if not reduce the observed levels of congestion whilst also supporting the housing and retail growth in the area.
- 7.2.5 Strategically and in addition to the proposed housing growth and responses to this in the south of the City, plans for new east-west connections to Toton and the HS2 interchange should be developed to include areas for housing expansion / new growth and the transport services required to support these.

TPNO66625-CUR-00-XX-RP-AI-00001

Derby Retail Transport Study

Transport and Accessibility Investigation



Our Locations

Birmingham

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

Bristol

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

Cambridge

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

Cardiff

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

Douglas

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

Dublin

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

Edinburgh

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

Glasgow

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

Kendal

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

Leeds

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

Liverpool

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

London

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

Manchester

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

Nottingham

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