

The D2N2 Active Travel Alliance

The D2N2 Active Travel Alliance is a group of organisations with a shared interest in making walking, wheeling and cycling more accessible, safe, and attractive. We want active travel to be the natural choice for short journeys. We are made up of professional bodies, charities, campaigning groups and community organisations. We are active across the region, in urban and rural areas.

This document sets out our collective requests for the new East Midlands Combined Authority Mayor. We seek the Mayor's commitment to place active travel at the heart of their transport plan for our region.

Our Shared Vision

An increase in walking, wheeling and cycling across the region which will deliver:

- Improved access to jobs, education, training and services, especially for those on low incomes.
- Reduced carbon emissions from transport supporting Net Zero commitments.
- Reduced congestion and therefore improved productivity.
- Cheaper transport options for residents in financially challenging times.
- Increased physical activity direct from homes which improves residents' health outcomes.
- Improved choices to access public transport.
- Improved community cohesion and reduced anti-social behaviour through the increased presence of people on streets and in public spaces.
- Better air quality and less traffic noise.
- Active travel friendly high streets seeing increased footfall and increased retail spend.
- Better recreational opportunities for both residents and visitors.

Our asks for the Mayor

Provide strong leadership, accountability and strategic direction for active travel.

Set a target and develop strategies so that by 2030 active travel is responsible for 50% of all local journeys. These are journeys of less than five miles by cycling and two miles for walking. This is in line with the Government's target as stated in The Department for Transport Gear Change document (2020).

Provide leadership for the region by appointing a paid independent Active Travel Commissioner reporting directly to the Mayor. The Active Travel Commissioner will bring together existing plans, best practice and knowledge to deliver a pioneering approach to active travel.

Lead on changes to planning processes to ensure greater connectivity between planning and highways authorities.

Place active travel at the centre of the new D2N2 Local Transport Plan ensuring both rural and urban active travel needs are catered for. Protect and expand our public rights of way network.

Provide strategic direction by reviewing and publishing the first D2N2 Local Cycling and Walking Infrastructure Plan (LCWIP). Within a refreshed D2N2 LCWIP strengthen the plans for the key economic growth zones located outside of D2N2 urban areas. This will ensure that facilitating active travel for these businesses and their workers is given higher strategic priority.

Ensure that active travel has strategic direction at all levels of local government by supporting the development of district level Local Cycling and Walking Infrastructure Plans.

Ensure that D2N2 LCWIPs are embedded in the appropriate Local Plans and the regional Local Transport Plan.

Create the conditions in which active travel can flourish by ensuring there is sufficient funding and knowledge in the region

Commit to expenditure on active travel, being the equivalent of £50 per head of population by 2029/30 and to the equivalent of 10% of the transport budget for the period 2030 -2035 as outlined in the recent IPPR report. This will achieve the same levels of funding as currently seen in Scotland.

- Infrastructure: high quality infrastructure making active travel easier and safer.
- Behaviour change interventions: community focused programmes which provide residents with the confidence and skills to use active travel in their daily lives.
- Maintenance: ongoing work to ensure infrastructure remains usable to all.
- Removal of barriers: the removal of obstacles which prevent routes from being accessed by residents with mobility issues and/or using non-standard cycles.
- Deliver infrastructure such as seating, signage, cycle parking, and shelter that support those travelling actively.

Work with The Department for Transport and Active Travel England to ensure that local authority officers and leaders receive the most up to date training on design and the importance of delivering infrastructure to Local Transport Note 1/20 (LTN 1/20) standards. Consideration should be given to both urban and rural requirements.

Listen to and deliver for residents and communities

Ensure community insight informs policy and strategy by establishing a forum of active travel organisations, businesses, community and voluntary groups to advise the active travel commissioner. Require that the four D2N2 councils also establish a local forum where one is not already in place.

Centralise the voices of those most often disadvantaged by current transport arrangements by establishing a Disability Access Group to advise the active travel commissioner.

Create a marketing and media campaign to normalise and promote the benefits of active travel in the D2N2 region.

Ensure that all new housing developments, whether urban or rural, will have internal but importantly external walking, cycling and public transport routes. This will make it easier for residents to reach workplaces, shops, schools and leisure facilities without needing to use a car.

Make it safer to walk and cycle by working with the Nottinghamshire and Derbyshire police forces to improve road safety. Ensure the police adopt and deliver on close pass strategies, make it easier to report road incidents. Run public campaigns informing drivers of their responsibilities in ensuring the safety of those walking, wheeling and cycling.

Champion active travel for the region's youngest residents by committing to deliver more School Streets.

Pressure national government to give local authorities the power to ban pavement parking and make it easier for local authorities to introduce default 20mph speed limits for built up areas, where communities support these measures.

Prioritise active travel integration with public transport. Use quality infrastructure, cycle parking, signage, and education to help residents start and end their public transport journeys with active travel.

Remove unnecessary obstructions from our pavements to allow those walking and wheeling easier passage.

Consider the safety needs of people cycling when inspecting roads and ensure that potholes and cracks are repaired in a manner which makes the carriageway safe for these residents. Ensure that pavements and cycle routes are maintained with the same priority as the road network.



We are Living Streets, the charity for everyday walking. Our mission is to achieve a better walking environment and inspire people to walk more.

