

Stapleford ASSEMBLE

BRIEFING FOR
THE MAYOR
OF THE EAST
MIDLANDS CCA

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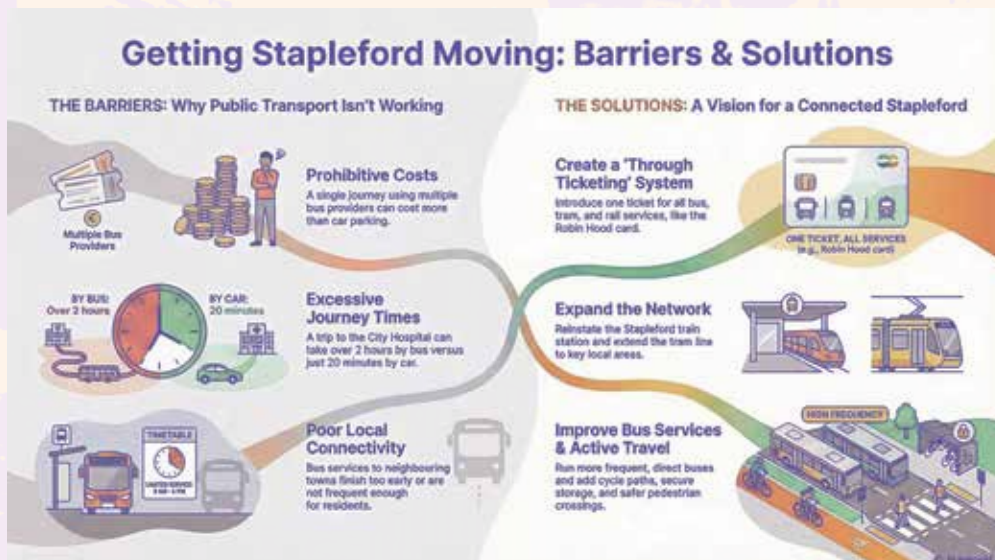
EXECUTIVE SUMMARY

This report gives voice to the long-standing concerns and hopes of Stapleford residents. A process of focused citizens' assemblies allowed participants from the local area to freely discuss their concerns and collaborate with experts and representatives of local government to shape a concrete plan for improvement on their most pressing issue – local transport.

For many years Stapleford has been isolated by poor interconnectivity and gaps in public transport links to neighbouring towns (especially Beeston). These problems have been exacerbated by different ticket systems making the cost of transport, particularly for families, prohibitive – often exceeding the cost of taxis or parking. Journeys are long, travel options are poorly advertised or understood and existing infrastructure can leave users feeling unsafe and exposed to the elements.

Short to medium term priorities for investment and a clear path for improvement were identified. These include upgrading bus service infrastructure, publicising local resources, formally reviewing and funding more frequent bus routes, implementing multi-modal “through ticketing” and installing traffic calming measures on Stapleford High Street.

These measures incorporate a holistic view for the future of Stapleford, and would work in tandem with the long-term ambition to extend the tram lines, the proposed Toton rail station and Trent Arc projects. Stapleford residents are systematically disadvantaged by the transport infrastructure and discouraged from using buses, trams, or bicycles. This report provides a clear vision and strong call for action that will benefit the town, county and region.



1. INTRODUCTION:

A Resident-Led Vision for Transport in Stapleford

This briefing is presented to the Mayor of the East Midlands Combined County Authority (EMCCA) on behalf of the Stapleford Assembly. Its aim is to demonstrate an evidence-based case for specific, targeted transport improvements in Stapleford. The proposals are the direct result of a community consultation process, including public assemblies held in July and November 2025 and a subsequent transport questionnaire.

Stapleford is located near Junction 25 of the M1 motorway with the A52 passing through its southern and eastern side. The Tram terminus at Toton Lane links South Stapleford to Nottingham via Beeston. Along the western edge of Stapleford, there is significant railway infrastructure along Toton sidings. Toton was to be the location for a phase 2b HS2 hub. Stapleford was served by a passenger railway station between 1847 and 1967 but there is no longer a station there. There is also a canal running through the Erewash Valley.

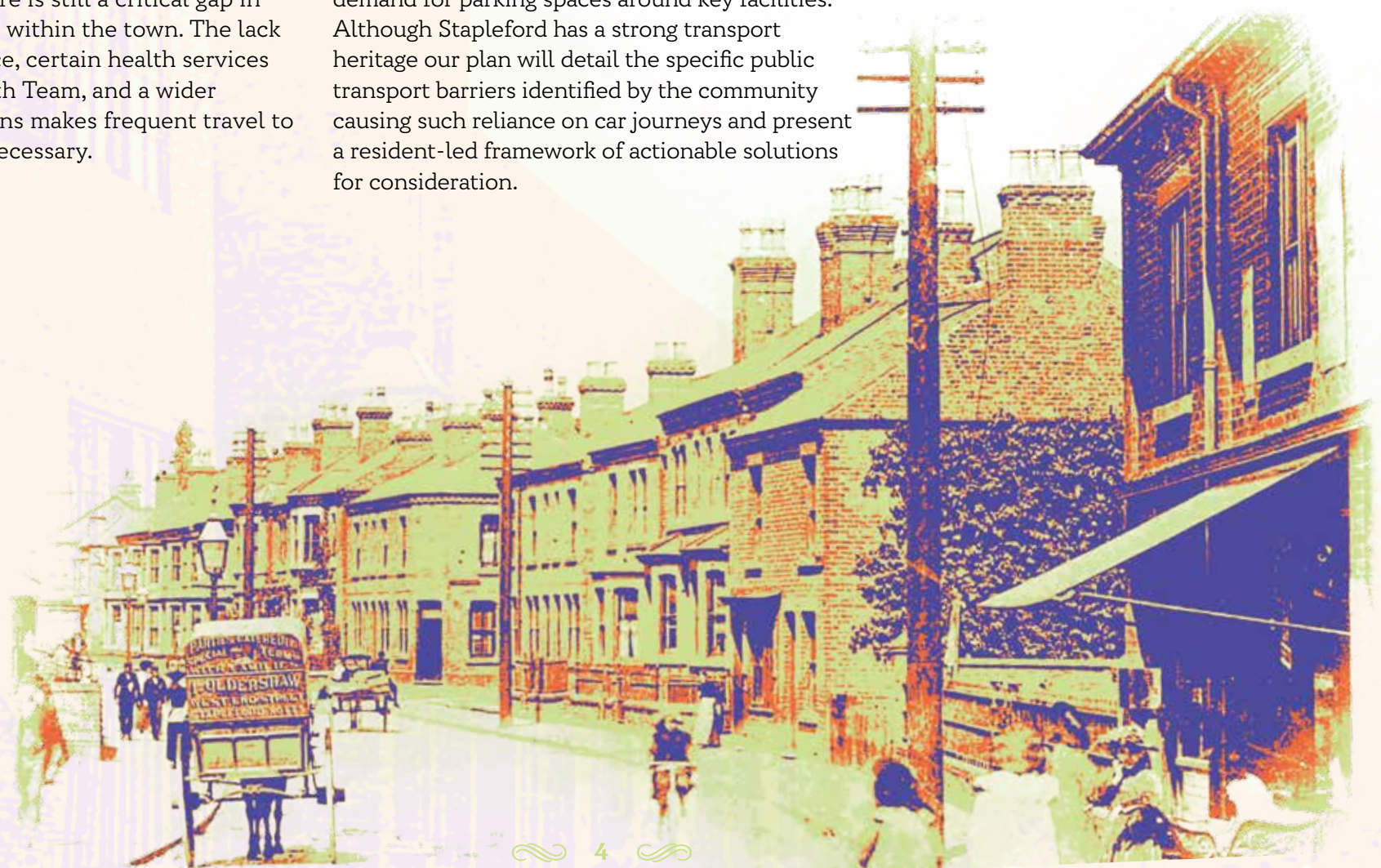


2. BACKGROUND:

A Proud Town Underserved

Stapleford is a popular family town of approximately 15,453 residents (2021 Census). The town offers good core facilities, including a multi-disciplinary health centre, an active library, and a range of local shops and green spaces. However, there is still a critical gap in the services available within the town. The lack of a central post office, certain health services like the Mental Health Team, and a wider variety of retail options makes frequent travel to neighbouring areas necessary.

Many residents choose to use their cars for both short journeys within Stapleford and to neighbouring towns. As the population density increases with new housing developments, this is causing congestion on our roads and greater demand for parking spaces around key facilities. Although Stapleford has a strong transport heritage our plan will detail the specific public transport barriers identified by the community causing such reliance on car journeys and present a resident-led framework of actionable solutions for consideration.



3. WHAT WE FOUND:

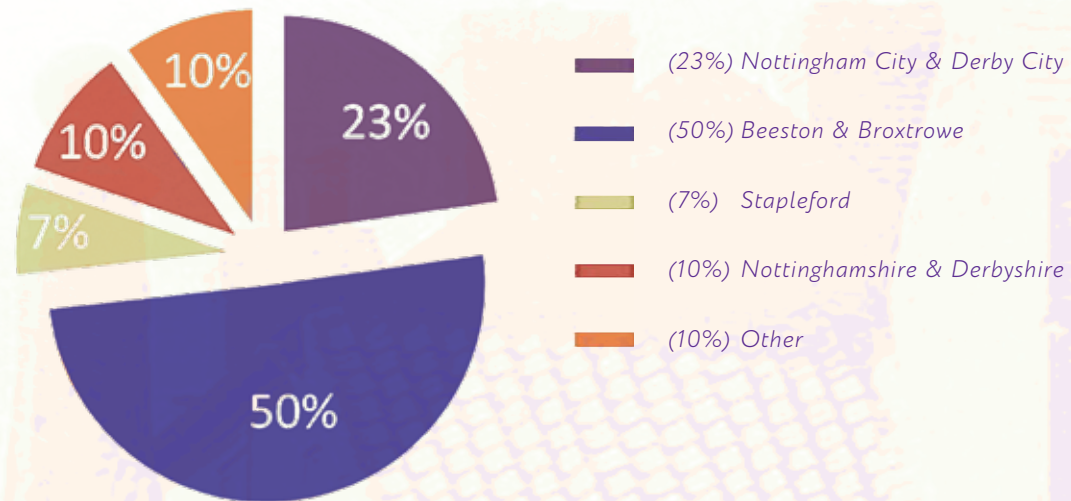
Views of Stapleford Residents

To develop effective policy, it is crucial to understand the barriers and daily realities of residents that deter public transport use. The community has identified five core, interconnected categories of transport failure, where prohibitive costs are compounded by excessive journey times, and poor connectivity is worsened by a lack of basic information and infrastructure.

Inadequate Connectivity and Service Gaps on short distance Journeys

- ❖ Links to neighbouring towns, particularly Beeston, are poor and insufficient for resident needs.
- ❖ Existing bus services do not run frequently enough and terminate too early in the evening, limiting access to work and leisure opportunities.
- ❖ A significant disparity exists in service provision, with the North of Stapleford being much less connected than the South. This actively limits social interaction for older and more isolated residents.
- ❖ The distance from much of the town to the nearest tram stop at Toton Lane presents a significant barrier for pedestrians, particularly as the terminus is at the top of the hill.

Where would you like Stapleford to be better connected to?



Our Questionnaire identified that residents wanted better connections over short distances rather than long distance travel. Suggestions included Giltbrook retail park, Toton, Chilwell and the Tram. This observation is further supported by Stapleford Towns Fund Place Analysis Report from 2020 which identified that most residents travelled less than 10km to work (appendix)

Prohibitive Costs and Ticketing Complexity

- ❖ Journeys requiring travel on multiple bus providers, such as a combination of Trent Barton and Ct4N services are not financially viable for many residents
- ❖ Residents report that a round trip to a key destination like City Hospital can cost more via public transport than the cost of car parking.
- ❖ The cost is particularly prohibitive for families. One participant noted that a single short return journey on public transport could cost a family as much as £60.

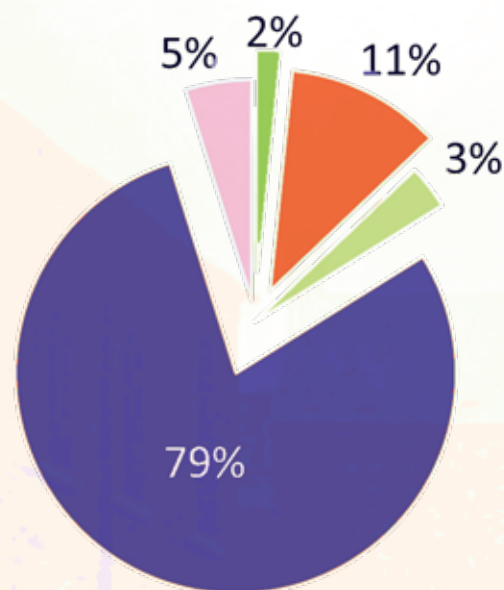
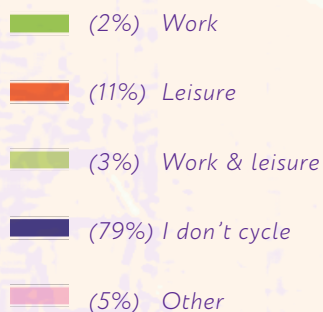
Excessive Journey Times

- ❖ The inefficiency of current routes has a direct impact on residents' quality of life, turning essential travel into a significant time burden.
- ❖ The journey to City Hospital was consistently highlighted as a prime example: a trip that takes approximately 20 minutes by car can take over two hours by bus, a six-fold increase in travel time.

Lack of Public Awareness

- ❖ A surprising number of residents are simply unaware of the full range of transport options available to them.
- ❖ During the consultation, many participants were not aware of the 511-service provided by Ct4N, which provides a valuable connection to the tram stop, Toton, Chilwell, and Attenborough.

Do you currently cycle?



Our questionnaire found that 79% of Stapleford residents do not cycle. The majority of those that do cycle, do it for leisure, rather than a means of getting from A to B.

Safety Concerns and Poor Infrastructure

- ❖ Personal safety is a major concern, with residents finding the experience of waiting for buses in the dark or in inclement weather to be off-putting.
- ❖ The quality of local infrastructure presents further barriers for both pedestrians and cyclists, including the poor condition of pavements, a lack of safe crossing points, intimidation from traffic on busy roads, and inconsiderate car parking. It is also noted that air quality is an issue. In the Borough of Broxtowe out of 787 life years lost, 90 of these are attributable to NO2 and Particulate Matter according to the Broxtowe 2025 Air quality report (appendix). These factors contribute to the low uptake of cycling as a method of transport as found in our survey.

These barriers are not isolated inconveniences; they represent a systemic failure of the transport network that actively disadvantages Stapleford residents, suppressing economic opportunity and increasing social isolation.

Stapleford Assembly is aware of previous studies which have focused on transport issues in Stapleford, notably a Mini Holland Feasibility study was carried out in 2022-2023 to look at improving active travel. (appendix) Although the Stapleford Assemble Transport study has been much broader and open ended, similar themes have emerged such as the need for better infrastructure and improved routes/access to local facilities.



4. A FRAMEWORK FOR INVESTMENT:

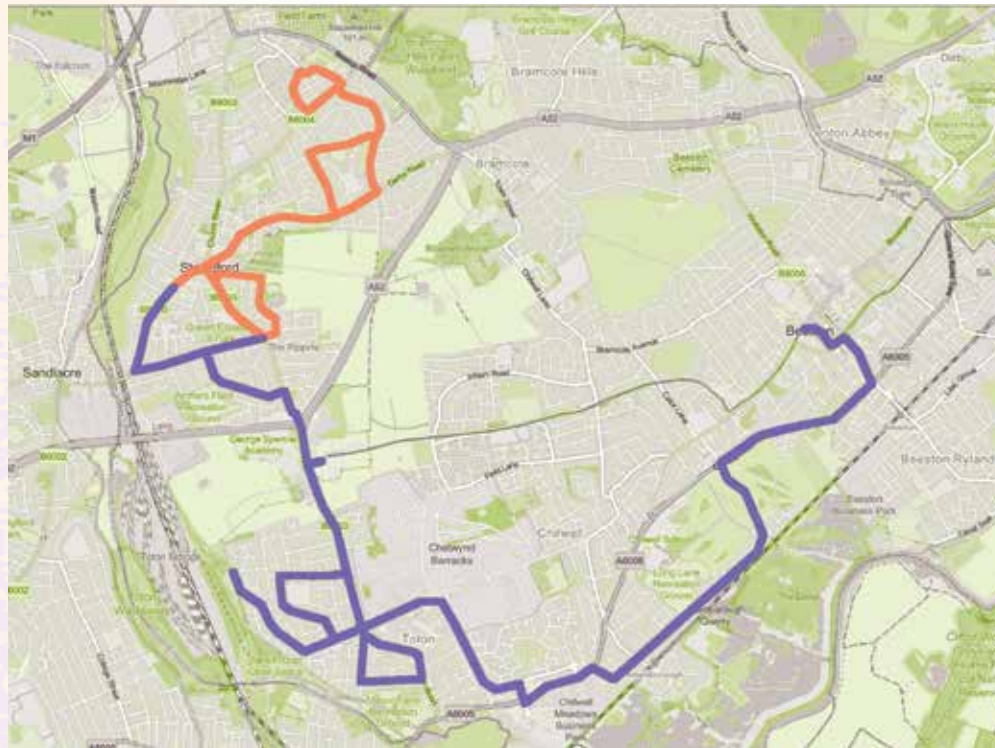
Resident-Proposed Solutions

The solutions below are grouped into thematic areas. They represent a clear, community-endorsed roadmap for investment.

Improving the Existing Network

BUS SERVICE IMPROVEMENTS

- ❖ Prioritise the establishment of a direct bus route connecting Stapleford to City Hospital.
- ❖ Enhance bus stop infrastructure by ensuring all stops have shelters, adequate lighting, and seating, incorporating innovative “bee friendly” designs where possible.
- ❖ Improve route connectivity to key local destinations, including Wollaton, Chilwell, Lidl, Aldi, Stapleford North, the Toton Lane tram stop, and Bilborough Way.
- ❖ Commission a formal review of merging the 510 and 511 services to improve frequency, and diverting the i4 bus service down Pasture Road at designated times to better serve residential areas.
- ❖ Provide proper and sustainable funding for essential community transport services, such as those run by Ct4n, recognising them as a core part of the network.



Map showing a possible merger of 510 (purple) and 511 (orange) bus routes provided by CT4N to better link north Stapleford to surrounding Towns and villages.

ACTIVE TRAVEL INFRASTRUCTURE

- ❖ Improve the pedestrian environment by removing street clutter, enhancing signage, and installing new, safe crossings, with a specific, identified need for a crossing at Furlong Close over Pasture Road.
- ❖ Invest in cycling infrastructure, including secure cycle cages at the Toton Lane Park & Ride and in central Stapleford, alongside the creation of safe, dedicated cycle paths.
- ❖ Address poor road conditions by tarmacking unadopted sections that are in public use, such as the bottom end of Mill Road.

PUBLIC INFORMATION CAMPAIGN

- ❖ Launch a comprehensive, multi-channel campaign to publicise existing services and new routes.
- ❖ Disseminate information through door-to-door leaflets, clear displays at bus shelters, inserts with council tax bills, and digital channels such as school communications and health appointment apps.



This illustration shows Trent Barton saver ticket zones. A similar system could be used to extend the Robin Hood card to Stapleford and beyond.

Creating an Integrated Transport Experience

INTEGRATED 'THROUGH' TICKETING

- ❖ Address the prohibitive cost of multi-operator journeys by developing a single, unified ticketing system for all public transport providers in the area.
- ❖ The two primary proposals from the community are to either extend the existing Robin Hood card network to cover all services in Stapleford, or to create a wider Nottinghamshire/ Derbyshire zoned travel area.
- ❖ This system should include options for family tickets and a flat-fee ticket (£5 per car/bike) for users of the Park & Ride, which should be developed into a multi-modal hub for cyclists, following successful models like that championed by PEDALS in Nottingham.

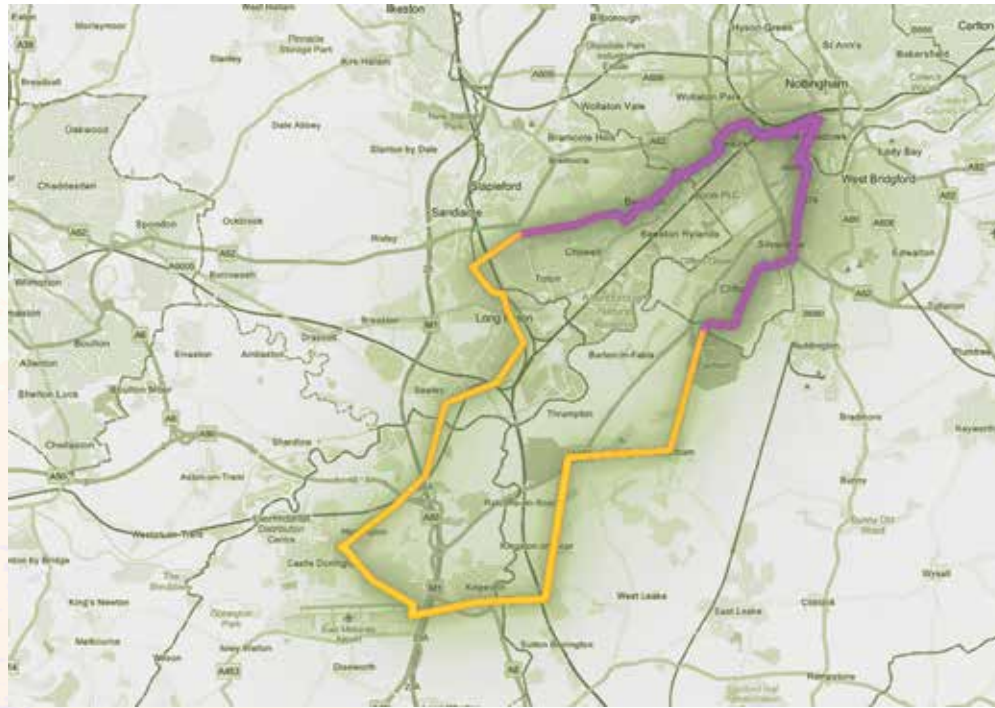
RE-IMAGINING STAPLEFORD TOWN CENTRE

- ❖ Commission a formal feasibility study and strategic plan to create a more pedestrian-friendly town centre, exploring options for partial pedestrianisation or bus-only zones to reduce congestion and improve air quality.
- ❖ Implement specific traffic-calming measures, including enforcing a 20 mph speed limit, stopping through-traffic where appropriate, and improving the provision of disabled parking on Derby Road.

Transformative Infrastructure: Long-Term Strategic Vision

TRAM AND RAIL EXPANSION

- ❧ Support the long-term community ambition to reinstate the Stapleford/Sandiacre Train Station, creating a vital rail link to East Midlands Parkway and the wider national network.
- ❧ Incorporate the proposed extension of the tram network from Toton through Long Eaton to East Midlands Airport and East Midlands Parkway, looping back to Clifton, into long-range regional transport planning. This suggested extension would support the Emerging Spatial Vision Proposition (Appendix) for the Trent Arc, linking key employment areas.



Map to show potential tram extension (orange), joining to the existing tram network (purple) from Stapleford and Clifton to create a circular route linking Nottingham to East Midlands Airport and East Midlands Parkway.



5. A CALL TO ACTION:

For a Better-Connected Stapleford

- 1. Champion Integrated Ticketing:** Direct the EMCCA Transport Department to formally investigate and model the most effective way to deliver a unified ticketing system for Stapleford. This investigation should include the feasibility of extending the Robin Hood card and the creation of a new zoned system, and must involve direct engagement with providers including Trent Barton and Ct4N.
- 2. Unlock Capital for Hub Development:** Support the development of an imaginative funding bid to transform the Toton Lane Park & Ride into a true multi-modal hub. This should incorporate the community's proposals for secure bicycle storage and improved connections for cyclists and bus users.
- 3. Prioritise Bus Service Improvements:** Use the Mayor's authority to broker substantive discussions between the community, local councils, and bus operators to implement the specific service improvements outlined in this briefing, focusing on the creation of new direct routes and essential infrastructure upgrades at bus stops.
- 4. Enforce Planning Conditions:** Instruct EMCCA and local authority planners to enforce existing planning conditions, ensuring that Section 106 funding from developments like the one on Coventry Road is ringfenced and deployed for the public transport improvements for which it was intended.
- 5. Endorse Strategic Infrastructure Projects:** Formally recognise the community's long-term ambitions for the reinstatement of the Stapleford Train Station and the strategic extension of the tram network. Endorsing these projects now will ensure they are embedded in all future regional strategic transport plans.

The Stapleford Assembly has delivered a powerful mandate for change. We are organised, evidenced, and eager to work collaboratively with you and your office to build a better-connected, more prosperous, and more accessible Stapleford for all. The Stapleford Assembly presents this plan not as just a list of demands, but as an invitation to work in partnership. Residents have invested their time to identify problems and propose workable solutions. We now look to you and the EMCCA for leadership and support, recognising that your office holds "the purse strings" and the strategic influence needed to turn this vision into reality.





With thanks to panellists Alan Simpson (EMCCA),
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In memory of Stapleford Assembly co-founder
Cllr Ross Bofinger

Nottinghamshire January 2026