

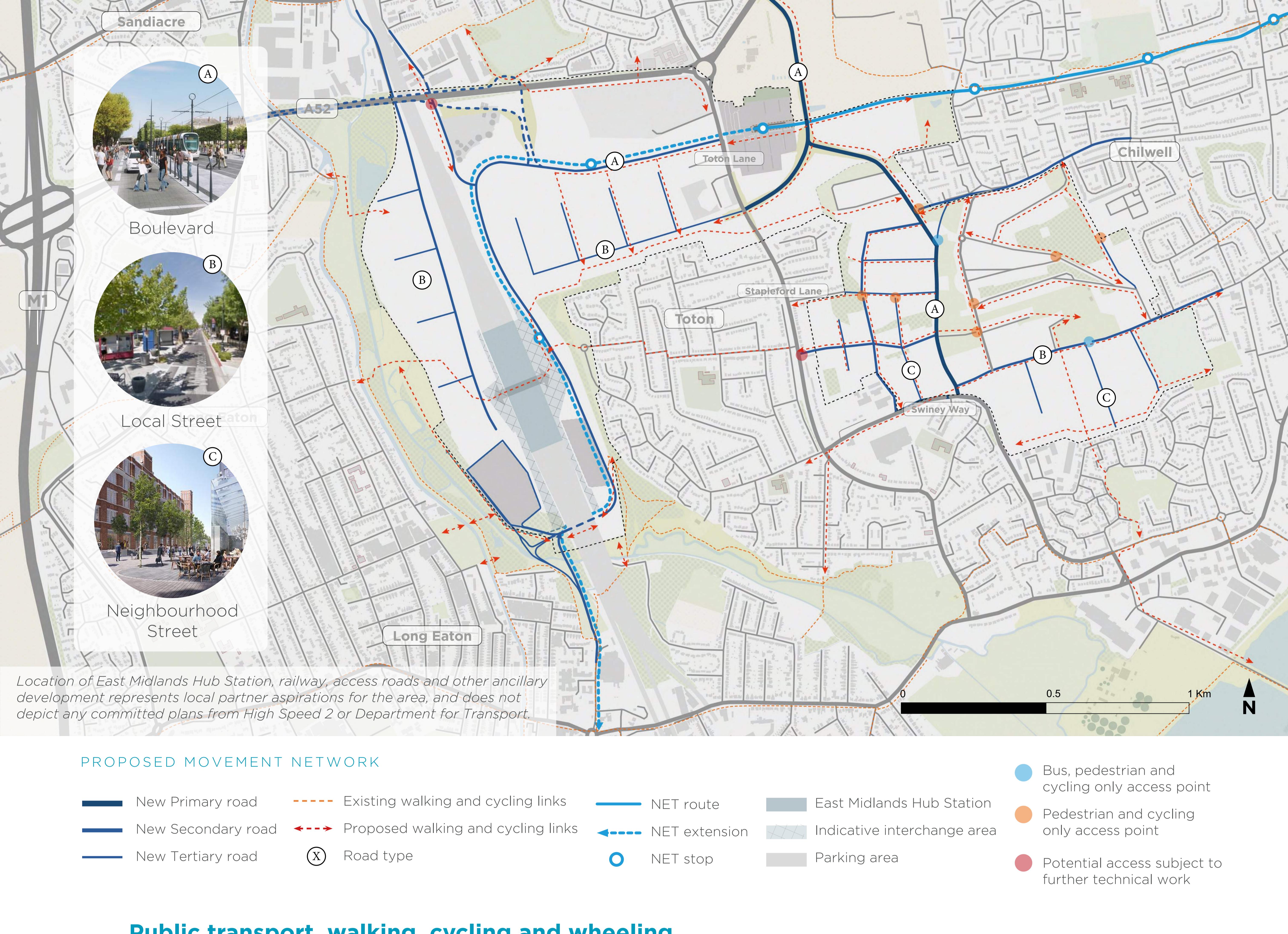
Transport and Movement

What you previously told us

We previously asked for your views on a draft movement network. The responses showed high levels of support for the various public transport, active travel and highway schemes proposed to support development. A number of detailed comments were received, for example about specific active travel routes and concerns about access points in certain locations (such as Stapleford Lane). Where possible, we have amended our proposals.

Our approach

We want Toton and Chetwynd Barracks to be well integrated into surrounding communities and through improvements to public transport, walking, cycling and wheeling (wheelchair and other accessible transport modes) networks, enable as many car-free journeys as possible. Whilst we want to create places which are walkable and well served by public transport, there is still a need for roads which play a vital role in providing access to jobs, services, and facilities. The movement network is shown on the diagram below.



Public transport, walking, cycling and wheeling

Our proposals include:

- Extension of the NET tram system from its current terminus at Toton Lane to an interchange at the East Midlands Hub Station, and on towards Long Eaton Town Centre
- New and extended bus routes, with potential 'bus gates' within the sites to enable through routes for buses into existing residential areas without creating rat-runs for cars
- A comprehensive network of walking, cycling and wheeling routes between Toton, Chetwynd Barracks, existing communities and the East Midlands Hub Station. This includes new links that are integrated with our proposals for the open space network

Highway network

Our proposals include:

- Access to Toton from the A52 via new roads to the East Midlands Hub Station, and from the east of Bardills Island to Stapleford Lane
- This latter route will continue through Chetwynd Barracks and avoid significant increases in congestion on the A52, Stapleford Lane and around Bardills Island
- New access points into and routes through Chetwynd Barracks to support its re-integration with surrounding communities
- New high-quality, tree-lined 'boulevard' streets will provide the main routes within the sites, as multi-modal streets that are places for people as well as vehicles

Areas subject to ongoing work

To connect the proposed development with surrounding areas, access points may be required at Bessell Lane north of Toton, and Stapleford Lane into Chetwynd Barracks. However, we are mindful of potential impacts these could have for existing residents. Further detailed work will be required as part of planning applications to establish the preferred approach to access arrangements in these locations.

Relationship with High Speed 2

The proposals for High Speed 2 will be reliant on improvements to the highway network, and it is expected that the main vehicular access to the East Midlands Hub Station will be via the new junction on the A52 shown on the plan above. Our proposed movement network includes these in an adapted form. Discussions have taken place with High Speed Two Ltd and the Department for Transport around other aspirations for the design of the station, including providing multi-storey car parking instead of surface car parking to maximise the amount of land available for development, and improve the quality of the environment around the station.