

Executive – 8 April 2024 – Public Questions

Questions from David Redgewell

Question 1

With the merger of the District Council and Somerset council,

We are still very very concerned about the lack of progress in the setting up of structure to manage the public transport Network and infrastructure.

Such as the county bus and coach stations and interchanges,

It appears the structure at present is not effective on management of the bus shelters and especially the bus and coach stations Bus priority measures there does not appear to be a bus and coach station in infrastructure manager or a Department head to look after facilities at Bus and coach stations such as Wells bus and coach station Travel centre and toilets, Yeovil bus and coach station and it now closed passengers facilities toilets and waiting room, or repair it shelter, Frome Cork Street coach station, Wincanton bus and coach station facilities now with Wincanton Town Council, Wellington coach station, Glastonbury coach Park, street coach park ,Bridgwater bus and coach station, Interchanges at Shepton mallet. With Wincanton Town Council, and Shepton mallet Town Council taking over passenger facilities and toilets toilets,

The appears to be not structure set up to manage theses facilities or staff to manage the infrastructure example of Is Yeovil bus and coach station Where Yeovil Town Council do not have Infrastructure management team to maintain a passengers bus and coach station This is very worrying as the Somerset unity Authority has to provide by the 12 th June 2024 a submission to the Department for transport funding for its bus services improvement plan money 2024 2025 and bus and coach station and interchanges are part of the submission along with community safety partnership, cctv, policing, Equalities impact for passengers travelling with reduced mobility and partly sighted, So what progress is the council making urgently to set up a structure to manage with the City Town and parish councils to manage it public transport Network infrastructure and save money with staff Duplication and structure

that do not work for the passenger and Taxpayers, this of course involves the setting up of new structure urgently.

Including redundancy or early retirement.

Question 2

We welcome the urgent Restructuring of Somerset unity council to make effective service delivery for its stakeholders and residents, This was a difficult time when council merger, we saw this in Dorset Council, Bournemouth Poole and Christchurch, Wiltshire and Swindon Councils and Cornwall Council in South west England, Whilst this is very difficult in the short term to reduce offices, staff and building a streamline organisation should be able to make savings sale property,

But must importantly protect front line service by partnership working with city Town and parish councils, the Private sector and community sector So what public consultation and discussion are taking place to transfer assets such as public toilets, bus and coach station terminals building to other council in service level agreements whilst protecting front line services.

In the case of Transport, car park fees and bus coach departure fees at bus and coach station should be ring fenced to maintain the bus and coach station facilities or devolved to city Town and parish councils.

What is happening to bus and coach station departure and park charges at Somerset bus and coach stations and why is this not being re-vested in maintenance of bus and coach station like Wells, Yeovil, Bridgwater, and a future Taunton bus and coach transport hub as per the Department for transport provision for bus and coach stations