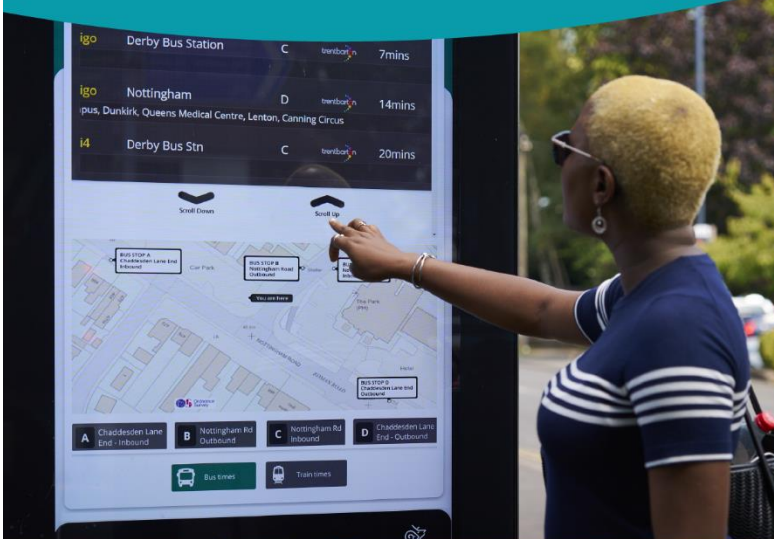


The Mayor's Transport Plan: Your Voice



CLAIRE WARD
MAYOR OF THE
EAST MIDLANDS



EAST MIDLANDS
COMBINED COUNTY
AUTHORITY

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1. Executive Summary



More than 36,000 people took part in our Big Transport Conversation between November 2025 and February 2026. This provided an opportunity for residents, businesses and stakeholders to help shape the long-term transport strategy for our region as we develop the Local Transport Plan for the East Midlands Combined County Authority (EMCCA). Developing the Local Transport Plan is a statutory responsibility for EMCCA and provides an opportunity to create and champion a transport system that supports our region's needs and ambitions through to 2040. This report presents the insights gathered through that engagement.

Respondents expressed strong support for the proposed transport strategy and agreed that transport investment should focus on better connecting communities, strengthening public transport and creating a network that supports inclusive growth. The consultation highlighted concerns about accessibility and affordability especially for young people, and the need for transport services to work reliably for everyday journeys.

You told us you wanted to see improved maintenance of roads, pavements and street lighting, while also calling for more frequent and reliable bus services, better integration between different transport modes, simpler ticketing and improved real-time travel information. A consistent

Under the Transport Act 2000 (as amended) each Local Transport Authority has a duty to produce a Local Transport Plan (LTP). The Department for Transport describes LTPs as an important part of an authority's role in delivering high-quality local transport for their areas to boost growth, opportunities and connectivity.

All constituent councils of a strategic authority have a duty to implement the policies contained within a strategic authority's LTP when carrying out its functions.

We are calling our LTP for the EMCCA region 'The Mayor's Transport Plan'.

message throughout the consultation was that people want a transport system that is dependable, safe and affordable. There was also strong support for investment that increases access to jobs, education and services, particularly in our rural areas, where travel options can be more limited.

The report explains how this feedback is already shaping transport investment and policy development across the East Midlands in Derby, Derbyshire, Nottingham and Nottinghamshire. The creation of EMCCA has given us a step-change in funding, with £2.2 billion made available for the first six years of the strategy period. EMCCA has aligned major funding programmes with the priorities identified through the consultation, including investment in bus services and fares, road maintenance, real-time information systems, pavements and cycling infrastructure, rail development and safer more vibrant local environments.

Looking ahead, the findings will inform the development of the Local Transport Plan, with further consultation planned to ensure residents and stakeholders continue to influence decisions and help shape the future transport network.

2. About the Consultation



The East Midlands Combined County Authority (EMCCA) is creating its first Local Transport Plan for the region. This plan will set out how transport in the region will develop out to 2040. At EMCCA we are calling our Local Transport Plan ‘The Mayor’s Transport Plan’.

To inform the development of the Mayor’s Transport Plan, EMCCA ran a public consultation on the Mayor’s Transport Plan Discussion Document¹(Figure 1). The consultation took place for 12 weeks from November 2025 to February 2026. In the Mayor’s Transport Plan Discussion Document, we shared the evidence, analysis and forecast changes for the next 15 years and asked whether people recognised this picture. We sought views on the ambition, themes, goals and emerging policies within the Mayor’s Transport Plan Discussion Document. We asked whether the high-level policies were the right fit to achieve the stated goals.

We wanted to ensure that local people and organisations were involved in shaping the Plan so that it reflects the needs and experiences of those who travel, live, study and work in the East Midlands. To support this, we held engagement events in every district across the region and arranged targeted focus group sessions to improve representation.

This report summarises the consultation results, explains how the Combined Authority has responded to your feedback, and shows how it will shape our future work.

¹ [The Mayor's Big Transport Conversation - East Midlands Combined County Authority](#)

Ambition Statement for Connectivity

By 2040, communities in the East Midlands will benefit from reliable, inclusive and sustainable connectivity, through integrated transport and high-quality digital infrastructure, broadening access to opportunity and reducing reliance on private cars, while driving investment across the region.

Increase modal choice



Strengthened and extended public transport



Active, healthy and vibrant places

Better connected communities



Connected communities and new homes

Greater economic opportunity



A productive and inclusive economy



An integrated, sustainable, and resilient network

Protect our environment



Improving our unique natural and historic environment



Decarbonise travel as part of net zero

Figure 1: Ambition statement, themes and goals consulted on.

3. Consultation Methodology



The consultation was designed to include as many people as possible at this early stage of thinking, and to gather a wide range of views. The Combined Authority used different ways to hear from people to maximise engagement, including:

- Online and paper surveys for individuals and organisations
- Public exhibitions and attendance at events across all areas in EMCCA
- Focus groups with under-represented groups
- Workshops and scenario planning sessions with stakeholders
- Meetings with key partners to explain the work and encourage participation
- A workshop template pack to support local groups to hold their own discussions.

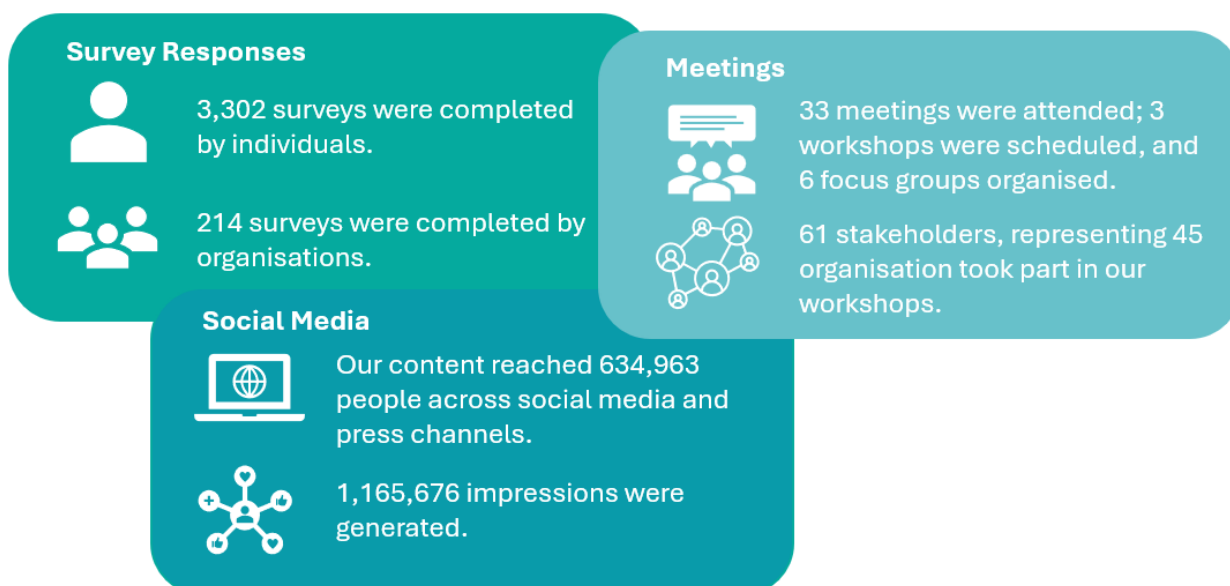


Figure 2: Engagement and survey response numbers.

In total, 7,774 individuals actively participated either by completing the survey (5,934 responses), attending an engagement event (1,654 participants) or by email response (186). This was further supported by digital and media engagement, alongside targeted engagement reaching out to schools, colleges, volunteer groups, and businesses across the region, bringing total engagement to 36,489 individuals.

The surveys included questions about geography and demographics, so results could be analysed by location and different groups of people.

Because we were keen to ensure good representation, the methodology was flexible, with ongoing monitoring used to increase engagement in areas and groups that were under-represented.

Written feedback was reviewed using a structured approach to keep the analysis clear and consistent.

Overall, the methodology provided a strong and proportionate evidence base to inform the next stages of the Local Transport Plan development.

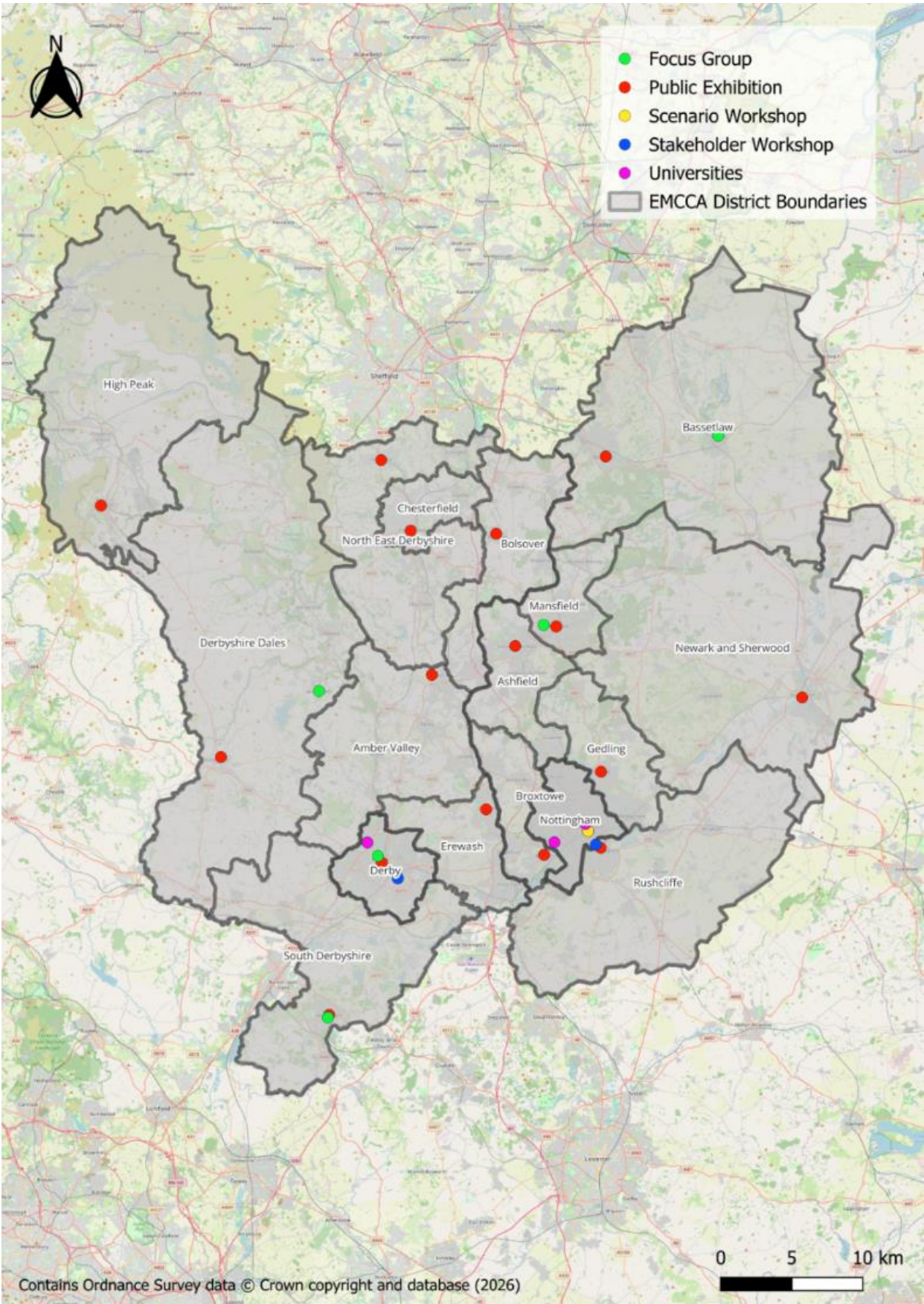


Figure 3: Map of Engagement Methods used for the Consultation.

4. Who Took Part



Individuals

Questions about socio-demographics were optional and not answered by everyone. Of those that did answer, it can be concluded that people tended to identify as white, be older, more likely to have a concessionary bus pass, be retired or be living with a long-term disability - more than is typical for the EMCCA region. Younger people and Nottingham residents had lower levels of representation.

While some demographic groups appear to be over-represented relative to regional averages, and others under-represented, sufficient sample sizes were achieved across age groups, geographies and employment categories to provide useful insight.

We recognised from the outset that some demographic groups might be less likely to engage through traditional consultation methods. To help address this, we took a proactive approach to ensure we heard from as wide a range of perspectives as possible. Alongside public engagement activities, we organised targeted focus groups, with the demographics and geographic focus of each group informed by an ongoing review of survey responses. This included two sessions with young adults (Figure 4).

Focus Groups were undertaken by an independent consultant. On-street recruitment was used to fill six different sessions:

- 1) Black and Minority Ethnic (BME) Communities – Derby City Centre
- 2) Young Adults (18-24) – Wirksworth
- 3) Young Adults (18-24) – Mansfield
- 4) Residents with a Disability or Long-term Health Condition – Nottingham City Centre
- 5) Residents from Low Income groups – Swadlincote
- 6) Residents from Low Income groups - Retford

Figure 4 - Audience and location of focus groups.

We also attended the EMCCA Youth Committee and carried out outreach with schools and volunteer groups. These activities helped us connect with communities that are often under-represented in consultation exercises and provided valuable insights from a broader cross-section of residents.

We joined business group meetings and special interest group sessions to hear directly from stakeholders with expertise, interests and lived experiences (Figure 5). These discussions helped us understand the opportunities and challenges facing different sectors and communities, ensuring that a wide range of views informed the development of the Plan.

We met with stakeholders from a wide range of organisations and groups, including:

- Active Travel England
- Community Rail Partnerships
- Derby Equality Hub
- Derby Partnership Board
- Derbyshire and Greater Nottingham Enhanced Partnerships (bus operators, colleges, universities, hospitals)
- Derbyshire County Council - Business and Economy Place Workstream
- Derbyshire Culture, Heritage, Arts group
- East Midlands Airport - Transport Forum 2025
- EMCCA Business Advisory Board (including members from Toyota, Rolls Royce, the Institute of Quarrying, Atkins Realis, Roadgas, Visit Peak District etc)
- EMCCA Nature and Biodiversity Taskforce (Including members from Environment Agency etc.)
- EMCCA Youth Committee
- East Midlands Rail
- Greater Nottingham Planning Partnership
- Public Health teams from the four constituent authorities
- Minerals Roundtable
- National Trust (Clumber Park)
- Neighbouring Highways Authorities
- NHS Integrated Care Board (Nottinghamshire and Derbyshire)
- Nottingham Green Partnership
- Royal National Institute of Blind People
- Thomas Pocklington Trust
- Walk Notts Strategic Partnership

Figure 5 – Some of the stakeholders and organisations EMCCA met with during the consultation.

We remain committed to improving engagement with under-represented communities and encouraging ongoing involvement through opportunities. We are keen to understand the needs of young people in particular. We will do further work on this, including with the EMCCA Youth Committee. This will help ensure a diverse range of voices continue to inform our work and decision-making.

Organisations

Many organisations sent feedback through the survey, by email, and at workshops. Stakeholders included business groups, different transport user groups, special interest and campaign groups, transport operators, emergency services, major employers, the NHS Integrated Care Board, trade unions and several district, borough, town, and parish councils.

Where People Responded From

Figure 6 shows the distribution of respondents to the individual survey across the Combined Authority area. The number of responses is plotted against population size in each area to demonstrate the level of engagement. However, not all respondents provided a postcode.

Engagement per head of population was highest in the High Peak (3.07 responses per 1,000 residents), followed by South Derbyshire (2.12) and Rushcliffe (1.77). Nottingham had the lowest recorded response rate per head of population, at 0.21 responses per 1,000 residents, despite being the largest population centre. A significant number of free-text responses referenced Nottingham, so it is possible that some Nottingham respondents submitted feedback but were not captured in the postcode-based analysis.

Overall, the analysis suggests participation levels varied considerably across the study area, with residents in some districts being substantially more likely to respond than those in larger urban areas, and residents in more affluent areas more likely to participate.

Consultation Response Rate by District

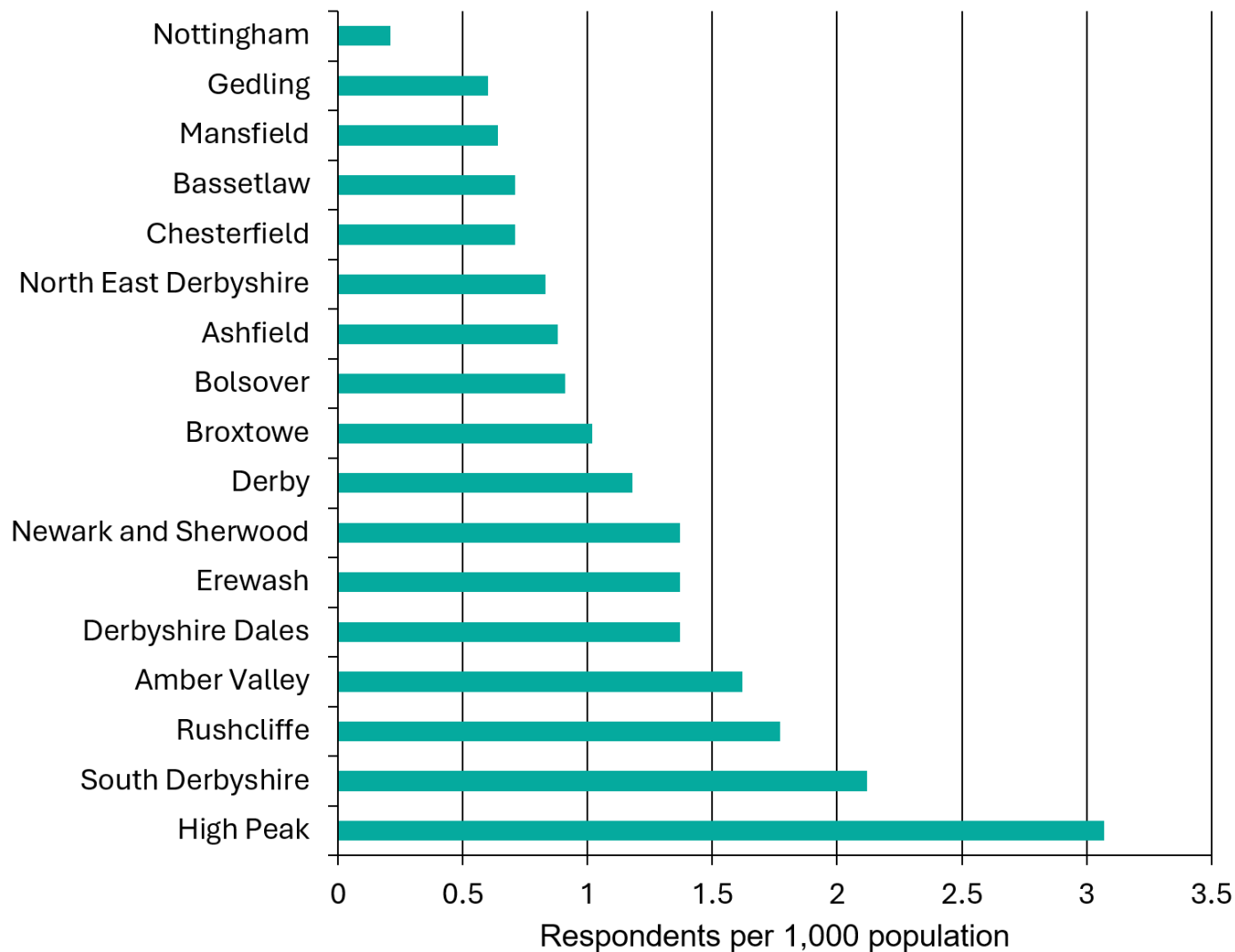


Figure 6: Consultation response rate per 1,000 by district. Source Office National Statistics Census 2021.

5. Consultation Findings



A key part of the consultation was to understand how people and organisations felt about the ambition and themes in the transport strategy. People were asked if the ambition was high enough and to rank the four themes by importance.

Views on the Transport Ambition

A strong majority of people supported the ambition set out in the Plan.

- **71% agreement from Individuals.** 14% disagreed and 15% were 'not sure' or had no view (Figure 7).

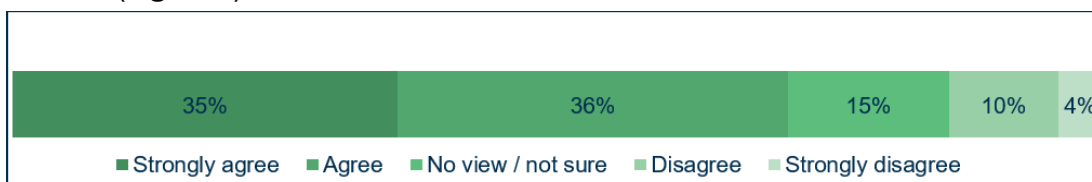


Figure 7 - Individual Survey: Ambition Statement Agreement (n=4,253)

- **79% agreement from organisations.** Only 5% disagreed and 17% were 'not sure' or had no view (Figure 8).

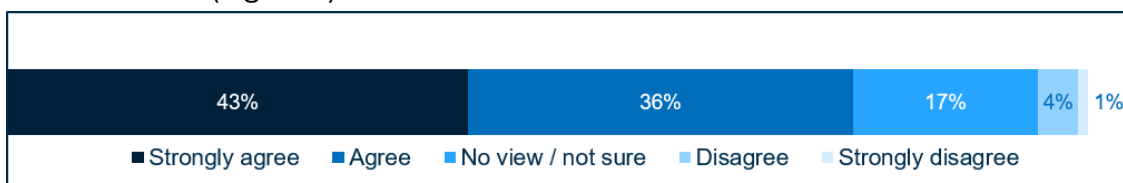


Figure 8 - Organisational Survey: Ambition Statement Agreement (n=216)

Views on the Transport Themes

To ‘better connect communities’ was the most highly ranked theme (Figure 9 and 10). However, people in Derby and Nottingham – those with the highest connectivity scores today - were more likely to choose ‘Increase modal choice’ as their top priority.

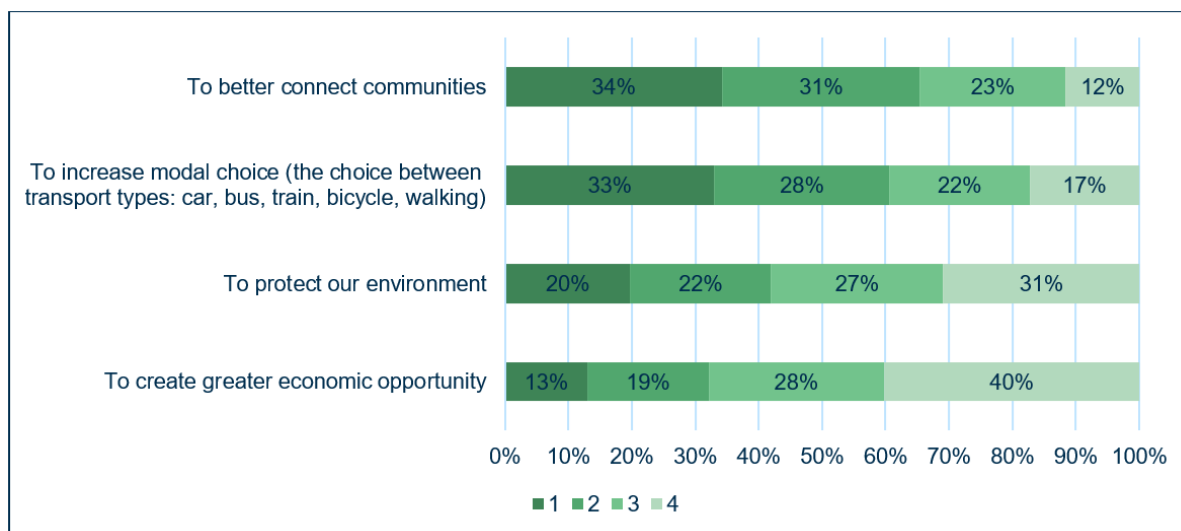


Figure 9 - Individual Survey: Ranking of the Four MTP Themes (n=4,253)

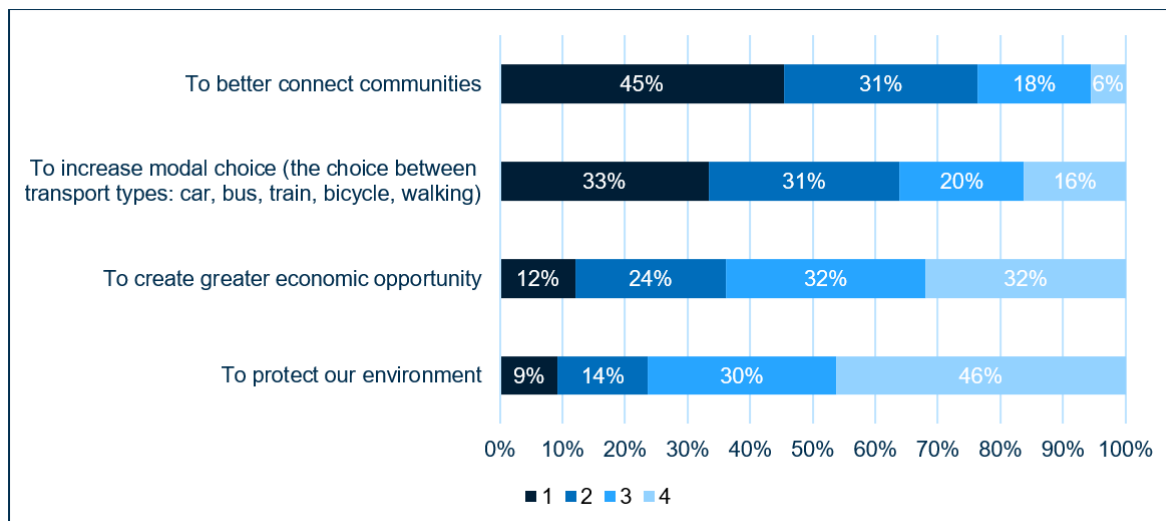


Figure 10 - Organisational Survey - Ranking of the Four MTP Themes (n=216)

Views on the Transport Goals

There was strong support for all seven goals, but the highest-ranked goal was ‘Strengthen and extend public transport’ (Figure 11).

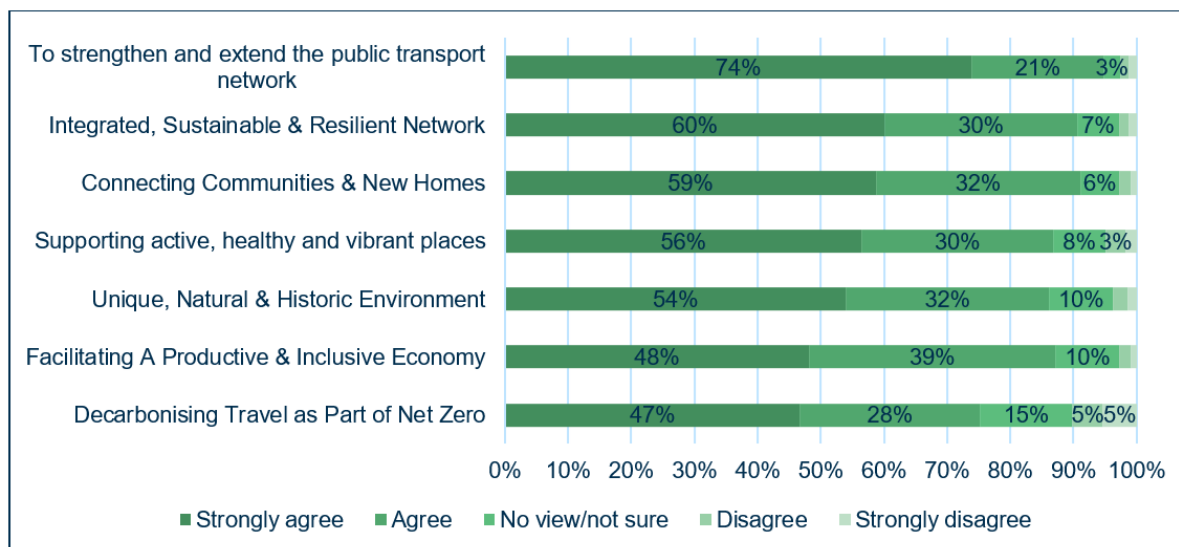


Figure 11 - Individual Survey - Agreement with Seven MTP Goals (n= 3,948)

At workshops, stakeholders were asked to pick their top three goals. The highest-ranked goal was 'Promoting an integrated, sustainable and resilient network' (Figure 12). In the survey, organisations ranked improving public transport reliability, journey times and frequency as their top priority.

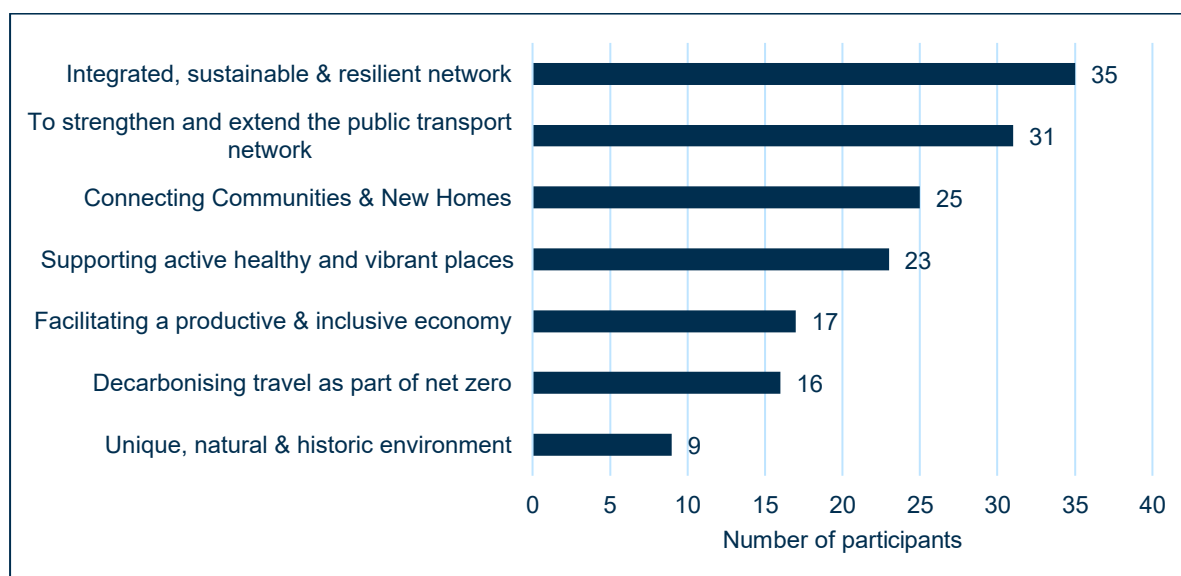


Figure 12 - Number of Stakeholder Workshop Participants that included the Goal within their Top Three Ranking (n=52)

The ranking of transport goals was also analysed by geographic area (Figure 13). The analysis split the region into seven areas: Derby, Derbyshire North, Derbyshire South, Nottingham, Nottinghamshire North, Nottinghamshire South, and areas outside EMCCA.

Road condition and congestion emerged as the most widespread concern across the region, with six of the seven areas rating this issue as either High or Medium priority. Concern was particularly pronounced in Nottinghamshire South, where 72% of respondents cited poor road maintenance, the highest figure recorded in the survey.

The analysis also revealed differences in transport priorities between rural and urban-based respondents. Improving public transport was identified as a higher priority by residents in the rural areas of North Derbyshire and North Nottinghamshire, than by residents of Nottingham City. Nottingham City residents were the most likely to report being satisfied with existing public transport services. Derby, Nottingham and South Nottinghamshire residents placed a higher priority on affordable fares and ticketing. North Nottinghamshire residents placed a higher level of importance on a transport network that reduces social isolation.

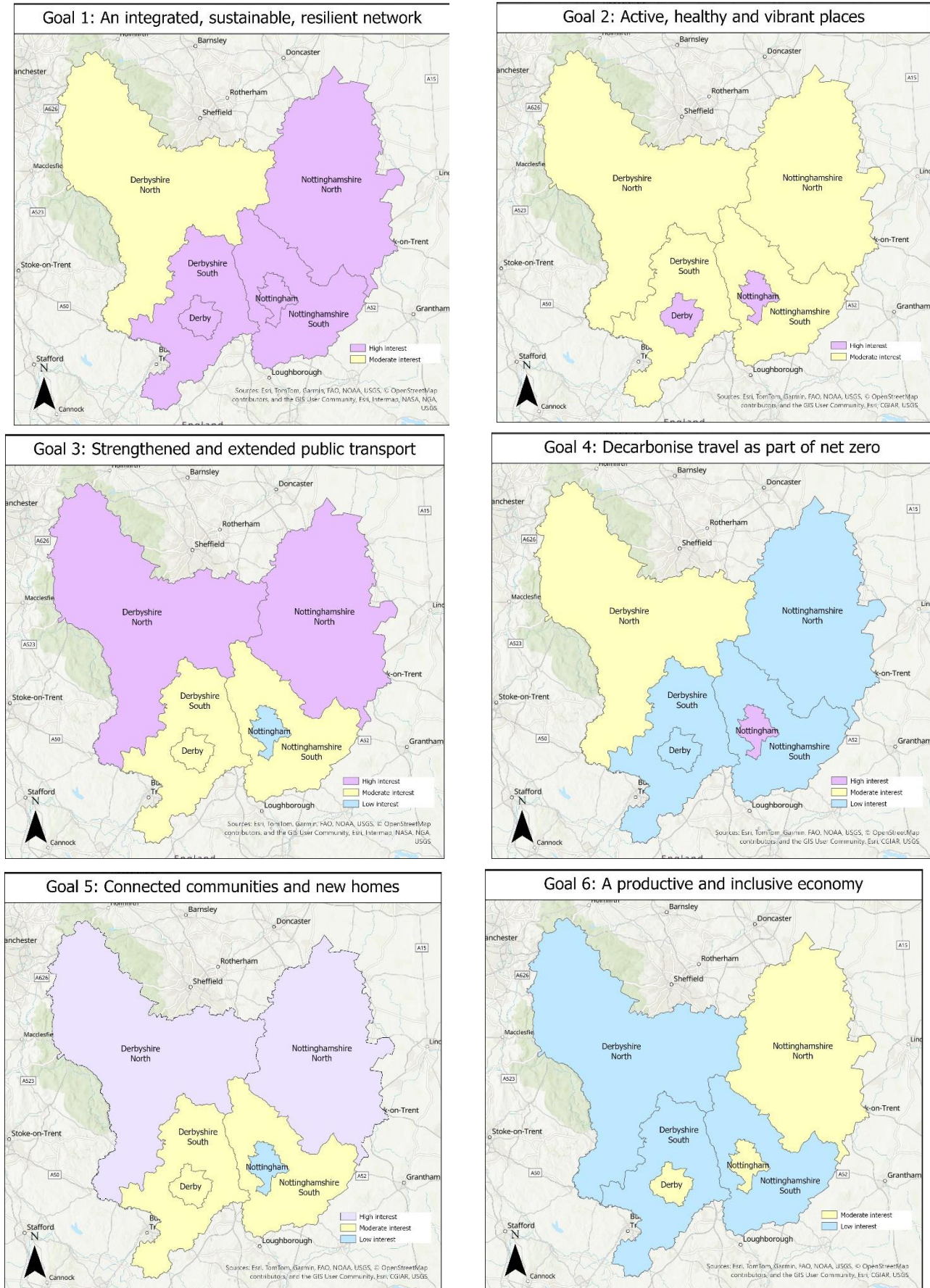


Figure 13- Interest in transport goals by area.

Views on the Policy Proposals

During workshops, stakeholders reviewed the policy statements using scenarios to identify strengths and gaps. These sessions identified that aims related to safety and health should be given more emphasis in the Mayor's Transport Plan.

Travel Experiences and Priorities

Survey respondents were asked to rank different transport strategies based on how well they support inclusive growth (Figure 15).

The top priorities for individuals were:

1. A transport network that makes it easier to travel without needing a private car
2. A network that offers affordable fares and ticketing
3. A network that improves access to education, training, and jobs

Survey respondents were asked to rate how important different ways of improving the transport network are (Figure 14). Most people said their top priority was better maintenance of roads, pavements, bridges, and street lighting, followed by improvements in safety. Poor maintenance of the road network was the most common issue impacting journeys - there was a call to 'fix the basics'.

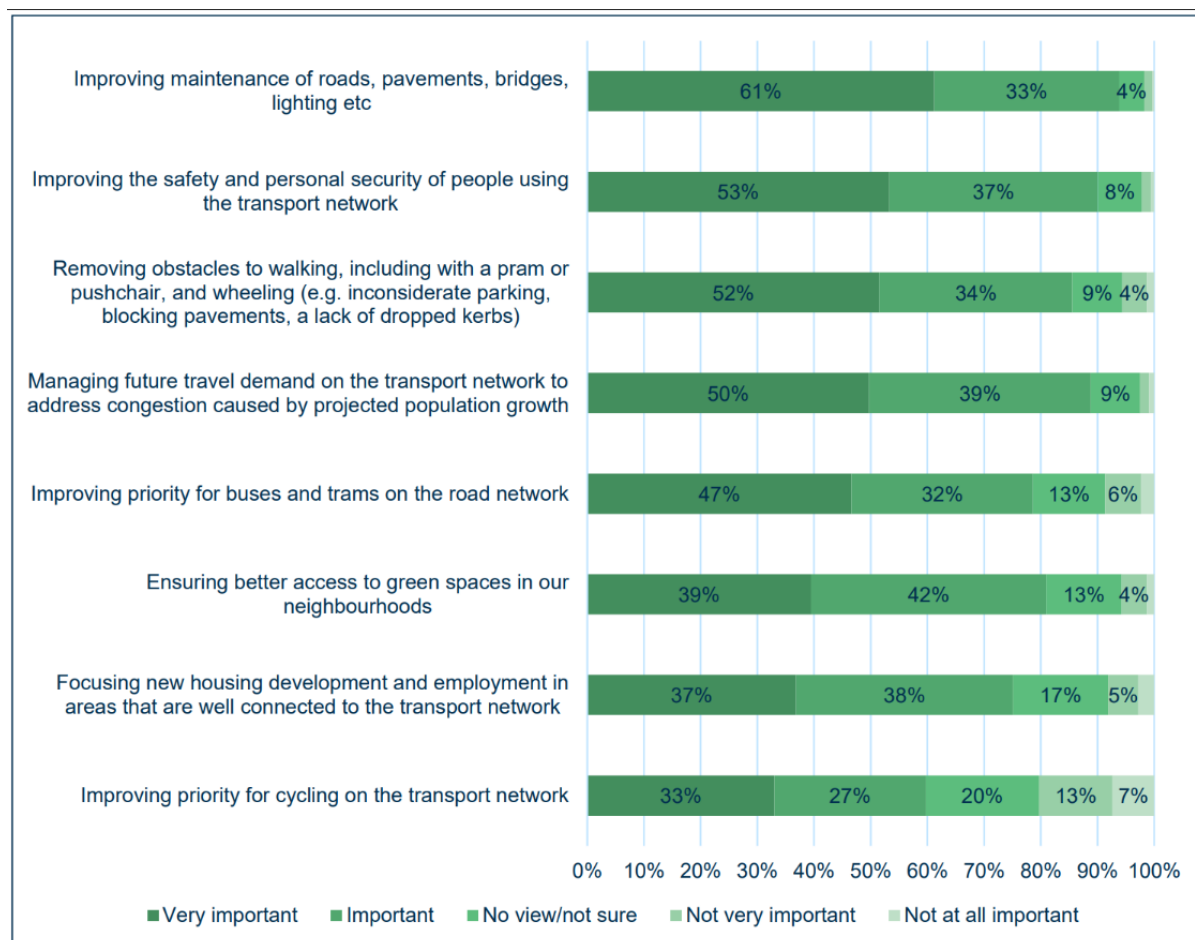


Figure 14 - Individual Survey: Importance of Improvements to the Transport Network (n=3,575)

Stakeholders highlighted the importance of freight transport across road, rail, air and water, as well as the role of strategic growth corridors. Respondents emphasised the need for transport networks that operate seamlessly across administrative boundaries and connect well with neighbouring authority areas.

Organisational respondents identified carbon reduction as a key priority, while businesses wanted greater support for the transition to net zero and for the visitor economy. Transport operators called for better integration between modes, a step change in infrastructure investment, and more effective use of the land-use planning system to ensure people are not reliant on private cars for everyday journeys.

Some business respondents identified improvements to M1 Junction 24 as a priority.

Trade unions called for a fully integrated public transport network, including unified ticketing and expanded tram services.



Figure 15 - East Midlands Combined Authority Inclusive Growth objectives.

Feedback on the Bus Network

The survey included detailed questions about the bus network. This feedback has helped shape EMCCA's first bus Enhanced Partnership, which sets out plans to improve bus services and infrastructure. The Enhanced Partnership will be published in 2027 subject to consultation.

Respondents highlighted several key improvements needed for bus services:

1. Better reliability and punctuality
2. More frequent services
3. Shorter journey times
4. Better connections with other transport (rail, trams, walking, wheeling, and cycling).

People's experience of bus services varied by location and by age (Figure 16). The oldest age cohort were generally more satisfied with accessibility and safety than respondents in the other age groups. Those who are unemployed or looking after the home were less satisfied with journey information and planning. Those in education and training were notably more satisfied with all service elements on average, though college students identified the need for more reliable, punctual and affordable public transport.

Disabled respondents were less satisfied across all measured service elements than non-disabled respondents. During the focus group with disabled people, participants described frequent issues with unreliable bus services, including delays, cancellations and difficulties making connections. Respondents highlighted how infrequent services can reduce independence and make it harder to access employment, education, healthcare and social activities. Experiences were also shared about the condition, comfort and accessibility of some older vehicles.

In terms of satisfaction with the bus network and its supporting infrastructure, the proportion of respondents that were very satisfied was lower overall for each of the service elements, with a minority of respondents stating that they were satisfied with bus service frequency, the time of their bus services and the integration with other bus and rail services.

Safety and personal security while using public transport was raised in the focus groups by people with disabilities and by young women. This was in relation to the behaviour of others on the bus or train.

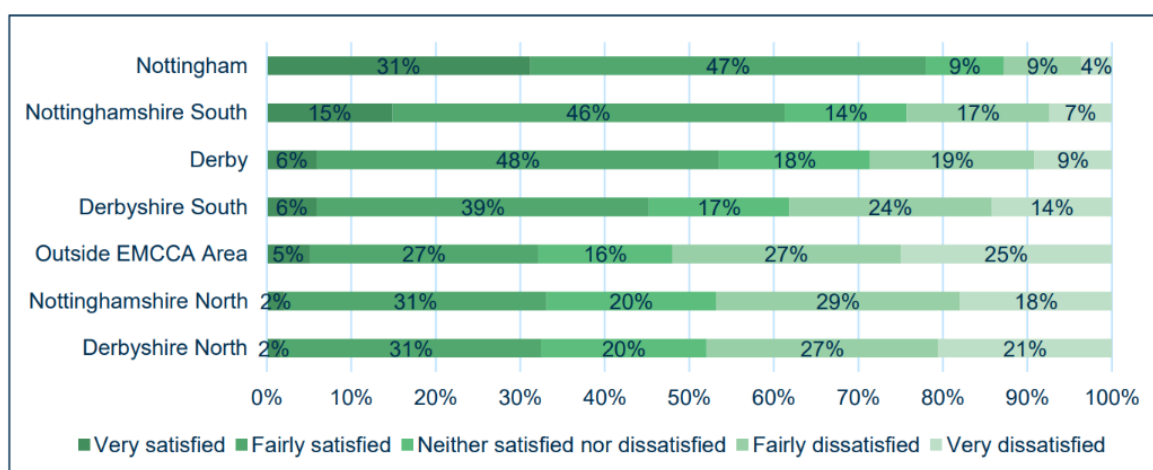


Figure 16 - Individual Survey: Satisfaction with Public Transport Services by Geography

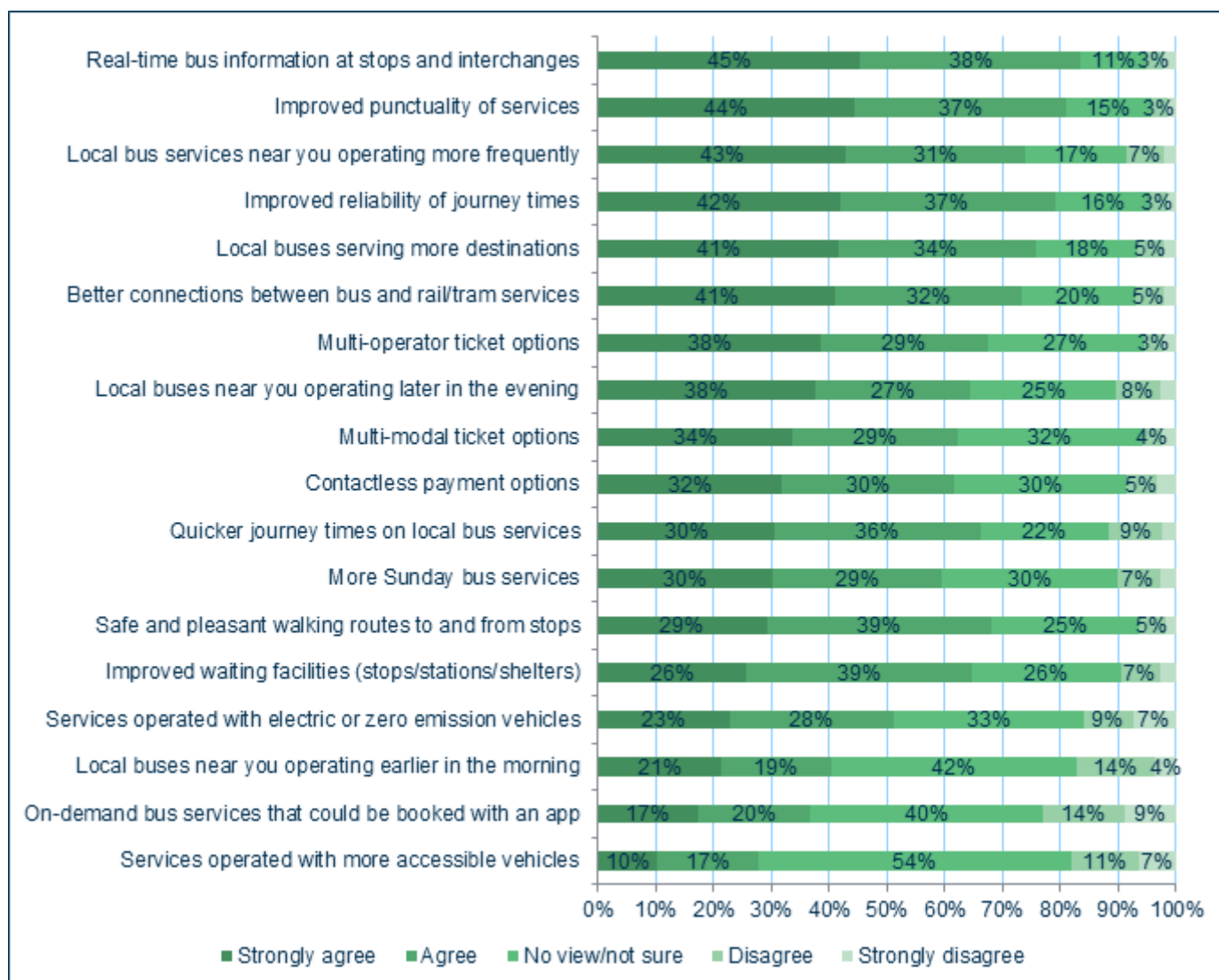


Figure 17 Individual Survey: Agreement with Bus Service Improvement Measures as a Way of Encouraging Bus Use (n=3,427)

When asked what would encourage people to use buses more often, the most popular answer was better real-time information (Figure 17).

There was strong support for simple, more integrated ticketing to make journeys easier. People in education or training especially said that:

- Fares should be more affordable;
- And tickets should be easier to use across different operators and transport types

As would be expected, those without a bus pass were much less satisfied with affordability, but those in education or training were very dissatisfied compared to other employment categories.

The only notable geographical disparity in ticketing and fare satisfaction was that respondents from Nottingham were much more satisfied with fare integration than respondents living in other areas.

6. How Feedback Is Shaping Action



The region has secured more than £2 billion from the Mayoral Transport Fund for the next six years, the largest transport funding allocation ever received by any East Midlands transport body or local Authority. This investment will support ambitious, long-term transport improvements across the region. You told us that the Local Transport Plan needs to respond to today's transport challenges while also setting a clear direction for the future. To address both priorities, the funding has been split into two phases (2026-2029 and 2029-2032), allowing immediate action on current problems while laying the foundations for longer-term change.

Strengthened and extended public transport

You told us that better public transport is a top priority. Many residents highlighted unreliable services, challenging connections, and a lack of buses in the evenings and at weekends. Responses from those outside the cities saw this as a particular priority.

We are reviewing the bus routes in our region. As part of this, the combined authority is examining where bus services do not meet people's needs, including places with no evening services, limited weekend buses, or poor connections between communities. We are looking at issues such as villages with limited bus services, routes that finish too early or start too late for evening and morning workers, and places where residents cannot easily reach employment, healthcare or education without a car. **This work will help us decide where investment and support are most needed, and which services we should prioritise, as defined by DfT guidance.**

The experience of public transport differed in cities to elsewhere, with people in Nottingham citing a more positive experience overall. However, independent of geography, you told us that you use public transport to travel to appointments and social activities, work and school, and services need to be more reliable and on time. In

response, the Combined Authority is **investing nearly £150 million to improve bus services and make journeys quicker and more reliable over the next three years**. This will support projects to improve bus journey times and traffic flow, **including £21 million for a pinch point programme to tackle traffic bottlenecks that cause delays to buses**. These schemes involve targeted changes and repairs to the highway to help buses reach stops more easily and move through junctions more efficiently.

“Making it easier to get around without needing to rely on private car ownership” was considered the best way to achieve economic growth by individual survey respondents, and improvements are particularly needed in rural areas, where you asked for better connections and more reliable alternatives to the car. **EMCCA are funding the Hope Valley ‘Mini Switzerland’ rural pilot to test better coordination between buses and trains, and develop clearer travel planning information for rural journeys**. Learnings from this project can then be adapted and applied to other areas across our region.

Younger people and those in education told us affordability matters. Alongside the central government initiative to cap bus fares and our longer-term work on fares and ticketing, **we capped single fares and free travel for young people through August 2026** which helped keep bus travel more affordable, while wider fare plans are developed.

When asked what would encourage you to use buses more often, the most popular answer was real-time information (RTI). **We are investing in the roll-out of real time information and infrastructure improvements at stops and shelters. In Derbyshire and Nottinghamshire EMCCA plan to add over 1000 RTI displays**, which will complement existing infrastructure and recent upgrades completed by the four constituent authorities.

Recognising that rail investment can be a significant driver of growth for the region, the Combined Authority have also allocated £2 million to developing strategic rail projects, and a further £0.5 million has been allocated to a feasibility study of the Maid Marian freight line.

An integrated and resilient network

You told us that better maintenance of roads, pavements, bridges and street lighting is a top priority, and poor road condition was the issue most often raised as affecting journeys. In response, **EMCCA is investing £362 million over the next three years to repair and maintain roads, pavements, bridges and street lighting, and improvements in road condition are already being experienced across the region**. This is the most money ever dedicated to tackling potholes in the region.

The Combined Authority has work underway on identifying the region's most important local roads so investment can be focused on the routes that carry the most people, goods and economic activity. This will be called the Key Route Network.

Safe and inclusive travel

You said personal safety needs to be improved when walking, wheeling and cycling and when travelling by public transport. The Combined Authority recognises that your journey starts from the moment you leave the home so transport investment needs to improve local neighbourhoods, as well as major routes.

We are supporting local improvements that make every day journeys feel safer and more welcoming, such as upgrading Derby's non-LED streetlighting, adding heritage lighting in conservation areas, and lighting in parks and green spaces. **£6.7 million of funding, will replace outdated units with efficient LED technology, improving safety, reliability and energy performance across Derby's network.**

Road safety was an important issue people raised during the consultation. The Combined Authority is **funding community schemes that support safer road crossings, better access, safety cameras and improvements people can feel in everyday journeys. £12.5 million will be invested over the next three years** to deliver safety enforcement through upgrades to the camera network.

The Combined Authority is also supporting investment in **the A614/A6097 corridor, where work is now underway on the first junction improvements to reduce congestion, improve reliability and support safer journeys.** The works will be ongoing over a 2-year period and are scheduled to complete by the end of 2028. The A614 corridor plays an important role in connecting communities and supporting growth, so investment here will help tackle delays and improve the resilience of a key route through Nottinghamshire.

Vibrant, integrated places and new homes

One of your top three priorities for the transport network is improved access to education, training, and jobs. To support our work toward making the East Midlands the best place to live, work and learn, the Combined Authority is funding transport projects to unlock new homes, employment space and community facilities.

For example, **we have committed £21 million to support the A50 Junction 3A and link road in the South Derbyshire Growth Zone, helping unlock access to Infinity Garden Village and associated development, including up to 4,500 homes.**

Active and healthy travel choices

You said more people should be able to walk, wheel and cycle safely for everyday journeys. With our first pipeline of investment, **we are investing £42 million in active**

travel routes across the whole region, including in Derbyshire Market Towns, as well as active travel corridor improvements in Derby, new pedestrian and cycle links in Nottinghamshire, and improvements to Nottingham's Wigman Road and N6 corridor. These improvements will help create safer and more attractive options for healthier short trips.

A productive and inclusive economy

You told us that connecting people to jobs, education and opportunity matters. In response, **a regional package of £3.9 million will be used to plan future transport improvements in areas where new jobs, homes and businesses are expected to grow.**

You told us that the transport network needs to work more efficiently and respond better to disruption. In response, **we are investing in a state-of-the-art regional network intelligence centre. £0.5 million over the next three years will help create a regional traffic management centre that uses live information to identify problems faster, reduce disruption and help keep traffic moving.**

Decarbonised travel as part of net zero

You told us that the transport network must support the region's journey to net zero. In response, the Combined Authority is accelerating the shift to lower-emission travel by funding bus fleet electrification and installing EV charging infrastructure across the region.

The region has secured around £20 million investment to help expand the region's charging network and get more people into EVs with plans for around 7,000 new public charging points in cities, towns and rural areas. This includes nearly £1 million to install around **1,164 pavement channels for households without driveways**, allowing residents to safely charge vehicles parked on the road without creating trip hazards. With the sale of new petrol and diesel cars set to be phased out by 2030, the improvements are part of wider plans to make electric vehicle ownership more accessible for communities across the region

Improving our unique, natural and historic environment

You said transport improvements should respect and celebrate the character of the places they serve. As schemes are developed, the Combined Authority will continue to balance better connectivity with the need to protect the region's landscapes, heritage and local environment.

7.

Next Steps



We are grateful to everyone who took the time to engage with the consultation and the aims of the Mayor's Transport Plan. We are using the consultation feedback, alongside insights from technical work, to shape both transport policy and practical improvements to the transport network. The goals and policies in the Mayor's Transport Plan will be amended to better reflect these insights.

Delivery has already started on transport projects across the EMCCA area, working in partnership with the constituent authorities. Alongside this, future projects are being developed through feasibility and design stages, so improvements can continue to move from planning into delivery.

A second phase of consultation will take place once the full Local Transport Plan has been developed. This will give people and organisations another opportunity to comment on the proposed ambition, policies and priorities before the Plan is formally adopted by the Combined Authority.

Work has also started on developing detailed strategy for specific aspects of the transport system (Figure 18). This includes, for example, the first regional Enhanced Partnership Plan² for bus service improvements. It also includes designating a 'Key Route Network' which identifies the region's most important local roads. A mass transit study is being undertaken, looking at higher-capacity public transport options. There is a statutory requirement alongside the development a Local Transport Plan to do an Integrated Sustainability Appraisal (ISA) which looks at how the strategy will affect the environment, economy, health, and local communities. Work on the ISA is underway and

² An Enhanced Partnership is a statutory partnership between EMCCA, its constituent authorities, and bus operators, under the Bus Services Act 2017, setting shared standards and plans for improving bus services across the area.

this combines the Strategic Environmental Assessment, the Equality Impact Assessment, the Health Impact Assessment and the Habitat Regulations Assessment. All this evidence and technical input, including the insights from the consultation, will feed into the strategy and policy development as we determine our Mayor's Transport Plan. This Plan will then steer investment and policy delivery, leading to implementation and impact: delivering high-quality local transport that boosts growth, opportunities and connectivity.

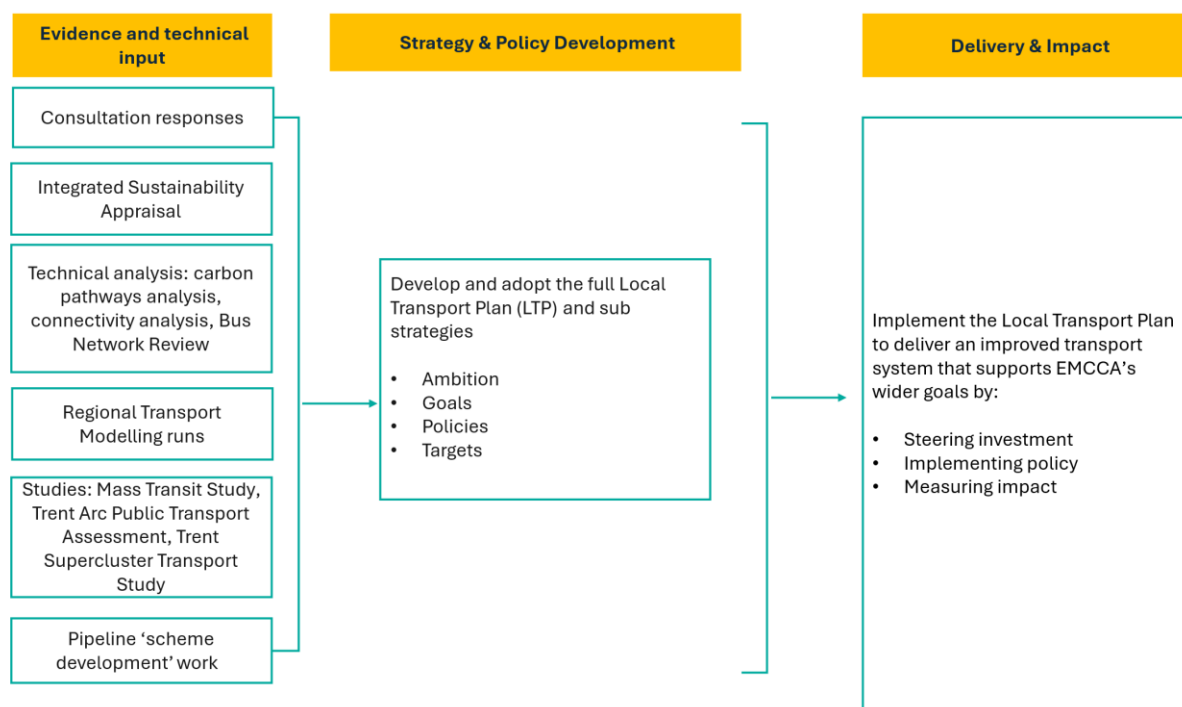


Figure 18 - Evidence and technical inputs to strategy and policy development.

Conclusion

The consultation demonstrates strong support for a transport system that is reliable, better connected and affordable. While priorities vary between communities, respondents consistently highlighted the need for improved public transport, safer journeys and better maintenance of existing infrastructure.