

Public Document Pack



THE QUESTIONS AND RESPONSES AND PUBLIC STATEMENTS RECEIVED FOR THIS MEETING ARE
ATTACHED

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Statement 1 – Mr Dave Redgewell

Transport Issues

With regards to the delays in the Network Rail western route metro west railway delivery programme.

On Portway parkway at shirehampton Bristol.

The Bristol Temple meads Beminster Parsons street pill Portishead railway line caused by objection to the Development consent order by the secretary of state for transport Grant shapps and objection from a Environmental group lead by Mr Barry cash a well known liberal Democrat.

But this is not the view of his councillors.

The Delays in planning permission of the Bristol Temple meads to Henbury loop line with station at Lawrence hill Stapleton road Ashley Down new station

Filton Abbey wood and Henbury.

Network rail western route is reporting planning permissions delays at Ashley Down Filton North and Henbury the last one is due to flooding constraints.

The need to program the half hourly services Between Bristol Temple meads

Lawrence hill Stapleton road Ashley Down Filton Abbey wood yate charfield new station proposed by the west of England mayoral combined South Gloucestershire council Stroud District council and Gloucestershire county council. Cam and Dursey and stonehouse Bristol road a new station under study by reopening our Railway fund and Gloucester central .

The Bristol Temple meads keynsham oidfiled park Bath spa Freshford Avoncliff Bradford on Avon Trowbridge Westbury line service.

Will the west of England combined Authority officers bring a report to Audit on the risk to Public money and Department for transport grant especially around Portway parkway station.

The timetable set out in responses from Finance officer at west of England mayoral combined Authority are not being met what is the risk to metro west railway projects and red flags .

It must be not that Network rail western is part of public sector transport body under the control of the Department for transport and Scottish government and welsh government for certain projects and is subject to freedom of information request.

Would the finance officer please update Audit on the protection of public funds for Railway services on metro west railway project.

On Bus service improvements plan we need a clear Audit of bus back better and covid 19 bus service recovery grant which has dropped Nationally from £27. 3million pounds a month to £226.3 million pounds a which first group stagecoach west hct group favesaver and smaller operators can draw down

Proving 90 % of services are being operated as this is at 80% of services operatorated .

With reductions in services on the 30th January 2022 .what resources has the west of England mayoral combined allocation to bus service and again is this to be look at by the Audit committee.

David Redgewell South west transport Network and Railfuture Severnside.

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WECA AUDIT COMMITTEE – 9 DECEMBER 2021

QUESTIONS & REPLIES

The following questions were submitted by the deadline (full details of questions and the replies are set out in the following pages):

Q1. Question from: Dave Redgewell

Subject: **DfT Grant for portway parkway station**

In view the allocation of money for the West of England mayoral combined Authority and Bristol city council for building of portway parkway station by Network rail western route and operated by first group Great western railway.

What has happened to the Department for transport grant for this project has it been paid to the sponsor at Network rail western and when is construction and delivery going to be carried out?.

With regard to metro west railway projects what revised timetable is in place for metro west line From Bristol Temple meads to Pill and Portishead.

Delayed by a Development consent order

Bristol Temple meads to Ashley Down Filton North and Henbury loop

As this route is delayed by Planning permissions .

These projects had been given delivery

Dates and targets by the west of England mayoral combined Authority and North Somerset council with Network rail western route and the Department for transport.

Will the the government take back an money from the Mayoral combined Authority.

RESPONSE

Portway Parkway station attracted DfT grant funding through the New Stations Fund. The grant payment is made to the promoter, in this instance Bristol City Council. Network Rail site activities commence Sunday 13 December running through to completion spring 2022.

Pill / Portishead – as you may be aware, we continue to wait for Development Consent Order approval. We are hoping this is resolved in a timely manner and we can maintain our existing programme. We will provide any updates in the new year.

With regard to Henbury, North Filton Ashley Down, on the whole we have achieved planning for these sites. We are working with the Environment Agency to resolve some flood risk challenges. Once resolved, we will update on a delivery programme.

We are working closely with the Department for Transport across our rail programme, and there are no reasons why any awarded money will be taken back.

QUESTION 2 -

Question from: Dave Redgewell

Subject: Auditing

In view of the fact that the west of England mayoral combined Authority is the city region of Bristol and Bath Transport Authority.

What Audit is taking place of the covid 19 bus service recovery grant and allocation of concessionary fare and support services grant to the bus Network.

We note at present that the mayor of the west of England Dan Norris has no direct tax raising powers for local bus service which are collected by the city and county of Bristol South Gloucestershire council and Bath and North east Somerset council and passport to the metro mayor.

In view of the public transport Audits of money spent of bus services and railway services in the mayoral transport Authorities of west Midlands Greater Manchester and Sheffield city Region.

What Auditing is taking place in the west of England mayoral combined Authority.

When will voters and taxpayers see results of the Audit .

RESPONSE

Since the Combined Authority took on the direct delivery of bus-based public transport functions in April 2020 the country has been gripped by the Covid-19 pandemic which has led to an unprecedented decline in public transport use. The Combined Authority continues to be focused on maintaining bus services where possible, drawing on the emergency funding made available by the Government, and working with bus operators and Government officials to plan the recovery. In recent months the Combined Authority has also been required to develop an ambitious Bus Service Improvement Plan for the next five plus years to enable the region to secure funding from the Government's Bus Transformation Fund from April 2022. The next phase of that work, to develop and agree an Enhanced Partnership Plan and Schemes with bus operators, is underway. The situation has therefore been far from normal and consequently would not lend itself easily to an audit process. As the country emerges from the pandemic and the Combined Authority can properly establish its business-as-usual functions for public transport, a review of these in the context of the Plans and Strategies in place would be more appropriate.

Concessionary travel is funded by the Transport Levy on the constituent councils, who receive funding direct from Government for the English national scheme. Since the onset of coronavirus in March 2020, reimbursement payments to bus operators have been based on pre-Covid levels of travel instead of actual travel by passholders. This has been done at the direction of Government. An audit of concessionary travel is programmed to take place in the fourth quarter of 2021-22.