

## **Derby Cycling Group**

### **Briefing on the East Midlands Mayor's Transport Plan consultation**

#### **1. What is the Mayor's Transport Plan?**

The "Mayor's Transport Plan" is a Local Transport Plan. Local Transport Plans (LTPs) are statutory documents that all local authorities must submit to government to define their transport vision, strategies and priorities. The current LTP (known as LTP3) started in 2013 and will end in 2026. A new LTP is now required from 2026 for the next fifteen years.

The East Midlands Combined County Authority (EMCCA – covering Derby, Derbyshire, Nottingham and Nottinghamshire) will create the LTP for the whole region on behalf of the Mayor.

The Mayor's Transport Plan will set out the strategy for managing and improving transport in the EMCCA area. The Mayor has around £2 billion to invest in transport over the next 7 years and it is important that she invests heavily in active travel which provides social, health and environmental benefits for everyone.

#### **2. What is this consultation?**

This is a consultation on a discussion document for the [Mayor's Transport Plan](#) (the Plan) which ends on 8<sup>th</sup> February 2026. The document is high level, with little detail and seeks the public's views on the Mayor's vision, aims, policies and actions. It aims to understand people's perceptions of the transport issues, challenges, opportunities, and aspirations for the region.

#### **3. Why should I respond?**

If you want better cycle routes that interconnect, in a proper, safe, network, you need to respond to this consultation and say so. We need as many people as possible to show the Mayor that there is public support for a vastly improved cycle transport network to give real choices for cycle transport.

Overall the discussion document for the Transport Plan says the right things, with emphasis on active travel and public transport in its three priorities, four themes, seven goals and 22 policies. However, the objectives for active travel are very vague and must be more concrete with proper deliverables there are areas of the plan which we think must be improved and important issues which need to be raised. There is also a danger that there will be pressure to spend the £2 billion largely on damaging road schemes rather than the active travel we want. We need to show support for alternatives to the car (that's not anti-car, it's pro-choice).

***As a minimum, please respond to the consultation "tick box" questions and select those favourable to cycling; you don't have to make any comments but it would be helpful to make some, even if brief and just showing support for cycling. In that case it should take 5 to 15 minutes to complete.***

Here is a summary of Derby Cycling Group's main "areas for improvement" which we hope you will be able to include in your own comments:

- Objectives for active travel goals, policies and actions are very vague and woolly. They must be much more concrete, like those for public transport. Please push back hard to ask for more **detailed, specific and measurable** objectives.
- There is no mention of a Local Cycling and Walking Infrastructure Plan (or LCWIP). Local authorities need an LCWIP in order to bid for funds from Active Travel England (the main financier for active travel schemes). The creation of an LCWIP must be a stated objective of the Mayors Transport Plan.
- We think the best way to improve the balance of transport planning is through a Hierarchy of Transport, with walking then cycling at the top, followed by public transport and with private motor transport at the bottom. Please urge the Mayor to implement a hierarchy of transport.
- There is a "priority" to maintain roads, but we say we want better defect intervention thresholds ( ie pothole size and shape) to reflect those posing risk to cycles, not just to cars; the current standards do not consider hazards for cycles enough.
- We want cycle paths and pavements to be maintained to the same standards and processes as roads.

There is more detailed analysis of individual parts of the questionnaire below.

#### **4. Where can I get more information?**

Details of the consultation can be [found here](#) and here is the [Mayor's Transport Plan](#) .

#### **5. How can I respond?**

There are separate questionnaires for individuals and for organisations/businesses. This briefing covers the [individual questionnaire](#) which you can download to allow you to read questions in advance of answering online .

Online, every question must be answered in order to move through the questionnaire. There are a few open ended questions where individuals can write comments and raise wider issues and concerns.

Use a separate paragraph for each point you make, this makes it easier for the LTP review team to divide comments into similar themes for review.

#### **6. Derby Cycling Group's Suggested Responses**

For those who wish to advocate for better cycle transport content in the Transport Plan, we offer guidance below on answers to questions 3-17 , including those where individuals can raise wider concerns and issues. Questions 1, 2 and 18-38 request personal experience or ask for personal details. Please use your own words so far as you can.

**Section 1 Aims of the plans, questions 3-5. Suggest 'strongly agree' with ambition and rank the four strategic aims but qualify your response in Q5 Box.**

#### Q5. BOX

- Strongly support aims/ambitions, Mayor's 3 priorities, 4 themes and 7 goals.
- Difficult to rank the 4 aims – all equally important.
- Active travel goals are too vague; they need to be much more specific and concrete.
- *Better connect communities*, achieve using 15 minute neighbourhoods with integrated safe and sustainable networks prioritised for active travel.
- *Modal choice* must prioritise active travel (walking/wheeling/cycling) using comprehensive, integrated networks for these means of travel.
- Address transport inequality; rural, disabled and disadvantaged communities must have access to high quality travel networks.
- Visitor travel should be addressed (eg by building the Derwent Valley Cycleway)
- How will these aims be delivered? Plan needs to set stretching targets and monitor progress to show its impact.

#### Section 2 Key priorities questions 6-13. Suggest 'strongly support' answers but qualify concerns and omissions in Q13 Box

#### Q13. BOX

- *Re Support active, healthy and vibrant places* – Walking wheeling and cycling should be the first choice for everyday journeys to improve health and reduce pollution. Routes should be safe, convenient; comprehensive in urban and rural areas; extend out of urban areas to connect outlying communities
- Creation of a Local Cycling and Walking Infrastructure Plan (LCWIP) needs to be a stated objective, with a timeframe for delivery
- Slower speeds are essential to reduce road danger and increase road safety.
- Local freight journeys should be made by smaller vehicles and e-bikes.
- Need more secure cycle parking at transport hubs and carriage of bikes on bus/train/tram.
- *Re Connect Communities & New Homes* – use 15-minute neighbourhoods, especially utilising cycle transport. In rural areas use 'Quiet Lanes'.
- *Re: An integrated sustainable and resilient network* – Add Vision Zero, no-one killed or seriously injured on the roads by 2040.
- Make best use of existing road space by reallocating some of it to cycleways.
- *Re: Decarbonise Travel as Part of Net Zero* – this should explicitly refer to enabling more

active travel, with a stretching target to do so.

### **Section 3: Expectations of the local transport network questions 14-17. What's important to you?**

Q14 Asks you to rank the ways the Plan could support EMCCA's wider inclusive access to health, skills, prosperity and growth. Comments/additions to be made in Q15 Box

#### **Q15. BOX**

- Strongly support all on the list, but first option (*Makes it easier to get around without needing to rely on private car ownership*) is the priority. Suggest rank it '1' and rest of list according to experience although they all merit a '2'.
- Put cycle racks at rural and some low density urban bus stops to extend the reach of bus travel.
- Allow bikes to be carried on buses, trams and more on trains
- Slower speeds (eg 20s Plenty) to improve environment for cycle transport
- Ban parking on cycle lanes, cycle paths and pavements and enforce those bans
- Reallocate more road space to cycles

Q16. Asks for ranking of a list of the ways the Plan could improve the experience of using our transport network. Suggestions for Q17 Box.

#### **Q17. BOX**

- All on list are important or very important – rank according to experience.
- Establish a hierarchy of transport, with active travel at the top, public transport in the middle and private motor traffic (cars/vans/lorries) at the bottom. Then plan transport from the top down.
- Maintain roads that are safe for cycling; fix potholes that are a risk to cycles.
- Prioritise walking/wheeling/cycling before buses, and buses and rail services before private cars when planning and funding improvements.
- Removing barriers to cycling are a priority e.g. barriers, bollards, safe routes to all public destinations
- Cycle parking at bus/tram stops and bikes on buses and trams, to enable bike-bus-bike journeys.
- New housing should be well connected to active travel networks but also planned around reduced use of private car with priority given to things like cycle transport.
- To address congestion, suggest no increase in road space, which will increase traffic

and car dependency and undermine things like cycling.

Q18. Asks for challenges that have a negative impact on your journeys when you are travelling around the EMCCA region. Suggestions for Q19 Box.

**Q19. BOX**

- **There is no text box to write about bus experiences (see section 4), rail experiences or travel by walking wheeling cycling. Comments on all would need to be made in this box.**
- **Most important to emphasise that you would like to use your bike more, maybe integrating with the bus or train, but can't and give all the reasons. The Mayor needs to know that many people would like to use active and public transport but can't and that there is a demand for it.**

**Section 4 Improvements to our bus network, questions 22-29. All tick box questions with no text boxes to expand on answers. Respond according to personal experience. Return to text box 19 to expand on answers.**

**Section 5 contains questions about the individual respondent.**