

THE VALE OF GLAMORGAN COUNCIL

CABINET: 23<sup>RD</sup> MAY, 2024

REFERENCE FROM ENVIRONMENT AND REGENERATION SCRUTINY  
COMMITTEE: 16<sup>TH</sup> APRIL, 2024

“1003 REQUESTS FOR CONSIDERATION: BUS SERVICES –

Councillor Ewan Goodjohn had requested consideration of Bus Routes, Stops and Shelters following the recent cut to bus services from Cardiff Bus timetable changes. the threat of cuts to vital routes run in rural areas of the Vale, the current state of old bus shelters within Barry and the rural Vale and to protect vulnerable people during a cost of living crisis.

Councillor S. Campbell had requested consideration of the future and sustainability of the bus services in the Vale of Glamorgan. She advised that a recent meeting had been held with Adventure Travel and local residents to discuss the future of the 304/303 bus services in the rural Vale. Adventure Travel told residents they would be potentially cutting services based on passenger numbers or changing the frequency to “improve their services”. However, this had not be publicised. There had been a lot of conjecture about funding, the interchange and what the Council funded and did not fund. She felt it was necessary to have an open public forum with officers, Councillors, bus companies, Welsh Ministers and other stakeholders to discuss the future of the bus services in the Vale of Glamorgan. Currently there was zero accountability for Adventure Travel because they believed the Council had no other option in the Vale. Councillor Campbell felt there was another option regarding approaching Transport for Wales (TfW) to ask for support in a new way forward to have control of this ourselves. Discussion with all stakeholders involved to find a resolution to move forward was need as information was being filtered through media and political channels rather than directly from the source.

A report was provided in response to the two Requests for Consideration forms received from Councillor S. Campbell and Councillor Ewan Goodjohn. The report provided a summary of the past historical aspects such as the deregulation of bus services under the Transport Act 1985 and the role the Council had in supporting and monitoring the overall commercial network..

The report also provided a summary of current services provided and the recent regional tender exercise under Welsh Government’s ‘Bus Network Fund’.

Finally, the report provided information on future developments and plans of Welsh Government. The Committee was made aware that although the funding made available from Welsh Government had been more than welcomed to keep bus services as they were, there was currently no guaranteed funding past March 2025. That left it unsure of what the bus network would look like from April 2025.

The Chair welcomed Mr. Stephen Cooper, who had registered to speak on the agenda item. The Chair advised Mr. Cooper that he would have three minutes in which to address the Committee.

Mr. Cooper began by stating that he was a retired surveyor aged 72, who had lived in Rhoose for over 30 years. He stated that he could not drive due to glaucoma and had mobility issues. He advised that he was there to plead for the reinstatement of the Fonmon Road Section of the 304 bus route in Rhoose. Mr. Cooper added that the reduction in bus services failed against the Bus Services (Wales) Bill in relation to the stated aims of making bus services – easier to use, accessible and responsive. Mr. Cooper advised that Rhoose was a larger village with a population approximately 50% bigger than that of Cowbridge. Approximately 800 people, around 12% of the population of Rhoose, lived within the Fonmon Road area. The Fonmon Road route (3 stops including Fonmon Cross) directly served the population of 800 people. Mr. Cooper added that the revised bus route via the coast road only served one bus stop to the Aberthaw Site of Special Scientific Interest. That route was only 0.4 miles shorter, about 1 – 2 minutes in bus travel time. Mr. Cooper stated that a significant percentage of the Fonmon Road population was over 60. There were lots of bungalows in the Adenfield Way area with a population of 250 people of which around 50% were over 60. No buses on Fonmon Road meant that it disproportionately discriminated against that age group who were more likely to have mobility issues and not drive. Mr. Cooper stated that to catch a bus on Fontygary Road there was a bottleneck at the Fontygary Arms, with no footpath and was prone to regular flooding. There was a detour to the next stop along Fontygary Road through Kenson Close but it was longer and down three poorly lit paths. Finally, Mr. Cooper stated that “you gave me a bus pass at 60 and then when I needed to use it the most you took the bus away”.

As a point of clarification, Councillor I. Perry asked Mr. Cooper which destination did it link to. In reply, Mr. Cooper stated that the bus would take him into Barry and to Cardiff and was useful for trips to the hospital or for leisure time. It was environmentally friendly and saved money when compared to using the car.

The Operational Manager Transport Services, in being asked to comment on some of the points raised by Mr. Cooper, stated that the 304 service previously run by Adventure Travel, ran in the day time as a commercial service. Therefore it was not a contracted service from the Council. The Fonmon leg of the journey was removed as Adventure Travel were having particular timing issues and were trying to find the best operation so that they met the timetable. When the service was retendered, it was agreed that they would be tendered on a commercial basis so that leg of the journey was not put back in. However, there was scope for discussion with providers about adding back in some of the lost routes so there was a possibility of the route being extended.

The Chair commented that there were concerns about what would happen if the bus network fund was not sustained beyond March 2025. In reply, the Operational Manager stated that there were regular meetings of the South East Wales Bus Working Group which met monthly, but those meetings may become more frequent in order to address issues. At this stage, it was unknown whether Welsh Government would continue funding past March 2025.

Councillor M. Hooper commented that there would be lots of Mr. Coopers in the Vale that were not in attendance at the meeting and whose voices were going unheard. Councillor Hooper commented on the vital services provided through public transport across the Vale of Glamorgan, Wales and the rest of the United Kingdom. The importance of public transport was exemplified by the recent work undertaken by the Council on its Replacement Local Development Plan, where large housing development sites were located to fit around the rail network. Councillor Hooper raised a concern in relation to how networks were planned and thought through. In addition, Councillor Hooper asked for views in regard to the Browns Foundation in 2018 which called for free public transport in Wales. It was suggested that free transport would be key in order to fight climate change but would also fight against poverty across Wales. Finally, Councillor Hooper referred to a strategic failure by the Cardiff Capital Region City Deal citing the example of Barry Docks which for the first number of months had no buses.

In reply to the points raised by Councillor Hooper, the Operational Manager began by referring to the Barry Dock Interchange and advised that at the time of the development of the Interchange an agreement with a provider for a service to be run was in place but unfortunately that service was cancelled. At that time, operators were aware that the market was unstable and so were unwilling to change their timetables or operate differently until the issue of future funding had been confirmed. At present, there were more services running into the Interchange. With regard to free fares, the Operational Manager stated that the loss of revenue for operators needed to be recognised and the impact of reduced passenger numbers ultimately would mean that the Council would have to pay any free fare scheme. That would be a challenge given the unknowns around future funding from Welsh Government. The Operational Manager stated that the market in 2018 was more robust with more commercial services and operators that were making sufficient profit to keep the services running without any financial input from the Vale Council or Welsh Government. Unfortunately, that was not the position at present.

Councillor J. Protheroe queried what were the Council's plans to encourage people back to using buses and what were the plans for rural parts of the Vale which relied on Greenlinks. In reply, the Operational Manager stated that in terms of increasing the use of bus services, the Council was looking at improving infrastructure such as new e-displays which would provide real time information. In addition, the Council was looking at a reduced fare scheme, particularly on the 303 service during the summer which could be progressed through Section 106 funding. With regard to Greenlinks, there was a resource issue and the recruitment of posts but a co-ordinator for Greenlinks had recently been appointed and they would be able to focus on recruiting more volunteer drivers.

Councillor I. Perry raised a number of points and queries which could be summarised as follows:

- It was wrong for the country to rely on volunteer drivers for such an important public service like buses, so the role of bus driver should be a paid job;

- The point of free public transport across the Vale of Glamorgan was something that should be progressed which would assist young people as well as those that had retired;
- Free bus travel would also likely increase bus usage which could ultimately lead to more services being created and would also assist with tackling climate emergency and could contribute to tackling the cost of living crisis;
- The main strategic decisions on public transport at Westminster and Welsh Government were being made by car owners and who he felt had a bias against buses and public transport;
- The strategic discussion around public transport needed to be how people used their cars less, with more emphasis given to walking, cycling and new bicycle schemes such as the secure guarded parking which allowed cyclists the confidence of their bikes being in a secure location;
- There were currently three bus services using Culverhouse Cross with the 96 going through Wenvoe, the C1 and the X2 which passed all the way through to Cardiff, but more thought was needed around connectivity. Particularly as some residents in St. Nicholas would have to drive to Wenvoe in order to catch a bus to Canton;
- There needed to be a complete joined up system which was properly funded.

The Chair asked the Operational Manager to further clarify the situation with voluntary bus drivers for the Greenlinks services. In reply, the Operational Manager stated that the Greenlinks operation previously worked very well with many voluntary drivers at hand. Therefore a number of rural communities in the Vale were served with the creation of the G1 and the G4 service. Once more volunteers were recruited, the Council could look at the reintroduction of more services which were successful prior to the Covid pandemic.

Councillor E. Penn stated that it was disappointing that the 89-B service at Llandough had been removed which made it more difficult for people to get to Llandough Hospital. Councillor Penn also highlighted the issue of bus timetables containing small print and were also sometimes a bit too high from the ground. In response, the Operational Manager stated that Council staff had been out to look at the accessibility of timetables and this would be looked at again. In terms of the 89-B service, this was similar to the Adventure Travel route for the 303 service and the timetabling had to be tweaked in order for the service to reach its final destination on time. As previously stated, the Council was working with First Cymru to look at those areas that missed out with the hope that some services could be reintroduced.

Councillor B. Brooks (Deputy Leader and Cabinet Member for Sustainable Places), with permission to speak, stated it was important to recognise that for the Barry Dock interchange, planning and funding for that was considered a long time before the Covid pandemic, which had impacted on bus services. The Council had worked hard at attracting services to use the interchange.

Subsequently, it was

## RECOMMENDED –

(1) T H A T the Environment and Regeneration Scrutiny Committee receives an update report in 6 months' time, which should also address some of the issues in relation to the Replacement Local Development Plan in terms of bus routes and the Council's plans for significant housing developments. The report to also cover the work being progressed by the Cardiff Capital Region City Deal and in relation to the regional partnership working across the local authorities, as well as updates in relation to the G1 Greenlinks bus service.

(2) T H A T from the perspective of equalities, for consideration to be given around the accessibility of bus timetables and whether that was something for the Council's Equalities Consultative Forum to be consulted upon. The outcome of any subsequent review to be included in the 6 month update report as per Recommendation (1) above.

(3) T H A T Recommendations (1) and (2) above be referred to Cabinet for information and consideration, and Cabinet be also advised of the Scrutiny Committee's suggestion for there to be further consideration around ways to connect homes and hospitals, and also to the issue of missing bus stops and bus interchanges / connections for Culverhouse Cross and Sycamore Cross. Cabinet to be also advised of the Committee's suggestion for a summer marketing campaign to be held, themed 'catching the bus'.

### Reasons for recommendations

(1) To provide an update report to the Scrutiny Committee in 6 months' time.

(2) Following comments made in relation to the height of some bus timetables which also contained text that was too small and difficult to read.

(3) To advice Cabinet of the views and suggestions of the Environment and Regeneration Scrutiny Committee.”

Attached as Appendix – Report to Environment and Regeneration Scrutiny Committee: 16<sup>th</sup> April, 2024

**THE VALE OF GLAMORGAN COUNCIL**

**REQUEST FOR 'CONSIDERATION OF MATTER' BY SCRUTINY COMMITTEE**

Name: Cllr Ewan Goodjohn

Ward: Cadoc

I request the consideration of a report on the following matter.

Subject: Bus Routes, Stops, and Shelters

Scrutiny Committee(s) Environment and Regeneration

I am not a member of the above Scrutiny Committee  
(\* Please delete as appropriate).

Reason(s) for request.

The recent cut to bus services from Cardiff Bus timetable changes.  
The threat of cuts to vital routes run in rural areas of the Vale.  
The current state of old bus shelters within Barry and the rural Vale.  
To protect vulnerable people during a cost of living crisis.

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Signed E.Goodjohn

Date 05/09/2023

**FORM TO BE RETURNED TO THE CHIEF EXECUTIVE**

Date received 5 September 2023

Chief Executive's Signature.....  


(Upon receipt in writing of the request, the request will then be forwarded by the Democratic and Scrutiny Services section to the appropriate Director(s) who will be required to prepare a report for consideration by the relevant Scrutiny Committee(s). A copy of the request will also be forwarded to the relevant Chair for information).

**THE VALE OF GLAMORGAN COUNCIL**

**REQUEST FOR 'CONSIDERATION OF MATTER' BY SCRUTINY  
COMMITTEE**

**Name: Cllr Samantha Campbell**

**Ward: Rhoose**

**I request the consideration of a report on the following matter.**

**Subject: The future and sustainability of the bus services in the Vale of Glamorgan.**

**Scrutiny Committee(s) Environment and Regeneration, Home and Safe Communities**

**I am / am not a member of the above Scrutiny Committee  
(\* Please delete as appropriate). - I am not a member of Environment and Regeneration but am a member of Home and Safe Communities.**

**Reason(s) for request.**

A recent meeting was held with Adventure Travel and local residents to discuss the future of the 304/303 bus services in the rural Vale. Adventure Travel told residents they would be potentially cutting services based on passenger numbers or changing the frequency to "improve their services". However, this has not been publicised. There has been a lot of conjecture about funding, the interchange, and what the Council funds and doesn't fund. We need to have an open public forum with officers, Councillors, bus companies, Welsh Ministers, and other stakeholders to discuss the future of the bus services in the Vale of Glamorgan. Currently there is zero accountability for Adventure Travel because they believe we have no other option in the Vale. We have another option regarding approaching TfW to ask for support in a new way forward to have control of this ourselves. We need to have a discussion with all stakeholders involved to find a resolution to move forward as information is being filtered through media and political channels rather than directly from the source.

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**Signed S. Campbell**

**Date 20<sup>th</sup> October 2023**

**FORM TO BE RETURNED TO THE CHIEF EXECUTIVE**

**Date received 20<sup>th</sup> Oct 23 at 15:55**

**Email from Chf Ex  
Chief Executive's Signature**

**(Upon receipt in writing of the request, the request will then be forwarded by the Democratic and Scrutiny Services section to the appropriate Director(s) who will be required to prepare a report for consideration by the relevant Scrutiny Committee(s). A copy of the request will also be forwarded to the relevant Chair for information).**



Meeting of:	<b>Environment and Regeneration Scrutiny Committee</b>
Date of Meeting:	<b>Tuesday, 16 April 2024</b>
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Local Bus Services in the Vale of Glamorgan
Purpose of Report:	To provide an overview of the past, present and future aspects of local bus services in the Vale of Glamorgan in response to Requests for Considerations received from Councillors S. Campbell and Ewan Goodjohn.
Report Owner:	Miles Punter, Director of Environment and Housing
Responsible Officer:	Kyle Phillips, Operational Manager Transport Services
Elected Member and Officer Consultation:	None.
Policy Framework:	The report comes under the remit of the Environment and Regeneration Scrutiny Committee.
<p>Executive Summary:</p> <ul style="list-style-type: none"> <li>• The report has been provided in response to two Requests for Consideration forms received from Councillor S. Campbell and Councillor Ewan Goodjohn.</li> <li>• The Request forms are included within the Agenda for the meeting scheduled for 16<sup>th</sup> April 2024.</li> <li>• The report provides a summary of the past historical aspects such as the deregulation of bus services under Transport Act 1985 and the role the Council has in supporting and monitoring the overall commercial network.</li> <li>• The report also provides a summary of current services provided and the recent regional tender exercise under Welsh Government's 'Bus Network Fund'.</li> <li>• Finally, the report provides information on future developments and plans of Welsh Government.</li> </ul>	

## **Recommendation**

1. That the Environment and Regeneration Scrutiny Committee considers the contents of the report.

## **Reason for Recommendation**

1. To enable the Environment and Regeneration Scrutiny Committee to consider local bus services in the Vale of Glamorgan.

## **1. Background**

- 1.1 Councillors S. Campbell and Ewan Goodjohn, both submitted Requests for Consideration forms in relation to bus services in the Vale of Glamorgan.
- 1.2 The Requests are closely aligned to each other and so a report has been produced to outline the Council's current position and future developments.
- 1.3 The report covers past legislative changes, a breakdown of the current situation in terms of routes operated across the Vale of Glamorgan and future plans of Welsh Government.

## **2. Key Issues for Consideration**

### **2.1 The PAST**

- 2.2 The deregulation of bus services in the U.K. outside of London was applied to local bus services in 1986 under the Transport Act 1985, which abolished 'Road Service Licensing' for local bus services and removed the public sector's role in setting service routes, frequencies and fares that allowed for the introduction of on-street competition for local bus services between operators.
- 2.3 Under the Transport Act 1985, Local Authorities were however given the power to support specific unprofitable services deemed socially necessary, although such services must be procured via an 'open tender' process, unless what is known as 'de minimis' arrangements with a specific service operator to revise an existing service schedule to provide the required service route/frequency can be applied at an agreed price between both parties.
- 2.4 This has been the situation to date, with Local Authorities such as the Vale of Glamorgan Council monitoring the overall commercial network being supplied by operators and then taking a decision on what it can provide in addition to improve the available network within budget.
- 2.5 Prior to Covid supported local bus services were provided using the Council's established budget for supported local bus services (£470,000) and the Bus Services Support Grant (£380,490), as well as some minor time limited provision using Section 106 funding for sustainable transport from new developments in an area. Indeed, Section 106 funding currently supports the Council run 'Greenlinks Community Transport' service.
- 2.6 The bus services that were supported through the Council established budget and BSSG were:

7 - Cardiff Bay, Llandough Hospital, Lower Penarth, Penarth Town Centre (Mon to Fri – daytime)

88 - Waterfront (Morrisons), Cadoxton, Bendrick, Sully, Cosmeston, Penarth Esplanade (Mon to Sat – daytime)

94 - Cadoxton, Coldbrook, Bendrick, Sully, Cosmeston, Penarth, Cogan, Penarth Road, Grangetown (Evenings)

96 - Barry Westend, Colcot, Golwg-y-Coed (Crematorium), Wenvoe, Culverhouse Cross (Port Road), Ely, Canton (Evenings)

100 - Coldbrook, Cadoxton, Barry Town Centre, Barry Island, Highlight Park (Port Road East), Cwm Talwg (Sunday)

303 - St Donat's, Marcross, Monknash, Broughton, Wick, St Bride's Major, Southerndown, Ogmored-by-Sea, Ogmored, Ewenny (Daily)

304 - Boverton, Eglwys Brewis, St Athan, East Aberthaw, Rhoose, Cardiff Airport, Barry, Dinas Powys, Llandough Hospital, Cardiff Bay (Mon to Sat Eve and Sun/BH)

305 (formerly 89a/b) - Murch, Eastbrook, Lower Penarth, Penarth Esplanade, Penarth Town Centre, Penarth Marina, Cardiff Bay (Mon to Sat – daytime)

320 - Pontyclun, Miskin, Hensol, Clawdd Coch, Pendoylan, Clawdd Coch, Gwerne-y-Steeple, Petereston-Super-Ely, St Bride's-Super-Ely, St Fagans, Fairwater (Mon to Sat – daytime)

321 - Pentre Cwrt, Vale Business Park (B4268), Llysworney (Penyrheol Terrace), Cowbridge, Aberthin, Maendy, Ystradowen, Brynsadler, Pontyclun (Mon to Sat – daytime)

B3 - Garden Suburb, The Knap (Lakeside), Barry Waterfront (Morrisons & Barry Dock Interchange), Barry Town Centre, Gibbonsdown, Cadoxton (Mon to Sat – daytime)

X2 - Colwinston (A48), Pentre Meyrick (A48), Cowbridge, St Hilary (A48), Bonvilston (A48), St Nicholas (A48), The Tumble (A48), Culverhouse Cross (A48), Cardiff Bay (Mon to Sat eve and Sun/BH)

- 2.7** As the Covid pandemic spread and lockdowns commenced across the country, local bus services were maintained with additional Welsh Government funding to ensure essential workers could continue to get to work, as well as help maintain the industry through this period. Without this financial assistance, many operators would no longer be in business today. It should also be noted that the wider population were advised not to use public transport for non-essential travel, which in turn has led to a very slow return to pre-pandemic patronage levels.
- 2.8** 'Bus Emergency Scheme' (BES): This was the scheme initially set up by the Welsh Government to maintain operators farebox revenues to pre-pandemic levels.
- 2.9** 'Bus Transition Fund' (BTF): As we have emerged from the pandemic, patronage has still not attained pre-pandemic levels and operators were having to consider widescale cuts to both commercial and supported service provision, especially as the Welsh Government had decided to end its BES funding in July 2023 and replace it with a less favourable scheme, the 'Bus Transition Fund' (BTF) for the remainder of the 2023-24 financial year only. This is why service changes were introduced around this time, including the loss of Service 88 (Barry – Penarth via

Bendrick and Sully) and Services 97/97A in Barry being replaced by Services B1/B2.

**2.10** With the knowledge that BTF was to end on 31st March 2024 and no further funding replacement announced, the S.E Wales regional authorities (including the Vale of Glamorgan Council) working with their local bus operators identified all services that were to be withdrawn without any more funding from Welsh Government, or indeed from each local authority. The cuts and reductions proposed by operators were considerable across the board and could have meant the further withdrawal of Services 7, 93, 100, 303, 304, 305, 320, 321, B1, B2, B3 and X2 in the Vale alone, in addition to reductions to remaining services.

**2.11** All Welsh local authorities agreed to tender all such services identified for withdrawal based on existing schedules and the Vale of Glamorgan Council was no exception tendering for the services identified above, including Service 88 that had been withdrawn following an end to BES funding, but excluded Service 7 which was tendered by Cardiff Council.

**2.12** The local bus service network throughout Wales was facing decimation at this stage.

### **2.13 THE PRESENT**

**2.14** Following the recent tenders by S.E Wales regional authorities and others throughout Wales, the Welsh Government announced at the last-minute new funding for 2024-25 going forward. This has been called the 'Bus Network Fund' (BNF). Working regionally, it has been determined that in addition to local authorities individual existing budgets for supported local services (i.e. £470k VoGC), the new BNF will cover all services tendered despite the significant increase prices received, as well as the other supported services not tendered at existing contract prices (i.e. Services 94/96 evenings and Service 905 in the Vale of Glamorgan).

**2.15** The Vale of Glamorgan Council tendered and is in the process of formerly awarding new Contracts for Services which came into effect this month:

- 88 - Waterfront (Morrisons & Barry Dock Interchange), Cadoxton, Bendrick, Sully, Cosmeston, Penarth Esplanade (Mon to Sat Daytime)
- 93 - Barry Waterfront (Morrisons), Cadoxton, Coldbrook, Dinas Powys, Penarth, Cogan, Penarth Road, Grangetown (Mon to Sat Daytime)
- 100 - Coldbrook, Cadoxton, Barry Town Centre, Barry Island, Highlight Park (Port Road East), Cwm Talwg (Sunday only)
- 303 - St Donat's, Marcross, Monknash, Broughton, Wick, St Bride's Major, Southerndown, Ogmored-by-Sea, Ogmored, Ewenny (Mon to Sun)
- 304 - Boverton, Eglwys Brewis, St Athan, East Aberthaw, Rhoose, Cardiff Airport, Barry, Dinas Powys, Llandough Hospital, Cardiff Bay (Mon to Sun)
- 305 - Murch, Eastbrook, Lower Penarth, Penarth Esplanade, Penarth Town Centre, Penarth Marina, Cardiff Bay (Mon to Sat Daytime)
- 320 - Pontyclun, Miskin, Hensol, Clawdd Coch, Pendoylan, Clawdd Coch, Gwerne-y-Steeple, Petereston-Super-Ely, St Bride's-Super-Ely, St Fagans, Fairwater (Mon to Sat Daytime)

321 - Pentre Cwrt, Vale Business Park (B4268), Llysworney (Penyrheol Terrace), Cowbridge, Aberthin, Maendy, Ystradowen, Brynsadler, Pontyclun (Mon to Sat Daytime)

B1 - Highlight Park, Colcot, Gibbonsdown, Barry Town Centre, Barry Waterfront (Morrisons, Asda), Barry Island (Mon to Sat Daytime)

B2 - Cwm Talwg, Colcot, Gibbonsdown, Barry Town Centre, Barry Waterfront (Morrisons) (Mon to Sat Daytime)

B3 - Garden Suburb, The Knap (Lakeside), Barry Waterfront (Morrisons & Barry Dock Interchange), Barry Town Centre, Gibbonsdown, Cadoxton (Mon to Sat Daytime)

X2 - Newton, Laleston, Bridgend, Colwinston (A48), Pentre Meyrick (A48), Cowbridge, St Hilary (A48), Bonvilston (A48), St Nicholas (A48), The Tumble (A48), Culverhouse Cross (A48), Cardiff Bay (Mon to Sun)

- 2.16** The existing 'de-minimis' contract for Service 94/96 (evenings) continues.
- 2.17** The contract for the Welsh Government supported Service 905 (Cardiff Airport Rail Link) continues for 2024-25, with provision for 2025-26 to be confirmed by WG later in the year (i.e. on an annual basis).
- 2.18** Service 7 was tendered by Cardiff Council, but it is now understood that Cardiff Council did not extend provision as it previously was through to the Vale (i.e. Llandough and Penarth); therefore, this service now only runs between Asda, Ferry Road, Cardiff Bay Retail Park and Cardiff City Centre. However, officers will be meeting with Cardiff Bus and Cardiff Council to look at ways the missing links can be re-introduced.
- 2.19** Service 93S (Grangetown to St Cyres) was also tendered by Cardiff Council and remains as it was.
- 2.20** The re-instated Service 88 (Barry – Penarth via Bendrick and Sully) will now also serve the new Barry Dock Interchange.
- 2.21** In addition, Services B1, B2 and 93 will provide the same level of service on Saturdays, as they do on weekdays, which will also mean they will run during Christmas week when Cardiff Bus normally applies Saturday timetables only.
- 2.22** The only commercial services that now operate in the Vale of Glamorgan are:
  - 92 - Penarth Town Centre, Cogan, Penarth Road, Grangetown (Daily – daytime and evening)
  - 94/94b - Cadoxton, Coldbrook, Bendrick, Sully, Cosmeston, Penarth, Cogan, Penarth Road, Grangetown. 94b: via Bessemer Road, Cardiff (Daily – daytime)
  - 96 - Barry Westend, Colcot, Golwg-y-Coed (Crematorium), Wenvoe, Culverhouse Cross (Port Road), Ely, Canton (Daily – daytime)
- 2.23** The additional funding provided by Welsh Government for the BNG across Wales was in the region of £39m and the VOGC has been successful in gaining approximately £2.01m of this, to keep services as they are today.
- 2.24** To put this into context if the £2.01m had not been made available then the Council budget and Bus Services Support Grant would have only able to pay for the X2 and 303 services, as an example.
- 2.25** It should also be noted that any reduction in Councils supported bus budgets will see a similar decrease in the amount of BNG that is allocated.

## 2.26 **The Future**

- 2.27 While the funding made available from Welsh Government has been more than welcomed to keep bus services as they are, there is currently no guaranteed funding past March 2025. This leaves us, once again, unsure of what our bus network will look like from April 2025.
- 2.28 In March 2024 Welsh Government launched their Roadmap to Bus Reform: [Our Roadmap to Bus Reform: Towards One Network, One Timetable, One Ticket \(gov.wales\)](https://gov.wales/our-roadmap-to-bus-reform-towards-one-network-one-timetable-one-ticket)
- 2.29 Welsh Government are aiming to improve bus services throughout Wales through its 'Bus Services (Wales) Bill' about making them:
- Easier to use** - with better real time information.
  - Accessible** - so everyone feels confident to use the bus.
  - Responsive** - taking passengers to where they want to go and when they want to go there.
  - Seamless** - connecting to rail, walking, cycling and road networks.
  - Faster** - with fewer delays and traffic jams.
  - Provide better value for money** - for passengers, bus companies and government.
  - Greener** - with low emission buses.
- 2.30 Some of the above are already being progressed, as operators and government are investing in 'greener' bus fleets and improving information about bus services (e.g. real time/electronic information at bus stops).
- 2.31 Working with Transport for Wales, the Council is also looking to provide a new '**Bus Service Guide**' for the Vale of Glamorgan.
- 2.32 The Welsh Government has also outlined its action plans to improve bus service provision through its 'Bus Services (Wales) Bill' by:
- Setting up '**Welsh Partnership Schemes**' to work with bus companies so communities have better bus services.
  - Setting up '**Welsh Franchising Schemes**' where a local authority can give bus companies the right to run some or all the bus services in an area.
  - **Set up and run their own bus service.**
  - **Sharing of information** that will enable local authorities to ask for information on bus routes so they can plan bus routes better. It'll also help provide better information to passengers.
- 2.33 In essence we are in the process of almost coming around full circle since the deregulation of local bus services in the mid-eighties, albeit still working with commercial operators to deliver services.
- 2.34 However, the timescales outlined on the reform document have the franchises rolling out between 2026 and 2028. It is therefore imperative that continued funding is made available for current services while this transition takes place.

### **3. How do proposals evidence the Five Ways of Working and contribute to our Well-being Objectives?**

- 3.1** Long-term: The supply of good quality public transport using supported local bus services to help plug gaps in the local commercial network will assist the Council's plans to locally address the Climate Change Emergency and realise a net-zero carbon future
- 3.2** Integration: The provision of supported local bus services integrates with the commercial network to help plug gaps in the local public transport network, enabling it to be more holistic for the wider community and its passenger transport requirements for access to services, employment, education, health facilities, shops and social events etc
- 3.3** Involvement: The provision of supported local bus services are required by many within the local community and visitors to the area. The timetables and routes of supported service provision is often the outcome of continued consideration of service requests and requirements proposed by users/potential users.
- 3.4** Collaboration: The provision of supported local bus services is often as a result of collaboration between the Council, Welsh Government and service operators/suppliers, especially when it comes to plugging gaps within commercial networks.
- 3.5** Understanding Root Causes of Issues and Prevention: Commercial service provision often leave gaps in service provision depending on area, day and or time of day, as the most profitable/viable areas/times are served leaving the non-profitable/non-viable areas/times void of service provision. The Council's ability to intervene and supply supported local bus services in such areas and/or on such days and times, but with regard to budget, prevents the exclusion of many from being connected to the wider community due to lack of service provision.

### **4. Climate Change and Nature Implications**

- 4.1** None as a direct result of this report.

### **5. Resources and Legal Considerations**

#### **Financial**

- 5.1** None as a direct result of this report.

#### **Employment**

- 5.2** None as a direct result of this report.

#### **Legal (Including Equalities)**

- 5.3** None as a direct result of this report.

## **6. Background Papers**

None