

The Mayor's Transport Plan

Evidence Base (November 2025)

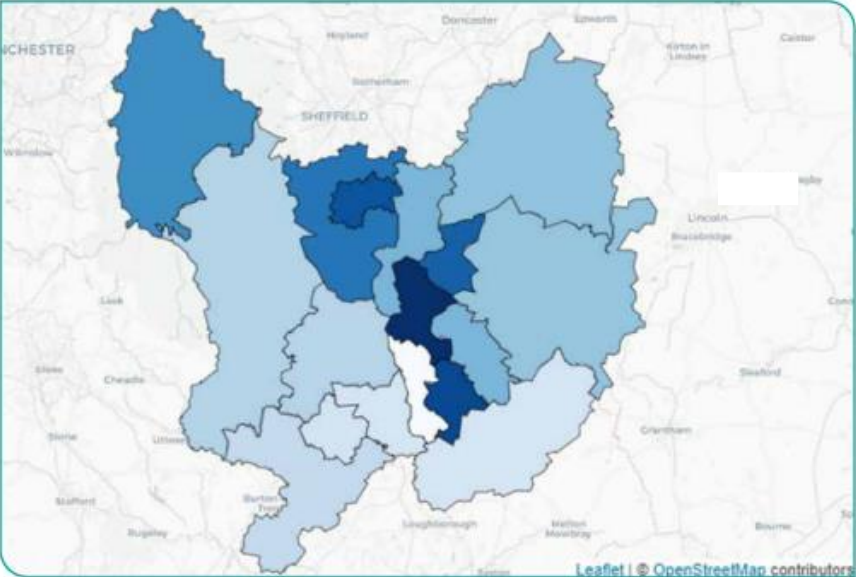


Economic Context

Economic Inactivity

Levels of economic inactivity are more pronounced in areas of highest deprivation, with economic inactivity rates in six of our districts and boroughs above the regional average of 23%.

District	Inactivity Rate
Ashfield	31%
Nottingham	30%
Chesterfield	29%
Mansfield	28%
North-East Derbyshire	27%
High Peak	25%



Jan 2023 – Dec 2023

Figure 7 Source: DfE Unit for Future Skills
department-for-education.shinyapps.io/local-skills-dashboard/ and Annual Population Survey

Economic Context

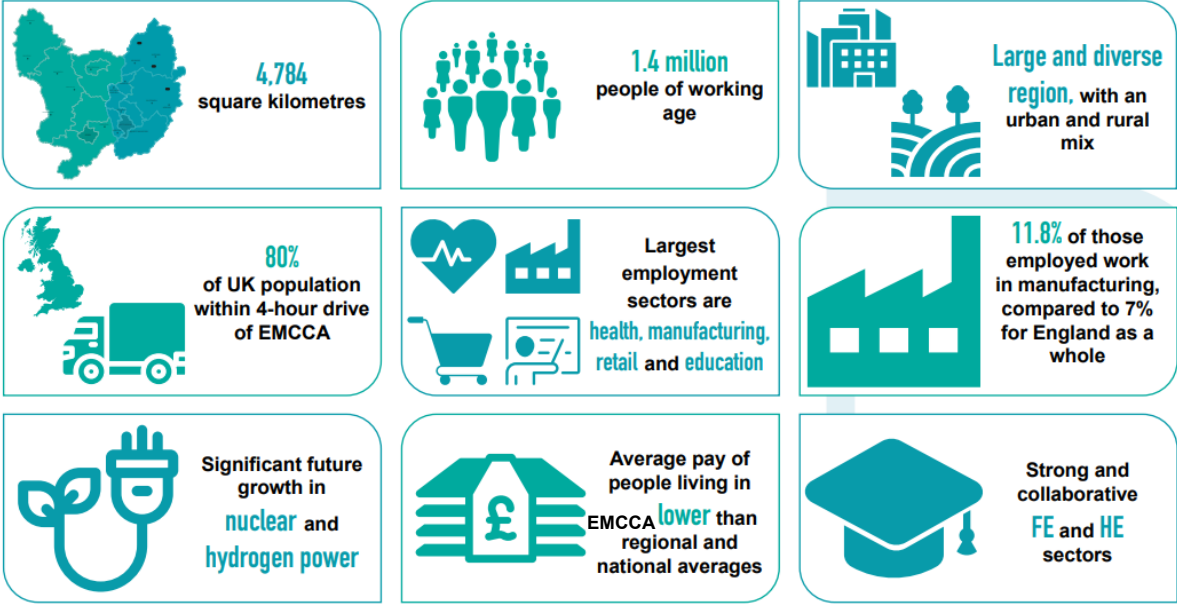
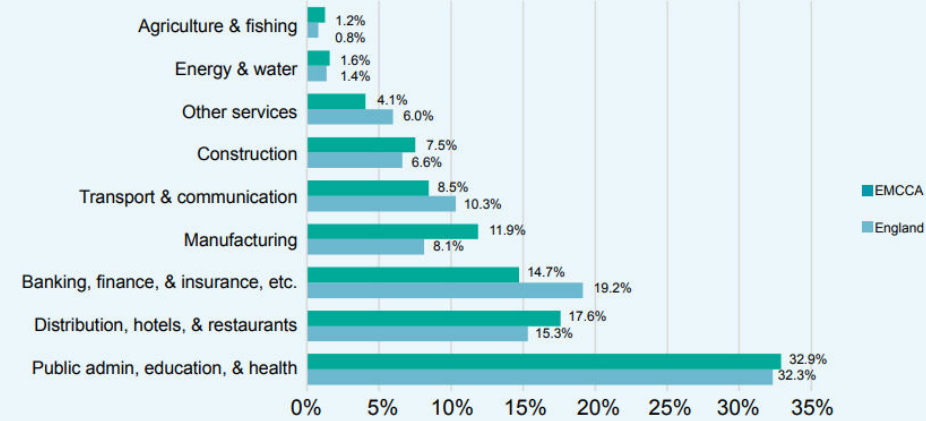


Figure 2 EMCCA Economic Indicators

Percentage Employment by Industry: April 23 – March 24



 **East Midlands
Combined County
Authority**

Growing Demand for Travel and High Car Dependency

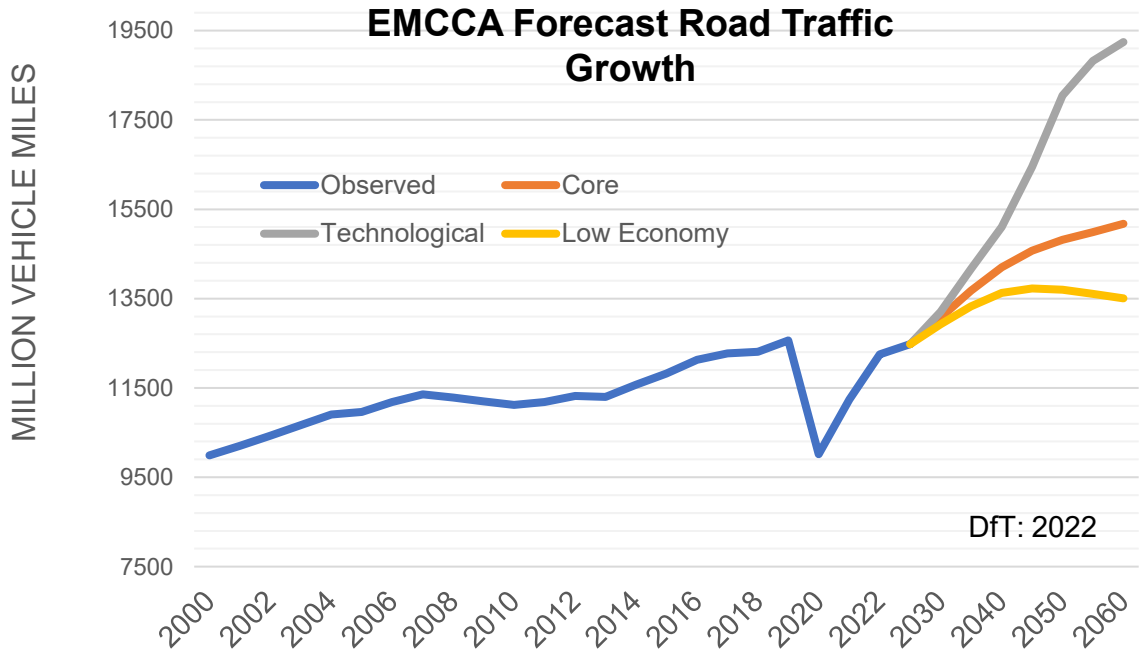
Road Traffic Growth

National Forecast

Traffic levels within the region have now recovered to pre-pandemic levels and are expected to continue to rise over the next 35 years.

Nationally traffic levels are forecast to rise **between 8% and 54%**, by 2060 dependant on several different modelled scenarios. This demonstrates that no matter the scenario, national forecasts show significant traffic growth.

Despite this, East Midlands Combined County Authority (EMCCA) has a finite road space to accommodate this nationally forecast growth.

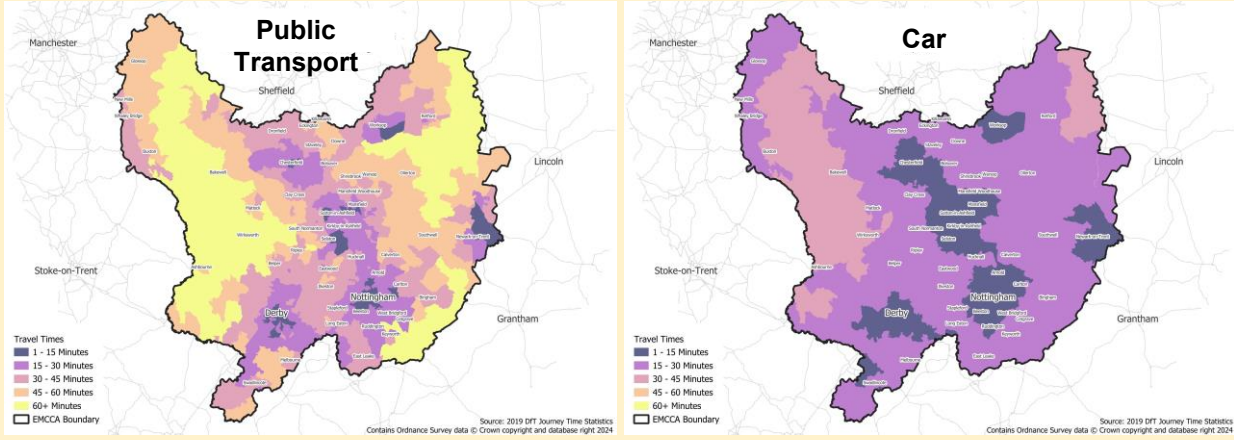


The East Midlands Region has the Most Car Dependent New Housing

One of the main factors influencing car dependency is the rising proportion of new developments in more rural areas. Nationally the percentage of new developments in rural areas increased from 17.5% in 2009-11 to 26% in 2021-23.

[New Economics Foundation](#) 2024

Access to Existing Large Employment sites by:



Percentage of EMCCA's population able to access large employment sites within 30 minutes by mode (2019)

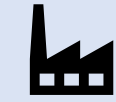
96%



52%



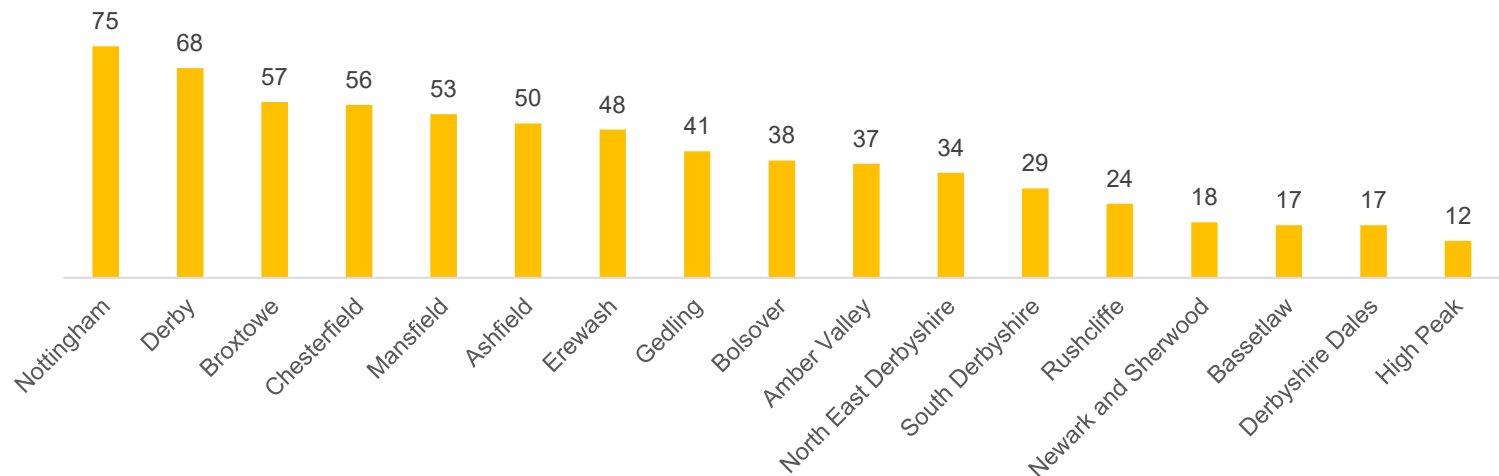
30 mins



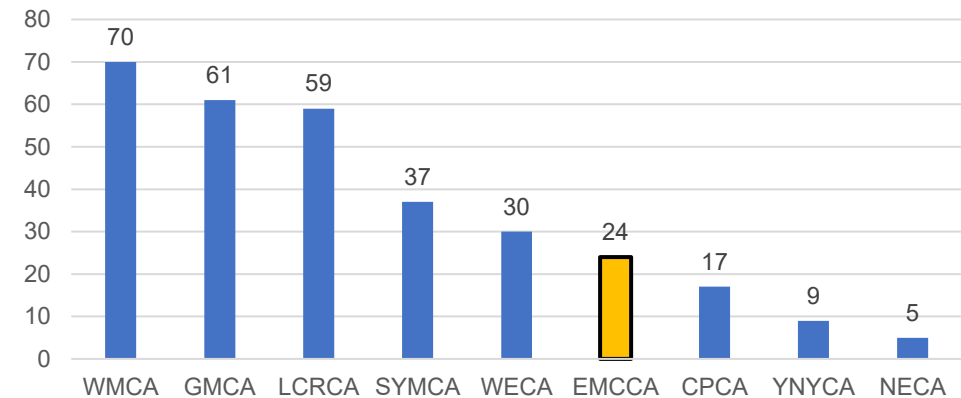
DfT Journey Time Analysis, 2019

Connectivity

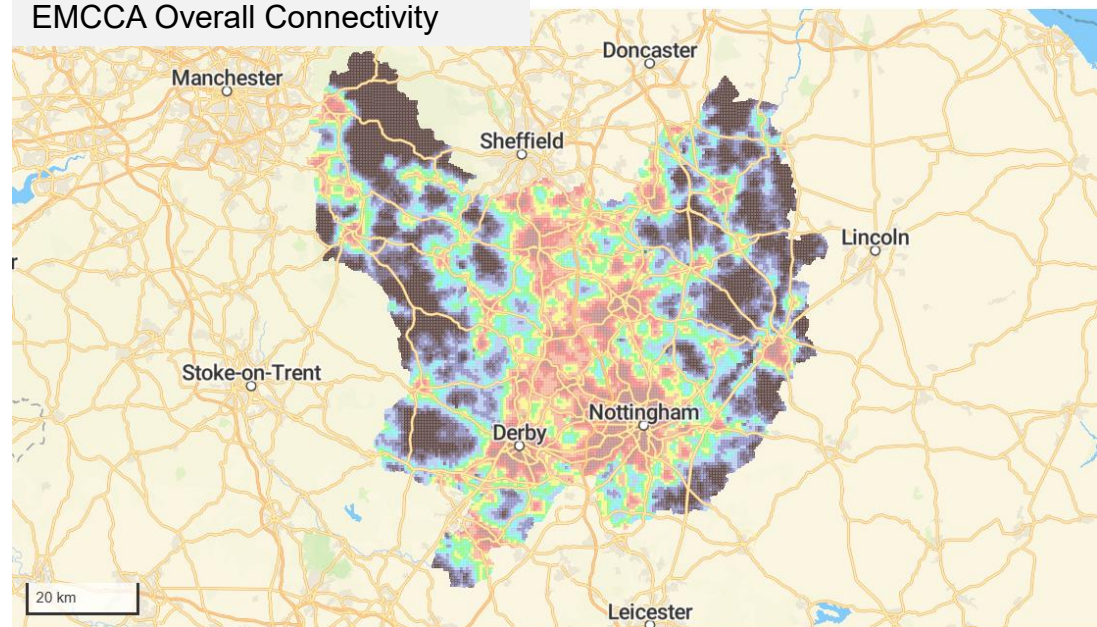
Local Authority Approximate Average Connectivity Scores



Comparison of Combined Authority Approximate Average Connectivity Scores



EMCCA Overall Connectivity



18.3% of EMCCA residents live in areas with connectivity below the EMCCA average

In EMCCA's rural areas, dispersed services mean longer journeys regardless of transport mode, compared to urban areas.

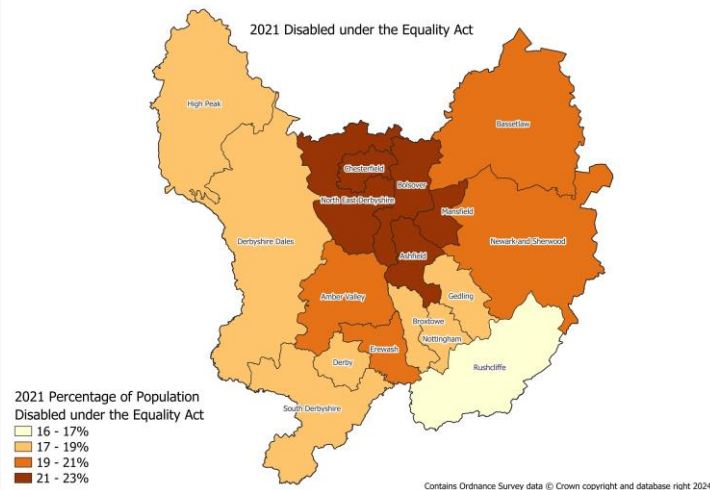
Local authority areas with a score below the EMMCA average make up 18.3% of EMCCA's population but cover 52% of its land area.

These predominantly rural areas offer significant potential for future development as they often have fewer land constraints. However, if housing development proceeds without attractive and competitive sustainable transport options, it raises the risk of poor connectivity to key services and building in greater car-dependency.

Data from the Department for Transport Connectivity Tool

Transport for the User

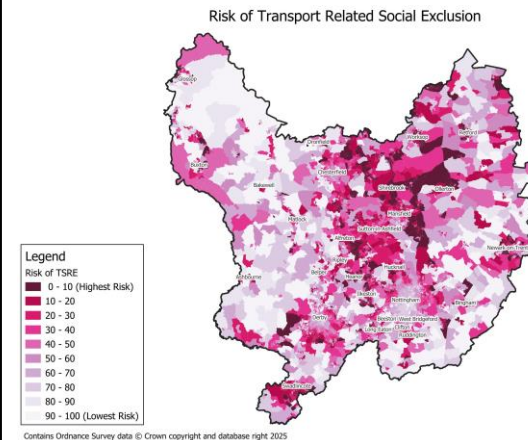
Disability



People with disabilities take 25% less trips than those without disabilities, however, people with disabilities are disproportionately more reliant on public transport. 29% of disabled people live in households without access to a car. As a result, accessibility issues on public transport can present a challenge to our disabled population. Currently five out of our 67 rail stations do not have step free access.

[UK Parliament, 2025](#)

Transport-related Social Exclusion

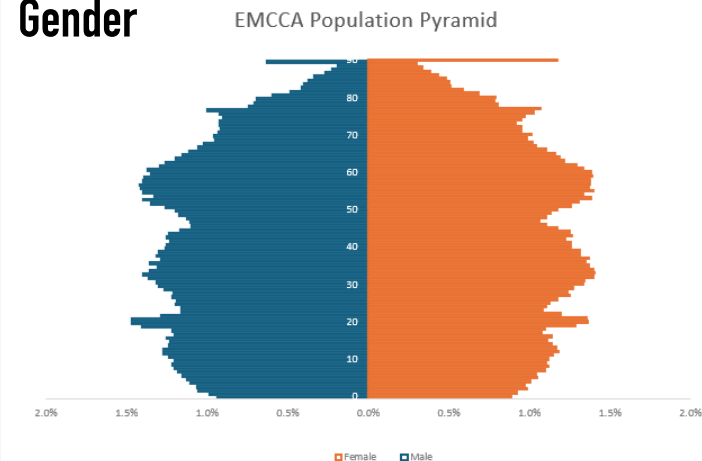


26% of our population live in areas that have been identified as having a high risk of transport-related social exclusion (TRSE). The local authorities around the northern urban core of the region have a higher percentage of people living with a high risk of TRSE.

High levels of TRSE in these areas mean individuals or groups face difficulties accessing healthcare, jobs, and education. Therefore, more affordable and inclusive transport options are required to help everyone reach these services and opportunities.

[Transport for the North, 2025](#)

Gender

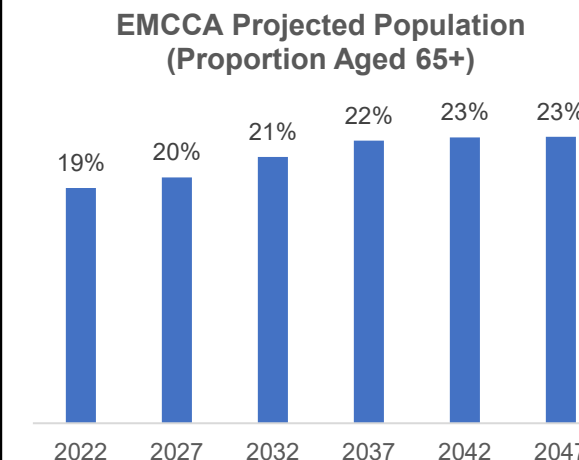


[ONS Population Estimates 2025](#)
[European Institute for Gender Equality, 2017](#)

Women's travel patterns are characterised by shorter and more frequent journeys. Often road networks and public transport services do not easily facilitate these journeys, with routing and services being focused on radial commuter corridors, linking directly into urban centres.

Women are also more exposed to violence when using buses and taxis, particularly to sexual harassment. This further constrains women's mobility and their independent use of public transport.

Ageing Population



Between 2023 and 2043, the number of people aged 65+ in our region is expected to increase by 36%. As people live longer, transport networks and systems will need to be designed or adapted to support the growth in the needs and requirements of older people.

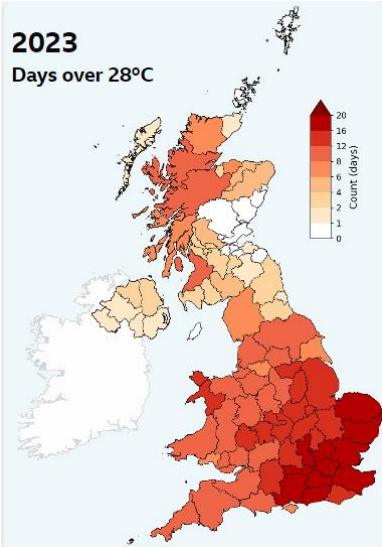
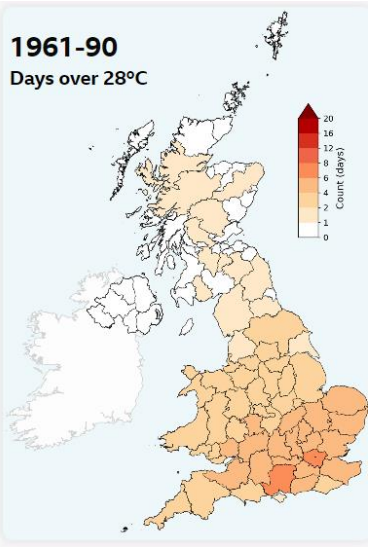
[ONS Population Estimates 2025](#)

Transport Network Resilience

It is estimated across EMCCA that there is a £800 million backlog of carriageway maintenance, with existing annual steady state funding amounting to £69 million.

“Every year residents tell us that Highways are their most important Council provided service and that they want Council’s to spend more of their money on Highways.”

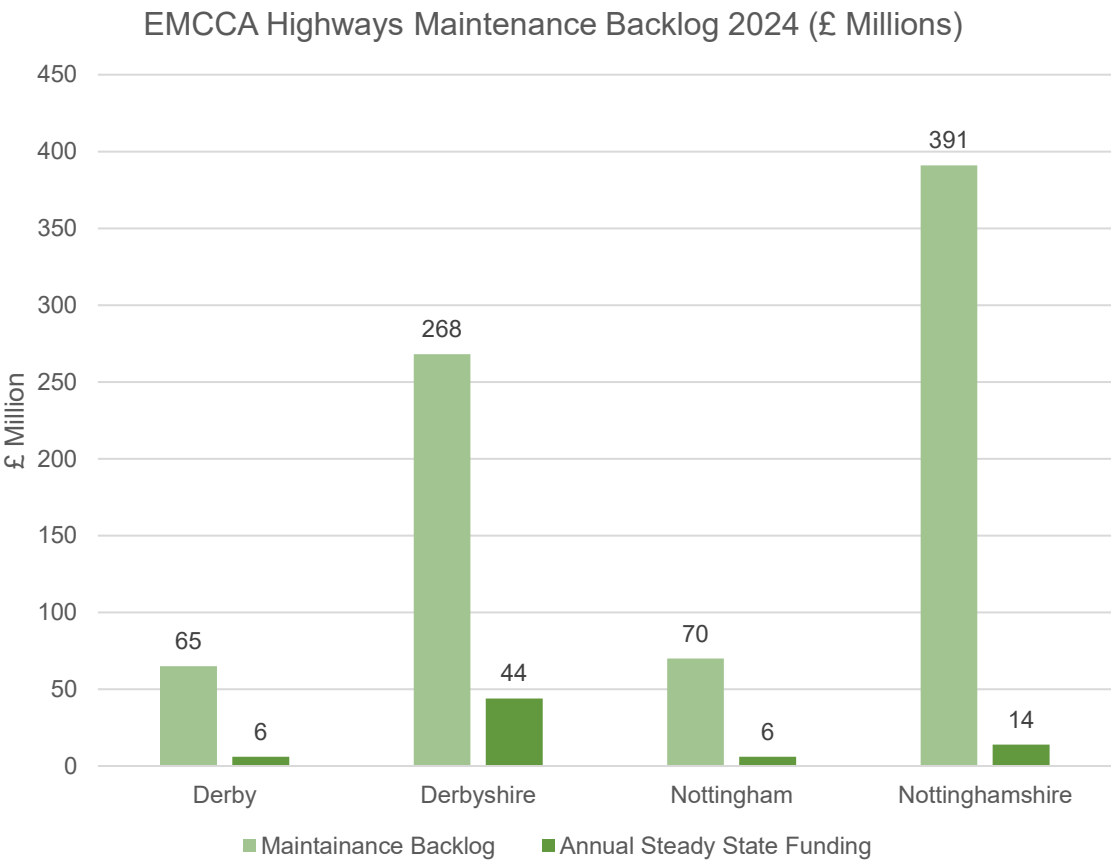
Climate Change Resilience



National Data

It is predicted that we will see an increase in extreme weather events as a result of the impact of climate change. This will include increased frequency of extreme temperatures, frequency and intensity of rainfall and increased incidence of storms.

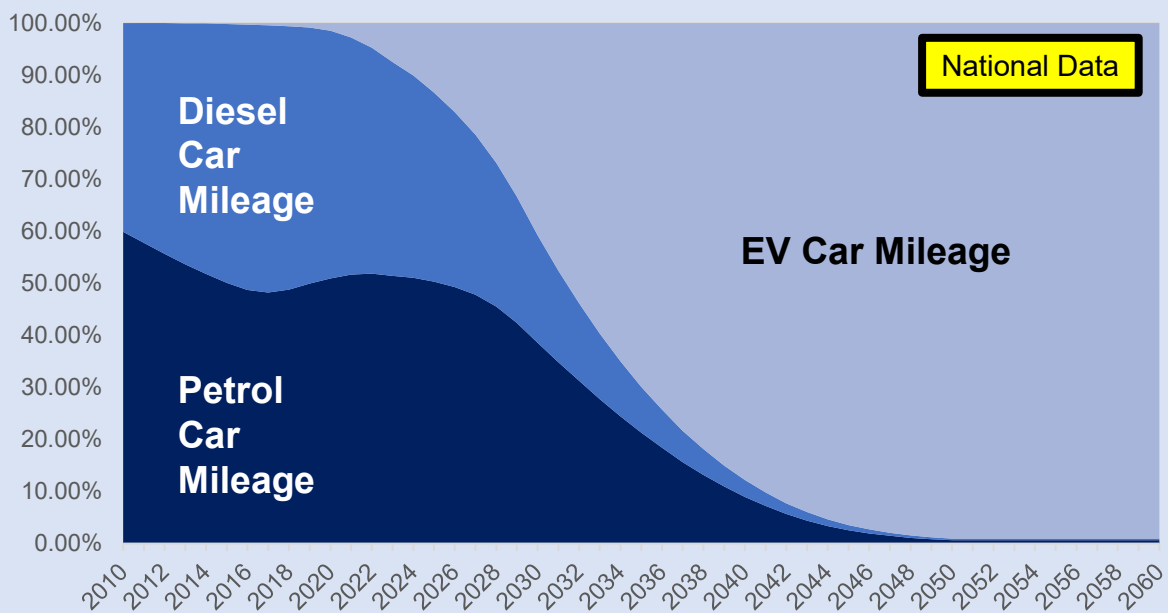
The implications on the transport network include flooding of the network and impacts on assets due to extreme temperatures. There is a need to consider different construction methods for new infrastructure or to adapt existing to maintain and improve network resilience.



Changes to Vehicle Fleet

Electric Vehicles

The car fleet is expected to electrify faster than the HGV fleet. By 2040, it is projected that 87.8% of cars will be electric vehicles.

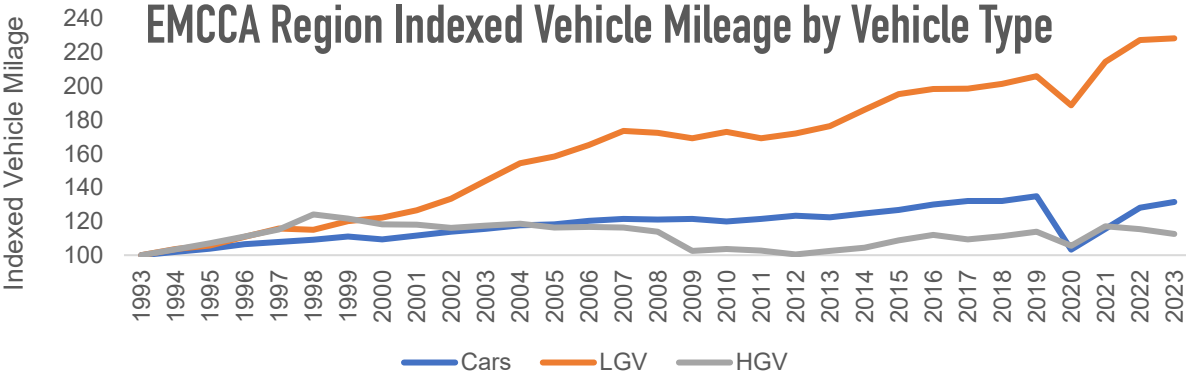


The availability of off-street parking remains an issue when considering electric vehicle uptake, for example analysis shows that in the EMCCA region around 17.7% of properties without off-street parking have access to a public charger within a 5-minute walk. This is lower than the national average of 24.5%.

[Field Dynamics 2024](#)

Light Goods Vehicles (LGV)

EMCCA Region Indexed Vehicle Mileage by Vehicle Type



- 128% increase in LGV vehicle milage since 1993.
- Accounts for 16% of total vehicle mileage, up from 10% in 1993.
- Driven by online retail and same day/next day deliveries.

Charging Infrastructure

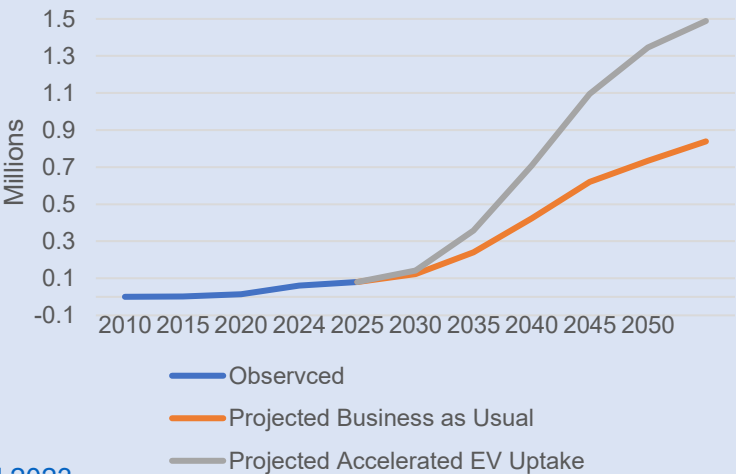
BEVs (Battery Electric Vehicles) in the EMCCA region will have risen from 30,000 in 2024, to between 840,000 and 1.49 million by 2050.



In the EMCCA region there will be a requirement for 17,000 public residential chargers by 2040 (2,663 available in 2023).

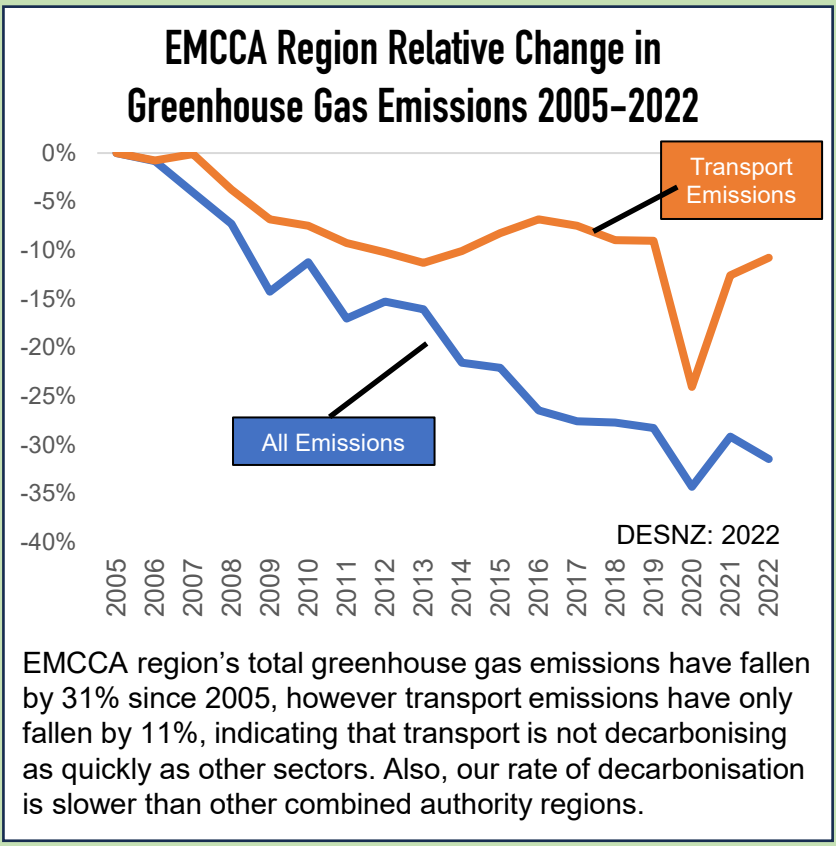
[STB EVCI Tool 2023](#)

EMCCA Electric Vehicle Uptake



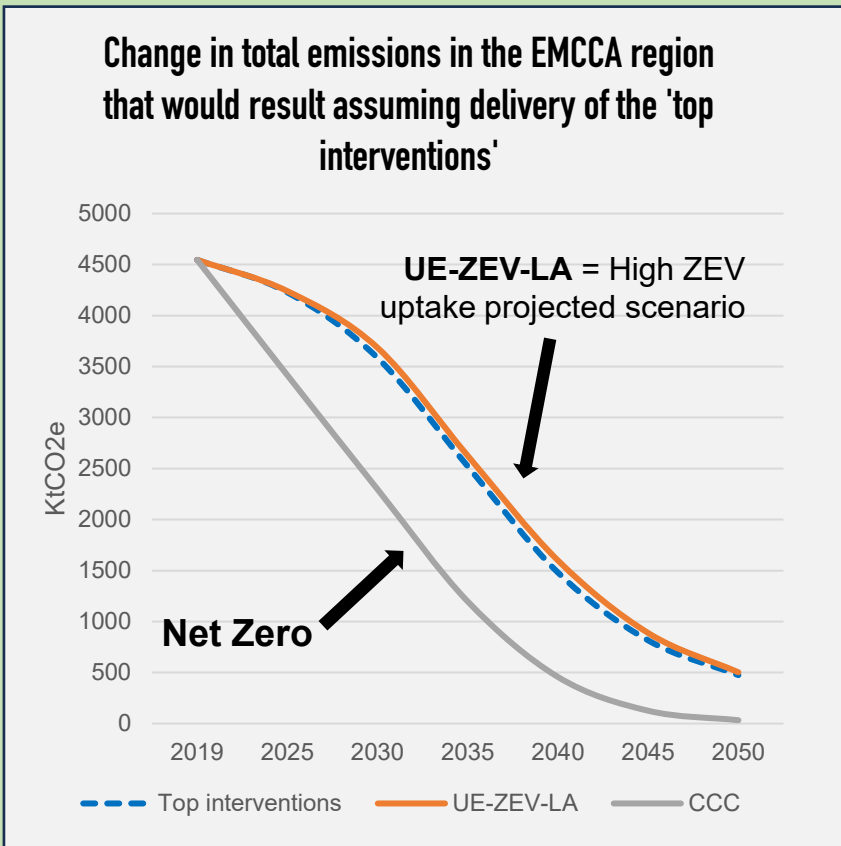
Environmental impacts and emissions

Understanding the Emissions Gap – Decarbonisation Interventions



Top Carbon Reduction Interventions

- Low emission public transport fleets
- EV charging infrastructure
- Support for car sharing
- EV car clubs
- Campaigns to encourage switch to LEV fleets
- Extended public transport network
- New rail stations/line reopening



The emissions reduction calculated serves to demonstrate the maximum likely effect with the delivery of the **most impactful interventions** if they were delivered across the full local transport authority area during 2024.

[STB Carbon assessment Playbook, 2025](#)

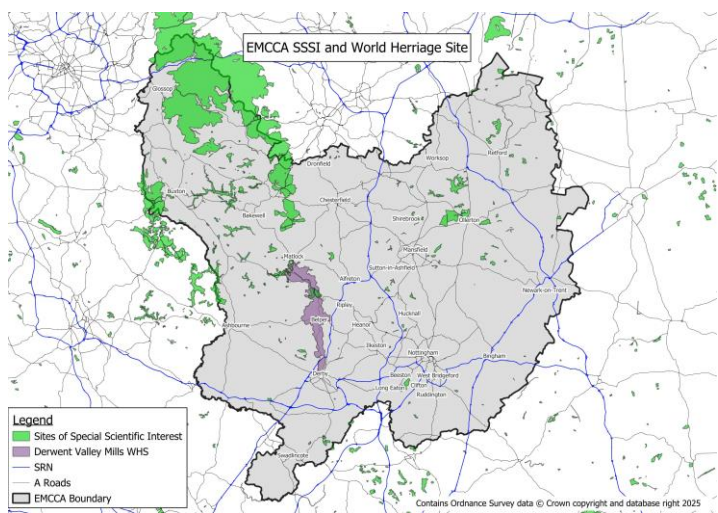
Air Quality

With improvements in vehicle technology and fuel types, projections show that by 2026 all the air quality management areas within the EMCCA region will be compliant with the current 40ug/m³ legal limit for NO₂.

However **particulate matter** remains a risk as our fleet transitions to electric vehicles.

Natural and Built Environment

The EMCCA region features many protected natural and built environments. Existing transport activities and transport infrastructure can have negative impacts on our environment.



Spatial Growth

Housing Growth

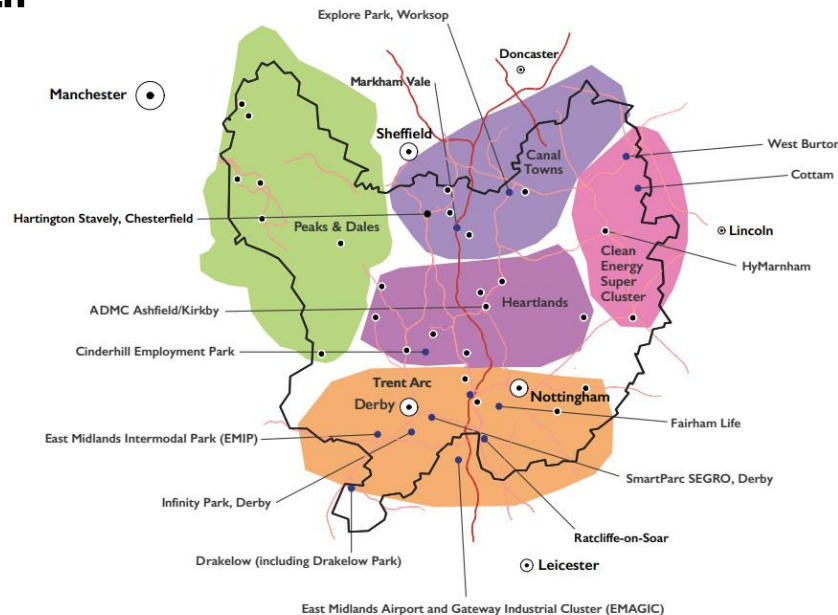
[Ministry of Housing, Communities and Local Government, 2024](#)

In 2024, the Government released a commitment to deliver 1.5 million new homes. As part of changes to the National Planning Policy Framework the calculation for **annual** housing targets was revised

Housing Targets		Past Delivery
Target pre-2025	Target 2025-2030	Delivered 2021-24
8,268 Homes Per annum	10,861 Homes Per annum	10,971 Homes Per annum

Employment Growth

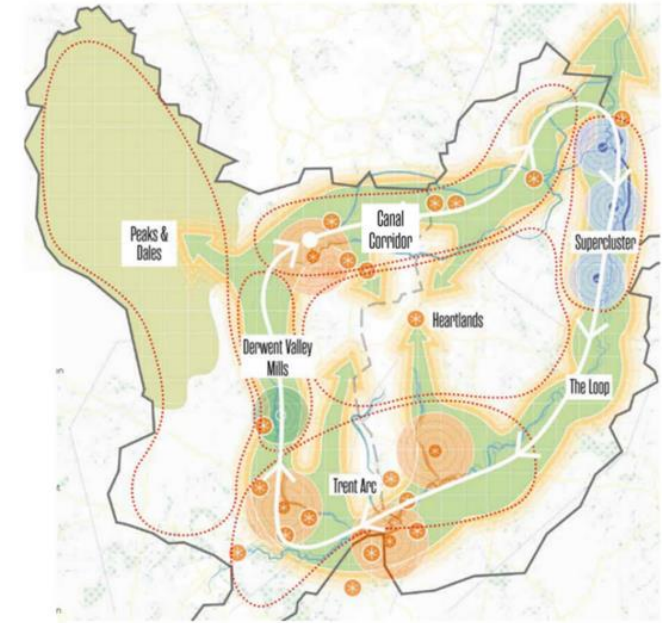
‘The Trent Arc is the perhaps greatest opportunity for unlocking the latent potential in the East Midlands economy, creating the potential for 30,000 new homes, more than 40,000 full-time jobs, a £2.4bn boost to the regional economy.’



[EMCCA IGC, 2025](#)

Seven Clusters of Opportunity in the Spatial Development Plan – A Vision for Growth

The establishment of EMCCA has provided an opportunity to re-shape the region's economic, social, and environmental outlook. The Spatial Development Plan and the Mayor's Transport Plan will work together to guide investment opportunities. The Transport Plan will support the emerging seven clusters of opportunity identified in the Spatial Development Plan.



Trent Arc: an urban network linking Derby and Nottingham, the Freeport, Infinity Investment Zone and two former coal-fired power stations.

Derwent Valley Mills: a regeneration opportunity to extend visitorship.

Canal Corridors: to connect growth around Chesterfield station and our EMiZ sites at Staveley and Worksop to the Supercluster.

Supercluster: a focus on re-developing three former coal-fired power stations in north-east Nottinghamshire.

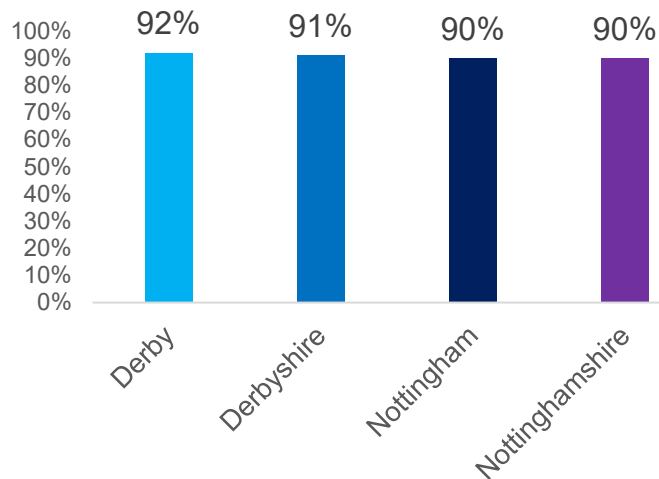
Peaks and Dales: broadening the visitor offer, adding sustainable transport.

Heartlands: a range of interventions to better the social infrastructure of towns and small villages across the undulating countryside.

The Loop: encouraging walking connectivity along the picturesque waterways and trails that unite Derbyshire and Nottinghamshire. Ensuring access to green spaces reaches all our neighbourhoods.

Public Transport

Bus User Satisfaction

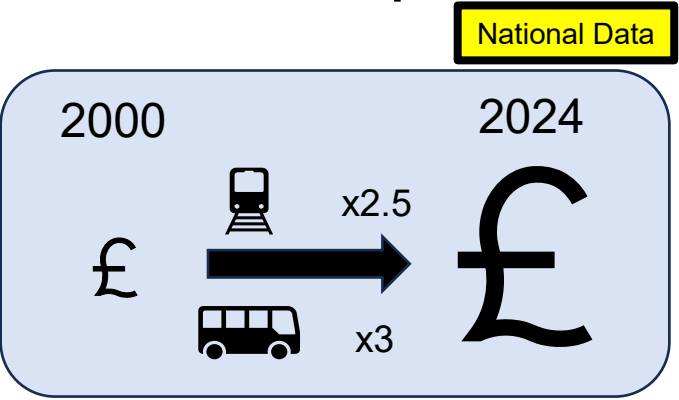


In 2024 bus user satisfaction was high in each of the four constituent authorities, all placed within the top seven authorities in the country. The survey carried out by the independent body Transport Focus, revealed that on average the EMCCA region had a 91% in overall journey satisfaction.

Derby had the highest levels of satisfaction in the country at 92%.

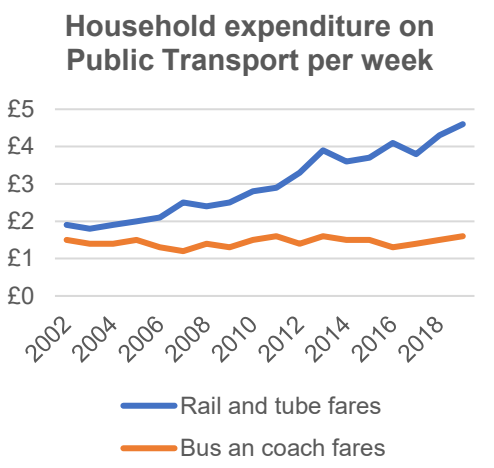
[Transport Focus, 2024](#)

Cost of Public Transport



Rail and bus fares are 2.5 to 3 times more expensive than in 2000. Increases have outpaced national inflation of x2.25.

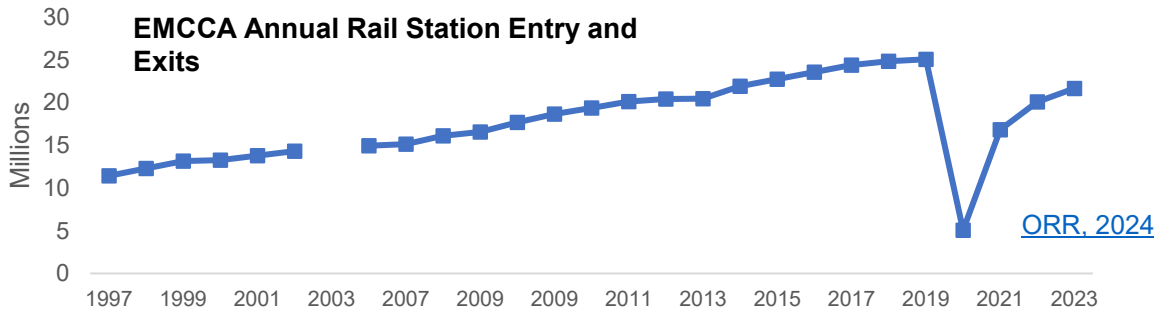
[DfT, 2024](#)



Role of Rail

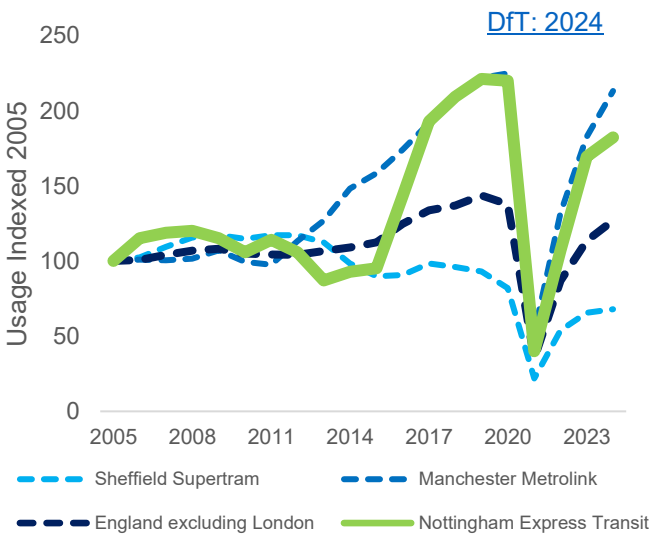
In 2023, 18% of return rail journeys both started and ended within the EMCCA region. Outside the region, there was significant rail travel to and from London, Manchester, South Yorkshire, Leicestershire, the West Midlands, and Lincolnshire.

GBR, 2025

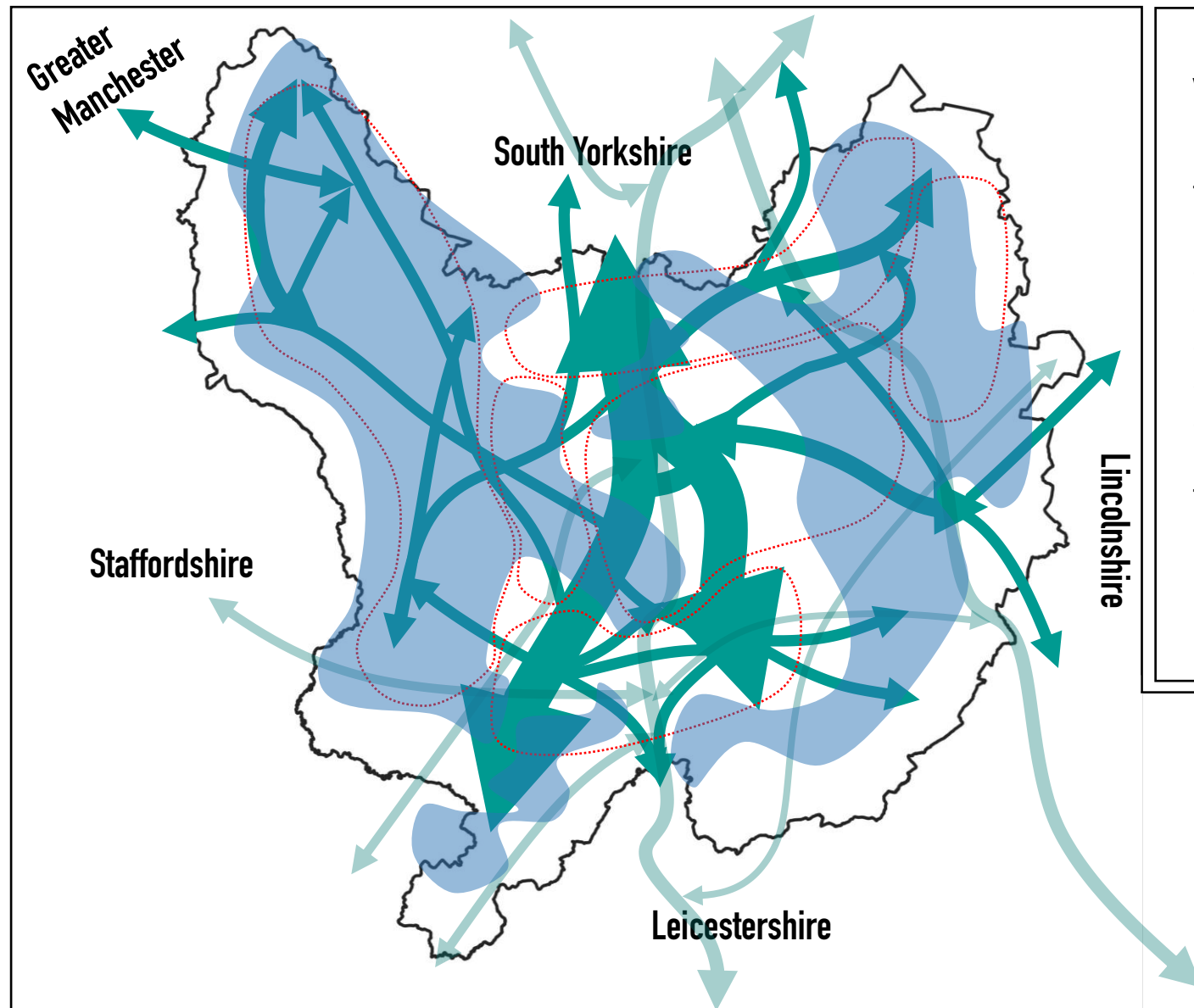


Tram

Phase 1 of the Nottingham Express Transit (NET) opened in 2004 from Nottingham railway station to Hucknall and Phoenix Park. Since the opening of NET phase 2, which serves the areas to Clifton via Wilford and to Chilwell via Beeston, in September 2015 patronage has increased significantly from 8.1 million users to 16.4 million users per year in 2017. Patronage levels have rebounded following the pandemic; however, usage has not yet returned to pre-pandemic levels. The network now consists of 7 park and ride sites, 51 tram stops and a total length of 32km (20 miles).



Cross-boundary Movements



In 2021, excluding those that worked from home, 85% of those who lived in the EMCCA region also worked within the EMCCA region.

This map highlights the cross-border movements between residents in our region and areas such as:

- Greater Manchester
- South Yorkshire
- Staffordshire
- Lincolnshire
- Leicestershire

This was also reflected in return rail trips, with significant movements to our bordering authorities. This is potentially more representative for a mixture of trip purposes.

GBR: 2025

CLAIRE WARD
MAYOR OF THE
EAST MIDLANDS



East Midlands
Combined County
Authority