# D2N2 Local Cycling and Walking Infrastructure Plan

December 2020

*A Local Cycling and Walking Infrastructure Plan for Derby, Derbyshire, Nottingham and Nottinghamshire*



Derby City Council

DERBYSHIRE County Council

Nottingham City Council

Nottinghamshire County Council



# Introduction

This document summarises the D2N2 Local Cycling and Walking Infrastructure Plan which is a long-term programme for the creation of comprehensive cycling and walking networks, building on the existing strategies and network plans prepared by the individual authorities.

The LCWIP identifies potential improvements to cycling and walking infrastructure for investment in the short, medium and long term, up to 15 years. The evidence base collected will place the LEP and local authorities in a strong position to gain future funding including levying funds from new development.

Working together, the four local authorities of Derby, Derbyshire, Nottingham and Nottinghamshire have prioritised strategic routes and cross-border links that serve local commuter trips and the longer inter-urban and rural cycle routes that help to grow the visitor economy. Safe and attractive streets for walking around our town centres are a vital component of town centre vitality, attracting inward investment. More walking and cycling benefits public health, access to employment and education, offers cleaner air and helps reduce carbon emissions.



# Aims and Objectives of the LCWIP

The LCWIP sets out infrastructure proposals to enable more people to make more journeys by walking and cycling. More use of active travel modes will help provide better access to education and employment, improvements in public health and fitness, a reduction in carbon emissions, improvements to local air quality, and reductions in traffic congestion.

## Supporting economic growth

The D2N2 sub region is going to see a significant growth in housing and commercial development during the next decade. Improving walking and cycling conditions on existing routes, and integrating high-quality infrastructure into new development, will ensure that sustainable, active travel is a viable transport option for many people. This will help to drive the economy by ensuring that people have affordable access to employment, education, healthcare and leisure opportunities in their locality.

## Supporting tourism and the visitor economy

Walking and Cycling form a major component of the rural economy, attracting day visitors from adjacent urban areas and tourists from around the world. Leisure and tourism is also important for urban areas where retailers, the entertainment industry and historic sites all benefit from high-quality public realm that encourages people to spend time in the area.

## Addressing transport congestion

Although some major network improvements are planned, in many areas the road supply is finite and measures to address congestion require a more efficient use of existing assets. Walking, cycling and public transport offer opportunities for reliable journey times and for more people to travel within existing corridors.

## Addressing climate change and poor air quality

The Covid 19 pandemic witnessed a significant reduction in emissions from transport as people changed their travel habits. Many people have experienced some of the benefits of working from home and shopping locally, making short journeys on foot and cycle. Improved infrastructure will enable some of these benefits to be locked-in to future travel.

## Addressing health deprivation

The D2N2 sub-region includes some of the most deprived wards in the country, with associated low-levels of public health. Walking and cycling are affordable and effective means to integrate physical activity into the everyday routine by using them as a means of transport.

## Meeting the CWIS cycling and walking mode share targets

The D2N2 sub-region is committed to introducing world-class infrastructure that will facilitate travel to school, to work and access to public transport and thereby achieve the modal share targets set out in the Cycling and Walking Investment Strategy.

# The process

The D2N2 region covers an extensive and diverse geography. The standard DfT method was modified to enable consideration of rural areas and to recognise different challenges and priorities across the sub-region. During the scoping and information gathering stages the stakeholders agreed three distinctive sub-areas within the D2N2 area that have some common travel characteristics and opportunities. These sub-regions cross administrative boundaries and are characterised as:

- Derby, Nottingham and Urban Connections
- North Urban Area which includes the principal market towns of Chesterfield, Mansfield and Ashfield.
- Market Towns and Rural Hinterlands - the rural parts of Derbyshire and Nottinghamshire.

**Determining Scope**

- Geographical Extent
- Governance
- Timescales

**Information Gathering**

- Identify existing patterns
- Identify connections and improvements to existing routes

**Network Planning for Cycling**

- Identify flows
- Review conditions
- Identify barriers
- Identify opportunities

**Prioritising Improvements**

- Select 'top scoring' Phased plan for future investment

**Integration and Application**

- Integrate outputs into policies and strategies

# Stakeholder involvement

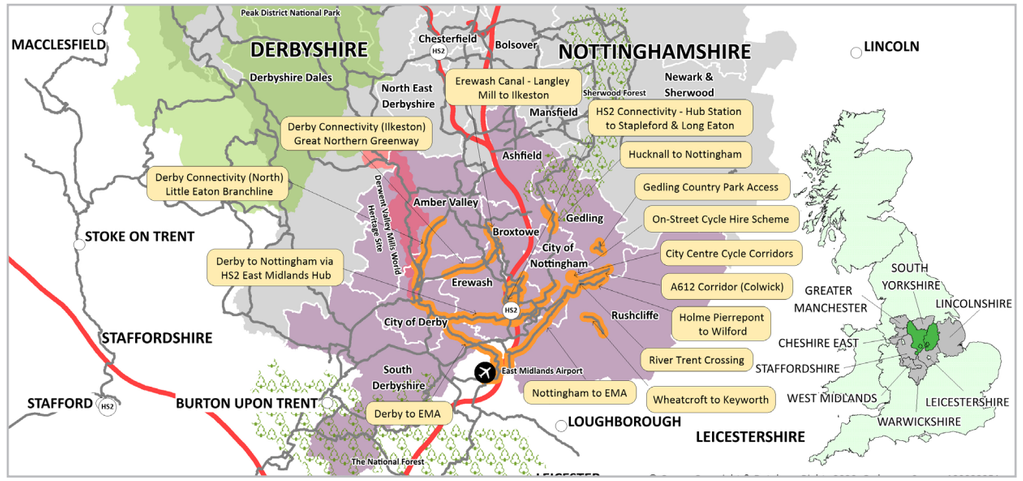
Decision makers and campaigners participated in developing the draft network plans. Stakeholders are particularly important as they also represent the wide range of partners who are involved in delivering and maintaining infrastructure for walking and cycling.

Three stakeholder events to engage with professional, political, and user-group representatives were held at key stages to add their local knowledge, advice and scrutiny into the LCWIP. As schemes are developed, there will be further engagement to determine the exact alignments and designs. This participation enables the delivery teams to benefit from local expertise and political support.



# Network Improvements

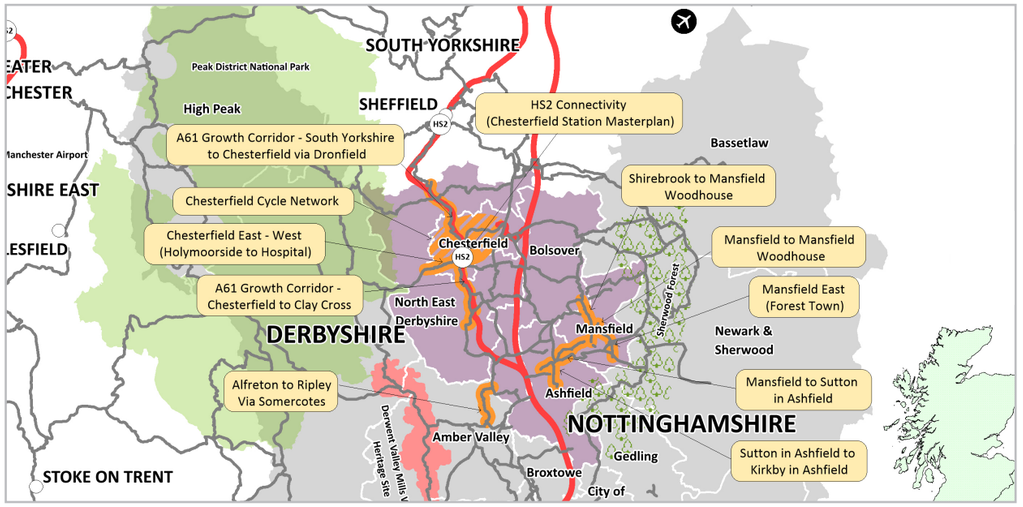
These plans reflect the short term priorities extracted from longer lists/programmes. Other schemes will be delivered as future funding streams become available.




## Derby and Nottingham and Urban Connections

The top priorities for the partners are:

- Nottingham & Derby to EMA
- Strategic Derby to Nottingham Routes via HS2 East Midlands Hub Station
- Derby Connectivity (Ilkeston). Great Northern Greenway & Bennerley Viaduct
- Derby Connectivity (North). Little Eaton Branch Line
- Holme Pierrepont to Wilford
- River Trent Crossing
- HS2 Connectivity – East Midlands Hub Station to Stapleford & Long Eaton
- A612 Corridor (Colwick)
- Erewash Canal (Langley Mill to Ilkeston)
- Nottingham City Centre Cycle Corridors e.g. Broadmarsh Redevelopment
- Nottingham City On-Street E-Cycle Hire Scheme

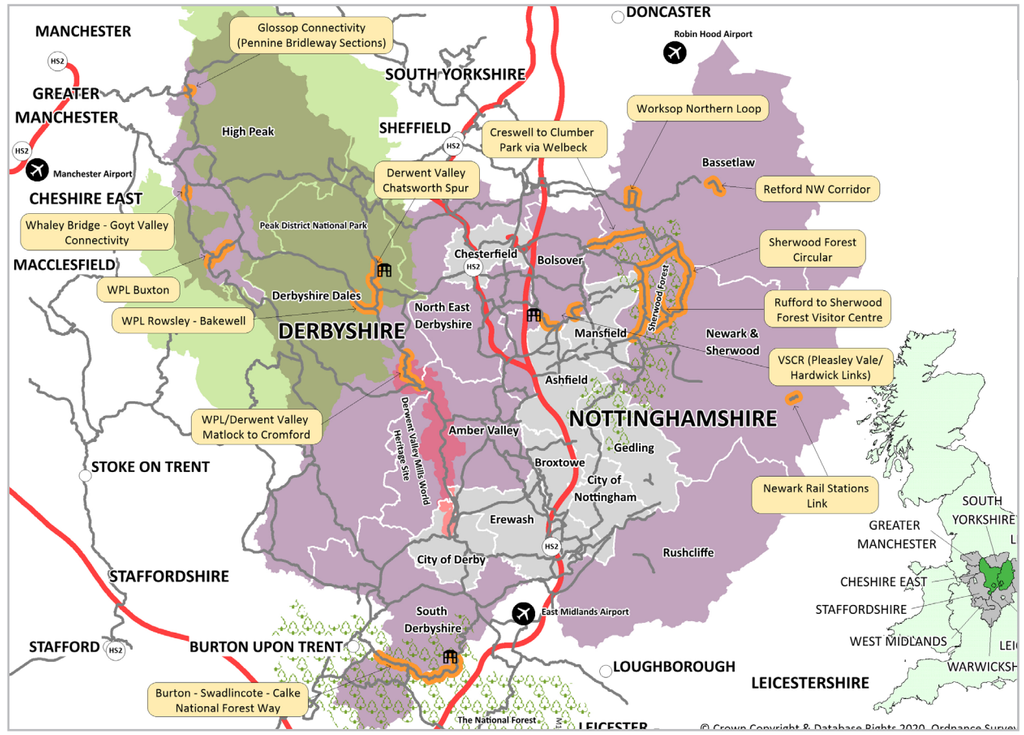



## North Urban

The top priorities for the partners are:

- A61 Growth Corridor (N), South Yorkshire Chesterfield to Clay Cross
- Chesterfield (E-W) Holymoorside to Hospital
- Chesterfield Cycle Network
- HS2 Connectivity (Chesterfield Station Masterplan)
- Shirebrook to Mansfield Woodhouse
- Alfreton to Ripley via Somercotes
- Mansfield to Mansfield Woodhouse
- Sutton in Ashfield to Kirkby in Ashfield
- Mansfield East (Forest Town)
- Mansfield to Sutton in Ashfield






## Market Towns and Rural Hinterlands

The top priorities for the partners are:

- Sherwood Forest Circular Route
- Sherwood Forest Visitor Centre to Rufford Country Park
- 'Closing the Loop' - WPL Sections, Buxton, Bakewell and Matlock
- Glossop Connectivity (Pennine Bridleway Sections)
- Creswell to Clumber Park via Welbeck
- Derwent Valley Chatsworth Spur
- Whaley Bridge Goyt Valley Connectivity
- VSCR Sections – Pleasley Vale/Hardwick Links
- Newark Railway Stations Link
- Worksop Northern Loop
- Retford NW Corridor
- Burton to Swadlincote and Calke Abbey

## Core Walking Zones

- Measures to improve the main town and city centres throughout the D2N2 sub region



# Implementation

World class cycling and walking networks will be delivered using local and national design standards as funding becomes available. Innovative design and high-quality of materials and construction will ensure that the infrastructure investment helps to attract more people and thereby to support the regeneration of local economies through the collective endeavour and expertise of the partner authorities and stakeholders.

Economic appraisal of the LCWIP demonstrates that the benefit:cost ratio of the whole 15-year network programme will be medium to high, comparing very favourably with other transport projects. Individual components have proven to deliver a higher benefit:cost, for example those that were analysed for the Transforming Cities Fund bid.

The LCWIP is a live document that will respond to future transport challenges and funding opportunities. The work undertaken to develop the LCWIP informed the walking and cycling elements of the successful Transforming Cities Funding application. The recent rapid response to Covid 19, which has seen significant increases in walking and cycling, and a requirement to reallocate public space for social distancing, is evidence of the ability to quickly adapt and deliver projects. The LCWIP provided the strategic context to support bids for emergency funding.

# Monitoring and Review

The LCWIP covers a fifteen-year life span, and a review will be undertaken approximately every 5 years to monitor progress and make adjustments to the delivery plan. The review will look at the data sources that informed the 'core indicators' for the development of the LCWIP to help determine future priorities.



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