

Albert Road and Saxon Road

We have reviewed the layout of this junction in response to the comments received by local residents and businesses. We are proposing to keep the proposed one way layout on Saxon Road, however the access to and from Albert Road is now proposed to remain as existing. Traffic movements at this location should be improved by removing the difficult cross movement from Albert Road to Saxon Road. Pedestrians and Cyclists will be able to use the relocated crossing which will move further towards Albert Road.

Thirlwell Road and Plantation Road

We previously proposed changes to these streets following proposals to change Albert Road and Saxon Road. Following a review of the layout and taking in to consideration the comments received we now propose to keep the layout as existing.

Changes for pedestrians, cyclists and bus passengers

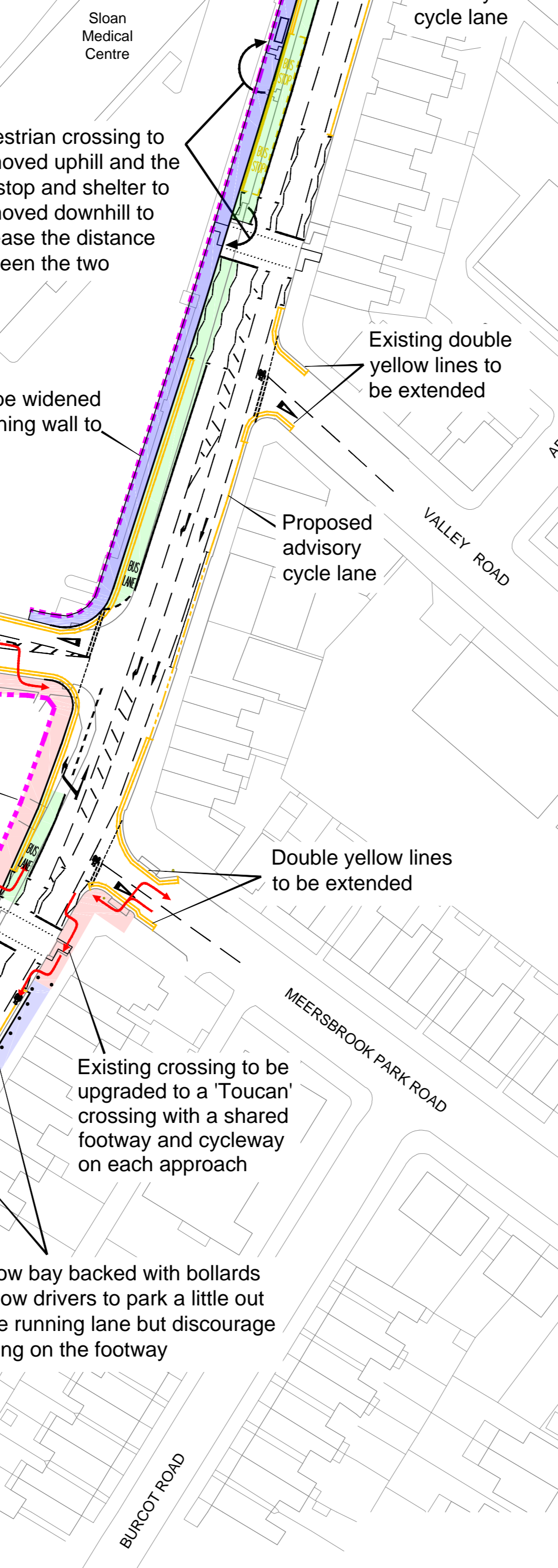
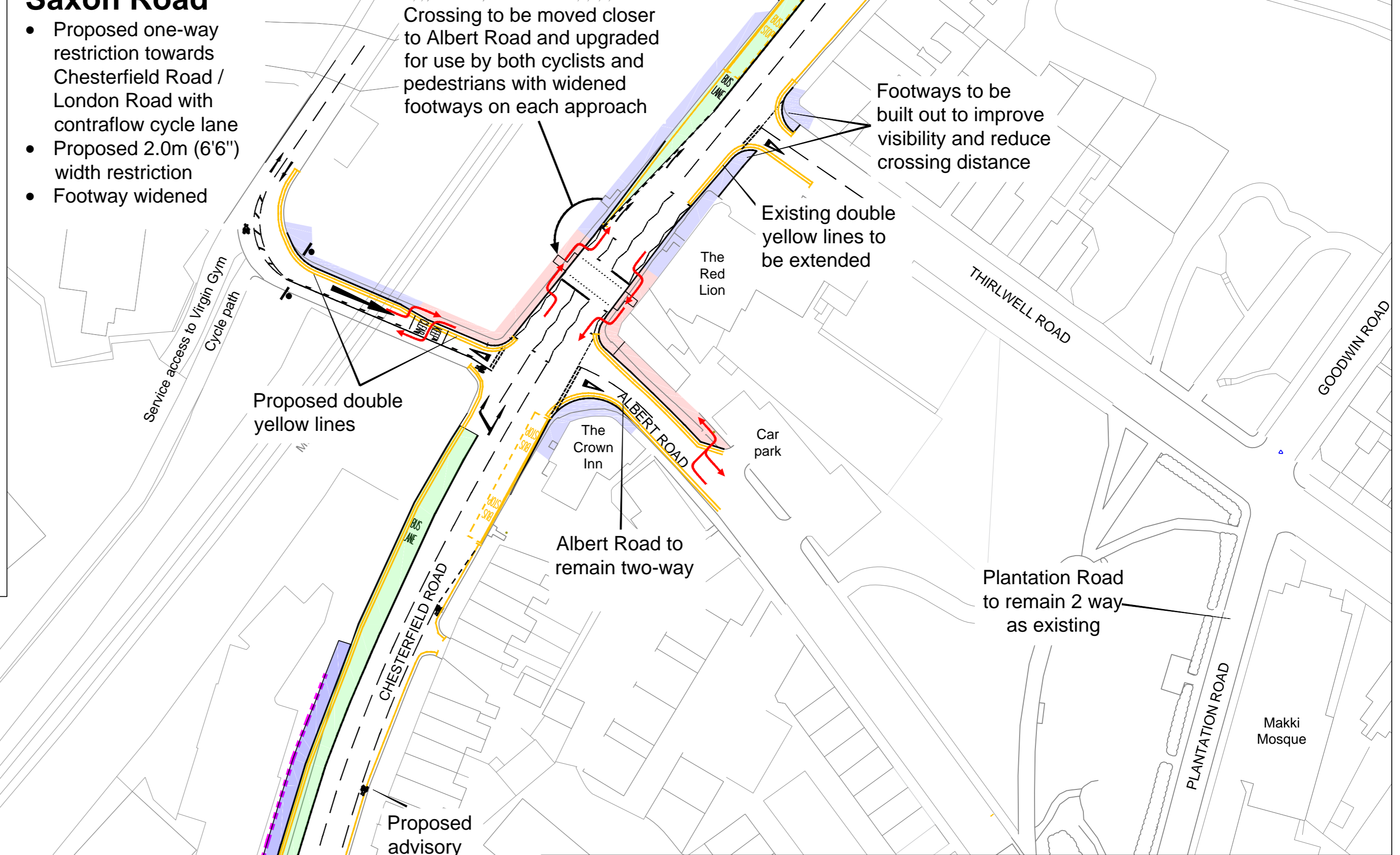
The scheme provides an opportunity to make improvements to three existing controlled pedestrian crossings.

The crossings near the junctions with Meersbrook Park Road and Albert Road would be upgraded to 'Toucan' crossings, for use by both pedestrians and cyclists, with widened shared footways/cycleways on the approaches. The crossing near Albert Road would be moved closer to the junction.

Buses serving the inbound bus stop immediately north of Valley Road regularly block the middle crossing when letting passengers on and off. It is therefore proposed to increase the distance between the crossing and the bus stop by moving the crossing uphill and the bus stop downhill by a few metres.

Saxon Road

- Proposed one-way restriction towards Chesterfield Road / London Road with contraflow cycle lane
- Proposed 2.0m (6'6") width restriction
- Footway widened



Chesterfield Road Widening Revised Proposals

Sheffield City Council and South Yorkshire Passenger Transport Executive are proposing to make alterations to Chesterfield Road to reduce traffic delays and journey times.

We are planning to create two continuous inbound lanes (a peak hour bus lane and a lane for general traffic) by widening Chesterfield Road into land fronting Porcelanosa, B&M and Lidl. Outside of the weekday peak hours vehicles would be allowed to also use the bus lane to park for local shops and load and unload.

The changes would be funded from a central government grant to the Sheffield Bus Partnership, comprising of First Group, Stagecoach, Sheffield Community Transport, South Yorkshire Passenger Transport Executive and Sheffield City Council.

Please contact Andrew Marwood (0114 2736170), scheme.design@sheffield.gov.uk if you have any questions or want to register your support for the scheme.

If after reviewing the changes we have made you would like to make a formal objection to any element of the proposals you must put your objection in writing and send it to **Transport, Traffic and Parking Services, 2-10 Carbrook Hall Road, Sheffield, S9 2DB** or the above email address.

All comments on the revised proposals must be received by **Friday 12 June 2015**. If approved, the works would take place during 2016.

Key

- ⋯ Extent of widening
- Footway alteration
- Shared footway and cycleway
- Route for cyclists on and off shared footway and cycleway
- Peak hour bus lane - Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm allowing two lanes of general traffic outside peak times.
- No waiting at any time, no loading Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm (Please note that the loading restrictions apply to Chesterfield Road and London Road only)
- No waiting or loading, Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm
- No waiting Monday to Saturday 8.00am to 6.30pm, no loading Monday to Friday, 7.30am to 9.30am and 4.00pm to 6.30pm
- 'Bus Stop Clearway' (no stopping at any time except buses)

Not to scale

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This drawing can be viewed online at www.sheffield.gov.uk/chesterfieldroad

Andrew Marwood, Scheme Design
Transport, Traffic & Parking Services
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