

Chesterfield



0 500 1,000 m

Key

- Electoral Divisions
- EPS Corridor
- Bus Lane (in feasibility)
- ★ Pinch Point Scheme (original BSIP)
- ★ Pinch Point Scheme (new)
- Traffic Signal Priority**
- Signalised Junction
- Hubs / Infrastructure Improvement**
- Large Town

16 buses/hour - A61 Whittington Moor/Dunston Road Roundabout - Junction to be signalised with electronic priority on each approach

Holywell Street Schemes - The application of Urban Traffic Control (UTC) SCOOT and Traffic Signal Priority (TSP) will provide improved co-ordinated movement of vehicles and allows TSP to be applied when required, for enhanced reliability and punctuality of buses.

7 buses/hour - A617 westbound towards Horns Bridge, Chesterfield - Signalise the slip road which will also act as a bus pre-signal to present the bus earlier at the signalised roundabout, plus electronic priority for buses

2 buses/hour - A617 Lordsmill Street towards Horns Bridge, Chesterfield - provide a southbound bus lane from the A617/A632 roundabout (carriageway markings to be amended here) in the exiting carriageway to approx. 50m of the Horns Bridge roundabout. Bus pre-signals and electronic priority

3 buses/hour - A61 northbound towards Horns Bridge, Chesterfield - Bus lane from Byron Street to 30m prior to Horns Bridge. Pre-signals and electronic priority

1	St. Mary's
2	Brimington
3	Spire
4	Boythorpe and Brampton South
5	Birdholme
6	Walton and West

Service Enhancements

Hulleys 55: extension to Chesterfield Rail Station and Chesterfield Royal Hospital all day, and Wimsey Way Industrial Estat in Somercotes at shift change time. Extension in hours of operation with three later evening services.

Hulleys 170/170A: extension of service to Chesterfield Rail Station and three additional evening services between Chesterfield Rail Station and Matlock (via Bakewell).

Stagecoach X17: frequency enhanced to every 30 mins between Sheffield, Chesterfield and Matlock, with every other journey being extended onto Matlock Bath and Wirksworth.