

APPENDIX 'C'

Blackstock Road/Gleadless Road

Scheme description - Widening of Blackstock Road between Bankwood Road and Gleadless Road to accommodate an inbound bus lane and provision of 2 pedestrian refuges on Blackstock Road. Provision of a zebra crossing on Gleadless Road.

The following points were raised by a number of respondents, including Gleadless Valley Wildlife Trust, Gleadless Valley Tenants And Residents Association and Gleadless Valley Community Action Group. A public meeting has been arranged to be held on 26th August. A verbal report of the proceedings will be presented at the meeting. The Council's Ecology Unit has also raised concerns :-

- Severe concerns regarding destruction of trees and parkland where the new bus lane is proposed.

Officer response : Any trees affected by the proposals will be replaced with specimens which are robust and fit-for-purpose. The area of parkland affected by the relatively short length of new slip-road (approx. 50m) is not excessive and the areas adjacent to the new highway will be landscaped (as appropriate) and maintained to maximise the attractiveness of the parkland and soften any impact resulting from the new length of highway. Detailed design of the proposals will specifically aim to minimise the extent of encroachment.

- No popular reason or call locally for the changes.

Officer response : The proposals were developed following provision of journey-time data supplied by the Bus Service Operators which demonstrated the significant delay to buses used by local people due to queuing traffic, mainly during peak hours, but also on other (less frequent) occasions.

- Possible subsidence concerns.

Officer response : There are no indications that the works will result in an increase to the threat of subsidence. However, the City Council's PFI partners, Amey (who undertake all works in the highway on behalf of the Council), will ensure that any such issues are quickly and appropriately addressed in the unlikely event of this occurring.

- Disruption and inconvenience.

Officer response : Any works of this nature unfortunately result in a certain amount of disruption and inconvenience for the local community and all users of the highway, to a

lesser or greater degree. However, all possible steps will be taken to minimise the impact of the operations, which will be completed as quickly and efficiently as possible.

- Waste of public money, when there are probably more important locations and uses for the money.

Officer response : These measures are grant-funded by Central Government and the City Council and its BBAF partners (SYPTTE, Bus Operators etc) are not permitted to utilise this funding for any other purpose or in unrelated areas or fields of work.

- The congestion at the junction of Blackstock and Gleadless road occurs only at rush hour and is not so severe as to warrant these disproportionate changes.

Officer response : It is acknowledged that the highest level of delay and congestion occurs during the morning peak. However, based on data supplied by the service operators, delays can occur periodically throughout the day. Furthermore, provision of bus lanes or other bus priority measures provide the service operators with a degree of certainty when projecting figures with regard to fuel consumption, bus time-tabling etc.

- It will make the Blackstock Road/Bankwood Road area less pleasant due to the 'bypass' nature of the road changes.

Officer response : It is not felt the proposed measures will have a severe impact on the immediate environment due to the large areas of existing public open space, grassed verges and parkland which more than offsets the relatively short additional lengths of carriageway.

- Would prefer provision of a controlled crossing at Blackstock Road; Proposed zebra crossing on Gleadless Road not in the best location.

Officer response : Introduction of additional phases into the signals to accommodate pedestrian demand would severely erode the time-saving benefits calculated to accrue from provision of the bus lane. Provision of refuges will significantly improve safety for pedestrians as they need only concentrate on traffic movements from one direction as they cross Blackstock Road, rather than having to wait until the road is safe to cross in one movement. The location of the zebra crossing (close to the pedestrian underpass) is in response to public requests to provide an alternative to the subway as many users had personal safety concerns and felt intimidated when using the underpass at certain times of day, particularly after dark.

- Blackstock Road has just been closed for resurfacing. It is now proposed to redesign it and dig it up again. It would have made more sense to do both jobs together.

Officer response : Discussions were held regarding the programming of these separate sets of work. However, funding of the respective works is from vastly differing budgets and Amey (the Council's PFI partners) are contractually bound to achieve completion of specific areas of work by specified dates. Accordingly, it was not possible to delay the core works to enable all the works to be undertaken together. However, abortive works will be kept to a minimum.

- General comment that none of the Gleadless KBR proposals are necessary.

Officer response : The calculated time-savings justify the proposals to the satisfaction of the Sheffield Bus Partnership who fully support the schemes.

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