



Complete Agenda

Democratic Services
Council Offices
CAERNARFON
Gwynedd
LL55 1SH

Meeting

COMMUNITIES SCRUTINY COMMITTEE

Date and Time

10.30 am, THURSDAY, 13TH JULY, 2023

This meeting will be webcast

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

Note: a briefing session will be held for members at 10:15am

Location

Siambr Hywel Dda, Swyddfeydd y Cyngor Caernarfon

AND

Virtually via Zoom

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(DISTRIBUTED 05/07/23)

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

Robert Glyn Daniels
Elfed Powell Roberts
Rob Triggs

Gwilym Jones
Peter Thomas
Gruffydd Williams

Liberal Democrats / Labour (1)

Councillor Stephen Churchman

Ex-officio Members

Chair and of the Council

A G E N D A

1. ELECT CHAIR

To elect Chair for 2023-2024.

2. ELECT VICE CHAIR

To elect Vice Chair for 2023-2024.

3. APOLOGIES

To receive any apologies for absence.

4. DECLARATION OF PERSONAL INTEREST

To receive any declaration of personal interest.

5. URGENT ITEMS

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

6. MINUTES

4 - 9

The Chairman shall propose that the minutes of the meeting of this Committee, held on 09 March 2023 be signed as a true record.

7. ANNUAL REPORT OF THE GWYNEDD AND ANGLESEY PUBLIC SERVICES BOARD 2022-23.

10 - 15

To review the Annual Report of the Gwynedd and Anglesey Public Services Board 2022-23.

8. UPDATE - DEVELOPMENTS IN PUBLIC TRANSPORT

16 - 28

To update the Committee on upcoming work for members' consideration.

9. COMMUNITIES SCRUTINY COMMITTEE FORWARD PROGRAMME 2023/24

29 - 32

Present the Committee's draft work programme for 2023/24 for adoption.

COMMUNITIES SCRUTINY COMMITTEE, 09 MARCH 2023

Present:

COUNCILLORS: Elin Hywel (Chair)
Kim Jones (Vice-chair)

Stephen Churchman, Elwyn Edwards, Delyth Lloyd Griffiths, Annwen Hughes, Gwilym Jones, Edgar Owen, Llio Elenid Owen, Arwyn Herald Roberts, Elfed Powell Roberts, Peter Thomas, Rhys Tudur and Gruffydd Williams.

Officers in attendance:

Bethan Adams (Scrutiny Advisor), Rhodri Jones and Eirian Roberts (Democracy Services Officers) and Ellie Evans (Democracy Services Administrative Assistant)

Present for item 5:

Councillor Dafydd Meurig (Cabinet Member for the Environment), Gareth Jones (Assistant Head of Environment Department) and Heledd Jones (Team Leader – Joint Planning Policy Unit, Anglesey and Gwynedd).

Present for item 6:

Councillor Berwyn Parry Jones (Cabinet Member for Highways, Engineering and Gwynedd Consultancy), Steffan Jones (Head of Highways, Engineering and Gwynedd Consultancy) and Meirion Williams (Assistant Head of Highways, Engineering and Gwynedd Consultancy).

1. APOLOGIES

Apologies were received from Councillors Robert Glyn Daniels, Linda Morgan, Beca Roberts and Rob Triggs.

2. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received.

3. URGENT ITEMS

None to note.

4. MINUTES

The Chair signed the minutes of the previous meeting of this committee held on 19 January, 2023 as a true record.

5. INTRODUCING THE ARTICLE 4 DIRECTION TO MANAGE THE USE OF SECOND HOMES AND SHORT-TERM HOLIDAY ACCOMMODATION

The report was presented by the Cabinet Member for the Environment, Assistant Head of Environment Department and Team Leader (Joint Planning Policy Unit, Anglesey and Gwynedd). Attention was drawn briefly to the following principal points:

- Members were reminded that three further class uses had now come into effect, namely:
 - o C3 - Main Residence
 - o C5 - Second Home
 - o C6 - Holiday accommodation
- It was confirmed that house owners could change the use class of their houses without a planning application and the Article 4 Direction would control this, by adding the enforcement to make a planning application prior to changing the use class of their houses.
- It was emphasised that introducing the Article 4 was a way to manage housing stock within areas, and therefore facilitating the ability of local people to buy housing within their communities.
- It was reported that the process of introducing the direction was new and unprecedented and it was confirmed that the department was in the process of receiving legal counsel for the different aspects of the process.
- It was explained that the Article 4 direction was not relevant to the Eryri National Park planning authority area. However, officers in the department were working closely with the Park to share benefits/experiences.
- It was reported that there had been an increase in the numbers that transferred from being a residential unit to being a holiday accommodation business paying non-domestic rates.
- It was noted that consideration had been given to a series of area options before the officers concluded on the best way of introducing the Article 4 Direction, namely:
 - o Option 1: Dwyfor (Government pilot area)
 - o Option 2: Community/Town/City Council areas where the current provision of holiday homes is greater than 15% of the housing stock
 - o Option 3: Vulnerable Areas (areas under threat)
 - o Option 4: The whole of Gwynedd (Gwynedd Local Planning Authority Area).
- It was confirmed that the officers' research suggested that the favoured option to introduce the Article 4 direction was the whole of Gwynedd (Option 4). However, it was noted that it was not possible to be certain of the implications to the area. It was assumed that this was the simplest option going forward as there would be no doubt which areas fall under the control of the direction - apart from areas under the planning control of the Eryri National Park area.

Members were given an opportunity to ask questions and offer observations. During the discussion, the following matters were raised:

A member noted that he was pleased that the recommendation was clear but was concerned about the possible impact on areas under the excess threshold for second homes and holiday accommodation of 15% of the housing stock.

The Assistant Head of the Environment Department explained that the implementation of the Article 4 direction would not change planning policies and the policies of the Joint Local Development Plan, would continue to be operational following the introduction of article 4.

In response to an enquiry regarding a definition of 'second homes and holiday accommodation', the Assistant Head of the Environment Department reported that there was no specific policy for holiday accommodation and second homes. However, it was explained that there was a clause in Policy TWR 2 that ensured that planning permission would not be granted should it affect Gwynedd housing stock. It was assured that every application would be dealt with on its own merit and therefore it was not possible to confirm that this clause in Policy TWR 2 would not prevent every planning application that affects the housing stock. It was also emphasised that there was a possibility that applicants would appeal against

decisions based on this clause. It was agreed that it would be beneficial to elaborate on the guidance in the Supplementary Planning Guidance (Tourist Facilities and Accommodation) should the Cabinet confirm the intention to implement the Article 4 direction.

In response to an additional query to amend the wording of Policy TWR 2 to include 'second homes', the Cabinet Member for the Environment confirmed that this would be a consideration as a new Local Development Plan is developed.

In response to a supplementary query, the Assistant Head of the Environment Department was confirmed that the term 'excess' was defined in Supplementary Planning Guidance – Tourist Facilities and Accommodation.

In response to a supplementary query, the Team Leader (Joint Planning Policy Unit - Anglesey and Gwynedd) confirmed that holiday accommodation was not included within the definition of 'housing stock'. It was noted that the policy had been drafted prior to the introduction of new planning legislation and therefore it was not possible (at the time) to differentiate between uses.

A member noted that the Welsh Government had responded to calls from campaigners but had created more bureaucracy. The best had to be made of the situation. References were made to financial sources to police the changes and the need for staffing resources. It was noted that by implementing the Article 4 direction in the Gwynedd Planning Authority area that this would impact the Eryri National Park Planning Authority, and the member greatly hoped that the direction would be implemented throughout the whole county.

In response to a query regarding the timing of the work to prepare the new Gwynedd Local Development Plan and matters regarding the Article 4 direction, the Assistant Head of the Environment Department explained that the Councils of Gwynedd and Anglesey had resolved not to act jointly with planning policies in future. Because of this, and as explained in the report to the Cabinet, there had been a delay with the work on the new Local Development Plan.

In terms of the concerns raised about resources, it was emphasised that the process of creating a package to recruit an officer to assist with the implementation of the Article 4 Direction had commenced.

A member asked about the timetable, in response the Assistant Head of the Environment Department noted that it was proposed to present a report on the favoured option to the Cabinet in April/May with the next step, if approved, to undertake a consultation.

In response to an enquiry, on how the direction would be implemented, the Cabinet Member for the Environment reported that financial support was being provided by the Government. It was acknowledged that the main challenge for the department in implementing the direction would be to appoint officers. It was explained that general recruitment processes were currently very challenging, however, the department was operating to attract officers - with the arrangements including job evaluation following the review of job descriptions, developing a recruitment package, employing a planning trainee within the Cynllun Yfory scheme, and the Service is part of the Council's Workforce Planning project. The Assistant Head of the Environment Department elaborated that it was difficult to anticipate exactly how many officers would be needed to implement the direction, and it was forewarned (despite the arrangements implemented) that recruitment could be challenging. Details were given that the Government had stated an intention to provide funding for the Dwyfor Area (namely Government pilot area) with housing work, however, the Council was also contributing financially with a one-off bid submitted to introduce the direction to other areas in the Gwynedd planning authority area.

In response to an additional query, the Assistant Head of the Environment Department acknowledged that additional financial challenges may derive from the Article 4 direction, such as legal challenges. However, details were given that the department had made bids for additional funding and it was hoped that any legal challenge could be funded via this budget.

Reference was made to a table in the report which presented a brief overview of the essential steps required together with setting a rough timetable to deliver these steps. The Team Leader (Joint Planning Policy Unit - Anglesey and Gwynedd) explained that legal guidance was awaited in terms of compliance with the requirement to warn those affected of the requirement for a notice.

The Cabinet Member for the Environment explained that the officers' conclusions included any area within the Eryri National Park area as the Park has its own independent planning control. Furthermore, parts of the Park are located in Conwy Council. The Assistant Head of the Environment Department elaborated that the Department was collaborating closely with the Park throughout the process to encourage them to introduce Article 4 themselves. It was explained that Park officers needed to consider their resources and the various impacts prior to introducing the direction.

It was noted by several members that the percentage considered as an excess of holiday accommodation had changed to be more than 15% of the housing stock, and that this figure was 10% in the past. In response to a query why this change had happened, it was explained by the Team Leader (Joint Planning Policy Unit - Anglesey and Gwynedd) that officers had looked at the previous Supplementary Planning Guidance in use with the Unitary Local Development Plan. In developing new Supplementary Planning Guidance, this supported the guidance that already existed to create a Joint Local Development Plan. It was elaborated that when the previous figure of 10% was in operation second homes and holiday accommodation were considered separately, where the figure of 15% included second homes and holiday accommodation. It was confirmed that officers had considered areas with a percentage of 15% or higher to consider whether the new arrangement is effective and fair.

Concern was shared by several members that the over-provision figure of second homes and holiday accommodation of 15% of the housing in the areas was too much in some communities and could cause situations whereby more holiday homes are available in some areas than the current situation. Officers were asked to re-consider amending the relevant figure down to 10% for the whole of Gwynedd.

RESOLVED:

- **To accept the report, noting the observations made during the discussion.**
- **To recommend to the Cabinet to approve the favoured option in terms of introducing the Article 4 Direction, namely Option 4: The whole of Gwynedd (Gwynedd Local Planning Authority Area)'.**
- **To request that the planning policy officers re-visit the threshold to define over-provision of holiday accommodation and second homes in communities, during the process of drafting the new Local Development Plan.**

6. STREET CLEANLINESS

The report was presented by the Cabinet Member for Highways, Engineering and Gwynedd Consultancy, the Head of Highways, Engineering and Gwynedd Consultancy and the Assistant Head. Attention was drawn briefly to the following principal points:

- It was explained that the street cleaning service covered all the public and adopted roads managed by the Council. These have been split into zones in accordance with their use:
 - o High-use zones - town centres mainly
 - o Medium-use zones - comprise residential areas mainly
 - o Low-use zones - comprise the less intensive areas which include rural county roads.
- It was confirmed that the waste and recycling collection service had recently been transferred to the Environment Department and this had given officers an opportunity to re-visit how the provision was delivered. The tidying-up service continued to be under the management of the Highways, Engineering and Gwynedd Consultancy Department.
- It was explained that a review of the service had been undertaken. Generally, it was recognised that the work of the service was very good, however, there were financial and health and safety matters to be addressed. It was reported that a timetable had been set to address the routes in the most efficient way by the end of the summer.
- Details were given that Keep Wales Tidy held an annual independent survey on street cleanliness.
- It was explained that the department was undertaking trials of 'Brighter Bins'. Five bins were part of the trial, and they use solar power and modern technology to make an automatic request to the department to be emptied when they are full.
- It was discussed that teaching children and the people of Gwynedd, as well as raising awareness of the effects of litter, was part of a process of changing behaviour to achieve long-term environmental benefits.
- It was reported on the Department's intention to combine street cleaning, enforcement elements and the tidying-up teams as one new Street Scene service.

Members were given an opportunity to ask questions and offer observations. During the discussion, the following matters were raised:

In response to enquiries by members, the Head of the Highways, Engineering and Gwynedd Consultancy confirmed that enforcement teams currently faced capacity difficulties that led to a delay in the installation of new dog excrement bins after the department had received requests. However, it was confirmed that the Tidying-up Teams aimed to distribute bins as soon as possible and confirmed that only a limited number of bins were stored in the Council's possession.

A member noted that some individuals threw litter out of their cars. The member asked would it be possible to be more pro-active in the places where this was a regular problem e.g. lay-bys. In response, the Head of Department noted that the location mentioned by the member could be looked at to trial such an arrangement.

A member asked if there was a comparison of the costs linked to litter clearance and emptying bins. In response, the Head of Department noted that it was a matter to be included as part of the review.

In response to an enquiry regarding the challenges of preventing pollution, the Head of the Highways, Engineering and Gwynedd Consultancy Department noted that it was proposed to appoint a Communications Officer to educate people about the impact of pollution. It was hoped that this officer would be appointed by Easter.

Consideration was given to the responsibilities of individuals to ensure that their recycling equipment was undamaged to ensure that waste was not blown away prior to collection.

In a question about collaboration with large companies to find ways to reduce waste, it was reported by the Head of the Highways, Engineering and Gwynedd Consultancy Department had been in close contact with companies in the past. By now, these links had ended, however, there was an intention to nurture stronger links in the future with large companies in the area.

Consideration was also given to litter discharged from recycling lorries during their routes as the doors are not closed between collections. The Head of Highways, Engineering and Gwynedd Consultancy confirmed that this would be discussed with the teams.

The efficiency of the Brighter Bins pilot was discussed. In response to an enquiry, the Head of the Highways, Engineering and Gwynedd Consultancy stated that the pilot was in the early stages and it was not currently possible to assess its efficiency. It was confirmed that the department would have more understanding of the pilot results as it continued.

Staff were thanked for their good work during the discussion and specific attention was drawn to some areas. The Head of Highways, Engineering and Gwynedd Consultancy confirmed that he would report back to all the teams the thanks and appreciation of members.

Members gave thanks for the report.

RESOLVED

To accept the report, noting the observations made during the discussion.

The meeting commenced at 10.30 a.m. and concluded at 12.45 p.m.

CHAIR

Agenda Item 7

Committee	Communities Scrutiny Committee
Date	13th July 2023
Title	Annual Report of the Gwynedd and Anglesey Public Services Board 2022-23
Cabinet Member	Cllr Dyfrig Siencyn
Purpose	To review the Annual Report of the Gwynedd and Anglesey Public Services Board 2022-23

1.0 Introduction and context

1.1 We present the Annual Report of the Gwynedd and Anglesey Public Services Board (PSB) 2022-23. This was the final year of our Well-being Plan 2018-23. In this report, we will reflect on what we have achieved as a Board to improve the well-being of our communities during the period 2022-23.

1.2 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.

1.3 We are now in the last year of the Well-being Plan 2018-23 for Gwynedd and Anglesey, where the Board had prioritised six areas of work:

- 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.

1.4 The Board has learned from experience and adapted its structures over the last five years 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. To address the remaining priorities, the Board currently has two operational sub-groups:

- Climate Change
- Welsh Language

2.0 What has been achieved this year

2.1 Preparing the 2023-28 Well-being Plan:

In May 2022, Local Well-being Assessments for Gwynedd and Anglesey were published. The Public Services Board has divided the two counties into 14 smaller areas and research was carried out in order to understand and learn more about the wellbeing of those areas. Eight of these areas are in Gwynedd and six are on Anglesey. The information brings together local data,

messages from engagement work with communities and national research work. The Information Pamphlets for each area are available on our website.

Following the publication of the Well-being Assessments in May 2022, they were used as a reference to the Board's priorities for drawing up the 2023-28 Well-being Plan. Having considered the data and people's opinions locally, nine key messages were highlighted in the assessments for the whole area:

- Responding to poverty and the cost of living
- Improving the health and well-being of children and young people
- Improve mental health and well-being
- Climate change – supporting communities to reach net zero targets
- Promote the use of the Welsh language
- Enable equal experience and access to nature
- Planning a workforce for the future that meets the needs of the community and the local economy
- Secure housing for local people
- Influence the financial priorities of public bodies

A series of further workshops were held with Board Members during 2022 based on the key messages identified in order to prioritise and agree how it would be possible to respond to these issues. By using the evidence in the Well-being Assessments, the Board has identified *three Well-being Objectives to work on together in the period 2023-2028:*

- We want to work together to mitigate the impact of **poverty** on the well-being of our communities.
- We want to work together to improve the well-being and success of our **children and young people** in order for them to realise their full potential.
- We want to work together to support our services and our communities to move towards **Zero Net Carbon**.

In a period of significant reduction in public sector resources, we believe that these are areas where we can work together to ensure the best results for the residents of Gwynedd and Anglesey.

Whilst the Welsh language has not been identified as a specific Well-being Objective, it is a priority for the Board and we will continue to promote the use of the **Welsh language** in all areas of our work, and work with communities to develop services and activities through the medium of Welsh. The Public Services Board is an opportunity to share good practice, promote the language and ensure that residents of both counties have access to all public services through the Welsh language.

2.2 Public consultation on the Well-being Plan 2023-28:

In accordance with the requirements of the Act, a public consultation was held on the draft plan for a period of 12 weeks between 12 December 2022 and 6 March 2023. Many opportunities were provided for individuals, interest groups and organizations to participate in the consultation by holding workshops and information sessions. There was also a questionnaire available on the Board's website or paper copies available in the Council's main offices and libraries. Copies could be requested in an alternative format.

499 responses to the questionnaire were received as part of the public consultation with many of the comments supporting what is being proposed. Feedback was obtained from approximately 200 additional individuals through engagement such as workshops and information sessions held through Older People's Forums, engagement with Grŵp Llandrillo students in Pwllheli, a group of young people from GISDA, various Third Sector Groups, and Town and Community Councils.

Attention was given to the consultation in Anglesey County Council's Partnership and Regeneration Scrutiny Committee and Gwynedd Council's Communities Scrutiny Committee. There were also several messages on the Board's social media accounts and these were shared by other Board Members on their own social media.

We are confident that the Well-being Plan now reflects many of the comments received from the consultation and the Board will revisit all the feedback again over the next year specifically when preparing a Delivery Plan for the priority areas.

2.3 Climate Change:

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

A Climate Change subgroup was established to encourage collaboration among public organizations on mitigating the impact of climate change, and particularly the impact of coastal and inland flooding on our communities. We have recognised the need to educate and work with our communities to prepare them for the current challenges of climate change and those that face us in the future. The aim is to try to mitigate the impact that any case of extreme weather has on those communities. During the lockdown period, many of us noticed the importance of the natural environment - we used our cars less and we saw the positive effects of that on the quality of the air and water.

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

The subgroup implements a number of the ways of working that have been developed as part of the Sustainable Development principle of the Act through:

- understanding the needs of the specific communities which enables us to plan for the long term
- working with a number of public bodies and our communities
- involving our stakeholders as an essential part of the subgroup's work

2.4 The Welsh language:

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

The Board understands how important the Welsh language is to our communities throughout 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 having access to 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 sector bodies in Gwynedd and Anglesey. We are also committed to promoting the Welsh language as the language of choice for communication among public sector bodies across the two counties. As public bodies, we try to ensure that the citizen continues to engage with public bodies in their chosen language, and we remain equally passionate about contributing to the Welsh Government's target of having one million Welsh speakers by 2050.

An update on this year's work:

During 2022/23, research was commissioned into the reasons why people choose to use Welsh or not when receiving first contact services. The research was intended to:

- understand the linguistic habits of those who use first contact services;
- understand the challenges and reasons behind any choice not to make use of services through the medium of Welsh;
- understand how we can create the best possible environment in order to encourage the use of Welsh when using our first contact services.

The key findings from the observation exercise were:

- that a proactive offer was in place in each reception to some extent, but that was not always enough to encourage the use of the Welsh language - the service users needed to hear the Welsh language in order to know for sure that the Welsh language was in place.
- that the opportunity for reception staff to make a difference to service users' language choice is very limited – highlighting the real importance of the first greeting from the staff.
- that a high percentage of the interactions take place between service users and staff who already know/are familiar with each other.

Feedback sessions were held for managers in all the organisations and there was interest across North Wales. A **guide** has been shared which includes a list of recommendations for staff to follow in order to encourage service users to use their Welsh. The points include:

1. Understanding language choice - what is the brief background that everyone needs to know.
2. Environment – the difference between the visual and the auditory, and the true importance of the auditory.
3. Greeting – the importance of greeting the service users taking responsibility for the choice of language.
4. Response – how to be responsive in various situations and dependent on the level of the staff's language skills.
5. Recording – the importance of remembering the choice of language, so that a service user does not ask again and again.

The feedback has been very positive locally and regionally about this project and we have been motivated to undertake further work to look at good practices and draw up recommendations when planning and recruiting a bilingual workforce in the next year. The other Public Services Boards across in north Wales are eager to collaborate with us on this and it is likely that a sum of money will be allocated from the Regional Fund to finance the work.

2.5 Other Areas of Work:

We collaborated with partnerships and other national bodies to avoid duplication and to share ideas. This year we have -

- Participated in Welsh Government working groups to discuss support for developing well-being assessments.

- Reported our progress to Anglesey County Council's Partnership and Regeneration Scrutiny Committee and Gwynedd Council's Communities Scrutiny Committee and acted on their recommendations.
- Reviewed the main risks in the area and discuss what we can do to help each other and have developed a risk register to help us monitor our local risks.
- Been part of re-establishing the North Wales Research and Understanding Partnership which is a forum for officers who work for Board members to share research and good practice.
- Worked to secure an amount of money from the Regional Research Fund to finance the language project in 2023/24.
- Continued to work with the Wales Co-Production Network, which has supported us as we developed our Well-being Plan.
- Collaborated with Professor Elizabeth Woodcock who has undertaken an academic review of the Board's challenges, opportunities and set up - this is unique across Wales.

3.0 Looking forward to the year ahead:

- During the summer we will launch our Well-being Plan for the period 2023-28 and begin drawing up an annual delivery plan.
- We will welcome the Office of Future Generations to the National Eisteddfod 2023 - we will have the opportunity to raise awareness of the Board's work in a Welsh setting and hold a Discussion Panel about the Well-being Objectives and the Act.
- We will work together on an Annual Delivery Plan and put arrangements in place to ensure that the Board makes a real difference in the priority areas. We will also reflect on Professor Elizabeth Woodcock's recommendations when planning the Board's governance set up. As part of developing the Delivery Plan, we want to build on our engagement work and continue to engage meaningfully. We want to ensure that the public's voice is heard and that they will help shape our annual Delivery Plan.
- The subgroup has received the Board's approval to move forward with its next Welsh language project, namely to look at good practices and draw up a report of recommendations when planning and recruiting a bilingual workforce in our public services. This will give a better understanding of the challenges of workforce planning and how to address them by looking at good practices that organisations can use. We will report on this in our next annual report.
- In June 2023 we will welcome Welsh Government officials to visit hubs and community alliances across Gwynedd and Anglesey over three days in order to show the strengths and challenges of our rural communities. This will shape their new Communities Policy - with the understanding that the Board will continue to be a stakeholder in developing the policy.

4.0 Monitoring

The 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. 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.

5.0 Scrutiny arrangements

The work of the Public Services Board is subject to scrutiny by the designated Scrutiny Committees of both Gwynedd and Anglesey local authorities. 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

6.0 Equality Impact Assessments

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.

Agenda Item 8

NAME OF SCRUTINY COMMITTEE	Communities Scrutiny Committee
DATE OF MEETING	13 July 2023
TITLE	Update - Developments in Public Transport
AUTHOR	Dafydd Wyn Williams, Head of Environment Department
CABINET MEMBER	Councillor Dafydd Meurig
PURPOSE	To update the Committee on upcoming work for members' consideration

1. BACKGROUND

- 1.1 In a large, rural county, ensuring high quality public transport options is crucial to enable Gwynedd residents to travel in a sustainable manner.
- 1.2 A substantial proportion of Gwynedd residents rely on public transport to reach work, school or college, medical appointments and for shopping and recreational purposes. However, due to the rural nature of Gwynedd and the travel distances, public transport routes tend to require assistance in order to be viable.
- 1.3 Most public transport services in Gwynedd, currently receive an element of subsidy (partial or full) of public funding.
- 1.4 The field of public transport has been prioritised in the Council Plan 2023-8. There is a clear vision of reviewing "our existing public transport provision with the aim of developing a public transport network that will be convenient, reliable and reasonably priced to allow the residents of Gwynedd to travel every day of the week."
- 1.5 This report offers an update on the report submitted to the Communities Scrutiny Committee on 15 September 2022 (Appendix 1), noting the main matters in relation to public transport in Gwynedd, what is currently being developed and future plans for the network.
- 1.6 As noted in the report to the Scrutiny Committee in September 2022, the Welsh Government provided unprecedented support to assist the bus sector to ensure that services continued throughout the Covid-19 pandemic.
- 1.7 The support of the Government's Bus Emergency Scheme (BES) was crucial to enable operators to keep customers and a network of services that otherwise could have been lost or substantially reduced.
- 1.8 With the BES scheme coming to an end on 24 July, the Welsh Government has announced a Bus Transition Fund financial package, which was developed jointly with Councils and Transport for Wales that will run until April 2024.

- 1.9 Council Transport Service officers have been collaborating closely with Transport for Wales representatives on a regional basis and have outlined the support that would be required to ensure the continuation of services. We await the exact level of support for the current financial year.
- 1.10 Thanks to this important work, which has included regular discussions with providers, there will be no substantial changes to the bus network managed by the Council, and there will be some improvement in the level of service provided in some areas.
- 1.11 Council officers continue to hold regular meetings with Transport for Wales and the Welsh Government to influence the financial package beyond April 2024 and are forward planning for the next period. There is currently no assurance regarding the level of support that will be available.

2. NEW NETWORK

- 2.1 The Council's Transport Service has been collaborating closely with Transport for Wales to review and plan a new network for Gwynedd. The work is now proceeding to integrate new services into our network.
- 2.2 As a result of this joint planning, we have secured financial assistance to invest in aspects of a new network in the current financial year. This work is continuing, and we hope that this forward planning will enable us to stabilise the network and mitigate the impact of any change in funding levels from the Government on operators.
- 2.3 This collaboration with Transport for Wales has secured additional funding for Gwynedd for the current year. Whilst this offers an opportunity to improve our network, Transport for Wales is currently offering a year-on-year commitment.
- 2.4 As a result of this important work from Council officers jointly with Transport for Wales, a new network of services offering standard timetables has commenced in the Caernarfon and Dyffryn Nantlle area. We will continue to work on other areas over the coming months.
- 2.5 The Dyffryn Nantlle area experienced a substantial reduction in provision when a local company went out of business, and we were eager to invest in this network as 18% of the population of the Llanllyfni ward had no other mode of transport (Census 2021 data, ons.gov.uk).
- 2.6 The new network of services offers standard timetables for the areas of Talysarn, Nantlle, Llanllyfni and Nebo. The timetables have been prepared to be convenient to follow and promote with regular departure times and offer connections to the T22/T2 services in Penygroes and/or Caernarfon. The services have been established this year via additional Transport for Wales funding, but there is currently no assurance of funding beyond March 2024. Officers are continuing discussions with Transport for Wales.
- 2.7 There are also plans to develop the network in other areas and officers are continuing with this work, with the intention of linking with Transport for Wales plans to re-tender TrawsCymru services, which will be operational during the autumn.

- 2.8 Close collaboration with Transport for Wales has enabled the Council to introduce additional services to what would have been possible otherwise, and officers will continue to build on this important work.
- 2.9 The financial risk to the Council should be noted as Transport for Wales can only commit to fund the new network for this financial year at present. This means there is a possibility that we will not be able to continue with the new network if we do not receive additional support next year.
- 2.10 The Council will soon be expected to re-tender services as it has been several years since some providers were tendered. As costs have increased significantly since then, we must be alive to the fact that prices will be substantially higher when re-tendering.
- 2.11 The Service overspends £300,000 per year to fund the network that has been in place for several years, and the re-tendering timetable has been delayed as it was not possible to proceed during the Covid period.
- 2.12 Whilst understanding that there is a need to look at the next period beyond the support offered via BES grants, it is clear that bus companies require need support for the next few years in order to stabilise the network.

3. SHERPA'R WYDDFA

- 3.1 The success of Sherpa'r Wyddfa services since its re-launch is evidence of how modernising services to address users' needs can develop a quality network in challenging circumstances.
- 3.2 Council staff have been working very closely with Transport for Wales to introduce a quality service to residents in Eryri and beyond, along with visitors to the area. The service was recently re-tendered for five years, commencing on 1 April 2023 until 31 March 2028 and we are monitoring its development and performance.
- 3.3 It was decided to standardise the price of tickets on the network as there was considerable inconsistency - historically, price tables were adopted from one operator to the other.
- 3.4 Since April, the service links the mountains of Eryri to the sea, with the S4 service extending from Pen-y-Pass through Beddgelert and Porthmadog, passing Borth-y-Gest to y Greigddu, Morfa Bychan. Additional provision is also available between Beddgelert and Pen-y-Pass to mitigate parking problems on the road - with an hourly service on weekends and school holidays being trialled there this year.
- 3.5 Thus far, the response has been extremely positive, with the number of passengers in May up 44% compared to 2022 and up 62% compared to May 2019 [Pre covid].
- 3.6 We hope that this will make the network very attractive when the time comes to re-tender again in five years and, therefore, to bring the cost down for the taxpayer. The increase in the number of passengers is quite astounding - the table below shows an increase of 30% in April 2023 compared to April 2022, namely 11,685 passengers (NB contract commenced on 09/04/22 compared to 01/04/23, therefore, 8 fewer days of operation). When looking at the April – June 2023 period, there is an increase of 35% compared with the same period last year (Table 1).

Table 1

<i>Passengers</i>	<i>2019-20</i>	<i>2021-22</i>	<i>2022-23</i>	<i>2023-24</i>
<i>April</i>	30,364	14,581	38,351	50,036
<i>May</i>	36,681	24,699	41,192	59,348
<i>June</i>	33,253	36,929	42,324	55,018
<i>July</i>	40,485	41,482	48,620	
<i>August</i>	40,083	43,280	56,909	
<i>September</i>	32,974	34,114	41,669	
<i>October</i>	30,165	25,486	29,154	
<i>November</i>	23,153	17,465	20,755	
<i>December</i>	20,138	14,172	17,745	
<i>January</i>	21,269	14,941	18,255	
<i>February</i>	20,006	15,331	20,462	
<i>March</i>	15,031	21,863	23,650	
	343,602	304,343	399,086	164,402

- 3.7 With four partners contributing towards the Sherpa, there is a risk to the network should one of the stakeholders decide not to fund the service. As Transport for Wales can only commit their funding from year to year, a Service Level Agreement is in place for the contract term (namely, five years), with a formal notice required of (at least) six months before any Partner can terminate the agreement.

4. TRAWSCYMRU AND ELECTRIC BUSES

- 4.1 The TrawsCymru bus services are an important component of the integrated public transport network in Wales - as part of the long-distance journeys and as local bus services.
- 4.2 The buses are funded by the 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.
- 4.3 It is expected that the new T22 service will operate from the autumn, serving Blaenau Ffestiniog - Caernarfon via Porthmadog, and this with four new electric buses that will operate from a purpose-built site in Porthmadog.
- 4.4 This is an exciting development for the network in Gwynedd and we will monitor the electric buses and consider how we can make use of similar buses in other parts of the network in future.
- 4.5 Due to the financial situation and lack of competition from companies, it is possible that the cost of maintaining the service will be higher than the current services along the route.
- 4.6 Our work of anticipating the operating costs is encouraging at present but it is difficult to anticipate how companies will respond to the proposal of an 'operate and maintain' contract, which is the first of its kind in Gwynedd. We have received specialist support to try to reduce the financial risk to the Council and have also tried to mitigate the market's impact on costs e.g. taking a risk on electricity supply for the contract's first year.

- 4.7 Transport for Wales is taking responsibility for the T2 (Bangor - Aberystwyth) and T3 (Abermaw - Wrexham) services from 4 September 2023 onwards. They are currently out to tender for two years with the intention of re-tendering for hybrid or electric buses afterwards.

5. REGIONAL AND NATIONAL DEVELOPMENTS

5.1 The national context

- 5.1.1 The Welsh Government has noted a clear ambition to see fewer private vehicles travelling on the roads and an independent roads review underlines the desire to develop sustainable modes of transport.

- 5.1.2 When responding to the independent roads review, the Government noted:
“Reducing and re-prioritising our investment on new road schemes and increasing our investment in sustainable modes will assist modal shift, but it will also deliver wider benefits. These include less air pollution, more successful town and neighbourhood centres and a transport system that is accessible and fair for all. We recognise that this is a big and difficult change, that it won't happen overnight, and it requires us to work collaboratively, across government and beyond.”

- 5.1.3 Whilst understanding this ambition, it is clear that a substantially higher investment will be required in alternative modes of transport, including long-term support for public transport provision. The implications of this in a rural county such as Gwynedd are different to more urban cities where provision and service is very different.

5.2 North Wales Transport Commission

- 5.2.1 The Welsh Government has established the North Wales Transport Commission to investigate the problems, the opportunities, the challenges and aims to ensure a sustainable and integrated transport system in north Wales.

- 5.2.2 It is expected that the Commission will publish its final report in the autumn. In the meantime, the [North Wales Transport Commission](#) has published an interim report, which includes draft recommendations.

- 5.2.3 The interim report acknowledges: “Travel patterns and options are very different in rural areas, and we understand that not all car journeys can be made by other means. What will work for an urban area will not necessarily apply to a remote location.

- 5.2.4 In terms of buses specifically, it is noted that legislative changes and introducing a franchise model would be crucial to improve services across the region. An effective core bus network should be operated from main travel corridors where there is no railway option to link communities and employment areas, providing a good frequency of services and longer and more consistent operating hours.

- 5.2.5 Reference is also made to the fact that there would be a combination of local routes timetabled with dynamic transport services that respond to the demand effectively when providing access to the core public transport network for people in rural areas.

- 5.2.6 The final report and recommendations of the Commission are expected in the autumn and Department officers will consider any recommendations as the work of developing the new network proceeds.

5.3 Corporate Joint Committee

- 5.3.1 The functions of the Corporate Joint Committee (CJC) for north Wales came into force on 30 June 2022. It includes a statutory requirement to produce a new Regional Transport Plan (RTP). The CJC will then be required to review the plan formally every three years and produce a new plan every five years.
- 5.3.2 Delivering the projects and actions included in the RTP will continue to be the responsibility of all local authorities where those projects/actions have been located.
- 5.3.3 It is currently not entirely clear what the implications of this is for public transport services on a county level, but the Council will seek to influence the contents of the RTP to ensure that it meets the needs of Gwynedd.

6. CONCLUSION

- 6.1 The report is submitted to the Communities Scrutiny Committee as an update on the work that has been achieved thus far when developing the new network, and the challenges of future planning in the context of the uncertainty regarding financial support in the mid-term and beyond.

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



MEETING	COMMUNITIES SCRUTINY COMMITTEE
DATE	13 July 2023
TITLE	Communities Scrutiny Committee Forward Programme 2023/24
PURPOSE OF THE REPORT	Present the Committee's draft work programme for 2023/24 for adoption
AUTHOR	Bethan Adams, Scrutiny Advisor

1. During the Committee's annual workshop on 10 May 2023 possible items to scrutinise during 2023/24 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 were asked to respond to an online question regarding their top five priorities from the list of possible items provided in advance prior to the workshop. The main priorities that emerged from the responses to the question, were:

- 1 Developments in the Public Transport field
- 2 Grass Cutting and Land Maintenance
- 3 Waste Collection and Recycling Services
- = Public Protection Service
- 4 Public Toilets

3. Members discussed in smaller groups the top priorities as well as what else from the list should be scrutinised during 2023/24. 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?*
4. Following reporting back from the groups, items to scrutinise 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.
 5. 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. All members are expected to ensure their attendance for the morning and afternoon session.
 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 prioritise matters that will arise during the year e.g., matters from performance challenge meetings and items on the Cabinet's forward programme.
 7. Since the workshop, a request has been received from the Highways, Engineering and YGC (Gwynedd Consultancy) Department to move one item, namely the 'Highways Asset Maintenance Plan', from this meeting. The request was made because the Cabinet would be considering adopting the Highways Maintenance Manual at its meeting on 11 July 2023. It was felt that scrutinising the item so close to the time it would be considered by the Cabinet would not be meaningful.
 8. The Head of Department and the Cabinet Member have suggested that the item 'Public Toilets', programmed in the workshop for the meeting of 22 February 2024, could be moved to the meeting on 5 October 2023. This would mean that there would be four items to scrutinise at the Committee meeting in October.
 9. It was suggested that it would be timely for the Committee to scrutinise the matter at the February 2024 meeting. What would be addressed by the Committee would change from what was originally intended in the workshop. The Committee could scrutinise:

- The response to safety defects (Category 1 response)
 - Performance against highway maintenance service performance measures and targets
 - The work programme
10. See attached as an appendix to the report the Committee's draft work programme.
11. **The Communities Scrutiny Committee is asked to:**
- (i) consider the request of the Highways, Engineering and YGC Department**
 - (ii) adopt the work programme for 2023/24.**

COMMUNITIES SCRUTINY COMMITTEE DRAFT FORWARD PROGRAMME 2023/24

13/07/2023
<ul style="list-style-type: none"> • Annual Report 2022/23 - Gwynedd and Anglesey Public Services Board • Developments in the Public Transport field
05/10/2023
<ul style="list-style-type: none"> • Governance Structure and Delivery Arrangements of the Gwynedd and Anglesey Public Services Board • New Local Development Plan – The Delivery Agreement • Roll-out of public charge points for Electric Vehicles
30/11/2023
<ul style="list-style-type: none"> • Climate and Nature Emergency Plan • Local Flood Strategy • Coastal Management
22/02/2024
<ul style="list-style-type: none"> • Annual Update by the Gwynedd and Anglesey Community Safety Partnership • Article 4 Direction - Public Consultation • Grass Cutting and Land Maintenance • Public Toilets
18/04/2024
<ul style="list-style-type: none"> • Waste Collection and Recycling Services • Public Protection Service • Street Scene Service