

SHEFFIELD CITY COUNCIL

Highway Cabinet Member Decision Session held 16 March 2015

PRESENT: Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development) and Councillor Jayne Dunn (Cabinet Member for Environment, Recycling and Streetscene).

Also In Attendance: Councillor Chris Rosling-Josephs (Cabinet Adviser)
Simon Botterill (Team Manager, Traffic Management)
Andrew Marwood (Engineer, Traffic Management)
Dave Ross (Principal Committee Secretary)

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1. EXCLUSION OF PRESS AND PUBLIC

1.1 There were no apologies for absence.

2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

3. MINUTES OF PREVIOUS SESSION

3.1 The minutes of the Session held on 8 January 2015 were approved as a correct record.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 There were no questions or petitions received from members of the public.

5. GLEADLESS KEY BUS ROUTES: GLEADLESS ROAD/BLACKSTOCK ROAD. REVISED SCHEME LAYOUT - OUTCOME OF FURTHER CONSULTATION

5.1 Simon Botterill, Team Manager, Traffic Management, introduced a report of the Executive Director, Place setting out officer responses to comments received during the public re-consultation undertaken following the development of a revised layout for the junction of Gleadless Road and Blackstock Road. The revisions were made to minimise the ecological impact of the carriageway widening works and an Ecological Assessment and Arboriculture Impact Assessment had also been produced to determine the impacts and mitigation measures to enable an inbound bus lane to be provided. He also proposed an additional recommendation regarding approval of the making and implementation of the Traffic Regulation Orders related to the Blackstock Road / Gleadless Road bus lane in accordance with the Road Traffic Regulation Act 1984.

5.2 A summary of the key areas of agreement arising from a meeting between the City Council and local community groups held on 10 March 2015 was circulated at the Session.

5.3 William Fairhead attended the meeting on behalf of the Gleadless Valley Wildlife

Trust to make representations to the Cabinet Members and stated that the Trust was working with Reach South Sheffield and Heeley City Farm. He referred to the meeting between the City Council and local community groups held on 10 March 2015.

- 5.4 Simon Botterill indicated that South Yorkshire Passenger Transport Executive provided the funding for the Scheme. Although this was limited, reasonable mitigation works would be funded. The Council would continue to work with the Trust and local community groups to put mitigation in place to address the environmental impacts in the area.
- 5.5 William Fairhead stated that the main concern was the loss of trees. He presented a photograph which included one tree that was 150 years old. He indicated that one aspect that was missing from the report was information on the proposed Scheme relative to important features. Mr Fairhead considered that the road construction would be just within the tree canopy and the footway was well within the canopy. He asked that officers ensured that the oak tree was retained and kept in a healthy state. The Trust and community groups were keen to work with the Council to secure environmental improvements to compensate for the impacts. Mr Fairhead emphasised that the scheme was a concern for the people of Gleadless and the areas affected were valued by local people. Mr Fairhead also referred to the Heeley City Farm study and linking improvements to a more varied mixture of trees in the area.
- 5.6 Councillor Leigh Bramall, Cabinet Member for Business, Skills and Development, indicated that the aim was to protect as much of the green areas as possible but in a balanced way.
- 5.7 In response to the issues raised by Mr Fairhead, Simon Botterill indicated that the amount of road space required for the bus lane had been minimised. General traffic would not be as close to the main trees as it was now and would be closer to the orchard site. There would be the same amount of traffic as at the present time but there would be a better localised environment for the trees.
- 5.8 Andrew Marwood, Engineer, Traffic Management, indicated that the landscape architect was keen to plant fruit trees on the orchard site in the next few weeks and he would discuss that with Mr Fairhead.
- 5.9 Mr Fairhead suggested having further discussions with officers and referred to the need for events at the orchard site. He felt that it was not necessary to rush the planting but discuss the final design with community groups.
- 5.10 Councillor Jayne Dunn, Cabinet Member for Environment, Recycling and Streetscene, referred to the discussions that had been held on the protection of ancient woodland. She asked whether there was work with the Wildlife Trust with which she had a good relationship. The Trust was keen to create green space. Councillor Dunn was keen to ensure the continuation of conservation work.
- 5.11 In response to a question from Councillor Dunn relating to the concerns raised

on the intrusion around the oak tree, Simon Botterill indicated that there should be no intrusion at that point of the footway. He added that they were working with an Arboriculturalist on the Scheme.

5.12 Mr Fairhead referred to issues with work undertaken previously by Amey. Simon Botterill referred to the good relationship with Amey who had safe management and would monitor the work being undertaken. The aim was to ensure the minimum amount of disruption.

5.13 Mr Fairhead stated that there was a need for high safety standards where trees were located closer to roads. Where footpaths and roads were located near trees this placed more pressure on the trees and there was a need to avoid stress on the trees.

5.14 Councillor Dunn stated that a great deal had been learnt over the first two years of the Streets Ahead Project and there was a large amount of liaison with local groups and Councillors.

5.15 Mr Fairhead asked if it would be possible for local groups to be commissioned to undertake some of the work. Councillor Dunn stated that there would be close working with local groups and that she could attend any meetings. Simon Botterill indicated that a plan of the works would be placed in the local library.

5.16 **Resolved:** That:-

- (a) approval is given to completion of the detailed design and implementation of the Gleadless Road/Blackstock Road Scheme, as described in the report now submitted, taking full account of the recommendations outlined in the Ecology Assessment and the accompanying Arboriculture Impact Assessment and to involve the Gleadless Valley Wildlife Trust and community to mitigate the negative ecological impacts of the Scheme;
- (b) approval is given to the making and implementation of the Traffic Regulation Orders related to the Blackstock Road / Gleadless Road bus lane (as detailed in TM/LT109-P3 REV D) in accordance with the Road Traffic Regulation Act 1984;
- (c) all parties responding to the recent re-consultation be informed of the outcome;
- (d) it be noted that full funding for this Scheme is yet to be secured; and
- (e) the Director of Regeneration and Development Services is requested to work closely with the local community groups during the detailed design and implementation of the Scheme.

5.17 **Reasons for Decision**

5.17.1 The proposals described in the report will contribute to improvements in the punctuality and reliability of bus services in the Gleadless area together with

accessibility improvements to/from bus stops.

- 5.17.2 Whilst it is acknowledged that the proposed Scheme will impact on adjacent public open space and trees to varying degrees, the recommendations outlined in the Ecology Assessment and Arboriculture Impact Assessment to mitigate the negative aspects will be fully investigated and adopted where practicable and beneficial.

5.18 Alternatives Considered and Rejected

- 5.18.1 The current Blackstock Road widening Scheme was developed following a review of an earlier proposal to provide a minor bus-only facility at the junction of Gleadless Road. This was discounted as, without the additional length of bus lane now proposed, the limited time saving benefits for buses did not justify the Scheme cost. Additionally, the alignment of the new section of carriageway across the public open space has been revised as much as practicable to minimise the negative impact on trees.