



Complete Agenda

Democratic Services
Council Offices
CAERNARFON
Gwynedd
LL55 1SH

Meeting

COMMUNITIES SCRUTINY COMMITTEE

Date and Time

10.30 am, WEDNESDAY, 28TH SEPTEMBER, 2022

This meeting will be webcast

https://gwynedd.public-i.tv/core/l/en_GB/portal/home

NOTE: A BRIEFING SESSION WILL BE HELD FOR MEMBERS AT 1015am

Location

Hybrid

**Siambwr Hywel Dda, Council Offices, Caernarfon, Gwynedd, LL55 1SH, LL55 1SH
And
Virtually via ZOOM**

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(DISTRIBUTED 01509/22)

COMMUNITIES SCRUTINY COMMITTEE

MEMBERSHIP (18)

Plaid Cymru (11)

Councillors

Elwyn Edwards
Elin Hywel
Edgar Wyn Owen
Beca Roberts

Delyth Lloyd Griffiths
Kim Jones
Llio Elenid Owen
Rhys Tudur

Annwen Hughes
Linda Morgan
Arwyn Herald Roberts

Independent (6)

Councillors

Gwilym Jones
Peter Thomas
Gruffydd Williams

Robert Glyn Daniels
Elfed Powell Roberts
Rob Triggs

Liberal Democrats / Labour (1)

Councillor Stephen Churchman

Ex-officio Members

Chair and Vice-Chair of the Council

A G E N D A

1. APOLOGIES

To receive any apologies for absence.

2. DECLARATION OF PERSONAL INTEREST

To receive any declaration of personal interest

3. URGENT ITEMS

To note any items that are a matter of urgency in the view of the Chairman for consideration.

4. MINUTES

4 - 5

The Chairman shall propose that the minutes of the meeting of this Committee, held on 06.07.2022 be signed as a true record.

5. ANNUAL REPORT OF THE GWYNEDD AND ANGLESEY PUBLIC SERVICES BOARD

6 - 12

To review the Annual Report of the Gwynedd and Anglesey Public Services Board including an update on the work of the sub-groups.

6. SALT BINS - WINTER MAINTENANCE SERVICE UPDATE

13 - 14

To update the Committee on the management of salt bins as part of the Winter Maintenance Service.

7. DEVELOPMENTS WITHIN THE PUBLIC TRANSPORT SECTOR - UPDATE

15 - 26

To update the Committee on the work at hand and for their consideration.

8. COMMUNITIES SCRUTINY COMMITTEE FORWARD PROGRAMME 2022/23.

27 - 29

Present the Committee's draft work programme for 2022/23 for adoption.

Agenda Item 4

COMMUNITIES SCRUTINY COMMITTEE, WEDNESDAY, 6 JULY 2022

COMMUNITIES SCRUTINY COMMITTEE, 6 JULY 2022

Present:

Councillors: Annwen Hughes, Beca Roberts, Delyth Lloyd Griffiths, Edgar Owen, Elfed Powell Roberts, Elin Hywel, Elwyn Edwards, Gruffydd Williams, Gwilym Jones, Kim Jones, Linda Morgan, Llio Elenid Owen, Rob Triggs, Robert Glyn Daniels, Rhys Tudur, Stephen Churchman.

Officers: Llywela Owain (Senior Language and Scrutiny Advisor), Bethan Adams (Scrutiny Advisor), Rhodri Marc Jones (Democracy Services Officer), Lowri Haf Evans (Democracy Services Officer) and Einir Rhian Davies (Democracy Services Officer).

Present for item 8:

Dafydd Wyn Williams (Head of Environment Department) and Bethan Richardson (Climate Change Programme Manager).

1. ELECTION OF CHAIR

RESOLVED elect Councillor Elin Hywel as Chair of the Committee for 2022/23.

2. ELECTION OF VICE-CHAIR

Two names were proposed and seconded for the post of vice-chair, namely Councillor Kim Jones and Councillor Glyn Daniels.

RESOLVED Elect Councillor Kim Jones as Vice-chair of the Committee for 2022/23.

3. APOLOGIES

Apologies were received from Councillor Arwyn Herald Roberts and Councillor Dyfrig Siencyn (Council Leader).

4. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received.

5. URGENT ITEMS

Concern was expressed regarding the political balance of the committee's membership and that the Committee's work could be a seal of approval exercise.

The Chair gave assurance that the committee would undertake its role of scrutinising the Council and the Cabinet's work.

In response to a question by a member, the Scrutiny Advisor noted there was no specific rule in terms of designating the vice-chairmanship to a political group. She confirmed that the chairmanship was designated to a political group and that a yearly review was held of the scrutiny chairmanship allocation.

6. MINUTES

The Chair signed the minutes of the previous committee meeting held on 10 March, 2022, as a true record.

7. PERFORMANCE MONITORING

Nominations for attending performance challenge meetings were invited. It was explained that the Communities Scrutiny Committee had three specific work areas - Environment, Highways and Municipal, and Gwynedd Consultancy. Attention was drawn to the 'Performance Challenge Guidance for Scrutiny Members' included in the agenda.

RESOLVED:

- Elect Councillors Rhys Tudur and Linda Morgan to attend the Environment work field performance challenge meetings.
- Elect Councillors Stephen Churchman and Arwyn Herald Roberts to attend the Highways and Municipal work field performance challenge meetings.
- Elect Councillors Rob Triggs and Llio Elenid Owen to attend the Gwynedd Consultancy work field performance challenge meetings.

8. CLIMATE AND NATURE BOARD

The Head of Environment Department set out the background and context of the report. He explained that the Cabinet had adopted the Climate and Nature Emergency Plan on 8 March 2022. He detailed on the membership of the Climate and Nature Board which included Cabinet Members and Heads of Departments in the relevant main fields. The Committee was asked to elect a representative for the Climate and Nature Board.

RESOLVED elect Councillor Beca Roberts to represent the Committee on the Climate and Nature Board.

The meeting commenced at 10.00am and concluded at 10.30am.

CHAIR

Agenda Item 5

Committee	Communities Scrutiny Committee
Date	15th September 2022
Title	Annual Report of the Gwynedd and Anglesey Public Services Board
Cabinet Member	CLlr Dyfrig Siencyn
Purpose	To review the Annual Report of the Gwynedd and Anglesey Public Services Board including an update on the work of the sub-groups.

1.0 Introduction and context

- 1.1 The [Well-being of Future Generations \(Wales\) Act 2015](#) places a duty on public bodies to improve the social, economic, environmental and cultural well-being of Wales. The act is based on the principle of sustainable development and places a duty on public bodies to set and publish well-being objectives and to take all reasonable steps to achieve those objectives. The Act also established Public Service Boards with representation from key public bodies. Every five years the Public Services Boards must prepare and publish an assessment of the state of economic, social, environmental and cultural wellbeing in their areas and use this as the basis of the Wellbeing Plan for the following five years.
- 1.2 We are now in the final year of the 2017 -22 Wellbeing Plan for Gwynedd and Anglesey in which the Board had prioritised six areas:
- The Welsh language;
 - Homes for local people;
 - The effect of poverty on the well-being of our communities;
 - The impact of climate change on the well-being of communities;
 - Health and care of adults and
 - The welfare and achievement of children and young people.
- 1.3 Over the five years the Board has adjusted its approach to both The homes for local people and The effect of poverty on our communities priorities to account for work being undertaken elsewhere. Since a number of the Board's members were already working together to respond to these matters it was agreed that the role of the Board would therefore be to maintain an overview of the work and seek assurance that we as public bodies are responding appropriately.
- 1.4 To address the remaining priorities, the Board currently has three operational sub-groups:
- Climate Change
 - Integrated Health and Social Care
 - The Welsh Language
- 1.5 During 2021/22 we completed the process of revising the Wellbeing Assessments. These are undertaken for 13 different areas – 8 areas for Gwynedd and 5 for Anglesey and will inform one Wellbeing Plan for Gwynedd and Anglesey for the period 2023 – 2028.

The Assessment pulled together a range of information about Gwynedd and Anglesey's communities. We looked at up to date research, collected data and engaged with our community groups to find out what is good about our communities, and what isn't as good. The regional PSB grant was used to commission Glyndŵr University to collaborate on the well-being assessments in north Wales. In addition, a regional workshop has been arranged in order to hear from under-represented groups, in relation to matters that affect their well-being.

The Wellbeing Assessments were published in May 2022 and give an opportunity for us to consider the challenges and opportunities faced by our communities, particularly the effects of the Covid-19 pandemic and Brexit. They will now set the direction for the Boards' priorities for the 2023-28 Wellbeing Plan which will be published in May 2023.

2.0 Reflecting on this year and looking forward to the year ahead

With the support of the team at Co-production Wales we have held workshops to enable our PSB members to reflect on whether current priorities are still relevant and to review our role and purpose as a Board going forward. Given the excellent network of collaborations across the area it was acknowledged that it is a challenge to find those spaces where the PSB can add the most value.

The PSB members are eager to make a meaningful contribution to the partnership landscape without duplicating the work of other partnerships and so the next Wellbeing Plan will be clear about whether the PSB has a leadership or delivery role in relation to the wellbeing priorities.

We are currently making progress in developing the Wellbeing Plan and have used the workshops to specifically assess where we can have the greatest impact. We will be undertaking a light touch engagement exercise on the draft Wellbeing plan over the winter months with a view to publishing the final plan with detailed goals in May 2023.

3.0 An update on the work of the sub-groups:

3.1 Objective 1 – Communities that thrive and flourish in the long term

3.1.1 The Welsh language Sub-group:

Why is this important to the residents of Gwynedd and Anglesey?
<p>The Board understands how important the Welsh language is to our communities across Gwynedd and Anglesey, and that it is part of the social fabric and cultural identity of the area. Being able to live their lives through the medium of Welsh and access community services and activities in Welsh is important to our communities and we are committed to working together to increase the use of the Welsh language within public bodies in Gwynedd and Anglesey. We are also committed to promoting Welsh as the language of choice for communication among public organisations across both counties.</p> <p>Of course, the Covid-19 crisis has presented some significant challenges for organisations in trying to ensure the continuity of their services. The conditions and restrictions of having to work virtually, as well as the lack of ability for community groups to come together have made it difficult to maintain some services and opportunities to use the Welsh language. We as public bodies have sought to ensure that the citizen continues to engage with the public bodies in the language of their choice, and we continue to be equally passionate about contributing to the Welsh Government's target of having a million Welsh speakers by 2050.</p>
Update on the work to date:
<p>During 2021/22 the sub-group has undertaken a project relating to linguistic behaviour in reception areas. The aim was to pilot different types of interventions in order to be able to provide guidance to reception staff from different organisations on how to encourage the use of Welsh with a view to increasing public confidence to use Welsh when engaging with public bodies.</p> <ul style="list-style-type: none"> • The objective was to normalise the Welsh language as people go about their public business and ultimately, that could lead to not only more people using services through

the medium of Welsh but also an increase in the number of people seeking and expecting it from organisations of all kinds. From the resident's perspective, expression is often easier when using their first language especially when discussing sensitive and personal issues, so the aim is to simplify the process of getting appropriate support.

This project was originally approved by Board members in March 2020, but had to be postponed due to lockdown restrictions. The original project proposal was reviewed and amended to take into consideration the changes in the way the public communicates with public organisations and any change in the role of reception areas following the pandemic.

During 2022, the project finally got underway and IAITH was commissioned to undertake the field work which has included:

- Working with 10 pilot reception services across different public sector organisations in Gwynedd and Anglesey and formally observing interactions between customers and staff at those locations
- Undertaking focus groups and questionnaires with the staff and speaking with customers to identify barriers to engaging in their language of choice
- Analysis of baseline data and comparison to data post intervention.

The final report and recommendations for wider roll out is due to be presented to the Board in October 2022. The sub-group is also currently considering other potential projects to address the commitment in the Gwynedd and Anglesey Well-being Plan so that a work programme for the coming year can be put in place.

How does the sub-group contribute to the Well-being of Future Generations (Wales) Act 2015?

The sub-group operates a number of the ways of working that have been developed as part of the sustainable development principle of the Act, as well as the additional ways agreed by the PSB namely the Welsh Language and Equality by:

- ensuring that the **Welsh Language** is a natural part of the work of Gwynedd and Anglesey's Public Services
- **working together** to raise awareness, share good practice, develop the skills and confidence of public services to use Welsh with service users and to encourage them to make use of the language time and again, **including** the views of relevant stakeholders as they introduce new projects.

3.1.2 The Climate Change Sub-group:

Why is this important to the residents of Gwynedd and Anglesey?

A Climate Change sub-group was established to encourage collaboration among public organisations on mitigating the impact of climate change, and in particular the impact of coastal and inland flooding on our communities. We have identified the need to educate and work with our communities to prepare them for the current challenges of climate change and those facing us in future. The aim is to try to mitigate the impact that any events of extreme weather have on those communities. During lockdown many of us realised the importance of the natural environment - we used our cars less and saw positive impacts on the quality of our air and water.

Update on the work to date:

Although the Covid-19 crisis has taken our attention in the past two years, climate change issues are still a major challenge for us. We cannot meet the challenges ahead on our own so a collaborative effort will be essential.

During 2020/21 Natural Resources Wales commissioned work to look at a regional approach to mitigating the impact of Climate Change. This was on behalf of all Public Services Boards in North Wales and the North Wales Leadership Board. The main output was an agreement to work together across the public sector in North Wales to respond to the challenge by establishing a Climate Change group for North Wales. The main aim of this group is to achieve the Welsh Government's aims to reduce carbon emissions. The focus of the work by the Gwynedd and Anglesey Public Services Board has been to continue to provide a local response to the challenges of climate change.

Following a series of workshops with a large number of organisations were invited to contribute and agree short, medium and long-term action plans. In addition, Natural Resources Wales has held conversations with our communities as part of their Area Statements. The talks provided us with an opportunity to think about what we need to do as individuals, communities and organisations to respond to Climate Change. The findings and key messages from these conversations have been considered by the climate change sub-group and an action plan for the year ahead is being prepared.

How does the sub-group contribute to the Well-being of Future Generations (Wales) Act 2015?

The sub-group operates a number of the ways of working that have been developed as part of the Sustainable Development principle of the Act by:

- understanding the needs of specific communities that enable us to plan for the **long term**
- **working with** a number of public bodies and our communities
- **involving** our stakeholders as an integral part of the sub-group's work

3.2 Objective 2 – Residents that are healthy and independent with a good standard of living

Two priority fields, namely 'Health and Care of adults' and 'Welfare and success of children and young people' address objective 2. It was agreed in 2017 to establish one sub-group to address both priorities, namely the Integrated Health and Care of the West Group.

3.2.1 The Health and Care Sub-group:

Why is this important to the residents of Gwynedd and Anglesey?

The purpose of the health and social care sub-group is to establish a collaborative working regime in the sector and to maintain an overview of the development and transformation of services, and the way in which we support individuals in our communities.

The work in the health and social care field proved to be of key importance as we dealt with the Covid-19 crisis and moved to supporting recovery. New ways of working have been developed virtually which have been of great benefit to the multi-disciplinary teams. A willingness to work together and adapt to very challenging working circumstances has been demonstrated.

Update on the work to date in the Gwynedd Council Area:

Learning Disabilities – Gwynedd:

- Establishing the Well-being Team within the service, which promotes the well-being of individuals with Learning Disabilities by means of social sessions, group work and 1:1 work. Many of the activities have had to change their form due to the pandemic, but here are some examples - art group, Makaton choir, establishing the 'Lleisiau Llawn' radio station, football sessions, walking groups, etc.
- Developing plans for the Community Hub on the site of Dolfeurig, Dolgellau, which will be a more suitable resource for supporting individuals with Learning Disabilities, hand in hand with the rest of the community. There was some delay with the work due to

planning matters, but work is continuing and the construction work has commenced in the summer of 2022. While this work is taking place, we will make temporary use of Llanelltud Community Hall and other temporary resources to ensure provision in the area. The hope, in due course, is that we will have a network of hubs across the county - in Caernarfon, Y Felinheli, Y Ffôr and Dolgellau.

- Commencing a training and work opportunities project, looking to promote training opportunities and work opportunities for adults with Learning Disabilities in Gwynedd, using Glynllifon as a 'training and skills development hub'.
- Commencing a 'Cwrs a Sgwrs' project in the Y Ffôr area - this in due course will create work opportunities for individuals with Learning Disabilities to create, cook and deliver hot meals on wheels to vulnerable individuals in the nearby communities. Work has commenced after upgrading an industrial kitchen so that it is fit for purpose, funded by a grant.
- Closer collaboration with the North Wales Advocacy Service, in order to secure an input and a voice for individuals with Learning Disabilities in all of our decisions.

Older Adults – Gwynedd:

- Work on the Community Health and Care Transformation Programme is progressing with emphasis on integrating the essential culture within the five **Community Resources Teams** and empowering leaders and staff to ensure that they keep what matters to the individuals at the root of their care. These teams, which include health, care, third sector and independent sector staff, receive regular contact on a patch level; share information and resources, collaborate to understand the local situation and address any barriers.
- Other elements of the programme include projects that facilitate hospital discharges, a project for sharing information across agencies, and the project on redesigning domiciliary care across the county.
- The work of developing the new model of domiciliary care provision continues and now a number of the Council's domiciliary care teams have moved to work shift patterns, which offers better flexibility to the individuals who receive care and better stability for staff.
- In addition, the adaptations were completed in Dolgellau early in 2022 which offers bespoke care for individuals with severe physical needs. We hope that these resources will assist to meet the various needs of the people of Gwynedd, and promote independence and dignity. Work on the development of an Extra Care Housing facility in Pwllheli is continuing, led by Adra housing association.
- The Covid-19 crisis highlighted the recruitment challenges more than ever in the field, and it is particularly prominent in the domiciliary care field as we failed to provide care packages in some circumstances due to a lack of staff. We have been striving to try to better understand the challenge that exists across the field, and in response to this a work programme was developed in an attempt to address some of the concerns. The work of establishing a new domiciliary care provision system will have a positive impact on elements such as the salaries of front-line staff in the private sector, lengths of work contracts and the promotion of career pathways in the field. To coincide with this work, a campaign was held this year to increase the size of the care workforce in the Adults field in order to respond to the workforce shortages to ensure service continuity. The #SOSGalwGofalwyr campaign was established in an attempt to recruit over 100 new staff members, both part-time and full-time.

Mental Health – Gwynedd:

- The Council is continuing to work with the Health Board to develop the county's mental health services, and work on the ICAN centres is focusing on early intervention, in collaboration with third sector organisations. This service provides a one-stop shop for individuals who need support, and it enables us to make the contact between them and any housing agencies, Citizens Advice Bureau, etc. as required in order to help them with

matters that are causing them stress and negatively affecting their mental health. During the Covid-19 crisis, this support was provided virtually to a broad range of individuals.

Children – Gwynedd

- Work to understand to understand what matters to the families of Gwynedd, agree on principles, and ways of improving what we do and how we work in order to provide the required support is progressing. In addition, we are developing a "Keeping Families Together" strategy which will look to avoid bringing children from coming into care unnecessarily; however, if care is required, then ensure that the child is cared for in a suitable, appropriate and local placement; and that every effort and support is provided in order to return children to their families.
- Although the pandemic has delayed the transformation programme "Ensure a specialist appropriate local provision for children with the most complex needs", work has recommenced on the project jointly with the Health Board and Anglesey Council. The Multi-agency Team is in place since September; and the training programme to upskill the current workforce to support children with complex needs in health, education and social care teams is ongoing.
- A project group has been established and it has completed a review of the current experiences of families with autistic children. The group has created a draft Autism Plan, which shows what needs to be done in response to the recommendations in the review and the plan is to present to the Cabinet soon. Funding has been secured to appoint a Co-ordinator to progress the implementation for the plan, and the recruitment process will start shortly.
- The work of supporting the well-being of people over the past months has continued to focus on responding to the challenges and side-effects of the pandemic. Task and Finish arrangements have been put in place for the prioritized work streams and some of those work streams are moving forward well such as homelessness prevention, support for unpaid carers, children and young people's wellbeing. Further work is required to confirm arrangements in other work streams such as Community Resilience, Council Services' Front Doors and Tackling Poverty.
- The changes to Universal Credit, rising living costs such as food and fuel, over the last few months are a matter of concern and work in ongoing with our partners to increase our capacity to help residents with financial advice, dealing with debt, and food poverty.

How does the sub-group contribute to the Well-being of Future Generations (Wales) Act 2015?

The sub-group operates a number of the ways of working that have been developed as part of the Sustainable Development principle of the Act and is in line with many of the national design principles in 'A Healthier Wales', the Government's Health and Social Care Strategy, by:

- taking account of **future** trends and responding to changes in demographics
- putting the sustainability of our health system as an output for the sub-group in order to plan for the future
- developing a **preventative** model
- **integrating** our health and social care services to make a real difference to the lives of our residents
- recognising a wide range of factors that influence health and well-being (including education, housing, reduced homelessness, economic growth, regeneration, leisure and the environment)
- realising the benefits of **partnership working**

4. Monitoring

- 4.1** The three sub-groups noted above are accountable to the Public Services Board in relation to delivering any commissioned work. The sub-groups will update the Board on progress every quarter, and their submitted progress reports will be challenged and discussed at Board meetings.
- 4.2** The Board's support team also has a role to play between Board meetings to support and maintain the work of the sub-groups. In addition, the annual report summarising progress is published by the Board as it works towards achieving its strategic aims.

5. Scrutiny arrangements

- 5.1** The work of the Public Services Board is subject to scrutiny by the designated Scrutiny Committees of both Gwynedd and Anglesey local authorities.
- 5.2** The Well-being of Future Generations Act and associated national guidelines note three roles for scrutiny committees of Local Authorities when providing democratic accountability for the Public Services Board:
- Reviewing the governance arrangements of the PSB
 - Statutory consultee on the Well-being Assessment and the Well-being Plan
 - Monitoring progress of the efforts of the PSB in the implementation of the Well-being Plan

6. Equality Impact Assessments

- 6.1** The Public Services Board's support team has considered and identified the need for impact assessments (e.g., Language and Equality) and assessments are developed and used when the Board engages with our communities on specific points and to update the Well-being Assessments.

Committee	Communities Scrutiny Committee
Date	28 September, 2022
Title	Salt Bins
Cabinet Member	Councillor Berwyn Parry Jones
Author	Steffan Jones, Head of Highways and Municipal Department
Purpose	Winter Maintenance Service Update – Salt Bins

1. Introduction

- 1.1 In January 2022, we contacted the Community and Town Council’s informing them that the Department will re-establish the management of salt bins as part of the Winter Maintenance Service. I am pleased to report that this change has been operational since the winter.

2. Background and Current Situation

- 2.1 The Highway Maintenance Service has a winter maintenance procedure which is active from the 1st of October until the last day of April. This includes the gritting of first priority routes and second priority routes together with the provision of salt bins. First priority routes include all class one and two roads and some class 3 roads. Second priority routes would include all other class three and unclassified roads.
- 2.2 Salt Bins - salt bins are located in troublesome/difficult locations which include steep slopes, junctions and sharp turns located on the second priority routes.
- 2.3 The table below indicates the number of salt bins within each area along with the method of recording/identification.

Area	Number of Bins	Recording/Identification
Arfon	344	A register of the locations in the form of a spreadsheet.
Dwyfor	119	A register of the locations in the form of a spreadsheet.
Meirionnydd	134	A register of the locations in the form of a spreadsheet and all bins numbered.
Total:	597	

- 2.4 The salt bins form part of the Winter Maintenance Service and are maintained throughout the Winter season. The Highways Maintenance Service commits a specific budget for the Winter Maintenance Service which now includes the provision of salt bins together with their maintenance.
- 2.5 Requests for new salt bins are agreed with the Community or Town Council and the Service will look at re-locating rather than introducing new bins in the first instance. 3.1 highlights the considerations taken before providing a new bin.

- 2.6 Salt bins will be noted within 'Map Gwynedd' in order to share details/locations of each bin.
- 2.7 Similar to that recorded within the Meirionnydd area, the intention is that each salt bin will have a specific number on it in the Dwyfor and Arfon area. This will enable the Community/Town Councils to report on any bins that need attention in a simple and effective way and select the salt bin when submitting an application/inquiry through the online service.

3. New Arrangements/Procedures

- 3.1 Arrangements for dealing with a new request for a bin - If a Community or Town Council contacts the Service in order to receive a new bin, we would consider the following points:
- Is the bin located on a public road?
 - Is the location on a current first priority or second priority gritting route?
 - Would a gritter be able to treat the road if the need arises?
 - Is there another salt bin nearby? (Is that bin in use?)
 - What is the gradient of the location? Highland or coastal?
 - Steep or flat road?
 - Are there running water problems?
- 3.2 If the request for a new bin meets the requirements set out in 3.1, there will be a further discussion between the area office/Community or Town Council.

4. Next Steps Before the Winter Season

- 4.1 The Service will replenish all salt bins following inspections which will take place before the end of September and the Highway Inspectors will inspect the salt bins throughout the Winter season and arrange to fill them as is needed.
- 4.2 The Service will monitor the arrangements over the Winter season actioning any problems that arise. This is important as each season is different e.g. last Winter was quite mild.

Agenda Item 7

NAME OF SCRUTINY COMMITTEE	Communities Scrutiny Committee
DATE OF MEETING	15th September 2022
TITLE	Update - Update - Developments within the Public Transport Sector
AUTHOR	Dafydd Wyn Williams, Head of Environment Department
CABINET MEMBER	Councillor Dafydd Meurig
PURPOSE	To Update the Committee on the work at hand and for their consideration

1. BACKGROUND

- 1.1 Many within our communities are reliant on public transport to travel to work, education, to attend appointments and of course the service is very important for living independently. You will recall that in July 2021 the Environment Department submitted a report to the Communities Scrutiny Committee outlining a procedure for prioritising services on grounds of social value rather than the cost per passenger [Appendix 1].
- 1.2 Gwynedd is very rural, as are several other Counties in Wales, which of course makes it unlikely for routes that have a relatively low number of passengers to be commercially viable. There are approximately 60 Public Transport services in Gwynedd, and of these approximately 87% need to be subsidised from the public purse. Gwynedd Council contributes £2.3 million every year to provide Public Transport services to our residents.
- 1.3 This report outlines what has been happening in the Public Transport field during the last two years, and outlines the challenges that face us. The purpose of providing this overview to the Communities Scrutiny Committee is to update the Committee in the first place, but also to give the Committee an opportunity to consider whether it wishes to receive a more detailed report for Scrutiny on any aspect of the Service's work.
- 1.4 The report sets out specific headings which collectively provide a picture for the Committee Members of work that has taken place, work that is ongoing and work that is in the pipeline.

2. COVID 19 - GRANTS

- 2.1 From March 2020 we paid 75% of the daily price for every school bus and taxi contractor during lock-down. This ensured that the operators were still in business when children returned to school.
- 2.2 Public transport continued throughout this time but the majority were only running 75% of their journeys, this ensured that key workers continued to have access to their work.

BUS SECTOR 2 (BES 2)

- 2.3 The Welsh Government wanted to take steps to help bus operators in Wales survive the COVID-19 pandemic, and these steps have ensured that operators can continue to provide services that could not have been provided without this financial support, since March 2020. This support through the BES2 has been instrumental in enabling operators to retain customers and a network of services that might otherwise have been lost or significantly reduced. It was hoped that the financial support would support the network when the rules on social distancing (and any other factors) were relaxed.
- 2.4 The bus industry was supported during the pandemic to keep essential services in place, and the Emergency Scheme for the Bus Sector 2 (BES2) was a key part of this. This agreement was between the bus companies, Gwynedd Council, Transport for Wales and Welsh Government. An additional £37.2 million was received across Wales to support the industry.
- 2.5 This ensured that we were able to provide additional buses due to social distancing requirements. Dedicated school buses were arranged for children who usually travelled on public buses. Bus operators were also able to apply on a monthly basis for loss of income and the difference in the concessionary travel pass when compared with the same time in 2019.
- 2.6 All Covid payments to the operators has ended on 31st July 2022.
- 2.7 The new Bus Sector 3 [BES3] schemes has come into effect since August 2022 (We are yet to receive the terms and conditions)

Impact of Covid on Services

- 2.8 A significant reduction was seen in the demand for travel following the advice for everyone to stay at home, the need for social distancing, and the fact many were working from home. Generally, the numbers travelling on public bus services in Gwynedd are down by 23%, when comparing the numbers from April to June in 2019 and 2022. Nevertheless, there is an increase in some services such as an 18% growth in passenger numbers for the new Snowdon Sherpa network (when comparing the numbers for April to June 2022 and 2019).
- 2.9 We also see an increase in the number of travellers this year compared with the same time last year (a 47% increase), therefore it is heartening to see that people are gaining the confidence to return to public transport.
- 2.10 A shortage of drivers is having a major impact on the industry, a number of drivers have retired or left for entirely different lines of work and it seems that all bus companies in Gwynedd are having recruitment difficulties.

3. SCHOOL TRANSPORT

- 3.1 We purchase contracts on behalf of the Education Department for schools and colleges in Gwynedd. We have 23 bus contracts for primary schools, 52 buses for secondary schools, 9 college buses and 218 taxi/mini bus contracts for primary schools, secondary schools and additional learning needs. Learners can also travel on our public buses where the Council contributes to a seat purchase scheme.

3.2 We purchase contracts for the Gwynedd and Anglesey post-16 consortium. This enables year 12 and 13 learners to travel from one secondary school to another to receive their lessons. We have 190 contracts.

4. FUEL COSTS

4.1 Given the substantial increase in fuel prices over recent months, a number of requests have been received for additional funding from operators. Usually, every year we add inflation to public transport contracts and school buses, this year inflation was 4.1% and this was acceptable to the operators.

4.2 In terms of school taxis, a number of requests were received for additional funding with a number stating that they wished to terminate their contracts. It was decided as a mark of good will to add an additional 20% to their contracts for June and July 2022. We will review the situation in September 2022.

4.3 Other Welsh Counties that have re-tendered contracts recently have received prices back that are three times higher than the previous prices. We re-tendered one public bus contract recently (Bethesda - Mynydd Llandygai - Bangor) where an 11% increase was seen in the contract cost (2019 price v 2022 price).

5. WHITE PAPER - ONE NETWORK, ONE TIMETABLE, ONE TICKET

5.1 The White Paper on Buses, published by Welsh Government is a key step towards a new model for bus operation in Wales, and is an opportunity for us to look at what public transport services in Wales need to provide.

5.2 Welsh Government is working closely with local government, the bus industry and travellers on a proposed franchising model with the aim of eventually providing One Network, One Timetable and One Ticket.

5.3 As part of this work, a twelve week public consultation has just closed, this enabled people across Wales to have their say on how the new system would be planned.

6. Network Review

6.1 The Council has been working closely with Transport for Wales officers in recent months to review the Gwynedd bus network. The current network has existed for years.

6.2 The purpose of the review is to improve transport provision by amending the timetables to strengthen links between buses and trains and create wider travel opportunities. The vision is to use the resources we already have but tailor the timetables to operate more sustainably with the hope of increasing travel possibilities for rural areas that do not currently have sufficient provision. This could involve using a taxi or a mini bus that feeds into main bus services on the strategic network.

6.3 There will be limitations to the possibilities due to the emphasis on education / commute journeys that are essential for users and important to ensuring financial sustainability for the Council.

- 6.4. It is hoped to trial a Flexi bus in the Pwllheli area next year. Fflecsi is a different way of travelling on a bus and may sound quite radical on the face of it! Fflecsi works by picking you up and dropping you off in a service area (or zone) and is not restricted to bus stops. Journeys must be booked in advance via the app or by making a phone call. Then, the bus picks you up, and changes its route so that every passenger reaches their destination. The Fflecsi has been a great success in Denbighshire, Dyffryn Conwy and as the Fflecsi-Bwcabus in north Carmarthenshire and south Ceredigion.
- 6.5. COVID-19 has had a great impact on public transport and on how people travel, and there are fewer people travelling. Fflecsi can help these passengers in a safe and sustainable way, providing services whenever and wherever they are needed most. Choosing when they travel also means that key workers can get to their work on time and that passengers can make essential journeys without much delay.
- 6.6. It is hoped in the future to collaborate with Partneriaeth Ogwen, Yr Orsaf, Penygroes and O Ddrws i Ddrws to see if they can offer accessible means of transporting passengers.
- 6.7. O Ddrws i Ddrws operates a flexi bus around Pen Llŷn which has replaced the seasonal coastal bus services on Pen Llŷn. Fflecsi Llŷn operates on Fridays, Saturdays, Sundays and Mondays and it offers a more flexible way of travelling by doing pick-ups and drop-offs within a defined area, enabling people to reach beaches, camp-sites, tourist areas and make other local journeys.

7. TrawsCymru

- 7.1. TrawsCymru bus services are an important component of the integrated public transport network in Wales - as part of long distance journeys and local bus services.
- 7.2. The buses are funded by Welsh Government and provide essential links in terms of public transport for many communities across Wales. They link to railway services and offer an accessible, affordable and environmentally friendly mode of travel for visitors, which enables them to enjoy Wales' spectacular views.
- 7.3. There are exciting developments in the pipeline in terms of TrawsCymru services as new electric vehicles, a new app for passengers and a new website will be introduced in the coming months. We will be sharing the latest information with passengers on our buses and through our channels on social media.
- 7.4. The Integrated Transport Unit staff have been working closely with Transport for Wales officers over recent months to revise the Gwynedd bus network. There are plans to introduce the new T22 service later this year, to serve Blaenau Ffestiniog - Caernarfon via Porthmadog with electric buses.
- 7.5. The proposed timetables for the new TrawsCymru T22 service have been designed to provide a cohesive service with the TrawsCymru T2 service (Aberystwyth - Bangor via Dolgellau) and to provide strong links in Porthmadog for customers wishing to connect between T2 service journeys to and from Bangor and Caernarfon and T22 service journeys to and from Blaenau Ffestiniog.
- 7.6. We are also in the planning process for re-tendering the T2 (Bangor - Aberystwyth) and T3 (Barmouth - Wrexham) services as the current contracts will cease at the end of January 2023. There are proposed timetables in place for the beginning of February 2023. There will be a interim timetable for the T22 with an amendment to coincide with the T2/T3 timetables next year.

8. SNOWDON SHERPA IN ITS NEW FORMAT

8.1 The following is a summary of the major improvements introduced to the new Snowdon Sherpa network, which came into force on Saturday 9 April 2022.

8.2 Local people benefit from the launch of the new Snowdon Sherpa network which provides more travelling opportunities across a broad area, with opportunities to travel across Snowdonia and the vicinity with excellent linkage between different routes in key locations.

- Route S1 (Betws-y-coed - Caernarfon via Llanberis)
Direct service between Caernarfon and Pen-y-Pass/Betws-y-coed and there is no need to change buses in Llanberis - this is a combination of the old 88 and S2. The buses run every hour on a daily basis, with a significant increase in the number of journeys between Caernarfon and Llanberis - there were 10 buses running Monday to Saturday and 4 on Sunday where we now have 13 journeys on Monday to Saturday and 12 on Sunday. Also, there are excellent links in Pen-y-Pass with the S4 running to/from Beddgelert/Porthmadog.
- Route S2 (Bangor - Pen-y-Pass via Llanberis)
Direct service between Bangor and Pen-y-Pass and there is no need to change buses in Llanberis - this is the old 85/86 route. The buses run every hour on a daily basis, with a significant increase in the number of journeys between Bangor and Llanberis - there were 9 buses to Bangor and 7 to Llanberis running Monday to Friday, 7 to Bangor and 6 to Llanberis on Saturday and 4 each way on Sunday. The new network provides 13 buses to Bangor and 12 to Llanberis Monday to Friday, 12 each way on Saturday with 11 to Bangor and 12 to Llanberis on Sunday.
- Route S3 (Beddgelert - Dinorwig via Caernarfon)
New service which is a combination of the old 83 route and the S4. It provides an hourly service, Monday to Saturday, between Beddgelert and Llanrug passing through Waunfawr, Caethro, Caernarfon and Beddgelert. There are excellent links in Beddgelert with the S4 route to/from Pen-y-Pass and to/from Porthmadog. There is a significant increase in the provision for Bethel, with the number of buses from Monday to Friday increasing from 7 in the east/9 to the west to 13 to the east/14 to the west. Buses on Saturday have increased from 7 to the north/6 to the south to 12 to the east/13 to the west and on Sundays increased from 3 to 5 journeys. We also see a significant increase in the number of buses linking to Beddgelert and Caernarfon via Waunfawr and Caethro - the number of buses has increased from 6 to 12 Monday to Saturday and from 3 to 6 on Sunday. Lastly, the number of buses connecting Caernarfon and Deiniolen has increased also - on Monday to Friday the number has increased from 6 to the east and 8 to the west to 9 to the east and 10 to the west; on Saturdays the number of buses has increased to 6 to the east and 8 to the west to 9 each way; and on Sunday the number of buses has increased from 3 to 5 journeys each way.
- Route S4 (Pen-y-Pass to Porthmadog via Beddgelert)
Excellent links with the S3 in Beddgelert to travel to/from Caernarfon and Pen-y-Pass and also with S1 buses to/from Betws-y-Coed and Llanberis. Increase in the number of buses connecting Beddgelert and Porthmadog as follows - on Monday to Saturday the number of buses has increased from 6 to 7 journeys and has increased from 2 to 3 on Sunday. There has been a significant increase in the number of buses that connect Beddgelert and Caernarfon, with the number of buses increased from 3 to 5.

- Route S5 (Llanberis - Pen-y-Pass)
Buses operates every half hour, daily, between Llanberis and Pen-y-Pass via Nant Peris - with the first bus leaving Llanberis at 0710 in the morning, and the last bus down from Pen-y-Pass leaving at 1930. Additional buses operate between Nant Peris and Pen-y-Pass on Saturdays, Sundays and public holidays and also Monday to Friday during School holidays which provides a bus every 15 minutes on this route. Excellent service for visitors and it reduces the use of personal cars in order to try to cope with parking problems that can affect communities in the area.
- Passenger numbers
The following is a comparison of the passenger numbers on the 'old network' compared to the new Sherpa network. The 'old network' included the 83, 85, 86, 88, S1, S2, S4 and S97.

The number of passengers	2019	2021	2022
April	30,364	14,581	37,431
May	36,681	24,699	39,923
June	33,253	36,929	40,880

2019 v 2022	
Increase in passengers	Increase (%)
7,067	23%
3,242	9%
7,627	23%
2021 v 2022	
Increase in passengers	Increase (%)
22,850	157%
15,224	62%
3,951	11%

- 8.3 Overall, the passenger numbers are up 39% compared with 2021 figures which prove that people are more confident in using public transport following the pandemic. The number of passengers is up 5% on 2019 which proves that the provision has improved when compared to the historical network and that the service attracts more people on the buses. The new network has had major success within a short period.
- 8.4 Revenue on the network is up 41% this year compared to the same time in 2019 and is up 57% this year compared to the same time in 2021.

9. CORPORATE JOINT COMMITTEE

- 9.1 The functions of the Joint Corporated Committee (CJC) for North Wales came into effect on 30 June 2022. The functions of the CJC include a statutory requirement to produce a new Regional Transport Plan (RTP) for the region by July 2023, which is an extremely challenging timetable. The CJC will then be asked to formally review the plan every three years, and produce a new plan every 5 years.
- 9.2 The projects and actions included in the RTP will continue to be the responsibility of each local authority where those projects/actions are located.

9.3 It is not entirely clear at the moment what the implications of this are for public transport services county wide, but the Council will try to influence on the content of the RTP, in order to ensure that it meets the needs of Gwynedd.

10. TO CONCLUDE

10.1 This report is submitted to form an overview for the Communities Scrutiny Committee firstly to update the Committee, but also to give the Committee an opportunity to consider whether it wishes to receive a more detailed report on an aspect of the Service's work for Scrutiny. The Environment Department is happy to respond to any question to help the Committee decide on the direction it wishes to follow.

Appendix 1: Report to the Communities Scrutiny Committee – 13th July 2021

NAME OF SCRUTINY COMMITTEE	Communities Scrutiny Committee
DATE OF MEETING	13 July 2021
TITLE	Update - Strategic Review of the Public Transport Service
AUTHOR	Dafydd Wyn Williams, Head of Environment Department
CABINET MEMBER	Councillor Gareth W Griffith
PURPOSE	To update the Committee on the progress to date

1. BACKGROUND

- 1.1 This report is submitted to the Committee in order to provide an update on the Transport Strategic Review.
- 1.2 The Environment Department presented a report to the Leadership Team on 9th October 2018 outlining the difficulties with bus companies which has affected passengers in Gwynedd since 2014. The report identified risks, and the principal risk, given the history, was over-reliance on bus companies. The main impact of this risk, amongst others, was an increase in public transport costs in Gwynedd thus reducing the number of services available for users.
- 1.3 In order to mitigate these risks, the Department stated that it intended to conduct a comprehensive review of the Public Transport provision and consult with communities to address the following:
- Identify the need
 - Assess the social value
 - Prioritise services
 - Offer public transport through innovative methods and get more for our limited money
- 1.4 A further report was presented to the Communities Scrutiny Committee on 4 April 2019 offering an update, and specifically outlining the aim of the Public Transport review and how it would be carried out. It was explained that the review would take into consideration the existing public transport network and assess whether it is fit for purpose, with the aim of establishing a safe, reliable and cost-effective network for the future.
- 1.5 An update was provided to the Leadership Team on 24 September 2019, and the Scrutiny Committee on 26 September 2019 [Appendix 1] on the progress of the Strategic Review of the Public Transport Service.
- 1.6 To remind the Communities Scrutiny Committee, we intend to complete this review by undertaking the 7 following steps:
1. Identify the need amongst the public; not only the demand by those who currently use public transport but also what would encourage other members of the public to use public transport. This will be done through engagement and consultation.

2. Having established the need, the current network will be surveyed to ensure that it can meet the needs of the travelling public. This will include making any necessary changes to the network.
 3. Having established the network, it will then be necessary to consider what type of provision will be the safest, most reliable and most cost effective. This is where we will need to draw on the experience of other authorities and experts to evaluate options.
 4. Consult with communities to share the results of the review and the time-line for establishing the new network before commencing the tendering process.
 5. Initiate the tendering process.
 6. If the funding is insufficient to meet the need, then we will need to prioritise the bus routes depending on the analysis of Social Return on Investment.
 7. Commence the new service.
- 1.7 The Department is keen to trial alternative ways of meeting transport needs by means of, e.g. using community transport methods, on-call services, mini-buses, taxis, etc.
- 1.8 The timetable for action was outlined [Appendix 2] and it is now timely to report on the progress to date to the Communities Scrutiny Committee.
- 1.9 The main purpose of this report is to provide you with an update on progress and the next steps to be taken by the Department.

2. UPDATE

Survey work

- 2.1 To ensure the Department understands what services our residents need and to also understand the purpose for individuals' journeys, essential information was gathered through the use of surveys.
- 2.2 Paper questionnaires were collected, mainly from community events that had been organised in advance in different locations throughout the County. Officers also sat on buses or in bus stops and completed the questionnaires with the users. A number of questionnaires were collected on-line, and the success in securing such a large number of responses was down to members and officers publicising the need to respond.
- 2.3 The work of analysing the questionnaires has now been completed, and the information gathered has fed into two main work streams:
- Identify the 'social value' of the (subsidised) services that we deliver.
 - Review our 'public transport network' to ensure that we meet the need in the most effective way

3. THE SOCIAL VALUE OF SERVICES THAT WE DELIVER

- 3.1 It should be noted that commercial services or the 'Snowdon Sherpa' services have not been included as part of the work on 'social value'. A separate report has been completed to consider Parking and Public Transport needs in Northern Snowdonia through the 'Snowdon Partnership'.

3.2 A comprehensive report was commissioned by us and prepared by Bangor University [Appendix 3], which explains in detail the background, and methodology which led to reaching the results. Social value has been calculated for the 39 subsidised bus routes. In considering the social value and the cost of providing a service on a particular route, the Social Return on Investment [SROI] can be identified. The SROI methodology has been recommended by the Treasury as a form of assessment, and of course, consideration of social value is a particularly important aspect to us in light of the Well-being of Future Generations (Wales) Act 2015.

3.3 As we consider the SROI ratio, there is substantial difference between various routes. At one end we have 9 routes outlining a social value of over £10 for every £1 invested, and at the other end, 4 routes outline a social value of less than £1 for every £1 invested. The relevant table is included in table 12.2 of the report in Appendix 3 and is included below in Table 1.

Table 1: The Social Value Methodology for comparison of bus routes (as Table 12.2 in the report in Appendix 2)

Social value ratios of more than £10 : 1		Social Value Ratios between £10 : 1 a £6 : 1		Social Value Ratios between £6 : 1 a £3 : 1		Social Value Ratios less than £3 : 1	
1) Route 38	£59.96	10) Route 1F	£9.93	19) Route 83	£5.87	29) Route 29	£2.97
2) Route 88	£36.36	11) Route 8	£9.79	20) Route 37	£5.30	30) Route 27	£2.75
3) Route 3B	£22.89	12) Route 67S	£9.02	21) Route 76	£4.78	31) Route 1S	£2.34
4) Route 30	£16.38	13) Route 28	£8.53	22) Route 17	£3.98	32) Route 1NS	£2.25
5) Route 12E	£14.31	14) Route 85	£8.16	23) Route 1E	£3.91	33) Route 23	£2.20
6) Route 93	£13.63	15) Route 39	£7.96	24) Route 18	£3.64	34) Route 88S	£2.03
7) Route 5E	£12.44	16) Route 35	£6.77	25) Route 3	£3.44	35) Route 67E	£1.31
8) Route 1N	£11.38	17) Route 92	£6.21	26) Route 3S	£3.27	36) Route 8S/18S	£0.76
9) Route 78	£10.69	18) Route 1A	£6.15	27) Route 91	£3.11	37) Route 14	£0.72
				28) Route 33	£3.08	38) Route 2S	£0.44
						39) Route 8AB	£0.31

3.4 Very briefly, the work identified that passengers of all ages benefit from subsidised bus services. The report draws our attention to an ageing population who are reliant on Public Transport for their independence. The report also highlights that around 1 in every 5 households in Gwynedd are without a vehicle. The report concludes that subsidised bus services offer a positive social value in that they enable people to travel to their work, education, to the shops, medical appointments, opportunities to volunteer and socialise and care for others.

4. REVIEWING THE PUBLIC TRANSPORT NETWORK

4.1 The existing Public Transport network has developed gradually over a number of years, and no comprehensive review has been undertaken to ensure that we are meeting the need in the most effective way possible.

4.2 With the wealth of information that was gathered through the questionnaires together with the results of the social value report prepared by Bangor University, we have a unique opportunity to examine the existing network in detail and ensure that it is fit for purpose and meets the demand.

- 4.3 The Environment Department has received specialist support from Transport for Wales (TfW) to examine the network. They have undertaken very thorough work which identifies some services that are duplicated by the 'Traws Cymru' services (which are subsidised by the Welsh Government). This of course begs the question whether one service could address both local needs and 'Traws Cymru' needs? This question has been considered very carefully, and it is possible, however the Traws Cymru Services (in particular routes T2 and T3) would need to run every hour rather than every two hours.
- 4.4 Welsh Government has now commissioned work to consider bus networks throughout Wales with a view to securing better consistency and flow through the Counties to transport our residents in the most effective way. Officers from the Department are working very closely with Transport for Wales and ARUP company to this end and are eager to ensure that important rural services are protected.
- 4.5 In addition, the Department has begun discussions with Welsh Government officers to understand whether it might be possible to increase the frequency of the 'Traws Cymru' services. At present, significant costs seem to be preventing this. Broader options are being considered, which include co-funding in an attempt to establish a comprehensive network that meets the needs of those travelling locally and those wishing to travel further distances. It is encouraging that the Gwynedd has received over £3.7 million to prepare infrastructure and purchase electric buses to address the Traws Cymru bus service T22 [between Blaenau Ffestiniog and Caernarfon via Cricieth and Rhoslan]. This additional service will provide a better service to the Gwynedd communities between Blaenau Ffestiniog and Caernarfon
- 4.6 At the same time, the Department has been considering tender packages for subsidised services, and again we are liaising with TfW with regard to ensuring that we are innovative in securing services that offer value for money whilst meeting the need. The Department's aim is to re-tender the Arfon Area of the County first, with the new services to begin operating in September 2021. During 2021, the Department intended to re-tender services in Dwyfor, with Meirionnydd being re-tendered in 2022, but the COVID pandemic has forced the Department to postpone this work.
- 4.7 Generally, the public's use of Public Transport services is substantially lower, and from the feedback we receive, the reason behind this is confidence in mixing with others on the journey in the context of the COVID pandemic. There are also restrictions on the numbers able to travel on a bus and the need to keep windows open and wear face covering. The Department is working with Public Transport providers as well as other bodies to try to re-establish passengers' confidence and enable the most vulnerable people in our communities to have the freedom to live independently once more.

5. RELEVANT TIMETABLE

- 5.1 The Department's intention, in accordance with the timetable, was to proceed to the tendering process to have the Arfon part of the new network in place by September 2020, with the remaining areas to follow. The challenging times which have struck us with COVID 19 has means that we have had to re-think this. The Department is of the opinion that prices would not be competitive as companies' confidence is low. Therefore a decision has been made to postpone starting the re-tendering process until spring 2021.

- 5.2 The Department is working with Transport for Wales and ARUP company to review the bus network in Gwynedd within the national context of the national bus network review.
- 5.3 The department is working to set purposeful infrastructure and purchase electric buses to run the T22 service [Blaenau Ffestiniog to Caernarfon] with a view to starting those services in spring 2022
- 5.4 The Department will monitor the use of Public Transport Services and work with the providers and other bodies to promote and re-establish passengers' confidence which has been undermined due to the pandemic.

Appendices

- Appendix 1: Report to the Communities Scrutiny Committee 26.09.19
- Appendix 2: Timetable for Action
- Appendix 3: Bangor University Report

MEETING	COMMUNITIES SCRUTINY COMMITTEE
DATE	28 September 2022
TITLE	Communities Scrutiny Committee Forward Programme 2022/23
PURPOSE OF THE REPORT	Present the Committee's draft work programme for 2022/23 for adoption.
AUTHOR	Bethan Adams, Scrutiny Advisor

1. During the Committee's annual workshop on 6 July 2022 possible items to scrutinise during 2022/23 were considered. Items were prioritised bearing in mind the purpose of scrutiny in Gwynedd, namely:

**CONTRIBUTE TO DRIVING IMPROVEMENT IN SERVICES
FOR THE PEOPLE OF GWYNEDD**

This will be done constructively by:

- Investigating concerns regarding the quality of our services
- Acting as a Critical Friend, and ensuring that appropriate attention is given to the citizen's voice
- Identifying good practice and weaknesses
- Holding the Cabinet and its members to account
- Reviewing or scrutinising decisions or actions that are not the responsibility of the Cabinet

2. Members discussed in smaller groups in terms of their own priorities from the list of possible items provided beforehand with an opportunity for members to suggest other possible items. When identifying their priorities members were asked to consider:
 - ❖ *Does the matter affect a vast proportion of the population?*
 - ❖ *Can scrutiny make a difference / have an influence? (People / service / performance)*
 - ❖ *Is it timely to scrutinise the matter?*
 - ❖ *Is the matter a priority for the Council?*
 - ❖ *Are we clear about what we are trying to improve?*
3. Following reporting back from the groups, items to be scrutinised were prioritised and the relevant Heads of Department and Cabinet Members were invited to note any additional matters that needed consideration in terms of the

items prioritised by Members of the Committee as well as provide observations on the timing of the scrutiny.

4. The Committee's draft work programme is attached as an appendix to the report. An effort was made to prioritise a maximum of three items per meeting in order to ensure that due attention was given to matters and that scrutiny would add value. This was not always possible on every occasion with four items programmed for one meeting.
5. As seen in the appendix, the items 'Climate and Nature Emergency Plan' and the 'Rights of Way Improvement Plan' have not been programmed for a specific meeting. Consideration on when it would be timely to scrutinise these items will be given during the year by aiming for three items per meeting in order to facilitate thorough and effective discussion.
6. The scrutiny forward programme is a live programme which will be reviewed regularly during the year to ensure that the correct matters are addressed. Consideration will be given to prioritising matters that arise during the year e.g. matters from performance challenge meetings and items on the Cabinet's forward programme.
7. **The Communities Scrutiny Committee is asked to approve the work programme for 2022/23.**

COMMUNITIES SCRUTINY COMMITTEE DRAFT FORWARD PROGRAMME 2022/23

28/09/2022
<ul style="list-style-type: none"> • Annual Report 2021/22 - Gwynedd and Anglesey Public Services Board • Salt Bins and gritting back streets • Developments within the Public Transport Sector
27/10/2022
<ul style="list-style-type: none"> • National and local developments to manage the effect of second homes and holiday lets on the ability of local people to gain access to housing in their communities and the Revised Local Development Plan • Local Flood Strategy • Well-being Plan
19/01/2023
<ul style="list-style-type: none"> • Annual Update by the Gwynedd and Anglesey Community Safety Partnership • Revised Local Development Plan • Grass Cutting and Land Maintenance • Waste Collection Service (including overspend and realising savings)
09/03/2023
<ul style="list-style-type: none"> • Governance Structure and Delivery Arrangements of the Gwynedd and Anglesey Public Services Board • Street Cleanliness

Items to be programmed:

Climate and Nature Emergency Plan

Rights of Way Improvement Plan