

## CITY OF SHEFFIELD

### METROPOLITAN DISTRICT

#### MEETING OF THE TRANSPORT, REGENERATION AND CLIMATE POLICY COMMITTEE – 20<sup>TH</sup> SEPTEMBER 2023

#### COPIES OF QUESTIONS AND ANSWERS THERETO

#### *Questions of Councillor Richard Shaw to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)*

**Q.1** a) How many road traffic collisions have been recorded at the junction of Greenhill Avenue and Greenhill Main Road since February 2022?

A.1 We have checked our data from February 2022, including the provisional data that we hold for 2023 (up to May) and we have no record of any injury collisions occurring during this time at the junction of Greenhill Avenue and Greenhill Main Road. We have no way of knowing about any damage only collisions.

**Q.1** b) How many injuries as a result of RTCs at the above location have been recorded in that same period?

A.1 Please see the response to 1(a) above.

**Q.1** c) What has been the financial cost to the Council to repair the highway and street furniture following road traffic collisions at this location since February 2022?

A.1 All highway and street furniture is accrued to the network. We have not been made aware of any repairs required as a result of road traffic collisions since February 2022.

**Q.2** When will the design work for the segregated cycle lane along Shoreham Street, as part of the Sheaf Valley Cycle Route, be completed? When is it, and any associated TROs (Traffic Regulation Orders), expected to be presented to this committee?

A.2 As shared on the Connecting Sheffield website in June this year, price inflation and the results of a road safety audit means that the design of the Shoreham Street element of the scheme is under secondary review. The scheme design that progresses will need to ensure that cyclists will be able to travel safely between Matilda Street and Shoreham Street. It is not possible at this stage to provide a detailed timeline of when designs will be completed but it could still be six to nine months' time. A Traffic Regulation Order will then be advertised for the scheme when the funding allocation for the revised scheme is confirmed, and it can be delivered. The

Shoreham Street element of the scheme is a vital part of the Sheaf Valley Cycle Route and SCC (Sheffield City Council) remain committed to delivering the route in its entirety.

**Q.3** What measures will be implemented on the newly upgraded segregated cycle way along Asline Road to deter or prevent pavement parking and when?

**A.3** The Asline Rd section of the Sheaf Valley Cycle Route is yet to be completed and does not currently include the final top layer surfacing. This work is due to be completed shortly. Measures to deter or prevent parking along the route will initially be improved line marking alongside working with our Parking Services team to enforce the parking restrictions. Physical interventions to prevent parking along Asline Rd are costly (both to implement and maintain) and other limitations associated with these approaches mean they are not due to be pursued at this time, however, I would be interested in having further discussion on this with you over the coming weeks, if you are available to meet.

**Q.4** a) What is the current status of the A61 Chesterfield Road transport corridor (CRSTS) project?

**A.4** A Strategic Business Case for Chesterfield Road has been submitted to, and approved by, SYMCA (South Yorkshire Mayoral Combined Authority). This identified the strategic approach to delivering bus priority objectives, with a small number of possible / example interventions identified. This will be followed by an Outline Business Case, with a more refined list of interventions and their benefits (including consultation), and then finally a Full Business Case – detailing the full details, costs, benefits, designs, etc prior to delivery.

We are now in the process of developing an Outline Business Case (OBC), which will be subject to consultation, which is scheduled to take place late autumn / early winter 2023. This consultation will assist in the identification of a final set of deliverables, which will go through a benefit / cost exercise, with a view to submitting a final OBC to SYMCA in early spring.

We will engage councillors throughout the consultation period; they will have an opportunity to input and suggest interventions but in due course will have sight of a more developed list following consultation.

**Q.4** b) When will details of the final proposals be made available to councillors?

**A.4** Please see response above to 4(a).

**Q.4** c) When is public consultation regarding this scheme's proposals expected?

**A.4** Please see response above to 4(a).

- Q.5** A public question was asked at Full Council in June 2022 regarding the Travel Buddy scheme. This was referred to the June 2022 meeting of this committee for consideration and was listed in the work programme documents. Please could you confirm whether any response was sent from the Committee Chair or officers on behalf of this Committee? If so, please could a copy of the response be provided?
- A.5** The following Public Question was raised at Full Council on 1 June 2022: “In 2014 Sheffield City Council helped fund a Travel Buddy Service to assist elderly and disabled citizens of Sheffield. From 2017 funding for this service stopped – why was this?”

The following response was provided:

“The Travel Buddy scheme was funded through Sheffield Community Transport (SCT) and provided assistance for people who would like to travel by public transport but lacked the confidence or knowledge to do so. The scheme was targeted at people with learning difficulties or physical disabilities which made it daunting for them to use public transport.

The scheme was well-received and SCT recruited a small team of buddies to assist clients on their journeys with the eventual aim of them being able to make the journeys themselves without assistance.

The funding for the scheme ended in late 2018 but SCT tried to keep it running. Unfortunately covering the costs of staff meant that the price for the client became prohibitively expensive without any subsidy and, coupled with the impact of Covid, reluctantly took the decision to close the scheme.

Many clients were disappointed with this, but we cannot run a service at a loss and given that there was no identifiable source of funding we had little choice. “

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