

Rhaglen Gyflawn



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

Cyfarfod

IS-FWRDD CYFLAWNI TRAFNIDIAETH

Dyddiad ac Amser

9.30 y.b., DYDD LLUN, 14EG MEDI, 2020

Lleoliad

Cyfarfod Rhithiol

Pwynt Cyswllt

Annes Sion

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(Dosbarthwyd Dydd Gwener 4 Medi 2020)

IS-FWRDD CYFLAWNI TRAFNIDIAETH

Aelodau a phleidlais

Y Cynghorwyr

Robert G Parry
Greg Robbins
Gareth Wyn Griffith
Brian Jones
David Bithell
Carolyn Thomas

Cyngor Sir Ynys Môn
Cyngor Bwrdeistref Sirol Conwy
Cyngor Gwynedd
Cyngor Sir Ddinbych
Cyngor Bwrdeistref Sirol Wrecsam
Cyngor Sir y Fflint

Aelod Cyswilt o'r Bwrdd Uchelgais Economaidd Gogledd Cymru

Cynghorydd Ian Roberts

Cyngor Sir y Fflint

Swyddogion yn bresennol

Emlyn Jones
Huw Percy
Geraint Edwards
Darren Williams
Stephen Jones
Dafydd Wyn Williams
Iwan Prys Jones

Iwan G. Evans
Dafydd L. Edwards

Cyngor Sir Ddinbych
Cyngor Sir Ynys Môn
Cyngor Bwrdeistref Sirol Conwy
Cyngor Bwrdeistref Sirol Wrecsam
Cyngor Sir y Fflint
Cyngor Gwynedd
Bwrdd Uchelgais Economaidd
Gogledd Cymru
Swyddog Monitro
Swyddog Adran 151

R H A G L E N

1. YMDDIHEURIADAU

I dderbyn unrhyw ymddiheuriadau am absenoldeb.

2. DATGAN BUDDIANT PERSONOL

I dderbyn unrhyw ddatganiad o fuddiant personol.

3. MATERION BRYS

I nodi unrhyw eitemau sydd yn fater brys ym marn y Cadeirydd fel y gellir eu hystyried.

4. COFNODION Y CYFARFOD BLAENOROL

4 - 7

I gadarnhau cofnodion cyfarfod o'r pwyllgor hwn a gynhaliwyd ar 17 Chwefror 2020.

5. DIWEDDARIAD AR GROWTH TRACK 360

Cyflwyniad gan Cyng. Louise Gritting a'r Cyng. Ian Roberts, Cadeirydd ac Is-Gadeirydd Growth Track 360

6. ADOLYGIAD BYSIAU RHANBARTHOL A DIWEDDARIAD BYSIAU

8 - 85

Diweddarau'r Aelodau ar y cynnydd gyda chynigion Llywodraeth Cymru i ddiw trefniadau llywodraethu bysiau a'r cynnydd â datblygu dull rhanbarthol gyda'r rhwy bysiau.

Eitem 4

IS FWRDD CYFLAWNI TRAFNIDIAETH 17.02.2020

Yn bresennol:

Aelodau â Phleidlais - Y Cynghorwyr:- Robert G Parry (Cyngor Ynys Môn), Greg Robbins (Cyngor Bwrdeistrefol Sirol Conwy), Gareth Wyn Griffith (Cyngor Gwynedd), Brian Jones (Cyngor Sir Ddinbych) a Carolyn Thomas (Cyngor Sir y Fflint)

Swyddogion yn bresennol – Huw Percy (Cyngor Ynys Môn), Emlyn Jones (Cyngor Sir Ddinbych), Stephen Jones (Cyngor Sir y Fflint), Dafydd Wyn Williams (Cyngor Gwynedd), Iwan G Evans (Swyddog Monitro – Awdurdod Arweiniol), Peter Davies () ac Annes Sion (cofnodion – Awdurdod Arweiniol)

1. ETHOL IS-GADEIRYDD

Er nad yw'n rhan o'r protocol fod gofyn i Gadeirydd / Is Gadeirydd fod o'r Gorllewin a'r Dwyrain cytunwyd ar yr egwyddor hwn felly bu i'r Cyng. Robert Parry (Ynys Môn ei ethol yn Is-Gadeirydd.

2. YMDDIHEURIADAU

Nodwyd ymddiheuriadau gan Darren Williams (Cyngor Bwrdeistref Sirol Wrecsam)

3. DATGAN BUDDIANT PERSONOL

Derbyniwyd datganiad o fuddiant gan Cyng. David Bithell - gan ei fod yn gweithio i Network Rail.

4. MATERION BRYD

Ni dderbyniwyd unrhyw fater bryd i'w drafod.

5. COFNODION

Derbyniwyd y cofnodion o'r cyfarfod blaenorol a gynhaliwyd ar y 2 Rhagfyr 2019 fel rhai cywir.

6. TRENAU

Cyflwyniad gan Ioan Jenkins, Cyfarwyddwr Datblygu Trafnidiaeth Cymru – Gwasanaeth Rheilffyrdd.

TRAFODAETH

Derbyniwyd cyflwyniad gan Trafnidiaeth i Gymru a oedd yn nodi'r cynlluniau am y flwyddyn i dod. Pwysleisiwyd y bydd cynnydd mewn perfformiad, amserlenni gwell a mwy o drenau.

Sylwadau'n codi o'r drafodaeth

- Nodwyd fod angen i rhwydwaith bysus a trenau i weithio gyda'i gilydd. Amlygwyd y strwythur o ran Trafnidiaeth Cymru.
- Pwysleisiwyd yr angen i fod yn cyfathrebu yn well yn benodol gyda'r cyhoedd. Ymhelaethwyd gan nodi nad oedd newidiadau i'r amserlenni wedi ei amlygu i'r cyhoedd. Trafodwyd y newidiadau i'r amserlenni gan nodi fod Trafnidiaeth Cymru yn gobeithio y bydd addasiadau i'r amserlen yn cael ei wneud y flwyddyn nesaf ac fod trafodaethau ar y mater yn cael ei gynnal ar hyn o bryd.
- Trafodwyd teithio o'r gogledd i Gaerdydd gan nodi ei fod yn un o deithiau craidd y gwasanaeth. Nodwyd fod y daith gyflym newydd yn golygu nad yw pob gorsaf y gogledd yn rhan o'r gwasanaeth ond ei fod yn stopio yn llawer o'r gorsafoedd dros y ffin. Holwyd os oes modd edrych ar hyn unwaith eto gan fod lleihau amser ddim yn mynd i olygu peidio stopio mewn lleoliadau ar hyd y gogledd.
- Holwyd am rhifau cyswllt er mwyn cysylltu a staff Trafnidiaeth Cymru – cytunwyd i anfon y wybodaeth at yr aelodau yn dilyn y cyfarfod.
- Pwysleisiwyd pwysigrwydd creu ticedi integredig ar gyfer trafndiaeth.
- Gofynnwyd am ddiweddariad erbyn cyfarfod 18 Mai ar y materion amserlennu.

7. TEITHIO LLESIOL

Cyflwynwyd yr adroddiad gan Stephen Jones – Cyngor Sir y Fflint.

PENDERFYNIAD

Bu i'r Is-Fwrdd gydnabod gofynion sydd wedi'u gosod gan Lywodraeth Cymru.

TRAFODAETH

Cyflwynwyd yr adroddiad gan nodi fod Deddf Teithio Llesol (Cymru) 2013 wedi ei wneud yn ofynnol i bob awdurdod lleol yng Nghymru gynhyrchu mapiau teithiau llesol. Datblygwyd mapiau integredig a cyhoeddwyd y mapiau yn 2017. Nodwyd fod gofynion pellach o fewn y ddeddf i ddiweddarau y mapiau ac i gyflwyno adroddiad blynyddol.

Mynegwyd fod Canllawiau Darparu a Dylunio wedi ei addasu gan Lywodraeth Cymru ac mae cyfarfod i drafod hyn yn Llandudno. Ychwanegwyd fod angen uwchraddio y mapiau ac fod hyfforddiant am gael ei gynnal ar yr ymgynghoriaeth. Nodwyd o ganlyniad i hyn fod posibilrwydd i dyddiad Mai 2020 wedi cael ei ymestyn i Chwefror 2021. Mynegwyd fod cyllid i greu a ymgynghori wedi cael ei ddarparu gan y llywodraeth ond nid yw'r Llywodraeth wedi cyhoeddi faint o gyllid a gaiff ei glustnodi ar gyfer creu y set nesaf o fapiau.

Sylwadau'n codi o'r drafodaeth

- Nodwyd nad oes unrhyw arian ar gael ar gyfer penodi staff er mwyn creu y mapiau yma, a pwysleisiwyd y buasai 10-15% o'r arian yn gallu cael ei ddefnyddio ar gyfer swyddi. Mynegwyd fod angen codi hyn a Llywodraeth Cymru.

8. DIWEDDARIAD AR Y BIL BYSIAU (Cymru) A'R ADOYLGIAID BYSIAU RHANBARTHOL

Cyflwynwyd yr adroddiad gan Stephen Jones – Cyngor Sir y Fflint.

PENDERFYNWYD

Nodwyd y diweddariad a cytunwyd i drafod y mater ymhellach yn yr Is-Fwrdd yn y dyfodol.

TRAFODAETH

Cyflwynwyd yr adroddiad gan nodi fod yr adroddiad yn diweddarar yr Is-Grŵp ar y cynnydd gyda'r Bill Bysiau yn ogystal a diweddariad ar gynnydd gyda'r gwaith datblygu rhwydwaith bysiau rhanbarthol. Mynegwyd o ran y Bil Bysiau yn dilyn y cyhoeddiad ac yr ymgynghoriad ar y bil fod rhai agweddau wedi cael eu tynnu allan bellach. Amlygwyd na fydd tacsis cherbydau hurio preifat yn ymddangos ar y bill terfynol. Yn ychwanegol at hyn mynegwyd fod cynigion i adolygu deddfwriaeth Cyd-Awdurdodau Trafnidiaeth wedi'i tynnu o'r drafft terfynol, ac maent wedi'u hymgorffori yn y Papur Gwyn Llywodraeth Leol ac Etholiadau. Nodwyd yn ogystal, fod adolygu'r newid oed yn y cynllun Tocynnau Ratach wedi'u tynnu o'r bil hefyd.

O ran y gwaith Datblygu Rhwydwaith Bysiau Rhanbarthol nodwyd yr angen i adeiladu ar wersi a ddysgwyd o awdurdodau y rhanbarth. Ychwanegwyd fod adolygiad cynhwysfawr wedi ei wneud gan Cyngor Sir Fflint a Chyngor Gwynedd sydd yn amlygu beth sydd ei angen. Mynegwyd fod trafodaethau wedi dechrau ar y gwaith yma a amlygwyd yr elfennau sydd i'w gweld yn y cynllun gwaith cychwynol. Pwysleisiwyd y bydd diweddariad ar y maes wrth i'r gwaith barhau.

Sylwadau'n codi o'r drafodaeth

- Trafodwyd Cyd-Awdurdodau Trafnidiaeth gan nodi fod y model mae'r Llywodraeth yn awyddus i'w gael yn wahanol a dim yn rhwydd.
- O ran y Bil Bysiau nodwyd fod angen mwy o eglurhad gan y Llywodraeth. Yn ogystal nodwyd fod angen edrych ar pa beilot a lwydodd a sut mae modd ei wneud yn llwyddiannus.

9. ADRODDIAD AR 'FANNAU GWEFRU'

Cyflwynwyd gan Dafydd Wyn Williams – Cyngor Gwynedd

PENDERFYNIAD

Yn amodol ar adnabod adnoddau comisiynu astudiaeth i asesu opsiynau rhanbarthol i osod, cynnal a rholi mannau gwefru.

TRAFODAETH

Cyflwynwyd yr adroddiad gan nodi fod llawer o alw i fod yn fwy caredig gyda'r amgylchedd. Rhagwelir cynnydd sylweddol yn y nifer o gerbydau trydan ar ffydd ac o ganlyniad bydd angen mwy o fannau gwefru. Ychwanegwyd fod pob awdurdod ar draws y rhanbarth yn gweithredu mewn ffyrdd gwahanol. Amlygwyd yn yr Alban fod un cynllun i'w gweld ar draws y wlad ac ei fod wedi ei syml i'w ddeall.

Holwyd gan y bydd mwy o bwysau ar awdurdodau a oes modd i weithio ar y cyd ac i gomisiynau darn o waith i asesu opsiynau rhanbarthol a beth fuasai'r buddion o wneud hyn.

Sylwadau'n codi o'r drafodaeth

- Nodwyd y prif bwynt yw fod y rhanbarth yn gweithio gyda'i gilydd ac fod modd sicrhau fod y mannau gwefru yn syml ar gyfer defnyddiwr.
- Mynegwyd fod £2filiwn ar gael gan Llywodraeth Cymru ond fod uchafswm ar gyfer pob awdurdod. Ychwanegwyd y bydd angen edych ar sut i ariannu hyn a gweld os y buasai'r model rhanbarthol yn fodel ar gyfer gweddill Cymru.

- Gofynnwyd am ddiweddariad yn y cyfarfod nesaf ar ddefnydd y pwyntiau gwefru ar hyn o bryd.

10. HYDROGEN – TANWYDD I'R DYFODOL.

Cyflwynwyd yr adroddiad gan Stephen Jones – Cyngor Sir Fflint.

PENDERFYNIAD

Nodwyd a derbyniwyd yr adroddiad.

TRAFODAETH

Cyflwynwyd yr adroddiad gan nodi fod yr adroddiad yn roi diweddariad ar y gwaith o ddatblygu cynigion am hwb hydrogen ynghyd a chyfle i edrych ar y dull o brynu cerbydau hydrogen ar y cyd fel rhan o wasanaethau fflyd Awdurdodau Lleol.

Mynegwyd fod astudiaethau wedi bod yn rhoi cyfleodd i gynlluniau peilot gael ei cynnal ar draws y rhanbarth. Amlinellwyd y canlyniadau yn y tri cynllun peilot. Ym Marc Diwydiannol Glannau Dyfrdwy amlygwyd y buasai modd defnyddio cerbydau hydrogen ond fod problem wedi codi nad yw'r cerbydau yn cynnwys bws deulawr. Amlygwyd fod defnydd i'r cerbydau yng Nghaerdybi yn bosib ar tri o'r pedwar taith leol a wnaethpwyd eu defnyddio fel rhan o'r cynllun peilot. O ran cynllun Peilot rhwydwaith Sherpa, mynegwyd nad oedd yn ymateb i'r gofynion oherwydd natur y ffyrdd ac y buasai derbyn cyflenwad o hydrogen yn broblem i'r ardal. Mynegwyd fod cynllun pellach wedi ei gomisiynu yn Mharc Diwydiannol Glannau Dyfrdwy gan fod angen mwy o waith.

Nodwyd fod y defnydd o danwydd hydrogen yn well ar gyfer cerbydau mawr. Ychwanegwyd yr angen i fod yn gwneud gwaith rhanbarthol.

Dechreuodd y cyfarfod am 9:30am a daeth i ben am 11:25pm.



north wales economic ambition board
bwrdd uchelgais economaidd gogledd cymru

ADRODDIAD I'R IS-GRŴP CYFLAWNI TRAFNIDIAETH

DYDDIAD: 14 Medi 2020

Teitl: *Adolygiad Bysiau Rhanbarthol a Diweddariad Bysiau*

Awdur: Iwan Prys Jones - Rheolwr Rhaglen, Bwrdd Uchelgais Economaidd Gogledd Cymru

1. Pwrpas yr Adroddiad

Diweddarau'r Aelodau ar y cynnydd gyda chynigion Llywodraeth Cymru i ddiwygio'r trefniadau llywodraethu bysiau a'r cynnydd â datblygu dull rhanbarthol gyda'r rhwydwaith bysiau.

Yn ogystal, bydd yr adroddiad yn rhoi diweddariad cyffredinol i'r aelodau ar faterion eraill a adroddwyd mewn cyfarfodydd diweddar.

2. Y Penderfyniad a Geisir

Gwahoddir yr Aelodau i nodi'r diweddariad a'r cynigion ar gyfer y camau nesaf.

3. Rhesymau i gefnogi'r angen am benderfyniad

Mae'r adroddiad er gwybodaeth yn bennaf, i hysbysu'r aelodau am ddatblygiadau mewn perthynas â threfniadau llywodraethu a chyllido gwasanaethau bws ers yr adroddiad diwethaf a gwaith pellach sydd wedi'i gynllunio ar wasanaethau bws yng ngogledd Cymru.

Nid oes angen penderfyniad ffurfiol o ganlyniad i'r adroddiad.

4. Cefndir ac Ystyriaethau Perthnasol

Mae'r adroddiad yn ystyried tri mater cysylltiedig

- Diweddariad ar gynnydd yn sgil cyhoeddi cynigion Llywodraeth Cymru ar gyfer diwygio'r trefniadau rheoli ar gyfer rhwydweithiau bws.

- Diweddariad ar y cynnydd gyda'r gwaith o ddatblygu Strategaeth Bysiau Rhanbarthol i'r Gogledd yn dilyn gwaith a gomisiynwyd gan y Bwrdd Uchelgais
- Diweddariad ar y gwaith a wnaed gan Arup ar ran Trafnidiaeth Cymru ar ddatblygu gweledigaeth a strategaeth bysiau ar gyfer Metro Gogledd Cymru

Bysiau a Diwygio Trafnidiaeth Strategol

Bydd aelodau'n cofio'r adroddiad yn y cyfarfod diwethaf oedd yn egluro safbwynt cyfredol Llywodraeth Cymru mewn perthynas â'r Bil Bysiau a'i gynigion i ddeddfwriaethu i sicrhau gwell trefniadau rheoli ar gyfer y rhwydwaith bysiau yng Nghymru. Ers hynny, mae'r pandemig Covid wedi cael effaith ddwfn ar y defnydd a wneir o fysiau ac ar y rhwydwaith ac erbyn hyn, Llywodraeth Cymru yw ariannwr dominyddol y diwydiant bysiau, gyda niferoedd defnyddwyr ac incwm o'r blwch ffioedd wedi disbyddu'n sylweddol o ganlyniad i'r galw is am gludiant.

Yn ei hanfod, mae'r sector cyhoeddus yn cyfrannu oddeutu £220 miliwn tuag at gostau'r diwydiant bysiau bob blwyddyn, gan gynnwys costau cludiant ysgol a choleg. Daw oddeutu £90 miliwn ychwanegol o incwm y blwch ffioedd. O ganlyniad i'r pandemig, mae niferoedd defnyddwyr bysiau wedi cwmpo oddeutu 90%, ac er bod rhai arwyddion o adferiad, bydd yn cymryd cryn amser hyd nes y bydd adferiad ac mae'n debygol mai isel fydd y defnydd a wneir o fysiau am gyfnod sylweddol. Ar hyn o bryd, felly, mae'r arian gan Lywodraeth Cymru, yn ei hanfod, yn ariannu'r gwasanaethau cyfredol.

Yn ogystal, ystyrir bod y trefniadau rheoli ar gyfer y rhwydweithiau bws yn gymhleth. Mae'r mwyafrif o gaffael gwasanaeth yn cael ei wneud gan y 22 awdurdod lleol, gyda chyllid yn cael ei ddarparu o gymysgedd o gyllid craidd a ffrydiau cyllid penodol. Mae'r cymhlethdod hwn, sydd wedi datblygu dros gyfnod o 30 mlynedd, yn ddyrys ac nid yw o reidrwydd yn cefnogi diwygio rhwydweithiau i gyflawni blaenoriaethau allweddol y llywodraeth. Mae'r argyfwng Covid wedi tynnu sylw at ddiffyg gwytnwch y trefniadau a'r capasiti cyfredol ac at y gwendidau cynhenid eraill yn y system.

I gefnogi'r diwydiant mewn cyfnod cythryblus a lle mae gostyngiad wedi bod yn y galw, mae LIC wedi cyfeirio'r cyllid sy'n cael ei ddarparu i weithredwyr fel arfer, e.e. ad-dalu tocynnau mantais, neu BSSG, i un gronfa argyfwng.

Mae'r cynigion a gyflwynwyd gan LIC yn ddiweddar yn ceisio datrys y ddau fater hyn.

Yn gyntaf, defnyddio'r arian sy'n cefnogi'r diwydiant ar hyn o bryd i newid y dull o reoli'r system bysiau ar draws Cymru. Gallai'r dull ariannu diwygiedig hwn sicrhau'r buddion a geisir o'r ddeddfwriaeth sydd wedi'i hoedi.

Yn ail, mae eu cynigion yn darparu ar gyfer un dull rheoli ar gyfer cyflawni rhwydwaith integredig. Mewn gwirionedd, gwneir hyn er mwyn defnyddio Trafnidiaeth Cymru fel y prif gorff cyflawni a chaffael ar gyfer y system bysiau, gan drosglwyddo'r rolau o Awdurdodau Lleol, ac yn gyfnewid, bod yr ALL yn dod yn rhan "berchnogion" ar Drafnidiaeth Cymru. Byddai'r Gweinidog a Chynghorwyr yn gweithredu fel cyd-reolwyr ar Drafnidiaeth Cymru, gyda'r ALL yn chwarae eu rhan drwy'r CJC sy'n cael eu cynnig yn y ddeddfwriaeth Llywodraeth Leol sydd ar y gorwel.

Mae tri nod cyffredinol i'r cynigion

- a. Creu rhwydwaith bysiau wedi'i dylunio, sydd wedi'i chydlynu'n well drwy un corff rheoli
- b. Sicrhau bod modd i'r sector cyhoeddus ddefnyddio'r arian a ddarperir i weithredu lefel briodol o reolaeth dros reolaeth y rhwydwaith
- c. Datblygu strategaeth ariannu hirdymor fel bod y rhwydwaith bysiau yn cefnogi'r economi ac uchelgeisiau ehangach Llywodraeth Cymru.

Mae'r cynigion hyn wrthi'n cael eu trafod gyda chynrychiolwyr awdurdod lleol, y diwydiant bysiau ac eraill sy'n ystyried y dull a'r cynigion. Tynnwyd sylw at sawl maes sy'n peri pryder, gan gynnwys effaith bosib y cynigion ar staff yr awdurdod lleol, pryderon am gynnwys costau cludiant ysgol yn y gronfa ariannu, pryderon nad yw mesurau lleihau tagfeydd a gwelliannau dibynadwyedd wedi'u hadlewyrchu'n gywir yn y cynigion a bod trafodaethau am drefniadau llywodraethu rhanbarthol yn y dyfodol a sefydlu Cyd-bwyllgorau Corfforaethol heb gael eu datrys hyd yma.

Mae'r newidiadau sy'n cael eu cynnig yn yr adolygiad yn arwyddocaol. Gallai'r trafodaethau dros y misoedd nesaf arwain at ariannu a threfniadau rheoli amgen ar gyfer rhwydweithiau bysiau. Gallai'r effeithiau fod yn arwyddocaol ar gyfer staffio a threfniadau ariannu. Bydd adroddiadau pellach a chyfleoedd i drafod ar gael i Aelodau wrth i ragor o fanylion ddod i law.

Datblygu Rhwydwaith Bysiau Rhanbarthol

Mae cyflwyniadau wedi'u darparu i Aelodau eisoes ynghylch y potensial i ddatblygu dulliau a rhwydwaith bysiau strategol rhanbarthol. Ers y cyfarfod diwethaf, mae ymgynghoriaeth Busman wedi'i gwblhau ac mae adroddiad terfynol ar gael.

Mae'r gwaith a wnaed yn cynnwys yr hyn a ganlyn

- Adolygiad o Gynllun Rhwydwaith Bysiau Rhanbarthol 2014 ac ymyraethau ar gyfer bysiau sydd wedi'u cynnwys yng Nghynllun Trafnidiaeth Rhanbarthol 2015.
- Adolygiad o'r rhwydwaith cyfredol (cyn Covid 19) gydag asesiad o ba lwybrau sy'n fasnachol (yn gyfan gwbl neu'n rhannol) a pha rai sy'n cael eu tendro. Mae hyn yn cynnwys asesiad o fylchau yn y ddarpariaeth.
- Categorioidio gwasanaethau yn: -
 - Strategol - gwasanaethau pellter hwy yn cysylltu canolfannau sy'n bwysig yn rhanbarthol
 - Craidd - Gwasanaethau sy'n cysylltu canolfannau lleol arwyddocaol
 - Lleol - Gwasanaethau sy'n cysylltu cymunedau â'u canolfan leol
 - Tref - Gwasanaethau sy'n gweithredu o fewn ardal tref, yn cysylltu ardaloedd preswyl, addysg a chyflogaeth
 - Arall - Gwasanaethau sydd â galw isel ond sy'n bodloni anghenion hygyrchedd.
- Adnabod llwybrau / ardaloedd ar gyfer partneriaethau ansawdd a rhaglen weithredu arfaethedig.
- Ardaloedd posib ar gyfer gwelliannau isadeiledd, yn enwedig mewn hybiau terfynfeydd a chyfnewidfeydd.
- Mae rhai cynigion cychwynnol yn cael eu datblygu ar gyfer gwella amserlennu.
- Adolygiad o fentrau cyfredol a pheilotiaid ar gyfer datrysiadau trafndiaeth amgen ac sy'n ymateb i alw, yn y rhanbarth.

Mae'r adroddiad wedi'i gylchredeg fel atodiad i'r adroddiad er gwybodaeth.

Pan gafodd ei gomisiynu'n wreiddiol, rhagwelwyd y byddai ail wedd o'r gwaith yn cael ei wneud, i ddatblygu cynllun gweithredu ac i ddod i gytundeb â gweithredwyr bysiau a Llywodraeth Cymru dros opsiynau ariannu a datblygu.

Yn sgil y datblygiadau diweddar sydd wedi'u hamlygu yn rhan gyntaf yr adroddiad, mae ail elfen y gwaith a gynlluniwyd wedi'i oedi am y tro er mwyn rhoi cyfle i drafodaethau ynghylch rheolaeth y rhwydwaith a'r trefniadau llywodraethu ddod i ben.

Metro a Rhwydwaith Bysiau Gogledd Cymru

Bu i'r adroddiad i gyfarfod diwethaf y grŵp dynnu sylw at y ffaith y penodwyd Arup gan Drafnidiaeth Cymru i ddatblygu adroddiad ar Integreiddio Bysiau fel rhan o'r gwaith o ddatblygu Metro Gogledd Cymru. Bellach, mae'r adroddiad cam gyntaf wedi'i gwblhau a bydd y canfyddiadau allweddol yn cael eu cyflwyno i Aelodau yn y cyfarfod. Atodir copi o'r adroddiad cryno er gwybodaeth.

Mae'r adroddiad yn cadarnhau y bydd diwygiad ehangach o'r trefniadau llywodraethu ac ariannu ar gyfer bysiau yn alluogwr allweddol ar gyfer trawsffurfio'r rhwydweithiau bysiau, fel y gellir gwella'r siwrne i deithwyr, ac yn bwysig iawn, ar gyfer y rhai nad ydynt yn defnyddio'r bus ar hyn o bryd.

Yn ogystal, mae'n nodi nifer o ymyraethau cysylltiedig y dylid eu datblygu i gefnogi datblygiad y rhwydwaith. Mae'r rhain yn debyg i'r rhai y tynnir sylw atynt yn yr adroddiad a baratowyd gan Ymgynghoriaeth Busman, felly mae cynigion Arup yn adeiladu ar y gwaith a wnaed hyd yma.

Y camau nesaf arfaethedig yw datblygu asesiad manwl o anghenion cludiant presennol ac yn y dyfodol a mynd ati i ddyfeisio cynigion manwl o welliannau i'r rhwydwaith. Yn olaf, bydd cynllun cyflawni'n cael ei baratoi er gweithrediad, a rhagwelir y bydd y gwaith yn cael ei gwblhau yn y Gwanwyn 2021.

Bydd cydweithwyr o Drafnidiaeth Cymru ac Arup yn bresennol yn y cyfarfod i roi diweddariad ar eu canfyddiadau manwl hyd yma.

5. Goblygiadau Ariannol

Nid oes unrhyw oblygiadau ariannol penodol o'r adroddiad hwn; yn bennaf, mae'n rhoi gwybodaeth am waith sydd ar y gweill ar hyn o bryd ac ar effaith bosib y newidiadau arfaethedig i'r drefn llywodraethu ac ariannu.

Mae'n ddigon posib y bydd effeithiau'r cynigion hyn, wedi iddynt gael eu mabwysiadu, yn cael effeithiau ariannol arwyddocaol; fodd bynnag, tynnir sylw at y rhain mewn adroddiadau diweddaru yn y dyfodol neu yn ystod yr ymgynghoriad y dylid ei gynnal cyn gweithredu.

6. Goblygiadau Cyfreithiol

Ni chyfyd unrhyw oblygiadau cyfreithiol penodol o'r adroddiad hwn. Bydd newidiadau arfaethedig Llywodraeth Cymru i ariannu a llywodraethu yn cael effeithiau arwyddocaol, ond cynhelir ymgynghoriad penodol a bydd gan Aelodau gyfle i wneud sylwadau yn ystod y cyfnodau ymgynghori gofynnol.

7. Goblygiadau Staffio

Ni chyfyd unrhyw oblygiadau staffio penodol ar y cam hwn - mae'r adroddiad yn rhoi diweddariadau ar y gwaith sydd ar y gweill ar hyn o bryd.

8. Effaith ar Gydraddoldeb

Ni chyfyd unrhyw oblygiadau cydraddoldeb penodol ar y cam hwn - mae'r adroddiad yn rhoi diweddariadau ar y gwaith sydd ar y gweill ar hyn o bryd. Cynhelir ymgynghoriad manwl ar unrhyw adroddiadau lle bydd effeithiau'n bosib yn ystod y broses ymgynghori briodol.

9. Ymgynghoriadau a gynhaliwyd

Nid oes angen unrhyw ymgynghori penodol ar y cam hwn - mae'r adroddiad yn rhoi diweddariadau ar y gwaith sydd ar y gweill ar hyn o bryd. Cynhelir ymgynghoriad manwl ar unrhyw adroddiadau lle bydd effeithiau'n bosib yn ystod y broses ymgynghori briodol.

YMATEB Y SWYDDOGION STATUDOL:

- i. Swyddog Monitro - corff atebol:**

Tra'n nodi nad oes oblygiadau cyfreithiol uniongyrchol yn deillio o'r adroddiad, mi fydd angen mewnbwn cyfreithiol pan fydd cynigion Llywodraeth cymru yn derfynnol ac yn ystod y broses ymgynghori. Gan fod yr adroddiad er gwybodaeth yn unig, nid oes unrhyw sylwadau pellach o ochr priodoldeb.

ii. Pennaeth Cyllid - corff atebol:

Mae'r adroddiad diweddar yma er gwybodaeth yn bennaf ac mae'n nodi nad oes unrhyw oblygiadau ariannol penodol yn codi. Cyflwynir sylwadau pellach i gyfarfod (cydbwyllgor) Bwrdd Uchelgais Economaidd Gogledd Cymru os / pryd bydd yr Is-grŵp Cyflenwi Trafnidiaeth yn gofyn am adnoddau ychwanegol i gyflawni'r materion hyn.

The 2020 North Wales Regional Bus Strategy

The Background

A written statement from the Welsh Government Transport Minister, dated 24th July 2019, confirmed an agreement with the North Wales Economic Ambition Board (NWEAB) for them to develop a Strategic Bus Network for North Wales and associated projects.

The BusMan Transport Consultancy, supported by Transport Cymru Consultancy, were appointed by Gwynedd Council on behalf of the NWEAB to produce a North Wales Regional Bus Strategy, in response to a tender advertised through Sell4Wales.

The Brief

- **Review the Bus and Community Transport Network Strategy 2015** in the light of changes since 2015 and revise the Action Plan to take account of current issues
- **Develop proposals for a Regional Strategic Bus Network**, including identification of:
 - strategic corridors
 - local networks
 - key hubs and modal change points
- **Produce an Action Plan for the roll-out of Quality Partnerships**, negotiating potential solutions with operators and other partners
- Consider potential solutions to the lack of operators in **rural areas** and propose **alternative solutions**
- Provide technical support for a programme to deliver **low/zero carbon** public transport networks and solutions as part of the NWEAB smart energy programme

The Work Plan

Review Strategy	Regional Strategic Bus Network	Quality Partnerships	Rural Solutions	Low Carbon Solutions
Read 2015 Strategy	Meet stakeholders: Bus Operators Local Authorities Transport for Wales NWEAB Welsh Govt		Assess extent of problem	Identify options
		Create Priority List from Operator/L A feedback	Report on possible solutions	Liaise with operators
Produce 2020 Strategy	Develop stakeholder involvement	Produce Quality Partnership template	Workshop: Local Authorities Community reps Taxi/CT Operators	Link introduction to Quality Partnership development
Produce revised Work Programme for consultation	Develop Strategic Network based on hierarchy of services	Select pilot schemes		
		Implement	Pilot each solution to assess impact	

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Review and Analysis

1. Documents

A number of policy documents for public transport in North Wales have been produced over the past ten years:

The Taith Regional Transport Plan

was produced by the Taith Regional Transport Consortium for the period 2010-2015. It was replaced by North Wales Local Transport Plan 2015:

The North Wales Local Transport Plan 2015

was produced by the six North Wales Local Authorities for the period 2015-2020. It drew on the work in the Taith Regional Transport Plan 2010–2015, but superseded it.

The Bus and Community Transport Network Strategy 2015

was produced by the six North Wales Local Authorities for the period 2015-2020. It was a sub-document of the North Wales Local Transport Plan 2015.
(It is sometimes referred to as the 2013 Regional Bus Strategy)

The Bus Services (Wales) Bill 2020

was produced by the Welsh Government for 2020 onward. It sets out new arrangements for overseeing the Welsh bus network but its enactment has been delayed by the Covid-19 pandemic.

The National Transport Plan (Wales)

is currently being produced by the Welsh Government. It will deal with all transport issues in Wales, including rail and trunk road network matters.

The new 2020 North Wales Regional Bus Strategy will:

- replace the Bus and Community Transport Network Strategy 2015
- form a complimentary document to the new National Transport Plan (Wales)
- draw on the relevant work of the three existing policy documents

a) The North Wales Local Transport Plan 2015

This policy document was originally intended to be relevant until March 2020, but will remain valid for a further year, until 2021 and needs to be reflected in the 2020 North Wales Regional Bus Strategy. The North Wales Local Transport Plan 2015 aimed to identify issues and opportunities for all modes of transport (including buses) but focused on issues within the remit of local authorities. Its vision was:

The North Wales Local Authorities aim to remove barriers to economic growth, prosperity and well-being by delivering safe, sustainable, affordable and effective transport networks.

The following issues identified by the Plan have particular relevance to the development of the new 2020 North Wales Regional Bus Strategy:

- The lack of viable and affordable alternatives to the car to access key employment sites and other services
- Benefits and minimised impacts on the environment, encouraging sustainable travel
- Integration with strategic public transport services

Schemes designed to deliver these interventions were specified in a five year programme of work, 2015-2020, as well as medium and longer term schemes for the period 2020 – 2030.

Full details of all the schemes can be found in the North Wales Local Transport Plan 2015, but those five year programmes relevant to the new 2020 North Wales Regional Bus Strategy are listed in the following table, which summarises the varying levels of progress made with these schemes.

Progress of North Wales Local Transport Plan 2015 Schemes (2015-2020)

Scheme	Local Authority	Progress Made
Integrated Ticketing	All areas	Little progress. Bus/rail scheme halted when Arriva withdrew from rail franchise renewal
Abergele Park and Ride	Conwy	Not implemented
Abergele Town Centre Network Resilience improvements	Conwy	Not implemented
Colwyn Bay Station Interchange improvements	Conwy	Not implemented
Connections to Borderlands Railway Line	Flintshire & Wrexham	Some limited progress in relation to Deeside
Wrexham North – new strategic transport hub	Wrexham	Not implemented
Improved access to Ruabon Station	Wrexham	Some infrastructure work carried out but issues with lack of parking control
Improved access to Gwersyllt Station	Wrexham	Not implemented
Public transport infrastructure improvements	All areas	Some basic work on shelters but few major schemes
Quality Bus Corridors	All areas	Work on-going on Chester – Rhyl corridor.
Bus priority enhancements Penrhynside	Conwy	Not implemented
Sustainable access to Wrexham Industrial Estate	Wrexham	
Vale of Clwyd Sustainable Transport Package	Denbighshire	No bus related work

The medium and longer term bus related schemes (2020–2030) in the North Wales Local Transport Plan 2015 were:

- Bus priority improvements in Kinmel Bay
- Llandudno Junction Station
- Vale of Clwyd Sustainable Transport Package (continuation)

Junction layout modifications and traffic light phasing changes implemented in 2019/20 as part of an active travel package has resulted in a significant improvement to the flow of bus services along the Kimmel Bay corridor

The 2020 North Wales Regional Bus Strategy needs to evaluate the schemes in these lists and consider the inclusion of those that are still relevant.

b) Bus and Community Transport Network Strategy 2015

The six North Wales Local Authorities produced this document in 2013. It is a sub document of the North Wales Local Transport Plan 2015. Below are the Objectives, Key Issues and elements of the Strategy and Action Plan from the document.

i) Objectives

The objectives were based on the aspirations of the Welsh Government and of the North Wales Local Authorities:

- Supporting economic growth
- Improving access to employment health, education and other services
- Supporting rural communities
- Improving the quality of life
- Improving connectivity and increasing transport accessibility

Seven years on, in 2020, awareness of the implications of not responding to the climate emergency has grown. The objectives of the new 2020 North Wales Regional Bus Strategy must take account of the recognition that carbon reduction has become the primary, overarching aim, with a number of challenging targets to be met.

The objectives of the Bus and Community Transport Network Strategy 2015 must now be delivered within a framework that significantly reduces carbon emissions. This means that, within overall transport policy, the 2020 North Wales Regional Bus Strategy must take on a much greater importance, given the role that the bus can play in the new carbon reduction agenda.

ii) Key Issues

The Key Issues for buses include gaps in provision, as well as opportunities for buses, such as Demand Responsive Transport and Community Transport.

Over the last seven years, there have been changes to the bus network and to the demography of the region, so this analysis needs to be reviewed and revised. For example, the section on ticketing needs to be re-written in the light of the technological advances that have been made in this field and the new opportunities now available.

iii) Strategy and Action Plan

This includes:

- Bus network coverage
- Vehicles
- Infrastructure
- Bus network performance
- Stakeholder engagement

These elements are still relevant, and form the basis of the 2020 North Wales Regional Bus Strategy:

- A thorough analysis of the current **bus network** has been undertaken.
- The **vehicle specification** in 2020, while still including the need for “*good quality vehicles.....with modern and comfortable interiors*”, also has to reflect the commitment made by Welsh Government to move to a zero carbon bus fleet very quickly. The 2020 North Wales Regional Bus Strategy sets out a programme of investment to meet this target in conjunction with operators.
- The cuts to expenditure experienced through the period of austerity in the UK since 2008, means that much of the **bus infrastructure** installed, using government grants available from 1996, is now in poor repair and needs to be replaced. The 2020 North Wales Regional Bus Strategy sets out an infrastructure standard for the bus network in North Wales and a proposed mechanism for ensuring it is provided and then maintained in good condition.
- If public funds are to be invested in the bus network, it is essential that the bus services delivered are reliable, punctual and meet agreed quality standards. **Performance monitoring** needs to be introduced with Key Performance Indicators, targets and publicly available results. This performance monitoring should be applied to service operation, and infrastructure and information provision. The 2020 North Wales Regional Bus Strategy sets out in detail how this monitoring should operate and how **stakeholders** will be involved.

c) Bus Services (Wales) Bill 2020

The Bus Services (Wales) Bill 2020 sets out new arrangements for overseeing the Welsh bus network. The purpose of the Bill is to:

provide Local Authorities with an improved range of tools to use in the planning and delivery of local bus services in their areas

The new tools are:

- Welsh Partnership Schemes:
Local Authorities and bus companies will be able to agree:
 - routes, times and frequencies
 - what facilities should be provided in buses (*eg. Wi-fi*)
 - ticket prices and types
 - how to provide information
 - investment in infrastructure
 - traffic management measures
- Welsh Franchising Schemes:
Local Authorities will be allowed to set up franchising schemes where bus companies get exclusive rights to run designated bus services on set routes
- Local Authority Bus Services
Local Authorities will be able to operate their own buses on scheduled local bus services

The implications of these potential changes on the governance of bus services constitute a material change to the background of the Bus and Community Transport Network Strategy 2015 and are considered in the 2020 North Wales Regional Bus Strategy.

2. Consultation

In order to understand the views and aspirations of stakeholders a series of consultation meetings were held with key individuals and organisations.

Local Authorities

Meetings have been held with local authority public transport officers collectively and individually. This has enabled an understanding of the bus related work that is being carried out currently and has assisted in the categorisation of bus services (see below).

Bus Operators: Arriva

Meetings have been held with the Managing Director of Arriva in North Wales and his senior operational team. He is very keen to work with the public sector to develop bus services and has been open in sharing commercial information. As an outcome of the meetings, Arriva identified their key services, with optimum frequencies and potential infrastructure improvements to improve reliability and patronage, outlined. This work is summarised in the blue table on the next page.

General improvements identified by Arriva for implementation on all services were:

- control of parking at bus stops
- improved information provision

Arriva also identified some potential new initiatives:

Potential for growth: 41A Wrexham – Pentre Gwyn – Marchwiel

Potential new service: X3 Mold – Chester Express

(The TrawsCymru Review 2019 identified this service as part of a potential new Corwen – Ruthin – Mold – Chester service, connecting at Corwen with TrawsCymru services to Machynlleth, Aberystwyth and Barmouth, and largely provided out of existing resources. This is discussed below in more detail)

The information obtained from Arriva has been of significant value in developing an Infrastructure Investment Programme and a Quality Partnership Implementation Plan.

Consultation with other operators

Similar discussions with the other commercial operators in the region were planned, but the Covid-19 lock-down was implemented before these meetings could take place.

Meetings with other Organisations

Regular meetings have taken place with Officers from Transport for Wales and the North Wales Economic Ambition Board, with the purpose of understanding how bus policy was developing in Wales and avoiding duplication of work.

Detailed work on developing the 2020 North Wales Regional Bus Strategy has followed these meetings.

Arriva Key Services

Service		Frequency (Mon-Fri)	Infrastructure Work/Issue
1	Wrexham - Chester	12 minutes	Bus lanes Chester Business Park
2/2A	Wrexham - Oswestry	15 minutes	
4	Bangor - Holyhead	30 minutes	Traffic issues between Anglesey & the mainland (also relevant to services 53 – 58 and 62)
4	Mold – Chester	30 minutes	Bus lanes/priority Saltney Parking control Buckley Cross
X4	Mold - Chester	30 minutes	Bus lanes Chester Business Park Parking control Buckley Cross
5	Caernarfon-Bangor-Llandudno	15 minutes	Traffic congestion Ysbyty Gwynedd & Penrhos Schools Traffic light priority Llandudno Delays at A55 roundabouts.
5	Wrexham - Llangollen	30 minutes	Parking control Ruabon Interchange Terminal arrangements Llangollen
10	Chester – Connahs Quay/Flint	15 minutes	Bus priority/bus lanes Deeside & Flint
11	Chester-Flint-Holywell-Rhyl	30 minutes	Bus priority/bus lanes Deeside & Flint Improvements Holywell Bus station Parking control Ffynnongroew Traffic light priority Prestatyn Bus Station
12	Rhyl-Colwyn Bay-Llandudno	12 minutes	Bus priority Colwyn Bay, including improved access to Station for interchange Traffic light priority Abergele-Llandudno
13	Prestatyn - Llandudno	40 minutes	Traffic light priority Abergele-Llandudno
14/15	Conwy-Llandudno-Colwyn Bay-Llysfaen	30 minutes	Bus priority Colwyn Bay, including improved access to Station for interchange Traffic light priority Colwyn Bay-Llandudno
27	Mold-Wrexham	60 minutes	Parking control & enforcement Caergwrle & Leeswood
35/36	Rhyl-Dyserth-Prestatyn	30 minutes	Traffic light priority Prestatyn Bus Station
51	Rhyl–Denbigh	20 minutes	Traffic light priority St. Asaph–Trefnant Parking control St. Asaph
53-58	Bangor – Beaumaris	40 minutes	Bus stop arrangements in Menai Bridge Parking control & enforcement Menai Bridge & Beaumaris
62	Bangor–Amlwch	30 minutes	Bus stop arrangements Menai Bridge & Amlwch

3. The Current Regional Bus Network

a) Categorisation of Services

All existing local bus services in Wales have been categorised using the service types defined below:

	Function is to connect:	Linked with/connecting to:
Strategic	Regionally important centres: Longer distance services	Core and Local Services at high quality hubs
Core	Significant local centres A key element of the regional bus network	Strategic and Local Services at high quality hubs
Local	Communities to their local centre With sufficient demand to justify use of conventional vehicles	Strategic and Core Services at high quality hubs for longer journeys
Town/City	Residential, educational and employment areas with the town/city centre	Strategic, Local and Core Services at high quality hubs for longer journeys
Other	Services with low demand but meeting basic accessibility needs Operated by DRT, taxis, community transport or other unconventional modes Includes a sub-group of services predominantly aimed at the tourist market	

These categories define the function of the service and do not reflect it's importance. For example, Strategic Services are not more important than Local Services and should not be given any priority in funding allocation.

The categories allocated have been reviewed with local authority officers and information added relating to days of operation, frequency and funding mechanism.

The blue tables which follow (*pages 11-17*) contain the key information about the categorisation of services in North Wales.

(Further information about each service is attached as a separate document)

A North Wales standard of vehicle could be agreed appropriate to each category of service.

This analysis highlights gaps in service provision and the requirement for revenue support, and further analysis of each issue follows the tables below.

**b) Key information about the categorisation of services in North Wales:
Strategic, Core, Local, Town, Other**

NB.

- *These tables are not complete. It is difficult to obtain details of pre-Covid timetables*
- Codes: C=Commercial service T=Tendered service D=Service receiving de-minimis payment

Strategic Services

Service Number	Description	C/T/D	Evenings Frequency/ No. of trips	Sundays Frequency/ No. of trips
X1	Ruthin – Mold - Chester	T	-	-
11	Rhyl – Holywell – Shotton - Chester	C/D	2 journeys	Every 2 hrs
12	Rhyl – Colwyn Bay - Llandudno	C	40 minutes	20 minutes
13	Prestatyn - Llandudno	C/D	4 journeys	Hourly
51	Rhyl – St. Asaph - Denbigh	C/D/T	7 journeys	Hourly
T3	Wrexham – Llangollen – Dolgellau - Barmouth	D/T	1 journey	5 journeys
4	Mold - Chester	C/D	Hourly	30 minutes
X4	Mold - Chester	C	-	-
27	Mold - Wrexham	C	-	-
1	Wrexham - Chester	C	30 minutes	30 minutes
T12	Wrexham – Oswestry – Newtown - Machynlleth	T	-	-
4	Holyhead – Llangefni - Bangor	C/D	Hourly	Every 2 hrs
62	Amlwch - Bangor	C/D	Every 2 hrs	Every 2 hrs
1	Caernarfon - Porthmadoc	C/T	-	✓
1A/B/R	Caernarfon – Porthmadoc - Blaenau	C/D	-	✓
1S	Caernarfon – Blaenau (Sundays)	T	-	✓
5	Llandudno - Bangor	C/D	Hourly	Every 30
12	Pwllheli - Caernarfon	C/T	-	✓
T2	Aberystwyth - Bangor	C/T	2 journeys	4 journeys
X19	Blaenau - Llandudno	C/D	-	4 journeys

Core Services

Service Number	Description	C/T/D	Evenings Frequency/ No. of trips	Sundays Frequency/ No. of trips
53 - 58	Bangor - Beaumaris	C/D	4 journeys	Every 2 hrs
X43	Bangor - Talwrn	D	-	-
32	Amlwch - Llangefni	T	-	-
45	Llangefni - Aberffraw	T	-	-
25	Holyhead - Aberffraw	T	-	-
42/42A	Bangor - Llangefni	T	-	2 journeys
61	Holyhead - Amlwch	C/D	-	-
1F	Caernarfon - Groeslon	D	-	-
1N	Caernarfon - Nantlle	D/T	-	-
2/2G	Caernarfon - Barmouth	T	-	✓
3	Pwllheli - Porthmadog	C	-	-
3B	Pwllheli - Blaenau	T	3 journeys	-
6B	Bangor - Llanrwst	T	-	-
8	Nefyn - Pwllheli	T	-	✓
17/17B	Pwllheli - Aberaeron	T	-	-
18	Pwllheli - Abersoch	T	-	✓
28	Towyn - Dolgellau	D	-	-
28/X29	Machynlleth - Dolgellau	D/T	-	✓
30	Tywyn - Dolgellau	T	-	-
35	Dolgellau - Blaenau	C/T	-	-
38	Dolgellau – Oakley Arms	C	-	-
39	Porthmadog - Barmouth	C	-	-
67	Bangor - Gerlan	C/T	1 journey	✓
76	Bangor - Bethesda	T	-	-
83	Caernarfon - Dinorwig	D	-	✓
85/86	Bangor - Llanberis	D	-	✓
88	Llanberis - Caernarfon	D/T	-	✓
91	Caernarfon – Dinas Dinlle	T	-	-
X28/29	Tywyn - Aberystwyth	C	-	-
14/15	Llysfaen – Llandudno/Conwy	C	-	-
19	Llanrwst - Llandudno	C/D/T	2 journeys	6 journeys
1/2	Ruthin - Mold	T	-	-

Core Services continued				
5	Wrexham - Llangollen	C/D	3 journeys	Every 2 hrs
14	Denbigh - Mold	T	-	-
55/X5	Ruthin – Corwen – Llangollen – Wrexham	T	-	-
X51	Rhyl – Denbigh – Ruthin - Wrexham	C/D/T	2 journeys	4 journeys
5	Mold – Ellesmere Port	T	-	-
10	Connah's Quay - Chester	C	Hourly	30 minutes
28	Mold - Flint	C	-	-
D1	Flint – Deeside Industrial Park	T	Hourly	Hourly
D2	Connah's Quay – Deeside Industrial Park	T	-	-
D3	Flint – Deeside Industrial Park	T	-	-
2/2A	Wrexham - Oswestry	C	Hourly	Hourly
2C	Wrexham – Cefn Mawr	C	-	-
3	Wrexham - Penycae	C	-	-
4	Wrexham - Rhosllanerchrugog	C	-	-
5	Wrexham - Chester	C	-	-
11	Wrexham - Minera	C	-	Hourly
12	Wrexham - Brymbo	C	-	Hourly
14	Wrexham - Brymbo	C	-	-
21	Wrexham - Summerhill	C	-	-
33	Wrexham - Llay	C	-	Hourly
41A	Wrexham – Wrexham Industrial Estate	C	-	-
41B	Wrexham – HMP Berwyn	T	-	Hourly
146	Wrexham - Whitchurch	T	-	-

Local Services

Service Number	Description	C/T/D	Evenings Frequency/ No. of trips	Sundays Frequency/ No. of trips
31	Amlwch – Capel Parc	T	-	-
23	Holyhead - Rhoscolyn	T	-	-
50	Llangefni - Beaumaris	T	-	-
51	Llangefni - Moelfre	T	-	-
54	Llangefni - Llangaffo	T	-	-
55	Llangefni - Llanbedrgoch	T	-	-
63	Bangor – Llanerch-y-Medd	T	1 journey	-
60	Amlwch - Carreglefn	C/D	-	-
8/8B	Pwllheli - Tudweiliog	C/T	-	-
14	Pwllheli - Trefor	T	-	-
27	Pwllheli – Llithfaen - Nefyn	T	-	-
33/36/533	Machynlleth - Dolgellau	T	-	-
34	Machynlleth - Aberllefenni	C/T	-	-
T36	Machynlleth – Dinas Mawddwy	T	-	-
21	Abergele – Colwyn Bay	T	-	-
24	Llandudno – Colwyn Bay	T	-	-
25/X25	Llandudno - Eglwysbach	T	-	-
27	Conwy – Tan Lan	C	-	-
42	Llanrwst - Llangernyw	T	-	-
43	Abergele - Llangernyw	T	-	-
68	Llanrwst – Local Villages	T	-	-
70	Llanrwst - Corwen	T	-	-
71	Corwen - Denbigh	T	-	-
71A	Denbigh - Llansannan	T	-	-
75	Llandudno - Llanfairfechan	T	-	-
18	Rhyl - Flint	D	-	-
19	Rhyl - Flint	D	-	-
35/36	Rhyl – Dyserth - Prestatyn	C/D	2 journeys	Every 2 hrs
45/46	Rhyl – Ysbyty Glan Clwyd	T	-	-
54	Trefnant – St. Asaph Business Park	T	-	-
64	Llanarmon D.C. - Llangollen	T	-	-
Local Services continued				

66	Denbigh – Henllan	T	-	-
172	Ruthin - Derwen	T	-	-
76	Ruthin - Denbigh	T	1 journey	4 journeys
176	Ruthin - Bryneglwys	T	-	-
191	Llangollen – Melin-y-Wig	T	-	-
95	Bryneglwys - Llandegla	T	-	-
6	Mold - Pantymwyn	T	-	-
8	Mold – Sealand Manor	T	-	-
9	Connah’s Quay – Broughton Retail Park	T	-	-
14A	Caerwys - Holywell	T	-	-
23	Holywell - Greenfield	D	-	-
61/2	Higher Kinnerton - Chester	T	-	-
126	Mold - Holywell	D	-	-
DB4	Deeside Industrial Park - Chester	C	-	-
17	Wrexham - Moss	C	-	-
34	Wrexham - Trevallyn	T	-	-
42F	Wrexham – Rhos-y-Madoc	T	-	-
45F	Wrexham - Bettisfield	T	-	-
T22	Wrexham – Pentre Bach	T	-	-
T23	Wrexham - Adenbury	T	-	-

Town Services

Service Number	Description	C/T/D	Evenings Frequency/ No. of trips	Sundays Frequency/ No. of trips
36	Llangefni local	T	-	-
48	Llangefni local	T	-	-
24/24A	Holyhead local	C/D	3 journeys	-
21/22	Holyhead local	T	-	-
9C	Bangor - Tesco	C	-	✓
23/23A	Pwllheli local	T	-	-
29	Towyn local	T	-	-
33A	Dolgellau local	T	-	-
37	Blaenau local	T	-	✓
75	Maesgeirchen – Bangor – Plas Menai	C	-	-
78/78A	Maesgeirchen - Bangor	C/T	-	-
79	Bangor – Ysbyty Glan Clwyd – Parc Menai	C	-	-
92/93	Caernarfon local	D	-	-
99	Porthmadoc – Borth-y-Guest	T	-	-
23	Tan Lan – Colwyn Bay – Colwyn Heights	T	-	-
26	Llandudno local	T	-	-
47	Rhyl – Highfield Park	T	-	-
173	Ruthin local	T	-	-
83/84/85	Rhyl locals	C/D/T	-	30 minutes
16	Saltney - Chester	C	2 journeys	30 minutes
22	Pen-y-Maes – Holywell - Holway	T	-	-
7	Wrexham – Caia Park	C	-	-
8	Wrexham – Caia Park	C	-	-
35	Wrexham – Plas Goulbourne	C	-	-
TL1	Wrexham - Borrás	T	-	-

Other Services

Service Number	Description	C/T/D	Evenings Frequency/ No. of trips	Sundays Frequency/ No. of trips
52	Llanrhuuddlad - Llangefni	T	-	-
1M	Maestryfan – Rhos Isa	T	-	-
5A	Bangor – Caernarfon - Nazareth	T	-	-
68	Bala - Glanrafon	T	-	-
69/70	Bala local	T	-	-
99A	Porthmadog - Croesor	T	-	-
99B	Porthmadog - Rhyd	T	-	-
40	Dyserth - Rhyl	T	-	-
66	Denbigh - Llanefydd	T	-	-
140	Bodfari - Rhyl	T	-	-
198	Llangollen - Pedol	T	-	-
811	Leasowe – Deeside Industrial Park - Broughton	T	-	-
CT1	Caergwrle - Broughton	T	-	-
CT3	Northop Hall – Connahs Quay	T	-	-
LT1	Holywell – Rhes-y-Cae	T	-	-
LT2	Holywell - Caerwys	T	-	-
LT3	Holywell - Greenfield	T	-	-
LT4	Buckley Town Service	T	-	-
LT5	Buckley - Penyffordd	T	-	-
LT6	Penyffordd – Broughton Retail Park	T	-	-
LT7	Mold – Treuddyn - Hope	T	-	-
PC1	Southsea – Llay Industrial Estate	C	-	-
PC2	Gatewen – Llay Industrial Estate	C	-	-

Snowdon Sherpa

Service Number	Description	C/T/D	Evenings Frequency/ No. of trips	Sundays Frequency/ No. of trips
S1	Llanberis – Pen y Pass	T	-	Irreg(min hrly)
S2	Llanberis - Llanrwst	T	-	Hourly
S4	Caernarfon - Beddgelert	T	-	2 journeys
S97	Porthmadog - Beddgelert	T	-	2 journeys

TrawsCymru Services

Included in the Strategic services are a number of TrawsCymru services.

TrawsCymru is a network of long distance bus services covering the whole of Wales. It is a combination of tendered and commercial services, provided by a number of operators but with a common branding. The origin of TrawsCymru is the Traws Cambria Bangor – Cardiff service which was introduced in 1979. This was partly an attempt to improve connectivity between north and south Wales. As devolution gave greater powers to Wales and the strategic focus on the needs of Wales developed, the potential for an expanded network of long distance bus services was highlighted. In 2008, the Welsh Government's Transport Strategy 'Connecting Wales' promised expansion of the Traws Cambria network.

Subsequent developments and investment, together with a re-branding in 2011 as TrawsCymru, have led to the current operation of 10 main services and 4 TrawsCymru Connect services. The TrawsCymru services operating in North Wales are:

T2	Bangor – Aberystwyth	These two services connect in Dolgellau
T3	Wrexham – Barmouth	
T12	Wrexham – Newtown – Machynlleth	Connects with T2 at Machynlleth

One of the main criteria applied to potential TrawsCymru services is that they should supplement, rather than duplicate, the rail network, so that they form part of a single long distance network. In the North Wales region, there are significant areas which are not part of this long distance public transport network.

As part of the TrawsCymru Review 2019, carried out for Welsh Government by The BusMan Transport Consultancy, the University of Southampton produced a Demand Prediction Model for analysing the potential demand for new TrawsCymru services. This suggested there was a case for converting some existing bus services into TrawsCymru routes. Those proposed were:

T15 Rhyl – St. Asaph – Denbigh – Ruthin – Wrexham.

This is currently the Arriva X51 service which has been suspended east of Denbigh due to the Lockdown. Its future post-pandemic is uncertain giving an opportunity for the proposal to be implemented. Connections would be made with the rail network at Rhyl and Wrexham.

T16 Corwen – Ruthin – Mold – Chester

This service would combine 2 existing tendered routes using the same resources but connecting with the T3 at Corwen and linking parts of Denbighshire and Flintshire to Chester and the rail network.

The introduction of these services needs to be considered in implementing the North Wales Bus Strategy.

c) Gaps in Service Provision

Whilst the current pattern of services (pre-Covid-19) provides a reasonably comprehensive network, linking most towns and villages, there are undoubtedly unmet needs, particularly in the Deeside area, along the northern coastal strip and in deep rural areas.

These unmet needs are difficult to quantify, due to the lack of information from non-bus users, who either do not travel or who currently undertake journeys by other means, for a variety of reasons which could include:

- no suitable bus service being available at all
- no suitable bus service at the specific times required
- much slower journey times by bus
- bus service cancellations and delays, especially with no information available
- quality of bus provision seen as a poor alternative to the private car
(*eg. vehicles, waiting facilities, journey time*)
- unwillingness to use public transport

Many bus services in North Wales only operate in the daytime, Monday – Saturday. From analysing the current network, one of the main issues that stands out relates to the complete lack of evening and Sunday services on many routes, and very infrequent services on other routes. Even some routes classed in this report as strategic are devoid of any evening and/or Sunday services, and others have a very infrequent service. The evening and Sunday services which do exist are mainly funded through Local Authority contracts or de-minimis arrangements with the operator of the day-time service.

(The services operating evenings and/or Sundays are specified in the Tables pages 11-17)

The lack of early morning, evening and Sunday services causes problems for those who work or need to travel outside core hours. Links to employment sites, at times to suit shift patterns (particularly early morning and evenings) are a barrier to increasing the number of travel to work bus journeys, especially where facilities are not on a frequently served bus corridor or are outside the central area of a town.

It is hoped that the North Wales Transport Model, currently being developed for TfW, will provide valuable data that will not only assist in testing the effects of service enhancements on current routes and infrastructure improvements, but also identify opportunities for new services to facilitate a modal shift from car to bus for commuting.

d) Revenue Support Requirement

The bus network is dependent on funding from local and national government. A small minority of services are entirely commercial and even these receive public funding through Bus Services Support Grant (BSSG) and concessionary fares reimbursement. The maintenance of a comprehensive bus network in North Wales is therefore dependent on significant levels of subsidy.

As quantified in the Table below, out of 178 bus services operating in the region, 144 require some degree of revenue support (excluding Bus Services Support Grant or concessionary fares reimbursement which are provided for every bus service). To maintain a bus network at the current level will therefore require a significant amount of public sector funding.

Service Category	Wholly Commercial	De-Minimis/Tendered (part or whole)
Strategic	4	16
Core	18**	37
Local	3	48
Town	7	18
Other	2	21
Sherpa	0	4
Total	34	144

***many of these services are in Wrexham and are commercial because the evening tendered service has been withdrawn due to local authority cuts*

From information received from local authority officers, the current expenditure (pre-pandemic) is shown in the table below. (Figures for local authority contract payments include their BSSG allocation). To continue to operate a similar network of services will require a significant uplift in budgets, not only to bring about improvements in quality and frequency, but to offset the significant drop in passenger numbers due to the Covid-19 pandemic. The medium and long term effect of this crisis is currently difficult to calculate but it is likely to reduce further the number of commercial services.

Particularly in rural areas, tendered local bus services carry school and college students who are entitled to free transport. A financial re-charge is made from the Education Department budget, which helps to fund the local bus service. Without this support, the cost of the service could not be maintained. In some cases, commercial services are also supported in this way. Separation of the planning of local bus services from the provision of home to school transport would make this joint funding harder to coordinate.

	Rev support inc Ed re-charge	Com BSSG	Concess Fares	Total
Anglesey	£998,238		£920,435	£1,918,673
Gwynedd	£2,674,335		£1,688,992	£4,363,327
Conwy	£780,640		£2,890,303	£3,670,943
Denbigh	£877,000		£1,837,758	£2,714,758
Flintshire	£		£	£
Wreccsam	£		£	£
Sub total	£		£	£
North Wales		£		£
			Total Public Support	£

(Awaiting data from Flintshire & Wreccsam)

In addition to these figures, payments have been made to allow free travel on weekends on TrawsCymru services.

The question about whether public sector funding at this level justifies greater public sector involvement in the planning, management and operation of the network needs to be addressed. This is thought to be one of the primary reasons why The Buses (Wales) Bill 2020 was introduced.

e) Challenges in Rural Areas

The provision of bus services in deep rural areas is a particular challenge which requires detailed analysis.

Local authorities are currently responsible under section 63 of the 1986 Transport Act for funding and organising the provision of socially necessary, but non-commercial, bus services. In carrying out this role in rural areas, local authorities are currently faced with a number of challenges.

i) Lack of Operators

In North Wales, authorities have become concerned that the number of operators tendering for these services is steadily reducing, to a point where some operators are in a near monopoly position and are able to obtain very high prices for contracts.

For example, in Denbighshire it is becoming increasingly difficult to obtain sufficient vehicles from commercial operators for tenders at a price that enables operation within the budget that is available. The main reason for this is an on-going reduction in the number of operators in the County, particularly in the south.

Recent experience is that less than two bids on average are received for every tender in South Denbighshire. The 18 'big bus' contracts are currently carried out by only two operators. The growth of GHA Coaches led to them taking over a number of small companies. The subsequent demise of GHA has led to a gap in the market which has not been filled, allowing the few remaining operators to increase their prices.

The additional loss of Padarn Bus and Express Motors who provided a large number of services in North West Wales has also had a significant effect on operator capacity to provide services, particularly in Gwynedd and Anglesey.

The consequences of the Covid-19 lock-down could make this problem worse if operators do not survive the resulting loss of income and commercial services are de-registered because of the impact of social distancing.

ii) Price

There is concern that the lack of competition allows operators to increase their prices and make monopoly profits. Academic research has found that contract prices for tendered bus services do fall as the number of operators bidding goes up.

(‘Tendered bus services in London’, Toner (2001); Paper in ‘Research in Transport Economics’, J. Aarhaug and others (2018))

Contract prices in North Wales have increased by more than the rate of inflation, as the number of operators tendering has reduced. The lack of competition also means that the prices received cannot be tested for value for money.

iii) Quality

Quality issues have been experienced, with regular examples of vehicles breaking down, running late or not meeting contract conditions. The lack of alternative operators makes it difficult to enforce quality standards.

iv) Falling Demand

Many local bus services in deep rural areas have experienced falling demand in recent years, leading to a reduction in services in response to the lack of funding available. The continued operation of services carrying very few passengers is difficult for local authorities to justify but, for the people who do rely on them, they are a lifeline, especially in enhancing quality of life for older people:-

Growing awareness of the climate emergency and the need to reduce private car use could act as a stimulus to demand, if ways of providing a sustainable service could be found. On the other hand, increased working from home, which could continue beyond the Covid-19 pandemic restrictions, could further reduce demand.

v) Reducing Budgets

The years of austerity since 2008 have resulted in significant cuts in local authority budgets. This has led to the reduction or withdrawal of non-statutory services. Local authorities have a legal obligation to consider the social needs of communities in relation to the provision of bus services, but there is no quantified requirement for services to be provided. Bus service support has therefore been reduced or terminated in almost every County in North Wales.

Wrexham, for example, provide no revenue funding for bus services, but rely solely on their allocation of BSSG for supporting a small number of bus services.

2020 Strategy

The above review and analysis of services across the North Wales region indicates the following actions as both desirable and urgent:

- A programme for the introduction of Quality Bus Partnerships, including optimum frequencies, infrastructure investment and key interchanges with other modes and other levels of bus service
- Estimate the amount of revenue support required across North Wales to maintain the current network
- Identify gaps in service and propose interventions
- A programme of infrastructure work to maximise the potential of the network
- Identify where unconventional services have been introduced and analyse their effectiveness
- A programme, linked to the introduction of Quality Partnerships, to move to a zero carbon bus fleet

1. Management and Funding/ Quality Partnerships

Although the Buses (Wales) Bill 2020 proposes providing local authorities with an improved range of tools to use in the planning and delivery of local bus services (*page 7*), its progress beyond publication into Law has been stalled by the Covid-19 restrictions. It seems unlikely now that it will become Law before the Welsh Government elections planned for 2021, which means it will be dependent on a new elected body for its enactment.

Given the urgent need to improve the performance of the regional bus network (and the potentially serious consequences of Covid-19 on the bus network), it makes sense to use existing legislation, rather than to wait for what might transpire in the future.

A programme of Quality Partnerships is therefore proposed.

The following programme is focused on services which are predominantly commercial and which are categorised as Strategic.

(How Quality Partnership principles can be applied to tendered services, to maintain quality levels and monitor performance, is covered on pages 36-37 below)

a) Quality Partnership for Strategic Services: Partner Responsibilities

For each Partnership, Partners will agree:

- Optimum frequency of services
- Infrastructure investment schemes, including bus priority measures
- Key interchange points where the strategic service connects with long distance (rail or TrawsCymru) services and other categories of bus service.

Discussions on a legal agreement for a Quality Partnership in Flintshire are at an advanced stage. It is envisaged that this would become a template agreement, which could cover all Quality Partnerships in the region. Within that legal agreement, the following principles should be applied in relation to the responsibilities of the Partners.

Quality Partnership for Strategic Services: Partner Responsibilities**Regional Transport Authority/Local Authority Responsibilities**

- Sign Service Level Agreement for provision of bus stop information and infrastructure, to agreed North Wales Standard
- Develop and implement agreed bus priority schemes specific to each corridor partnership
- Develop and maintain interchanges and stops to agreed North Wales Standard
- Attend Quarterly Service Delivery Group meetings to deal with road works, bus priority, parking enforcement etc. (*meetings to include representatives of Local Authority Highways departments and The North & Mid Wales Trunk Road Agency*)
- Produce performance information on: Revenue, Patronage and Reliability

Bus Operator Responsibilities

- Agree the timetable to be operated
- Agree to make no timetable changes without discussion at Quarterly Service Delivery Group meeting
- Provide vehicles and operate services to a standard as specified in the Partnership Agreement
- Accept penalty/rewards scheme in connection with operational performance (*payment of an element of the Bus Services Support Grant could be linked to operational performance*)
- Attend Quarterly Service Delivery Group meetings

Welsh Government/Transport for Wales Responsibilities

- Provide funding for programme of infrastructure improvement
- Fund Service Level Agreements for maintenance of infrastructure, with a guarantee of funding for the 5 years of each QP Agreement
- Fund Service Level Agreement for provision of information with a guarantee of funding for the 5 years of each QP Agreement

b) Quality Partnership for Strategic Services: The Programme

It is recommended that Quality Partnerships are implemented over a four year programme. Partnerships would cover a five year period, so Year 1 partnerships would be re-negotiated in Year 5, and so on.

Year 1

Service Number	Route Description
1	Caernarfon – Porthmadog (<i>existing QP in place, needs to be renewed</i>)
5	Llandudno – Bangor – Caernarfon (<i>existing QP in place, needs to be renewed</i>)
11	Rhyl – Holywell – Deeside – Chester (<i>currently being negotiated</i>)
12	Rhyl – Colwyn Bay - Llandudno
T3	Wrexham - Barmouth

Year 2

Service Number	Route Description
1	Wrexham - Chester
4	Bangor - Holyhead
27	Mold - Wrexham
51	Rhyl – Denbigh (-Ruthin - Wrexham)
T2	Bangor - Aberystwyth

Year 3

Service Number	Route Description
3	Pwllheli - Porthmadoc
4/X4	Mold - Chester
12	Pwllheli - Caernarfon
62	Bangor - Amlwch

Year 4

Service Number	Route Description
19/X19	Llandudno - Blaenau
39	Porthmadoc - Barmouth
X1	Ruthin – Mold - Chester
13	Llandudno - Prestatyn

2. Infrastructure

The Welsh Government Transport White Paper states:

We need public transport to operate as one seamless service

To deliver a truly integrated transport system in Wales, we need to ensure that bus services.....are integrated with rail and other transport services

This vision of an integrated transport system needs to be applied to the North Wales regional bus network. Rather than thinking in terms of a local bus network + a long distance bus network + a rail network, these different elements need to be seen and thought of as a single integrated and co-ordinated public transport network.

In order to effect this vision in North Wales, three elements need to be implemented:

- a) Categorisation of interchanges and bus stops
- b) Timetabling to maximise connections at interchanges
- c) A high standard of infrastructure

a) Categorisation of Interchanges and Bus Stops

Category 1	Principal Interchanges
Category 2	Key Interchanges
Category 3	Small Interchanges
Category 4	Village Centres (one main stop to be identified in each community)**
Category 5	Other Bus Stops (between Interchanges &/or Centres)

***Category 4 served by only one bus service*

These categories have been applied to every settlement in North Wales, with details of services available locally and existing bus links (*see separate document*). This process has enabled Interchange points (Categories 1-3) to be identified, as set out on the following page.

The Principal Interchanges

Interchange Location	Services at Interchange						
	Train	Traws Cymru	Strategic	Core	Town	Local	Other
Bangor	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Wrexham	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Caernarfon		Yes	Yes	Yes	Yes		Yes
Rhyl	Yes		Yes	Yes	Yes	Yes	Yes
Llandudno	Yes		Yes	Yes	Yes	Yes	
Dolgellau		Yes	Yes	Yes	Yes	Yes	

The Key Interchanges

Interchange Location	Services at Interchange						
	Train	Traws Cymru	Strategic	Core	Town	Local	Other
Mold			Yes	Yes		Yes	Yes
Ruabon	Yes	Yes		Yes			
Colwyn Bay	Yes		Yes			Yes	
Holyhead	Yes		Yes	Yes	Yes	Yes	
Llangefni			Yes	Yes	Yes	Yes	Yes

The Small Interchanges

Interchange Location	Services at Interchange						
	Train	Traws Cymru	Strategic	Core	Town	Local	Other
Blaenau Ffestiniog	Yes		Yes		Yes		
Conwy	Yes	Yes	Yes		Yes	Yes	
Flint		Yes	Yes	Yes			
Porthmadog	Yes	Yes	Yes	Yes	Yes		Yes
Prestatyn			Yes	Yes		Yes	Yes
Shotton	Yes	Yes	Yes	Yes		Yes	
Amlwch			Yes	Yes		Yes	
Denbigh			Yes	Yes		Yes	Yes
Pwllheli	Yes		Yes	Yes	Yes	Yes	
Llangollen	Yes	Yes		Yes		Yes	Yes
Menai Bridge			Yes	Yes		Yes	
Ruthin			Yes	Yes	Yes	Yes	Yes

b) Timetabling to maximise connections at interchanges

Achievement of 'a truly integrated transport system in Wales' requires the creation of timetables which enable realistic and attractive connections to take place at designated interchanges.

An integrated timetable needs to be created, beginning with train services (which are the least flexible) and moving through strategic bus services to local, core, town and other services.

The standard against which other networks are judged is that found in Switzerland, where the integration of public transport is given a high priority in government planning.

'Taktfahrplan' – the Swiss public transport operation

Switzerland is regarded as the standard setter for integrated high quality public transport systems. The hall marks of the Swiss public transport system are:

- co-ordination between modes and among operators
- a simple fare system
- common standards and good connectivity
- an ethos of public service

The foundation of the whole operation is the Swiss model of timetable planning, what is known as the 'Taktfahrplan' – the 'clock face', or 'standard hour' timetable. This is based on the following principles:

- optimisation of connectivity at key nodes
- 'mirror image' timings for two directions
- rigorous application of standard hour patterns
- overlaying additional peak services onto the basis pattern

The implementation of such a system on the North Wales regional bus and rail network would maximise connectional possibilities and enable a truly integrated public transport network to be built on this foundation.

To move to such a network in North Wales would require the creation of a regional timetable planning group of skilled practitioners working closely with commercial operators and Transport for Wales (Rail).

The use of 'clock face /standard hour' timetables would make it easy to feed local bus and demand responsive services into the strategic network. This would be of particular value in the evenings and on Sundays when frequencies are reduced even on strategic services.

Examples are given below of how a 'clock face/standard hour' timetable could work at a Principal Interchange (Rhyl) and at a Key Interchange (Mold) in North Wales.

Example 1: Rhyl Interchange (A Principal Interchange)

Standard Hour Timetable for Train and Strategic Services

Minutes Past Hour		Service	Connections
Arrive	Depart		
..55		X51 from Wrexham	Trains to Bangor & Chester, 11, 12
	..55	12 to Llandudno	
..00		11 from Chester	Train to Bangor, X51
..00		12 from Llandudno	Train to Chester, X51
..05		Train from Chester	12, X51
..05		Train from Bangor	X51, 11
	..10	Train to Bangor	
	..10	Train to Chester	
	..15	X51	
	..15	11 to Chester	
	..15	12 to Llandudno	
..20		12 from Llandudno	Train to Chester, X51
..30		11 from Chester	Train to Bangor, X51
..35		Train from Chester	12, X51
..35		Train from Bangor	X51, 11
	..35	12 to Llandudno	
	..40	Train to Bangor	
	..40	Train to Chester	
..40		12 from Llandudno	
	..45	11 to Chester	
	..55	12 to Llandudno	

Such a standard timetable should be supported by comprehensive information, signage and through ticketing.

The principle also works at Key interchanges. This example illustrates how bus services can inter-connect, based on standard 30/60/120 minute frequencies.

Example 2: Mold Bus Station (A Key Interchange)

Standard Hour Timetable (some services may only operate every 2 hours)

Minutes Past Hour		Service	Connections
Arrive	Depart		
..00		4 from Chester	Denbigh, Ruthin, Pantymwyn, Holywell
..00		1 from Ruthin	Chester, Wrexham, Ellesmere Port
..00		14 from Denbigh	Chester, Wrexham, Ellesmere Port
..00		6 from Pantymwyn	Chester, Ruthin, Denbigh, Holywell, EP
..00		126 from Holywell	Chester, Ruthin, Denbigh, EP, Wrexham
..00		27 from Wrexham	Chester, Ruthin, Denbigh, Ellesmere Port
..00		5 from Ellesmere Pt	
	..10	4 to Chester	
	..10	1 to Ruthin	
	..10	14 to Denbigh	
	..10	6 to Pantymwyn	
	..10	126 to Holywell	
	..10	27 to Wrexham	
	..10	5 to Ellesmere Pt	
..30		X4 from Chester	
	..40	X4 to Chester	

c) A high standard of infrastructure: *The North Wales Standard*

The Welsh Government Transport White Paper states:

Bus stop quality is a key influence of the perception of the level of service that can be expected

Clear, high quality and up-to-date information is essential for members of the public

In order for seamless interchange to take place between bus services (and train services where appropriate/applicable) a programme of work should be carried out to bring the infrastructure at each Interchange up to *The North Wales Standard* set out below.

The overall impression from a sample Bus Stop Audit, carried out in one direction on service X4 (see *Appendix 3*), was that bus stop Infrastructure is in a poor condition, with timetable cases empty or vandalised, road markings faded and shelters uncleaned. It confirms the view given by the Managing Director of Arriva Buses Wales, in discussions with him about the regional network. However, there are exceptions to this, eg. Denbighshire maintain a high standard of Infrastructure

It is essential that *The North Wales Standard* set out below becomes 'the norm', if bus services are to be perceived as a high quality alternative to the private car.

The North Wales Standard should be seen as a minimum which can be exceeded, for example by the provision of additional bus shelters.

The *North Wales Standard* can be achieved in one of two ways:

- i)) Service Level Agreements
signed by Local Authorities and funded regionally/nationally
- ii) Management on a regional basis
by either a lead authority, or a regional transport authority.

The North Wales Standard

1. Standards for Bus Stops and Shelters	Bus Stop Category				
	1	2	3	4	5
High quality enclosed waiting shelters	/				
Enclosed waiting shelter		/	/	/	?
Bus Stop with branding	/	/	/	/	/
Clear signing from key locations	/				
Bus stop signage integrated into railway station infrastructure	/				
Covered cycle stands	/	/	/		
Bus stop box markings on highway		/	/	/	/
Raised Kerbs for improved accessibility	/	/	/	/	/
Programme for regular cleaning and inspection	/	/	/	/	/
Contract for repair and maintenance	/	/	/	/	/
Damage will be repaired with 48 hours of being reported	/	/	/	/	/

The North Wales Standard

2. Standards for Information Provision	Bus Stop Category				
	1	2	3	4	5
Real time passenger information screen	/	/	/	/	?
Information about connecting services	/	/	/		
Directions to connection stops (<i>if not the same shelter</i>)	/	/	/		
Paper timetable information clearly displayed	/	/	/	/	/
Bus information provided at railway stations	/				
Details about strategic bus services included in railway timetables	/				
Display infrastructure maintained in excellent condition	/	/	/	/	/
All information provision must be: <ul style="list-style-type: none"> • accurate • kept up-to-date • clear and well presented • highly informative • easy to understand (especially to people unfamiliar with using public transport) • accessible 	/	/	/	/	/
Timetable information will be updated not more than 48 hours before a change and not more than 24 hours after a change	/	/	/	/	/

Individual proposals need to be produced specifically related to each of the Interchanges specified above. As an example, a proposal for Bangor is produced below:

Bangor Bus Station

The Bus Station is a major bus hub for the area.

The bus shelters are not in good condition.

Timetable information is patchy.

There is no working real time passenger information.

Action needed to maximise the potential of the Bus Station:

- Implement the North Wales standard for infrastructure and information at major interchanges

Bangor Railway Station

The station is the busiest stop on the North Wales Coast Railway line.

Departures to Birmingham, Cardiff, Chester, Holyhead (for Ireland), London and Manchester.

It is situated about 800 metres from the Bus Station but connected by frequent services which stop on the main road outside the station.

There is no signage from the station platforms and no bus information in the station.

Some years ago, a bus stop was created within the station curtilage, with an easy pedestrian route from the train platforms. However, it is no longer used.

Bus services passing the station include frequent buses to Caernarfon. There is an aspiration to reopen the railway line from Bangor to Caernarfon.

There is also a direct TrawsCymru service to Aberystwyth offering a faster journey than the train (which is an indirect route via Shrewsbury, involving at least one change of trains).

Action needed to maximise the potential of the Railway Station:

- Implement the North Wales standard for infrastructure and information at major interchanges
- Bring the railway station bus stop back into use and designate as 'Platform 3' with appropriate signage
- Provide signage from other station platforms to/from platform 3

3. Potential Solutions to the Challenges of Rural Areas

It is proposed that a menu of options is produced for local communities to consider, with Local Authority staff trained to offer advice and support on what is involved in being a pilot community.

The Region should employ a dedicated Community/Rural Transport Officer to support and develop community transport schemes and other innovative solutions to rural accessibility.

The following options need to be assessed and then tested in appropriate areas of the region, with the results monitored:

- a) Local Authority Operation of Bus Services
- b) Tendered Service Quality Partnerships
- c) Innovative Solutions for Rural Areas

a) Local Authority Operation of Bus Services

Local authorities elsewhere in the United Kingdom have faced the same problem of a lack of operators, rising prices and poor quality. This has led to some local authorities setting up their own operating units. These include:

<i>Dumfries and Galloway Council</i>	Home-to-school transport and local bus services under section 46 of the 1981 Public Passenger Vehicles Act
<i>Monmouthshire County Council</i>	Hold an "O" licence + section 19 & section 22 permits
<i>Nottinghamshire County Council</i>	Hold an "O" Licence
<i>Lincolnshire County Council</i>	An "arm's length" trading company with an "O" licence
<i>Lancashire County Council</i>	Operate 'Travelcare' as part of the Lancashire County Commercial Group to provide: <ol style="list-style-type: none"> i) specialised transport services for adults and children with special needs ii) Dial a Ride service in Fylde and Wyre - mainly for people with mobility restrictions but services run to a broad route and timetable iii) vehicles with a driver also available for hire to public sector organisations and charitable bodies

In North Wales, Denbighshire County Council set up an operating unit in 2018, to provide home to school transport services to one rural primary school in the County (and linked secondary schools), using minibuses operating under section 22 permits. These buses are then used to operate section 63 local bus services, using the section 22 permits.

Therefore one solution to the lack of operators in the rural parts of the North Wales Region would be for a Regional Transport Authority, or individual local authorities, to set up local bus companies to operate rural bus services as Passenger Transport Operating Units. Under current legislation, there are a three possible ways this can be done:

Options for LA operation of Passenger Transport Operating Unit

i) PSV Operator's Licence

This is the option followed by the majority of providers of local bus services and home to school transport buses. At the moment, the operation of home to school transport has to be the primary purpose of a local authority owned bus company. Section 46 of the Public Passenger Vehicles Act 1981 allows local authorities to use Passenger Carrying Vehicles that are primarily provided for education transport to be used to provide registered local bus services.

This option provides the greatest flexibility in the types of work that vehicles can perform and puts the operation on an equal footing with commercial operators, avoiding claims of unfair competition.

To obtain an Operators Licence, an application has to be submitted to the Traffic Commissioner. An applicant has to demonstrate that they:

- Are of good repute
- Are of appropriate financial standing (ie. have enough money to run the business)
- Have good enough facilities (or arrangements) for maintaining vehicles
- Have a Transport Manager with a current Manager CPC qualification

It should not be a problem for a local authority to satisfy these conditions.

ii) Section 19 Permit operation

Permits were introduced to enable voluntary and non-profit making groups to undertake PSV work without the need for an Operator's Licence. Section 19 Permits may be granted by designated bodies, including local authorities, for the operation of small vehicles (up to and including 16 seats). Permits for large vehicles are issued by the Traffic Commissioner (rather than other designated bodies). Vehicles operated under a Section 19 Permit may be used to carry passengers for hire and reward, provided that:

- The organisation holding the permit operates the vehicles
- They are not available to the public at large
- They are being used non-commercially

The use of Section 19 Permits for local authority transport services has been criticised by commercial operators, and the Department for Transport is expected to issue revised guidelines in the near future which could change how they can be used.

It would therefore be unwise to base a new operation on an interpretation of the existing guidelines for these permits.

iii) Section 22 Permit operation

Section 22 permits are issued by the Traffic Commissioner to a group of persons concerned with the social and welfare needs of a community.

They allow the operation of a local bus service on a non-commercial basis.

The regulations allow buses operating under a Section 22 Permit to be used for other purposes for hire and reward, where this directly assists the provision of a community bus service by providing financial support for it.

Revised guidelines for Section 22 Permit operation are also expected shortly.

This is the current legislative position. However, in recognition of the problems outlined above, and for other reasons, the Welsh Government is proposing to change the legal position of local authorities in connection with the operation of bus services.

A written statement published on 16/03/20 in connection with the Bus Services (Wales) Bill 2020 states:

The Bill will remove the restriction which currently prevents a local authority from running bus services

The reasons given for making this change, outlined in the Welsh Government leaflet “Working together to improve bus services across Wales” are very much related to this problem of a shortage of operators.

If the provisions of this Bill do become an Act, this would enable rural bus services in North Wales which are not 'commercial' to be operated by a public sector authority, solving the problem of a lack of operators.

b) Tendered Service Quality Partnerships

Although Quality Bus Partnerships are usually applied to commercial bus services, it would be possible to extend tendered local bus service contract conditions to become Quality Partnerships, with legal obligations placed on all partners.

This would have the effect of making quality standards clear and enforceable, set out standards for infrastructure and information provision and provide greater certainty over the duration of the contract. Hopefully these standards would encourage more operators into the market and increase quality.

Regional Transport Authority/Local Authority Partner Responsibilities

- Commitment to fund agreed timetable for 5 years
- All services tendered using standard contract template with quality specification
- Sign Service Level Agreement for provision of infrastructure & information provision to agreed *North Wales Standard*
- Develop and implement agreed bus priority schemes specific to each corridor partnership
- Develop and maintain interchanges and stops to agreed *North Wales Standard*
- Analyse performance information for:
 - revenue
 - patronage
 - reliability
- Calculate trends over the operation of the contract, to justify continued operation and show benefits of actions taken
- Calculate penalties and rewards for service operator
- Arrange quarterly Contract Review Meetings

Bus Operator Partner Responsibilities

- Agree timetables to be operated
- Provide vehicles and operate services to the standard specified in Contract Conditions
- Provide the Local Authority monthly with:
 - patronage figures (boarding and alighting details for all passengers)
 - details of all revenue received in connection with the operation of the service
 - reliability and punctuality information
- Accept penalty/rewards scheme in connection with operational performance (*payment of an element of the contract price linked to operational performance*)
- Attend quarterly Contract Review Meetings

The introduction of Tendered Service Quality Partnerships would increase the quality of service provision hopefully leading to increased patronage and could encourage more operators into the market.

c) Innovative Solutions for Rural Areas

Although Covid-19 restrictions mean that current demand for rural bus services is limited, the benefits to those who normally use them are significant. In many cases they provide a lifeline to residents who have no access to a private car.

The traditional model of providing rural bus services (ie a fixed route, served by buses at specific times) is not stimulating demand and is not cost effective. Innovative solutions need to be trialled and a number of pilot schemes are already in place in Wales, or are shortly to be introduced:

- i. Demand Responsive Transport (DRT/IRT)
- ii. Community Transport
- iii. Car Clubs
- iv. Community Car Scheme
- v. Co-ordination of home-school, social services and hospital transport
- vi. Community Use of Commercial Transport

Each of these schemes is described below, together with examples of their application in North Wales.

i) Demand Responsive Transport (DRT / IRT)

Demand Responsive Transport is defined as:

a form of public transport which provides a 'door to door' or 'near door to door' service for dispersed origins and/or destinations of trips

(Companion to Road Passenger Transport History)

A number of DRT services already operate or are in the process of being introduced in Wales:

Bwcabus

Outside of North Wales, Demand Responsive Transport has operated for over ten years in the south west of the country. The Bwcabus network was introduced in 2009, funded by European Regional Development Fund, Welsh Government and local authorities. It operates in North Carmarthenshire, South Ceredigion and Pembrokeshire and comprises a combination of fixed routes, usually only operating on certain days, and demand responsive services which users can pre-book.

Bwcabus is supported by a website, which provides passengers with detailed information on the service, including the location of bus stops, fares and how to book. Passengers have to register and are then able to pre-book their trips using a dedicated telephone booking service. Services operate between 07:00 and 19:00 Monday to Saturday and trips must be booked before 19:00 hrs for travel the following morning or before 11:30 hrs for travel the same afternoon.

Passengers are able to travel between local towns and villages in the Bwcabus zone, or connect with strategic bus or train services for longer journeys. Fares are based on the length of the journey and through tickets onto connecting services are available.

The network has generated '*an overall increase in passenger journeys*'. In 2014 an average of 63 passengers a day were carried.

However the service is expensive to operate and, in 2019/20, there was concern about its continued viability. On 27/02/20, the Minister for Economy and Transport announced that Carmarthenshire County Council would be provided with financial support to maintain the existing network until the end of September 2020, subject to match funding from Carmarthenshire, Ceredigion and Pembrokeshire.

Denbighshire County Council 'Fflecsi' services

Denbighshire County Council operate a number of 'Fflecsi' services, using 8 seat vehicles owned and operated by the County Council.

When introduced in July 2018, they supplemented existing conventional local bus services, operating on days when the ordinary bus service did not run.

For example, the service based on Corwen ran on Monday, Wednesday and Friday when the service 91 conventional bus service ran on Tuesday, Thursday and Saturday. These conventional services have now been withdrawn and completely replaced with DRT.

Journeys can be made anywhere within the specified villages or local centre including to an interchange point for other services. Trips can be made for example to shops, the library, the doctors or the leisure centre. However trips cannot be made to hospital appointments, for education, to public houses, for personal care or to a day centre.

The minibuses are used primarily on home to school transport so travel is only available between 09:00 and 14:45.

Intending passengers need to be registered with the scheme and then book trips up to 15:00hrs on the day before travel. A fare of £2 is charged for a single or return journey. Originally concessionary passes were not accepted but this has now changed.

These services use vehicle and staff resources dedicated to home to school transport which means a shared cost but it also means that local bus journeys cannot be provided at peak times.

Patronage on the DRT service is broadly similar to the previous fixed route services

Welsh Government Integrated Responsive Transport (IRT) Pilot Schemes

On 13th April 2019, the Wales Transport Minister announced funding for pilot projects to test innovative forms of demand responsive bus travel. He stated that this was intended to:

test key aspects of demand responsive bus travel services including the integration of patient and education transport as well as the use of new mobile technology

Three pilots are currently being progressed, each based on different scenarios where IRT could potentially be used effectively. The trials involve:

- Expanding a Community Transport scheme (Pembrokeshire)
- Filling in gaps in the bus service network (Blaenau Gwent)
- Replacing lightly used local bus services (Conwy County Borough Council)

Of the three pilots, the Conwy scheme is the project that will demonstrate conclusively whether DRT can provide an efficient, affordable alternative to conventional tendered local bus services where costs are constantly rising, especially in areas where little or no competition exist. Analysis of the three Welsh Government IRT Pilot Schemes will provide valuable information and data to assist in the planning of the future rural bus network in North Wales.

The Conwy IRT scheme

This scheme will be based on Llanrwst in the Conwy Valley, and involves replacing four lightly used local bus services (section 63 services) with a demand responsive service, operating initially between 07:00 and 19:00 on Mondays to Saturdays, but with the potential to expand hours and introduce a Sunday service.

Service users will need to register to use the service, and once registered can book a journey on-line or by phone. Whilst in theory users could request travel at any time within the operating period, in practice there will be a structure to the operation that gives priority to connecting with bus and rail services at Llanrwst, and fits with opening times of medical facilities and other essential services, as well as encouraging the use of the service for travel to and from work. One of the aims is to encourage use of the service by a wider age group, as the majority of the routes to be replaced have a significant proportion of passengers from older age groups, with very little use being made for work related purposes.

The Conwy IRT will be registered as a 'Flexibly routed local bus service' which allows the specifying of either a departure or arrival time for journeys. This will give some structure but with a large degree of flexibility to the operation of journeys.

The Conwy IRT is currently programmed to be introduced in September 2020. The costs of the service will be met from a combination of Conwy's current bus service budget (using the savings from not operating the 4 section 63 services the IRT will replace) and financial support from the Welsh Government. Given the current uncertainty regarding the period that social distancing measures will remain in force, due to the Covid-19 pandemic, there may be a need to revisit the timetable for converting the section 63 services to IRT.

ii) Community Transport

Community Transport has been defined as:

the provision of transport to those who are unable to transport themselves or access conventional public transport systems. Operations are not profit making and rely heavily on volunteer input, either for driving, management control or both. Many schemes have their roots in vehicle sharing to meet community need.

(Companion to Road Passenger Transport History)

Community Transport can be provided by minibuses driven by paid drivers or volunteers, or by volunteers using their own cars or scheme owned cars. The schemes tend to be for specific groups of people and their reliance on volunteer drivers makes it difficult to provide regular timetabled journeys for access to employment.

There are currently 15 Community Transport Schemes in North Wales which receive funding from the Bus Services Support Grant. In 2019/20 this amounted to approximately £750k. Examples are:

Centre for Independent Living

An organisation based in Porthmadog the purpose of which is:

to support and meet the needs of disabled adults in Gwynedd so that they can make independent and informed choices about their lives

The scheme runs a minibus to help disabled people to get to medical appointments and shopping, and also runs regular services to Ysbyty Gwynedd and Ysbyty Wrecsam Maelor.

South Denbighshire Community Partnership

The partnership is a not-for-profit company and registered charity based in Corwen, whose purpose is:

promoting benefit to the inhabitants of South Denbighshire

The Partnership owns its own vehicles and volunteer drivers provide transport for groups for outings. A dial-a-ride service is offered for trips to appointments, shopping and visits.

Medrwn Mon

Medrwn Mon provide a voluntary social community car scheme on Ynys Mon, available to people over the age of 50, who have no other means of making essential journeys. It is mainly for people in rural areas where public transport services are scarce but also for those in urban areas not fit enough to use public transport. Volunteer drivers use their own vehicles.

Data for Community Transport example schemes

Scheme	No. of Vehicles	Passengers per annum	Miles per annum
Centre for Independent Living	3	12,528	38,340
South Denbighshire Community Partnership	3	4,122	11,365
Medrwn Mon	0*	11,712	105,915

*only uses volunteers' vehicles

iii) Car Clubs

Car clubs have been described as:

an attempt to give people better transport links in rural areas

(BBC Report on Corwen CCS April 2019)

They work by giving members access to use of a car on a short term basis and charging by the hour or by the day. The car can usually be booked on line or by phone and is then unlocked from a designated parking bay in the local community.

It offers the convenience of being able to use a car for those trips which cannot be done by using public transport, walking or cycling. It is of benefit to those able to drive but who cannot afford to own their own car or who do not wish to because their travel habits do not justify it.

There are some drawbacks, however:

- users need to be able to access a central point to pick up the car
- users must have a current driving license
- insurance can be prohibitively expensive especially for under 25's
- a fail safe booking system is needed

Corwen Car Scheme

A community car scheme was started in Corwen in 2018.

It now uses an electric car, making it a zero carbon option.

It is used to make it easier for people to get to job interviews, medical appointments or for shopping.

However, users have to be over 25, making it unavailable for young people who are one of the main groups in need of transport.

iv) Community Car Schemes

A community car scheme is a not for profit organisation, usually run by volunteers, that operates a form of car sharing. Volunteer drivers using their own car and being reimbursed expenses; provide prearranged journeys to members of their community who do not have access to suitable transport. Car schemes will offer travel to essential services such as health appointments, accessing work, shopping or even visiting friends. Some schemes even offer further services such as prescription pick-ups or non-transport related services such as befriending.

(travelsomerset.co.uk)

Car-sharing is when two or more people share a car and travel together. This often happens on an informal basis - 'I'm going to town tomorrow, do you want a lift?' - but many formal car-sharing schemes have been set up across UK, using nationally available planning software from organisations such as 'Liftshare.com'.

Based on the 'Liftshare.com' model, a local community-based car-share scheme in North Wales would be possible:

- Members details would be stored securely in a database
 - only members would have access to the database
 - only members travel information could be viewed by other members of the club
- Members would need to be cleared for relevant convictions
- Car sharers would agree how much to pay for a lift, but providing a lift should not be profit making
- Members could agree standard fares for specific trips

A community based car share scheme would need 'buy in' from members of the designated community, both car owners and non-car owners, via the car-share software:

- Car owners would enter trips they were making
- Non-car owners would enter trips they needed to make
- The software would match offers with needs

Car-share schemes could also be run by major employers or trip attractors such as hospitals.

v) Co-ordination of home-school, social services and hospital transport

Most rural communities are visited on a daily basis by a range of publicly funded vehicles.

These might include:

- a home to school transport minibus (primary and secondary)
- a minibus collecting clients for social services day centres
- transport for medical appointments
- a tendered local bus service, carrying very few passengers
(or in some cases the local bus service may already have been withdrawn)

In practice it is possible that the same contractor is providing all these trips but their operation is not coordinated.

Nationally, it has proved very difficult to bring the funders of services like these together and develop a co-ordinated service that could enable all parties to make financial savings while providing the community with a better service. This should not be impossible however, if there is 'buy in' from all partners.

If all transport arrangements were planned by a single body, and all stakeholders agreed to be flexible with start and finish times, it would be possible to provide for the majority of needs with a single fleet of vehicles

A minibus could be fully employed for a whole day:

- Feeder to secondary home-to-school contract
- Journey to primary school
- Trip to social services day centre
- Hospital/medical appointments
- Local bus service to shopping centre and return
- Return journey from primary school
- Feeder from secondary home-to-school contract
- Return trip from social services day centre

Such an operation could be linked to the creation of local authority owned bus companies.

vi) Community Use of Commercial Transport

Other vehicles also visit rural communities:

- post office delivery vehicle
- supermarket home food delivery vehicle
- parcel deliveries

The vehicles used on these operations could be adapted to enable the carriage of a small number of passengers.

Post buses have previously been a feature of rural passenger transport in the UK, but most only for a relatively short period of time.

Post Buses in UK

The report of the Jack Committee on Rural Transport in 1961 recommended that the General Post Office should consider the possibility of allowing passengers to travel in Post Office vehicles on rural collection and delivery runs.

The first route did not begin operation until February 1967, when a route commenced between Llanidloes and Llangurig in Mid-Wales.

Development was slow until it became possible to claim fuel duty rebate, New Bus Grant and then Rural Bus Grant. In 2000 there were 211 routes in operation but reductions in funding led to the withdrawal of services, the last being withdrawn on 19th August 2017.

The operation of post buses in UK was largely an accounting exercise: funding available made the carriage of passengers economically advantageous, even if very few were carried. Mail delivery and collection was the priority and the operation was based around these fixed requirements, resulting in timetables which did not suit potential passengers.

Post buses are found in a number of European countries but the prime example is Switzerland.

Post Buses in Switzerland

Switzerland has:

869 post bus routes, carrying 140 million passengers, on a 7,375 mile network

Public transport is viewed very differently in Switzerland compared to UK - the Swiss believe that:

the only sensible way to organise public transport services is to achieve the maximum integration between modes

(‘Switzerland without a car’ A Lambert)

The Swiss Post Bus network demonstrates that the collection and delivery of the post and the carriage of passengers can be integrated, if journeys take place at the optimum time for people rather than the historic expectation of the postal service. A North Wales community willing to trial a post bus might have to accept that letters will be collected and delivered at different times from that which they are used to.

Other deliveries take place in rural communities, such as by supermarkets and other delivery companies. Supermarkets promote home deliveries as an alternative to shopping in store. With community ‘buy in’, it would be possible for supermarket deliveries in an area to be focussed on particular days and a couple of seats provided in the delivery van for passengers. There would be marketing benefits for the participating supermarket, in encouraging people to shop with them rather than with a competitor, and a boost to the community support which supermarkets seek to demonstrate.

A system such as this would mark a return to the origins of rural bus services, when local carriers would take a few passengers alongside the produce they were taking to market.

4. Low/Zero Carbon Vehicle Programme

Environmental issues have become the main priority in all policy areas, including transport, although this has been overshadowed recently by the Covid-19 pandemic.

In March 2020, the UK government began the production of a Transport De-carbonisation Plan with a report titled 'De-carbonising Transport – Setting the Challenge'.

In the foreword to the Report, the Right Honourable Grant Shapps MP, Secretary of State for Transport, says:

Climate Change is the most pressing environmental challenge of our time. There is overwhelming scientific evidence that we need to take action. Transport has a huge role to play.

One of the six strategic priorities in the Plan will be the de-carbonisation of road vehicles.

The Welsh Government's own policies support this action. In a press release dated 19th December 2019, Ken Skates AM, the Welsh Government Transport Secretary said:

Tackling the climate emergency requires a radical change in the way we travel.

The same press release stated:

Transport de-carbonisation will be a key theme in the Welsh Government's new transport strategy to be published towards the end of 2020.

In 2016, in the United Kingdom, transport became the largest emitting sector of greenhouse gas emissions in the economy. Other sectors, particularly energy, have been able to reduce emissions, whilst transport emissions have remained static.

It is therefore essential to accelerate modal shift to public and active transport, but also to de-carbonise road vehicles. This is why the Welsh Government Transport Secretary has made a commitment to have a zero carbon bus fleet in Wales by 2028.

a) Options Available for low/zero carbon buses

i) Clean diesel

Traditionally, since the 1930's, most buses have been powered by diesel engines. Since 1992, European Union emissions standards have specified the exhaust emissions for vehicles sold in the European Union.

The latest standard for a diesel engine, introduced in 2013/14, is Euro VI, which produces 1.5 g/kWh of CO₂, compared to 4.5 g/kWh from a Euro I engine.

It will be difficult to reduce this level of emissions further with diesel technology.

ii) Battery-Electric

A battery-electric bus uses an electric motor powered by (usually) a lithium ion battery which is charged using mains electricity. Battery-electric buses produce no tail-pipe emissions and are classified as 'zero emission capable'.

However the way the electricity is generated needs to be taken into account when calculating the 'Well to Wheel' (WtW) real emissions of electric buses. Electricity generated renewably, (eg. solar, wind, hydro) is close to carbon neutral; electricity generated from

fossil fuels has a high emissions footprint which possibly counters any benefits from its use in place of diesel in vehicles.

A restricting factor with battery-electric buses is the mileage range that can be obtained before battery charging is needed, although the technology is developing rapidly, extending range and reducing charging time. Manufacturers of battery electric buses include Optare, ByD, Wrightbus, Alexander Dennis and Irizar.

iii) Hydrogen Fuel Cell

Hydrogen buses are powered by an electric 'powertrain', where fuel cells convert the chemical energy of hydrogen into electrical energy. Hydrogen is stored in compressed tanks on the bus.

These buses produce no tail pipe emissions so the 'Well to Wheel' greenhouse gas emissions depend on how the hydrogen is produced. Production is possible from a variety of methods, including from fossil fuel based industrial processes to electrolysis of water using renewable electricity.

Significant research has been carried out by North Wales Economic Ambition Board on the potential for the use of hydrogen in North Wales (*see details below*). Manufacturers of hydrogen buses include Optare, Wrightbus.

iv) Diesel Electric Hybrid

A hybrid bus combines two power sources in the vehicle drive train – a conventional diesel engine and an electric motor. The engine is designed to produce enough energy to maintain the average power that is needed to run the bus. When the bus needs more energy, as when pulling away from a stop, it draws the extra energy from the batteries and electric motor. The hybrid system enables energy to be recovered during braking and then released to accelerate the vehicle.

Diesel hybrids are currently the commonest form of low emission bus in the UK. Operators report that hybrid buses give a 30% reduction in diesel fuel consumption and a reduction in emissions eg. 30% (*Stagecoach*); 39% (*Oxford Bus Company*), 40% (*Transport for London*). Manufacturers include Wrightbus, Alexander Dennis, Volvo and Optare.

v) 'Plug-in' Hybrid

These are similar to a diesel electric hybrid but are equipped with a large battery which can solely power the bus for a certain distance. The battery can be recharged (plugged in) using mains electricity. Manufacturers include Alexander Dennis and Volvo.

vi) Biomethane

Biomethane is a renewable form of natural gas derived from the anaerobic digestion of organic waste products such as farm slurry and food waste. Biomethane can be used to power buses with a spark ignition engine and storage for biomethane is provided in tanks on the roof of the vehicle.

Large fleets are operated by Reading and Nottingham who claim a 90% reduction in CO2 emissions. Vehicles are manufactured by Scania.

b) Application of Low/Zero Carbon Technology to North Wales

If the commitment made by the Welsh Government to have a zero carbon bus fleet by 2028 is to be achieved, then urgent action is needed.

The two practical options that are currently available for **zero carbon** are hydrogen and battery-electric.

Hydrogen Buses for North Wales

The North Wales Economic Ambition Board and Welsh Government commissioned a Report entitled 'Strategic Hydrogen Opportunities in North Wales' from Advision and Jacobs in February 2020. A progress report was produced in April 2020 which stated:

Low carbon/zero carbon hydrogen is seen by many groups and stakeholders as holding medium to long term potential on the transition to decarbonise...transport

A number of public sector organisations, including Welsh Government and North Wales Economic Ambition Board, are keen to start to develop a hydrogen footprint

The Report considers how a green hydrogen supply could be provided from a facility on Deeside. This would require significant investment but would enable the operation (alongside other users) of a fleet of buses in Flintshire/Wrexham/Denbighshire powered by green hydrogen.

Bus manufacturers are rapidly developing new hydrogen powered buses and in April 2020 major bus manufacturers announced details of new models:

Optare have developed a hydrogen fuel cell-electric double deck bus, with a range of 250 miles. They have partnered with a specialist company, Arcola, to produce the fuel pack.

Wrightbus have unveiled fully costed plans to produce 3,000 hydrogen fuel cell-electric buses to be in service by 2024. The new owner of Wrightbus also owns a hydrogen producing company, Ryse.

Vehicles from either of these companies would be suitable for the operation of the four Strategic Bus routes in North East Wales, using green hydrogen produced on Deeside:

1	Wrexham – Chester
4/X4	Mold – Chester
11	Rhyl – Chester
12	Rhyl – Llandudno

Electric Buses for North Wales

In 2017, Denbighshire County Council was offered an award of £500,000 by Department for Transport for the purchase of four electric buses, to be used on local bus services in the centre of the county.

A trial took place on the selected routes, with a single Optare Solo electric demonstrator, which established that none of the routes selected were suitable for electrification. As a result, the award of the grant was not taken up. The principal issues were:

- insufficient range from the batteries to cover a days work
- lack of local depots where charging could take place

Despite advances in the technology since 2017, the maximum range is still only 125-155 miles between charges. For intensive use on a Strategic route (eg. *Rhyl – Llandudno*), it is unlikely this would be sufficient without the use of additional buses - which would not be cost effective. However, on more rural routes, where buses are used less intensively, the Denbighshire trial shows that electric buses such as the Optare Solo could be utilised.

As a result of the findings of the trial, Denbighshire County Council recently submitted a bid to Welsh Government Ultra Low Emission Vehicle Transformation Fund, for five electric powered 16 seat service buses. These were to be operated in the Denbighshire County Council fleet, on deep rural bus services in the Ruthin/Clawddnewydd area of the county. Unfortunately, this bid to Welsh Government was not successful. The operation would have provided valuable experience on the use of such technology across the rest of rural North Wales.

The key to delivering genuine 'Well to Wheel' zero emissions with electric buses is to identify a source of renewable electricity for charging. Rural North Wales has plentiful supplies of wind, solar and hydro electric generation, which could power a fleet of electric buses for use on local, town and rural bus services.

c) Funding of Zero Carbon Buses

Until demand for zero carbon buses increases, there will be a significant price penalty compared to the purchase of a conventional diesel powered bus. This means that the commercial case for operators to commit to new technology cannot and will not be made unless there is a funding contribution by the public sector. In recent years various Green Bus Grants have been given to facilitate the purchase of low emission buses. In the 1970's and 1980's, to enable a rapid move to one person operation, the government provided bus grants for new buses.

A cheaper option as a transition towards zero carbon could be the use of bio-methane powered buses as used for example by Reading and Nottingham (see above).

During the second world war, 'utility' vehicles of approved design were ordered by the Government and allocated to bus operators. This policy should be replicated today. If the Welsh Government co-ordinated action across Wales, an order for 500 electric or hydrogen powered buses could be placed. This would give manufacturers certainty of numbers and the volume of production which would reduce the price. They could then be allocated or sold to operators/areas at a price comparable with a diesel bus.

Covid-19

The Covid-19 pandemic and the on-going response to it provides a challenge to the future operation of bus services. Social distancing has been described as:

'the death knell for public transport'
(Chartered Institute of Logistics and Transport May 28th 2020)

The general public are being urged to avoid buses and trains whilst at the same time, the government is persuading bus operators to restore pre-Covid levels of service.

The recommendations contained in this Strategy have to be considered in the light of the current position and the potential reaction of passengers to future social distancing, and fears of a second wave of the virus.

Issues to consider are:

- Reluctance to use bus services for fear of contracting the virus
- Need to reduce the capacity of buses to meet social distancing rules. This could mean 10 people on a double-deck bus; 4 people on a full size single-deck bus and 2 people on a minibus
- Economics of providing bus services on a commercial basis with carrying potential drastically reduced
- Requirement to prioritise travel to school/college at peak times to ensure students can get to their place of education
- Making all bus services 'demand responsive' with a requirement for all passengers to book in advance to control capacity
- Cost to the public purse of funding a supported network that is likely to be expanded if the current network is to be maintained
- Creation of a de-carbonised transport network in a scenario where public transport use is discouraged and car use is promoted

It is understood that proposals are being considered to revise the way bus services are governed and managed in Wales post Covid-19. This will not alter the need to progress the recommendations of this Strategy document to:

- Improve, install and maintain Infrastructure and Information Provision
- Provide bus priority
- Test innovative ways of providing bus services
- Incentivise the introduction of zero carbon buses.

Work Programme

1. Regional Bus Network:-Work Programme

The recommendations for the North Wales Regional Bus Network can be implemented through a programme of work, which is described below.

Work Programme for Strategic, Core, Local & Town Services

(Work Programme for Other Services dealt with in '2. Rural Areas: c) Innovative Solutions' below)

a) Timetabling

Timetabling to be done in a holistic way, that considers the network as a whole

Strategic Services

- Agreement of connections at Principal and Key Interchanges, between trains and Strategic bus services, including TrawsCymru
- Timetables for commercial services to be agreed with operators
- Confirmation of de-minimis payments for additional journeys and tendered elements
- Commitment to maintain de-minimis funding for 5 years
- Agreement that timetables will be changed only after discussion with all stakeholders, and at agreed dates in the year

Core Services

- Agreement of locations where Core services connect with Strategic services
- Commercial services:
 - Local authority to work with operators to ensure Core services connect with Strategic services at designated interchanges
 - Confirmation of de-minimis payments for additional journeys and tendered elements
 - Commitment to maintain de-minimis funding for 5 years
- Tendered services:
 - Local authority to ensure timetables for Core services connect with Strategic services at designated interchanges
 - Tendered Service Quality Partnership to be signed
- Agreement that timetables will be changed only after discussion with all stakeholders, and at agreed dates in the year

Local & Town services

- Agreement of locations where Core services connect with Strategic services
- Tendered services (the majority of these services)
 - Local authority to produce timetables which connect with Core and Strategic services at designated interchanges (the majority of these services will be tendered)
 - Tendered service Quality Partnership to be signed
- Agreement that timetables will be changed only after discussion with all stakeholders, and at agreed dates in the year

b) Fares and Ticketing

All operators to commit to:

- Fare increases only after discussion and justification with local authority/regional transport authority
- Fares changes only on two agreed dates each year
- Provision of cashless fares using:
 - mobile phones
 - contactless cards
- Multi-modal and network ticketing

Fare levels:

- to be set by operators for commercial services
- to be set by tendering authorities for tendered services, to a standard scale based on mileage and agreed for the region

c) Infrastructure (Bus stops, Interchanges, Bus priority measures)

Audit all bus stops to identify:

- Which level each stop belongs to in the Categorisation of Interchanges and Bus Stops
- Work required to bring each stop up to the *North Wales Standard*
- Produce a programme of work to:
 - bring each stop up to the required standard
 - bring each Interchange up to the required standard (see Bangor example pxx)
- Identify bus priority measures and highway improvements which would improve the punctuality, reliability and image of the service

This will enable:

- a bid for funding to be quantified
- Service Level Agreements for each route to be produced

(An example Bus Stop Audit is included as Appendix 3)

d) Information Provision

Use the Audit of Stops to:

- Identify the work required to bring each stop up to *The North Wales Standard*
- Implement a programme of work to meet the *The North Wales Standard*

e) Service Level Agreements

To ensure a high standard of bus stop infrastructure is maintained, each Local Authority to sign a Service Level Agreement:

- backed by a committed funding agreement from Welsh Government
- with rewards and penalties informed by Key Performance Indicators
- with a regular independent audit

(An example Service Level Agreement is included as Appendix 1)

f) Quality Partnerships

Implement a programme of Quality Partnerships:

- linked to the improvement of Strategic services
- backed by a legal agreement between the operator and local authority/regional transport authority

(An example of how a Quality Partnership would be delivered is given in Appendix 2)

g) Funding Bids

- Produce a costed programme of work for each route, covering Infrastructure and Information Provision, for submission as a bid for funding
- Include the financial support of Service Level Agreements with local authorities for the inspection, maintenance and updating of infrastructure and information, should be included

2. Solutions to the Challenges of Rural Areas: Work Programme

The Strategy section suggests a number of solutions to the challenges for bus operation in the rural parts of North Wales. Where these solutions are already in place, they should be assessed and the results analysed. Where the proposed solution has not been tried, pilot schemes should be introduced.

a) Local Authority Operation of Bus Services

Denbighshire County Council has its own bus operating unit providing home to school contracts and local bus services.

- Carry out a full analysis of the costs and benefits of this operation, including the legislation which allows the operation to take place
- Subject to the results of this analysis, extend this 'in-house' operation to other parts of the region where there is a lack of competition for supported bus services
- Set quality standards for the operator and monitor adherence to these standards

b) Tendered Service Quality Partnerships

- Control costs and support operators, in order to maintain quality standards
- Agree and implement a Tendered Service Quality Partnership contract as services are re-tendered

c) Innovative Solutions

- Identify areas not served by Strategic, Core, Local or Town services.
(The Categorisation of Services on pages 11-17 will assist in this process)
- Appoint a dedicated Community/Rural Transport Officer to:
 - Support and develop community transport schemes
 - Act as advocate for pilot schemes
 - Encourage communities to participate
 - Determine which option is appropriate and acceptable to each community
- Implement a series of pilot schemes *(see pages 37-44)*
 - Demand Responsive Transport
 - Community Transport
 - Social/Community Car
 - Formal Car Share Scheme
 - Co-ordination of school/social services/hospital transport
 - Community use of commercial transport

These could be existing schemes or new initiatives, but a full evaluation and assessment will be carried out, to enable the effectiveness and cost/benefit of each option to be determined.
- Based on the results of the pilot schemes, there could be a roll out of appropriate schemes across the region

3. Low/Zero Carbon Vehicles: Work Programme

- Develop a programme for introducing hydrogen powered buses for Strategic services, linked to the Quality Partnership programme
- Identify services suitable for the economic operation of electric buses and develop a programme for rural services, linked to Tendered Service Quality Partnerships
- Operate bio-gas powered buses, as an interim measure towards zero carbon, using locally produced methane.
This would reduce emissions significantly at a reduced capital cost compared to hydrogen or electric
- Explore ways of funding these programmes, until the cost of zero carbon buses becomes comparable with diesel powered buses
eg. The Welsh Government could be approached to co-ordinate action across Wales to order 500 electric or hydrogen powered buses. This would give manufacturers certainty of numbers and the volume of production which would reduce the price. They could then be allocated or sold to operators/areas at a price comparable with a diesel bus.

Appendix 1: Example Service Level Agreement

DATE

Page 1

Service Level Agreement between *Conwy Council*
and the Welsh Government/Transport for Wales/Regional Transport Authority

This Agreement covers the installation and maintenance of Bus Stop Infrastructure and Information Provision, in connection with Strategic bus services, at the following locations:

1. The Principal Interchanges

Llandudno

2. The Key Interchanges

Colwyn Bay

3. The Small Interchanges

Conwy

4. Village Centres

All villages in Conwy

5. Other Bus Stops

All other bus stops in Conwy

Service Level Agreement between *Conwy Council*
and the Welsh Government/Transport for Wales/Regional Transport Authority

This Agreement records the commitment by all parties that **The North Wales Standard** will be applied at all of the above locations, as follows:

The North Wales Standard 1. Standards for Bus Stops and Shelters	Bus Stop Category				
	1	2	3	4	5
High quality enclosed waiting shelters	/				
Enclosed waiting shelter		/	/	/	?
Bus Stop with branding	/	/	/	/	/
Clear signing from key locations	/				
Bus stop signage integrated into railway station infrastructure	/				
Covered cycle stands	/	/	/		
Bus stop box markings on highway		/	/	/	/
Raised Kerbs for improved accessibility	/	/	/	/	/
Programme for regular cleaning and inspection	/	/	/	/	/
Contract for repair and maintenance	/	/	/	/	/
Damage will be repaired with 48 hours of being reported	/	/	/	/	/
The North Wales Standard 2. Standards for Information Provision	Bus Stop Category				
	1	2	3	4	5
Real time passenger information screen	/	/	/	/	?
Information about connecting services	/	/	/		
Directions to connection stops (<i>if not the same shelter</i>)	/	/	/		
Paper timetable information clearly displayed	/	/	/	/	/
Bus information provided at railway stations	/				
Details about strategic bus services included in railway timetables	/				
Display infrastructure maintained in excellent condition	/	/	/	/	/
All information provision must be: <ul style="list-style-type: none"> • accurate • kept up-to-date • clear and well presented • highly informative • easy to understand • accessible 	/	/	/	/	/
Timetable information will be updated not more than 48 hours before a change and not more than 24 hours after a change	/	/	/	/	/

Appendix 2: Example Action Plan for Quality Partnership

DATE

Page 1

Quality Partnership Action Plan for Service 11

Rhyl – Prestatyn – Holywell – Flint – Shotton – Queensferry – Chester

Partners:

Arriva Buses Wales

Flintshire County Council (Officers for public transport, traffic, parking enforcement)

Denbighshire County Council (Officers for public transport, traffic, parking enforcement)

Transport for Wales

This Quality Partnership Agreement is for a period of 5 years
A Review will take place in year 5, with the intention of signing a new Agreement for a further 5 year period

The Partners agree to a Programme of Work based on the following:

1. Timetabling

- Agree optimum timetables for:
 - Monday – Friday peak-times
 - Monday – Friday daytimes
 - Saturday day-time
 - Sunday day-time
 - Evenings
- Negotiate and agree funding required to provide this timetable
- Prioritise connecting services and design timetables to optimise connections
- Provide current timetables on all web-sites and journey planners
- Make paper timetable leaflets in a standard North Wales style widely available
- No timetable changes to be made without agreement of all Partners
- Make timetable changes on only two specified dates each year (linked to train timetable change dates), unless all Partners agree in special cases

2. Fares and Ticketing

- Agree a standard suite of tickets, easy to understand and offering value for money
- Make available advance purchase tickets, via apps, mobile phones, etc
- Make contactless purchase available on all buses
- Commit to developing multi-modal tickets with TfW (Rail)
- Agree fares and change these only with agreement of all Partners

3. Interchanges and Bus Stops

- Audit all stops on the 11 route
- Produce costed proposal to reach *The North Wales Standard* for all stops
- Sign Service Level Agreements with local authorities to provide, inspect and maintain infrastructure
- Implement *The North Wales Standard* for all stops on 11 route
- Implement site specific improvements at the Key Interchanges:

Site specific improvements at Rhyl Interchange

Rename Rhyl Railway Station and Rhyl Bus Station as Rhyl Interchange
Create signed walking route between bus and train platforms & emphasise Interchange entrances
Add service 11 departure times to rail passenger information screens
Include service 11 times in paper rail timetable displays on train platforms
Include train departure times on 'next stop' announcement for Rhyl Interchange on service 11 buses
Produce information leaflet with train & route 11 timetables

Site specific improvements at Prestatyn Interchange

Provide signed walking route between Bus Station and Railway Station
Install new high quality bus shelters
Provide 'easy to understand' bus information at Railway Station
Produce information leaflet with train & route 11 timetables

Site specific improvements at Shotton Interchange

Improve signage from service 11 bus stops to station platforms, with clear information on where each train service departs
Add service 11 departure times to passenger information screens in Railway Station
Include service 11 departure times in paper timetable displays in Railway Station
Include train departure times on 'next stop' announcement for Flint Interchange on service 11 buses
Produce information leaflet with train & route 11 timetables

Site specific improvements at Flint Interchange

Utilise Evans Street, Y Farchnad and Market Square as a 'uni-directional' loop for all buses, with Y Farchnad being 'Buses Only'
Install high quality bus shelters and designate as 'Platform 3'
Create signed walking route between 'Platform 3' and train platforms
Add service 11 departure times to passenger information screens in Railway Station
Include service 11 departure times in paper timetable displays in Railway Station
Include train departure times on 'next stop' announcement for Flint Interchange on service 11 buses
Produce information leaflet with train & route 11 timetables

4. Vehicle Quality

- Agree vehicle specification, with the aim of providing a high standard of comfort and space, appropriate to the length of the route. Specification to include:
 - Display for service number, final destination & intermediate locations
 - in Welsh and English
 - front, side and rear of vehicle
 - Route branding for the service
 - Wi-fi and phone charging facilities
 - Audio and visual 'next stop' announcements
 - 2+1 seating (*to address social distancing concerns following Covid-19*)
- Agree date for introduction of zero carbon buses

5. Performance Indicators

Agree a series of

SMART (Specific, Measurable, Achievable, Relevant, Time limited)
Key Performance Indicators (KPIs) for each Quality Partnership

Presentation of these KPIs and discussion and action on the results should be a main agenda item at the quarterly Quality Partnership Delivery Group meeting.

The following tables give examples of Performance Standards and KPIs for Partners: Local Authorities, Train Operators and Bus Operators

Local Authority Standards and KPIs

Performance Standards: Infrastructure and Information	KPIs
Complete audit of all infrastructure to be carried out each quarter	<i>Number of infrastructure audits carried out in previous quarter</i>
100% of locations to meet <i>The North Wales Standard</i>	<i>% of locations meeting The North Wales Standard</i>

Train Operator Standards and KPIs (when appropriate)

Performance Standards: Information	KPIs
All Interchange stations to have bus service information and signage	% of Interchange stations with bus service information and signage
All Interchange stations to have stocks of bus timetables available for customers	% of Interchange stations with stocks of bus timetables

Bus Operator Standards and KPIs

Performance Standards:	KPIs
a) Journeys	
99% of journeys to operate	<i>% of journeys operated</i>
90% of journeys to operate on time or no more than 5 minutes late at specified destinations	<i>% of journeys operated to within 5 minutes of scheduled time at specified destinations</i>
98% of journeys to be operated by correct vehicles	<i>% of journeys operated by correct vehicles</i>
99% of journeys to be operated by buses with working next stop audio/visual announcements	<i>% of journeys operated by buses with working next stop audio/visual announcements</i>
b) Bus Drivers	
100% of journeys operated by drivers in uniform	<i>% of journeys operated by drivers in uniform</i>
All drivers allocated to service to receive customer care training	<i>% of drivers with customer care training</i>
c) Complaints	
Maximum 5 complaints received per 1,000 miles operated	<i>Number of complaints received per 1,000 miles operated</i>
100% of complaints responded to in 5 working days	<i>% of complaints responded to within 5 working days</i>

Appendix 3: Example Bus Stop Audit

Bus Stop Audit: Service X4 Mold – Chester

Bus Stop	Category	Existing Infrastructure	Work Required
Mold Bus Station	1	High quality enclosed waiting shelters Bus stops with branding Covered cycle stands Paper timetable info	Clear signage Cleaning and Inspection Repair and Maintenance RTP Information Information on connections Directions to connecting stops
Wood Green	4	Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Bryn Offa	4	Bus stop plate	Paper t/t information Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Griffin Inn	4	Open shelter Bus stop plate Paper t/t information Raised kerbs	Bus stop box Cleaning and Inspection Repair and Maintenance RTP Information
Bod Offa Drive	4	Open shelter Raised kerbs	Paper t/t information Bus stop plate Bus stop box Cleaning and Inspection Repair and Maintenance RTP Information
Pren Hill	4	Open shelter Bus stop plate Bus stop box Paper t/t information Raised kerbs	Cleaning and Inspection Repair and Maintenance RTP Information
Bistre Close	4	Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
White Lion	4	Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information

Buckley Cross	2	Open shelter Bus stop plate Paper t/t information Bus stop box Raised kerbs	Connecting services Information Covered cycle stands Cleaning and Inspection Repair and Maintenance RTP Information
Mill Lane Surgery	4	Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Hawkesbury Road	4	Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Belmont Crescent	4		Cleaning and Inspection Repair and Maintenance RTP Information
Liverpool Road Post Office	4	Open shelter Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
St. Matthews Park	4	Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Red Lion Inn	4	Open shelter (old concrete) Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Smithy Lane	4	Bus stop plate	Paper t/t information Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Dovey Cottages	4	Open shelter Bus stop plate Paper t/t information	Paper t/t information Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information

Hawarden High School	4	Open shelter Bus stop plate Paper t/t information (stop in lay-by)	Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Boars Head	4	Bus stop plate (stop in lay-by)	Paper timetable information Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Carlins Park	4	Bus stop plate (stop in lay-by)	Paper timetable information Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Crown and Liver	4	Open shelter Bus stop plate Paper t/t information Bus stop box Raised kerbs	Cleaning and Inspection Repair and Maintenance RTP Information
Hawarden High School	4	Open shelter Bus stop plate (stop in lay-by)	Paper timetable information Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Hawarden Station	4	Open shelter Bus stop plate Paper t/t information Bus stop box	Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information Bus information in station Directions to/from station
Glynne Arms	3	Enclosed shelter (old) Bus stop plate Paper t/t information Bus stop box	Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Raikes Lane	4	Bus stop plate (stop in lay-by)	Paper timetable information Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Manor Lane/Main Road	4	Bus stop plate Paper t/t information Raised kerbs (lay-by stop)	Cleaning and Inspection Repair and Maintenance RTP Information

Manor Lane	4	Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Arriva Depot	4	Bus stop plate	Paper timetable information Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Wood Lane	4	Bus stop plate Paper t/t information	Bus stop box Raised kerbs Cleaning and Inspection Repair and Maintenance RTP Information
Airbus	4	Open shelter Bus stop plate Paper t/t information Raised kerbs	Bus stop box Cleaning and Inspection Repair and Maintenance RTP Information
Broughton Retail Park	2	Open shelters Bus stop plates Paper t/t information Bus stop box Raised kerbs	Covered cycle stands Connecting services Information Directions to connection stops Cleaning and Inspection Repair and Maintenance RTP Information

ARUP

Trafnidiaeth Cymru

Metro Gogledd Cymru Integreiddio Bysiau

Cam 1: Asesiad o'r Sefyllfa Bresennol

CRYNODEB GWEITHREDOL

15 Gorffennaf 2020

Tud. 78



Crynodeb Gweithredol

Asesiad o'r Sefyllfa Bresennol

Mae'r astudiaeth gychwynnol o'r system bysiau gyfredol wedi canolbwyntio ar safbwyntiau teithwyr bws ac ar berfformiad elfennau o'r system bws cyffredinol fel yr amlinellir yn Ffigur 1.

Defnyddwyr Bysiau: Mae gwella gwasanaethau i deithwyr presennol a denu teithwyr ychwanegol yn amcanion allweddol. Dylid cydnabod bod nifer llawer uwch o bobl nad ydynt yn defnyddio bysiau na nifer y bobl sy'n defnyddio bysiau ac felly bydd angen mwy na dull Busnes-fel-Arfer i ddenu'r bobl hyn i ddefnyddio bysiau.

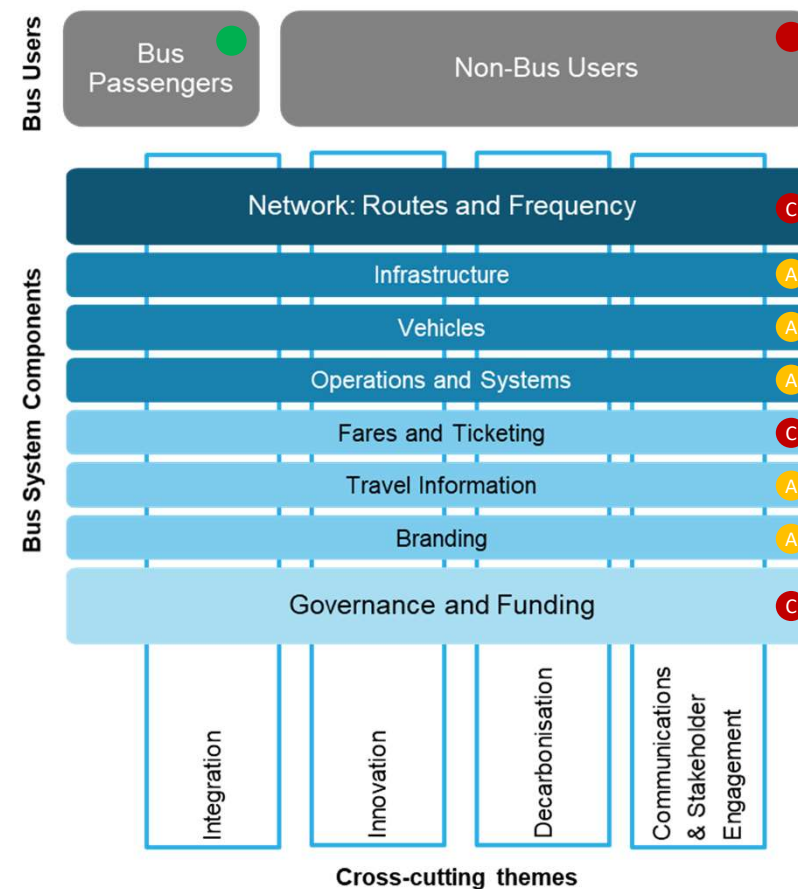
Cydrannau'r System Bysiau: Mae gwasanaethau bysiau wedi'u llunio o nifer o gydrannau - ac mae angen i bob un ohonynt ryngweithio a chyfuno i greu 'cynnig' holistaidd i deithwyr.

Themâu sy'n Trawsdorri: Bydd angen gwella'r holl gydrannau i gyfrannu at roi sylw i ddyheadau Metro Gogledd Cymru sef Integreiddio, Arloesi a Dadgarboneiddio. Hefyd, bydd ymgysylltiad rhan-ddeiliaid yn thema allweddol i ddatblygu rhaglen Metro Gogledd Cymru.

At ddibenion yr adolygiad cychwynnol hwn, mae'r asesiad cryno ansoddol o gyflwr cyfredol elfennau'r system bysiau yng Ngogledd Cymru wedi'u dangos ar raddfa Coch, Ambr neu Wyrdd (RAG) (yn seiliedig ar gymhariaeth ansoddol ag enghreifftiau arferion gorau mewn mannau eraill yn y DU a thramor).

Tud. 79

C	Ddim yn unol ag arferion gorau. Angen newid sylweddol i wella'r gwasanaethau bws ac ymdrin â themâu sy'n trawsdorri.
A	Angen mân-welliannau, neu newid arwyddocaol mewn ardal ddiffiniedig i fodloni arferion gorau. Angen newidiadau i wella'r gwasanaethau bws ac ymdrin â themâu sy'n trawsdorri.
G	Enghraifft dda o arferion gorau. Dim neu newid cyfyngedig ei angen i wella gwasanaethau bws ac ymdrin â themâu sy'n trawsdorri.



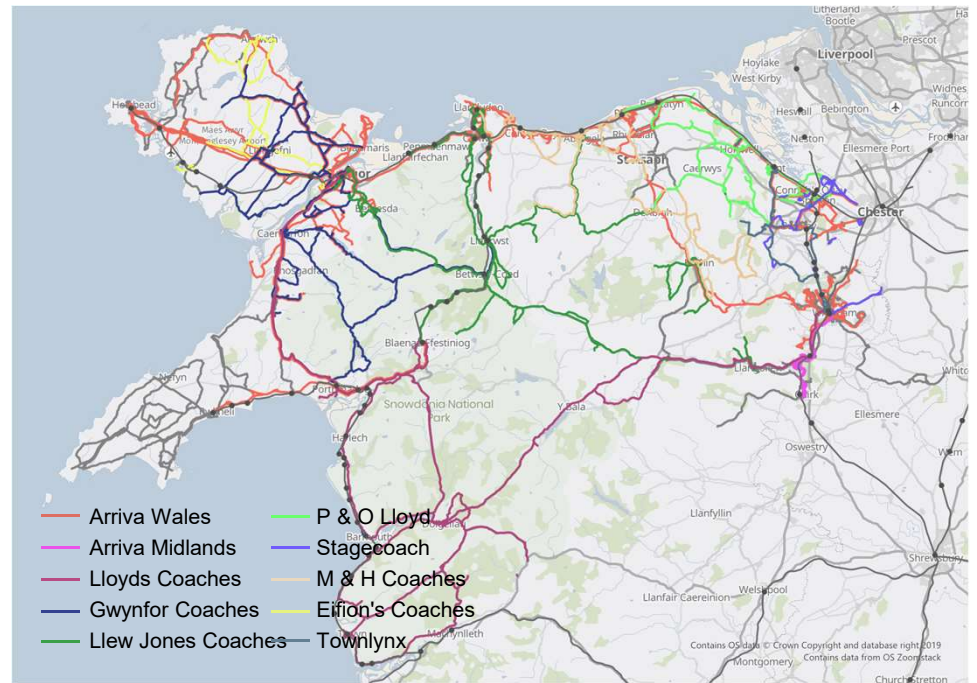
Ffigur 1: Elfennau'r System Bws a Themâu Strategol

Crynodeb Gweithredol

Asesiad o'r Sefyllfa Bresennol: Gwasanaethau Cyfredol (2018-19)



Tud. 80



Weekday Frequency

- 15 mins or less
- 15 – 30 mins
- 30 – 60 mins
- 60 +

No.	Route Type	Weekly Kilometres	Proportion
1	Arriva	321,500	57%
2	Lloyds Coaches	53,500	10%
3	Gwynfor Coaches	36,500	6%
4	Llew Jones Coaches	23,000	4%
5	P & O Lloyd	20,000	4%
6	Stagecoach	15,000	3%
7	M & H Coaches	14,500	3%
8	Eifion's Coaches	11,000	2%
9	Townlynx	10,500	2%
10	Other operators (24)	56,330	10%

Crynodeb Gweithredol

Asesiad o'r Sefyllfa Bresennol: Canfyddiadau Cychwynnol (1)

Teithwyr Bws

RAG: **G**

- Mae bodlondeb cyffredinol ymysg cwsmeriaid presennol yn dda ar 89%. Mae gwerth am arian, gwybodaeth ac amseroedd/dibynadwyedd siwrne yn bryderon allweddol i deithwyr nad ydynt yn fodlon.
- Mae cyfran uchel o deithwyr yn defnyddio'r bws gan nad oes ganddynt unrhyw ddewis amgen ac yn tueddu i ddefnyddio'r bws yn rheolaidd.
- Nid oes gan 79% o deithwyr bws fynediad at gar. Mae hyn yn cymharu â 20% o'r holl breswylwyr yng Ngogledd Cymru heb unrhyw fynediad at gar. Mae defnyddwyr tocynnau mantais yn cyfrif am oddeutu hanner yr holl deithwyr, ac maent yn llawer mwy bodlon na defnyddwyr iau, sy'n adlewyrchu'r llwybrau sy'n aml yn hirfaith i ymestyn yr ardal sy'n cael ei chynnwys ar y rhwydwaith, ond mae hyn yn gwneud siwrne bysiau yn llawer arafach ac nid yw hyn yn annog teithwyr sy'n dynn ar amser i'w defnyddio.

Isadeiledd

RAG: **A**

- Mae dros 5,500 o arosfannau bysiau yng Ngogledd Cymru (25% yn drefol, 75% yn rhyng-drefol/gwledig); mae llawer mewn cyflwr da ac mae gosodiad da i orsafoedd bws yn gyffredinol.
- Fodd bynnag, yn aml mae arosfannau bws mewn cyflwr gwael ac yn anghyson ar draws rhwydweithiau. Yn gyffredinol, gwneir gwaith i uwchraddio arosfannau bws ar sail ad-hoc lle mae cyllid yn cael ei adnabod am gynllun gwella.
- Mae trefniadau aros a phrynu tocynnau yn golygu bod teithwyr yn aml yn aros am un arall cyn mynd ar y bws/gadael y bws/talu gan arwain at oedi a chael eich dal yn y tywydd - o gymharu â systemau bws yn Ewrop lle mae modd, yn gyffredinol, i deithwyr dalu ymlaen llaw am docynnau a mynd ar y bws yn syth drwy nifer o ddrwsau (sydd o fudd penodol i deithwyr anabl).
- Mae tagfeydd traffig mewn rhai coridorau trefol yn arafu'r gwasanaethau bws ac yn ychwanegu at y costau gweithredu. Mae hyn yn dibynnau ar allu gwasanaethau i ddenu teithwyr wrth i amseroedd siwrne a dibynadwyedd gael eu hamlygu fel problem i deithwyr.

Denu Defnyddwyr Newydd (nad ydynt yn defnyddio bysiau ar hyn o bryd)

RAG: **C**

- Mae'r gyfran Siwrnai i'r Gwaith ar rai coridorau trefol yn 20% - 30% sy'n dangos y gall y bws fod yn ddewis deniadol i siwrnai o 45 - 50 munud neu lai.
- Mae cyfran bysiau yng Nghymru yn isel ar oddeutu 32 o deithiau fesul trigolyn y flwyddyn (oddeutu 3% o'r gyfran gyffredinol yng Ngogledd Cymru), ac mae hyn wedi bod yn gostwng 1.4% / y flwyddyn. Gellir rhannu hyn yn 54 taith fesul trigolyn 60+ mlwydd oed, a 23 taith fesul trigolyn <60 mlwydd oed.
- Mae gwariant y llywodraeth a'r gweithredwyr yn cael ei gyfeirio'n aml at uwchraddio ar lwybrau neu goridorau sengl (e.e. Wi-Fi ar y bws, uwchraddio arhosfan bws) yn hytrach na mynd ati'n wirioneddol i roi sylw i gysylltiadau'r rhwydwaith a chydlyniant, h.y. mae'r ffocws ar wneud mân-welliannau i deithwyr presennol, ac ni fydd hyn yn arwain at newid sylweddol yn nifer y teithwyr.

Cerbydau

RAG: **A**

- Defnydd cyfartalog bws yw 11 mlynedd, o gymharu â 7-8 mlynedd yn gyffredinol mewn rhannau eraill o'r DU. Mae Arriva wedi nodi eu bod wedi oedi cyn buddsoddi yn sgil yr ansicrwydd sy'n bodoli, e.e. Bil Gwasanaethau Bws (Cymru).
- Mae bron pob bws yn rhedeg ar ddisel, ac ychydig iawn o gerbydau allyriadau isel iawn sydd i'w gweld. Nid yw'r cyfarpar sydd ei angen i newid i gerbydau allyriadau isel iawn ar gael yn nepos y gweithredwyr.
- Mae oddeutu 450 o fysiau yng Ngogledd Cymru. Yn gyffredinol, bysiau yn llawr sydd yma, gydag un drws dwbl ym mlaen y bws. Gellir mynd ar y bws drwy un drws gyda phob teithiwr yn talu i'r gyrrwr - sy'n arafu siwrnai (ac sy'n ychwanegu costau gweithredu) ac nid yw'n annog cwsmeriaid newydd.

Rhwydwaith: Llwybrau ac Amllder

RAG: **C**

- Mae patrymau siwrne i'r gwaith ar draws y gwahanol ddulliau yn canolbwyntio ar ardal leol y 5 'hwb Metro' (sy'n cefnogi pwysigrwydd y rhwydweithiau bws lleol hyn).
- Mae'r ddarpariaeth yn canolbwyntio ar linellau gwasanaeth unigol heb fawr neu ddim cydlyniant rhwng gwasanaethau o ran amseriad, yn enwedig gyda'r nos.
- Mae niferoedd yr aelwydydd dalgylchol sydd o fewn 600m i arhosfan bws yn uchel, ar oddeutu 90%; fodd bynnag, nid yw'r lefelau uchel hyn o reidwrwydd yn arwain at ddefnydd uchel gan bod hyn yn dibynnu ar amllder gwasanaethau a'r amrediad o gyrchfannau ymarferol
- Ychydig iawn o wasanaethau 'troi fyny a theithio' sydd ar gael (h.y. bob 12 munud neu well). Yn gyffredinol, mae'r prif wasanaethau yn gweithredu bob 20 - 60 munud ac mae hyn yn arwain at rai teithiau aml iawn ar brif goridorau lle mae gwasanaethau'n mynd i'r un cyfeiriad.
- Mae awdurdodau lleol (llwybrau wedi'u tendro) a gweithredwyr (llwybrau masnachol) yn tueddu i wneud newidiadau cynyddol i wasanaethau a llwybrau presennol dros amser, ac nid yw hyn yn cynnig y sefydlogrwydd sydd ei angen ar gyfer twf hirdymor.
- Mae'r lefelau hynod isel o deithwyr sy'n newid rhwng gwasanaethau bws a rheilffordd (1%) yn adlewyrchu'r diffyg cydlyniant ac integreiddio o ran tocynnau ar draws y gwahanol ddulliau cludiant.
- Mae'r rhwydweithiau'n canolbwyntio'n bennaf ar siwrnai i ac o ganol trefi - ac felly nid ydynt yn creu cysylltiad da rhwng ardaloedd preswyl ac ardaloedd cyflogaeth mawr ar ymylon y canol trefi e.e. Cysylltedd bws cyfyngedig sydd â Stad Ddiwydiannol Wrecsam (700 o swyddi).

Crynodeb Gweithredol

Asesiad o'r Sefyllfa Bresennol: Canfyddiadau Cychwynnol (2)

Gweithrediadau a Systemau

RAG: **A**

- Ceir oddeutu 25% o gyfanswm yr holl gilomedrau bws Cymru yng Ngogledd Cymru, sy'n cael eu dominyddu gan Arriva, gan mai hwy sy'n gweithredu 57% o'r holl gilomedrau bws.
- Mae dros hanner y milltiroedd bws blynyddol yn teithio ar lwybrau sy'n derbyn cymhorthdal rhannol h.y. masnachol yn ystod y dydd gyda gweithredwyr yn cael eu talu i weithredu bysiau gyda'r nos / ar ddydd Sul
- Yn 2018 dim ond 16 o wasanaethau oedd yn gwbl fasnachol; ac roedd oddeutu 160 o wasanaethau yn derbyn cymorth gan lywodraeth leol

Math y Llwybr	Km Wythnosol	%
Masnachol	75,500	13%
Cymorthdal Rhannol	339,500	60%
Cymhorthdal Llwybr	146,500	26%

Brandio

RAG: **A**

- Mae'r drefn llywodraethu bysiau yn golygu bod y brandio'n cael ei adael yn nwylo'r gweithredwyr; mae rhai ohonynt yn creu 'brand', ond buddsoddiad cyfyngedig mewn marchnata sydd gan eraill.
- Mae'r dull darniog ac anghyson hwn o frandio yn gwrthdaro â'r angen i ennyn ymddiriedaeth y teithwyr (yn enwedig o ran siwrnai gyda dau gam neu fwy) - ac mae hyn yn hanfodol os yw pobl am wneud dewis penodol i ddefnyddio bysiau yn rheolaidd.
- I ddenu teithwyr i ddefnyddio gwasanaethau bws fel 'rhwydwaith', mae angen i'r rhwydwaith bws gael ei chyflwyno a'i marchnata fel un rhwydwaith yn hytrach nac fel gwasanaethau unigol.

Ffioedd a Thocynnau

RAG: **C**

- Ni ystyrir ei fod yn cynnig gwerth am arian ymysg y rhai sy'n talu'r ffioedd yng Ngogledd Cymru, a hefyd mae defnyddwyr tocynnau mantais yn llawer mwy bodlon na defnyddwyr iau.
- Nid yw'r drefn tocynnau wedi'i hintegreiddio rhwng gwahanol weithredwyr ac mae hyn yn lleihau'n sylweddol yr amrediad o gyrchfannau i deithwyr ac yn creu dryswch.
- Ychydig iawn o gysylltiad a chydlyniant rhwng bysiau lleol, bysiau rhyng-drefol (e.e. Traws Cymru), a gwasanaethau rheilffordd. Nid oes unrhyw docynnau bws integredig ar gyfer y rhwydwaith cyfan - a dim ond ar wasanaethau rheilffordd y gellir prynu PlusBus.
- Mae'r diffyg trefn tocynnau integredig yn rhwystr mawr o ran mabwysiadu teithio ar fws fel dewis rheolaidd.

Gwybodaeth am Deithio

RAG: **A**

- Darperir gwybodaeth am deithio mewn dull anghyson gan weithredwyr, nid yw'n cael ei gyflwyno ar sail 'rhwydwaith', a heb wybodaeth am gysylltiadau a gwasanaethau eraill, na chysylltiadau rheilffordd a Theithio Llesol.
- Mae'r diffyg mapiau rhwydwaith yn ei gwneud yn anodd iawn i ddarpar ddefnyddwyr bws newydd ddeall pa siwrnai y gellir teithio arnynt. Yn benodol, mae'n anodd deall sut a lle i drosglwyddo rhwng gwasanaethau.
- Mae system rifo gwasanaethau cymhleth iawn yn bodoli ac mae'n anodd iawn i ddarpar-ddefnyddwyr ei deall, e.e. mae dau wasanaeth bws Rhif 5 yn cael eu gweithredu gan wahanol gwmnïau yn Wrecsam.

Llywodraethu a Chyllid

RAG: **C**

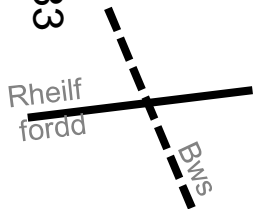
- Dim ond 13% o gilometrau'r rhwydwaith sy'n cael eu gweithredu fel rhai masnachol, gyda'r 87% eraill yn dibynnu ar contractau S63 a chyllid de-minimus.
- Mae dros 2/3 o'r refeniw cyffredinol yn cael ei ddarparu gan Lywodraeth Cymru ac Awdurdau Lleol (gan gynnwys ad-dalu Tocynnau Mantais). Mae ad-daliadau Tocynnau Mantais yn cyfrannu mwy at y refeniw cyffredinol yn hytrach na thocynnau confensiynol.
- Mae'r trefniadau rheoleiddio yn dylanwadu'n gryf ar y gallu i weithredu rhwydwaith cydlynus ac 'unedig' yng Ngogledd Cymru (ac mewn mannau eraill yn y DU). Mae ymchwil ar y pwnc hwn yn tanlinellu bod "good network planning can make a very significant contribution towards ... efficient use of resources and high quality service to the passengers".
- Mae'r trefniadau rheoleiddio presennol yn golygu diffyg cynllunio cyffredinol, sy'n creu aneffeithiolrwydd a diffygion, ac maent yn cael eu crynhoi fel a ganlyn:
 - Defnydd aneffeithiol o'r adnoddau bws gyda dyblygiad a diffyg cydlyniant ar rai coridorau;
 - Nifer cyfyngedig o deithiau Man Cychwyn-Cyrchfan ar gael ar Fws, yn bennaf yn gyfyngedig i gyrchfannau ar lwybrau bws sengl yn sgil darpariaeth wael ar gyfer trosglwyddo;
 - Anhawster cyflwyno trefn tocynnau cwbl integredig mewn marchnad gystadleuol. Mae'r trefniadau rheoleiddio, yn eu hanfod, yn creu rhwystr sy'n atal teithwyr rhag defnyddio'r bysiau fel rhwydwaith hollataidd;
 - Natur ddarniog y sector bysiau gydag amrywiaeth o wahanol sefydliadau'n gyfrifol am elfennau o systemau bws;
 - Ansefydlogrwydd y Rhwydwaith - newidiadau parhaus i'r rhwydwaith bws, nail ai yn sgil angen y gweithredwyr bws i addasu neu ddileu gwasanaethau i ddiwygio eu costau, neu yn sgil tueddiad awdurdodau lleol i gaffael tendrau byrdymor (blwyddyn neu ddwy) am wasanaethau sy'n derbyn cymhorthdal. Mae'r diffyg sefydlogrwydd hyn yn effeithio'n ddifrifol ar ymddiriedaeth ac ar ba mor ddeniadol yw'r gwasanaeth bws fel rhwydwaith dibynadwy a hirdymor.
 - Rhwydwaith cymhleth gyda nifer uchel o wasanaethau unigol, wedi'u gweithredu gan amrywiaeth o weithredwyr preifat, gyda system rifo 'non-intuitive'. Ni ddarperir mapiau o'r rhwydwaith, ac fe nodir nad yw'r cyfleoedd i drosglwyddo rhwng gwasanaethau yn cael eu hadnabod.

Dull Rhwydwaith Bysiau Gogledd Cymru

Mae angen dull sy'n rhoi'r teithiwr yn ganolog er mwyn gwneud y bws yn addas ar gyfer nifer ehangach o siwrnai a grwpiau o ddefnyddwyr. Gellir cyflawni hyn drwy sefydlu rhwydweithiau 'siwrne i'r gwaith' lleol sy'n canolbwyntio ar y canolfannau trefol craidd, rhwydwaith rhanbarthol o wasanaethau bws a rheilffordd, a gwasanaethau gwledig a bwydo, gyda chydlyniant a chyfnewid rhwng gwasanaethau.



Tud. 83



Rhwydweithiau Bysiau Lleol

- Rhwydweithiau craidd lleol o wasanaethau bws wedi'u rhesymoli, ond aml (yn canolbwyntio ar y pum prif ardal cyfogaeth yn Wrecsam, Glannau Dyfrdwy, Arfordir Canolog, Arfordir Conwy a Menai).
- Oriau gweithredu ac amlder gwasanaethau cyson
- Y drefn cyfnewid rhwng gwasanaethau wedi'i ddylunio yn rhan o'r rhwydwaith a gwell integreiddiad mewn hybiau rheilffordd (gyda threfn tocynnau integredig a theithwyr 'real-time').
- Un map rhwydwaith wedi'i frandio a system rhifo bysiau hawdd i'w deall.
- Integreiddio cyfleusterau teithio llesol i gynyddu'r dalgylchoedd.

Rhwydwaith Strategol Rhanbarthol - TrawsCymru a'r Rheilffordd

- Rhwydwaith o wasanaethau rhanbarthol pellter hwy strategol yn teithio'n uniongyrchol rhwng trefi, gydag oriau gweithredu cyson ac amlder wyneb cloc (e.e. 08:15, 09:15, 10:15 ac ati)
- Un map rhwydwaith wedi'i frandio a system rhifo bysiau hawdd i'w deall gyda threfn tocynnau integredig (wedi'i chyfuno â'r gwasanaethau rheilffordd)
- Ffocws cynyddol ar y drefn gyfnewid i gynyddu nifer y cyrchfannau y gellir eu cyrraedd ar y bws (gyda threfn tocynnau integredig a theithwyr 'real-time').

Gwasanaethau Gwledig / Gwasanaethau Bwydo / Gwasanaethau sy'n Ymateb i'r Galw

- Llwybrau bwydo/cymdeithasol ategol sy'n cysylltu â'r rhwydweithiau lleol a rhanbarthol mewn pwyntiau cyfnewid.
- Cludiant sy'n ymateb i'r galw fel dewis amgen i wasanaethau bws lle nad oes llawer o ddefnydd yn cael ei wneud ohonynt.

Menai



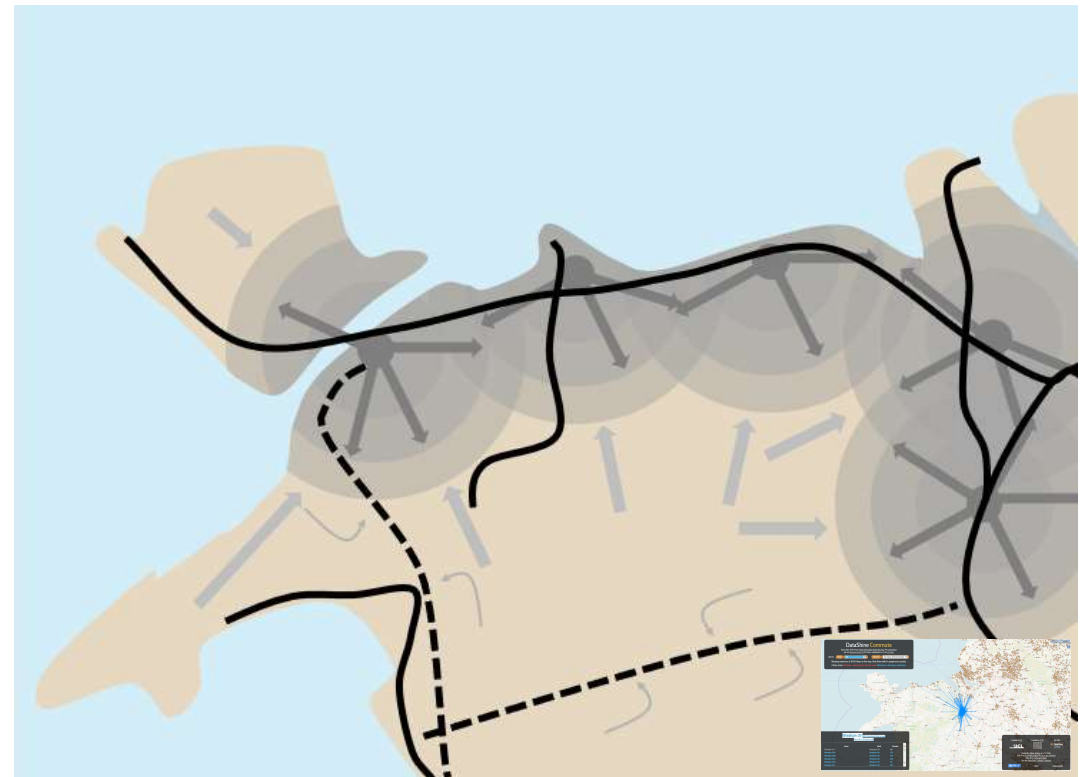
Arfordir Conwy



Arfordir



Glannau



Wrecsam

Mesurau Cefnogi i Gyflawni Rhwydweithiau Trawsnewidiol

Bydd diwygiad ehangach y trefniadau llywodraethu a chyllido ar gyfer bysiau yng Nghymru yn alluogwr allweddol wrth fynd ati i drawsnewid y rhwydweithiau bws. Bydd angen mesurau cefnogi ar draws pob elfen o'r system bws er mwyn gwella gallu teithwyr i gynllunio'r siwrne.

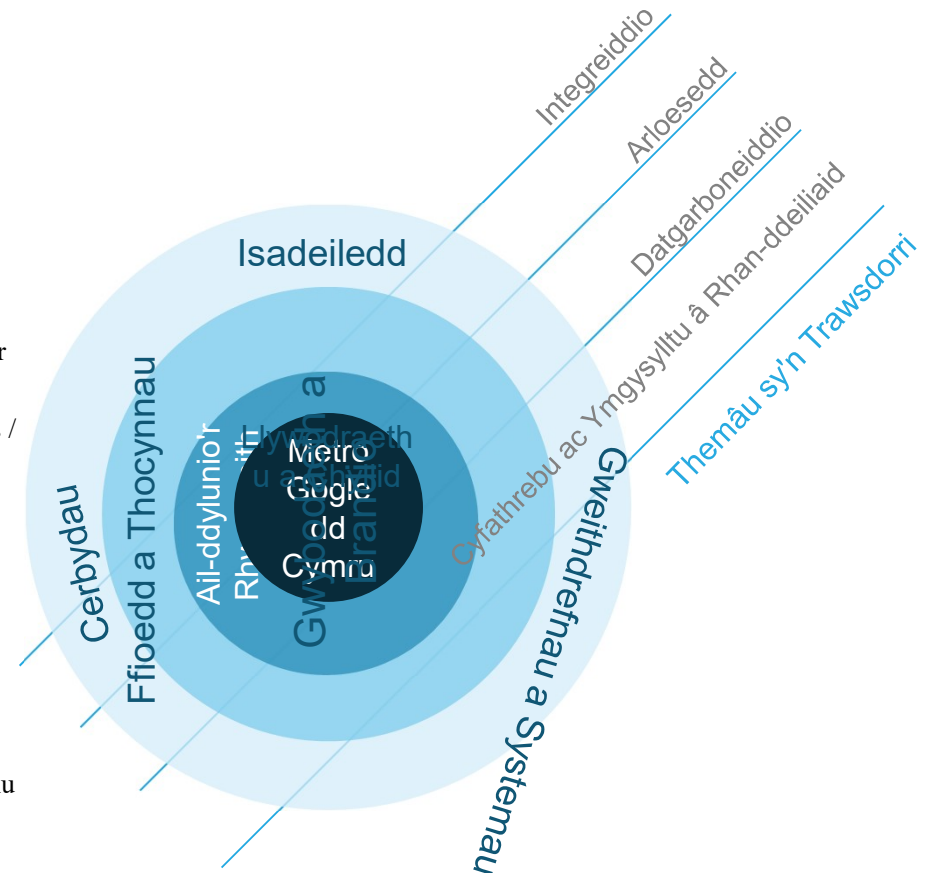
Y newid allweddol sydd ei angen i ddenu a chadw teithwyr yw darparu rhwydwaith sydd wedi'i rhesymoli, ei symleiddio ac wedi'i chydlynu. Bydd angen cefnogi newidiadau i'r rhwydwaith bws gan ymyraethau ar draws cydrannau eraill yn y system bysiau:

- **Llywodraethu a Chyllid:** mae diwygio/cydgrynhoi ehangach o ran cyllid a chyflwyno cyllid argyfwng yn dilyn y pandemig COVID-19 yn rhoi sgôp i gytuno ar newidiadau i'r rhwydwaith a lefelau gwasanaeth gyda gweithredwyr;
- **Isadeiledd:** Mesurau i wella cyflymder y coridor ac isadeiledd yr hwb arhosfan/trosglwyddo bws;
- **Cerbydau:** Diffinio nodweddion cerbydau i gefnogi cynigion y rhwydwaith (e.e. gwell trefniadau i fynd ar/oddi ar y bws) ac amcanion amgylcheddol;
- **Ffioedd a Thocynnau:** Bydd modd defnyddio tocynnau ar holl wasanaethau'r rhwydwaith lleol er mwyn sbarduno siwrmai trosglwyddo, a modd uwchraddio ar gyfer teithio rhanbarthol (ac ar gyfer siwrmai rheilffordd/bws);
- **Gwybodaeth:** Mapiau rhwydwaith syml gyda'r lleoliadau trosglwyddo yn dangos i deithwyr yn glir sut i gynllunio'u taith;
- **Brandio:** Rhwydweithiau lleol wedi'u brandio a'u marchnata, yn integreiddio â rhwydweithiau bws / rheilffordd a chyfleusterau a chysylltiadau Teithio Llesol (gan ymateb i'r galw / symudedd yn y dyfodol); a
- **Gweithrediadau a Systemau:** Mesurau gweithredu bws (e.e. depo, tanwydd, 'layover') i gefnogi'r rhwydwaith a chynigion o ran yr isadeiledd.

Dylai'r newidiadau roi sylw i themâu sy'n trawsdorri:

- Integreiddio a chydlynu, gan gynnwys integreiddio â'r rheilffordd, o ran trefniant gofodol gwasanaethau, amseriad gwasanaethau a thocynnau i deithwyr;
- Arloesedd o ran technoleg megis tocynnau bws, gwybodaeth ac ymateb i'r galw, o ran llywodraethu ac effeithiolrwydd cost a dyluniad y gyfnewidfa;
- Ymgorffori technolegau carbon isel ac allyriadau isel mewn gweithrediadau bws; a
- Strategaeth bysiau gyda gweithredwyr bysiau a defnyddwyr bysiau a chymunedau lleol yn medru cymryd rhan a dylanwadu ar y strategaeth a'r cynllun gweithredu.

Tud. 84



Cam 2: Cynllunio ac Ymchwilio i'r Dyluniad a Chynllun Cyflwyno ar gyfer Rhwydwaith Integredig

Mae Cam 2 yn cynnwys gweithgareddau dylunio a chynllunio ar gyfer rhwydweithiau, isadeiledd a gweithrediadau a systemau cysylltiedig - i ddarparu trawsnewidiad holistaidd sy'n canolbwyntio ar deithwyr, sydd â rhaglen gyflwyno glir.

Mae'r gwaith yng Ngham 2 yn adeiladu ar **Strategaeth Bysiau Rhanbarthol Gogledd Cymru** a luniwyd ar gyfer y **Bwrdd Uchelgais a'r ymchwiliad yng Ngham 1 - Asesiad o'r Sefyllfa Bresennol**.

Tud. 85

