

Bwrdd Gweithredol

25 Ionawr 2021

Pwnc: Cynllun Argyfwng Bysiau 2 Llywodraeth Cymru

Pwrpas: Mae'r adroddiad hwn yn nodi'r cyd-destun ehangach, y cefndir a'r rhesymau dros Gynllun Argyfwng Bysiau Llywodraeth Cymru ac yn gofyn am gytundeb y Bwrdd Gweithredol i ymuno â chynllun BES2.

Yr argymhellion / penderfyniadau allweddol sydd eu hangen:

- 1.1 Mae'r Bwrdd Gweithredol yn cytuno ag egwyddorion cytundeb BES 2 (Atodiad 2) i sicrhau cymorth ariannol (amodol) i'r sector bysiau ac i sefydlu perthynas â'u hawdurdod arweiniol rhanbarthol a'u llofnodwr, sy'n sicrhau bod yr arian brys parhaus yn bodloni blaenoriaethau'r awdurdod ac yn cael ei ddarparu ar ei ran.
- 1.2 Mae'r Bwrdd Gweithredol yn nodi'r gofyniad i'r cytundeb cyfreithiol presennol ar gyfer diweddarau'r Grant Cymorth Gwasanaethau Bysiau i adlewyrchu'r gofynion ar gyfer cytundeb BES2.
- 1.3 Mae'r Bwrdd Gweithredol yn derbyn adroddiad pellach ar gynigion ehangach i ddiwygio bysiau sy'n ymwneud â rheoli gwasanaethau bysiau yng Nghymru yn y dyfodol yn dilyn cyfarfod Cymdeithas Llywodraeth Leol Cymru gydag Aelodau'r Bwrdd Gweithredol a'r Gweinidog ar ddechrau 2021.

Y rhesymau: Sicrhau cymorth parhaus i ddarpariaeth trafniadaeth gyhoeddus.

Angen ymgynghori â'r pwyllgor craffu perthnasol: Ddim yn berthnasol

Angen i'r Bwrdd Gweithredol wneud penderfyniad OES

Angen i'r Cyngor wneud penderfyniad NAC OES

YR AELOD O'R BWRDD GWEITHREDOL SY'N GYFRIFOL AM Y PORTFFOLIO:- Y Cynghorydd. H. Evans.

Y Gyfarwyddiaeth: Yr Amgylchedd

Enw Pennaeth y Gwasanaeth: S.G. Pilliner

Awdur yr Adroddiad: S.G. Pilliner

Swydd: Pennaeth Trafniadaeth a Phrifyrdd

Rhifau ffôn / Cyfeiriadau E-bost:

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EXECUTIVE SUMMARY
Executive Board
25th January 2021

Wales Government Bus Emergency Scheme 2

The bus industry across Wales has been supported throughout the COVID pandemic with financial support from the Wales Government. The support has sustained essential bus services as farebox revenue plummeted. Support delivered through the Wales Government Bus Emergency Scheme together with the Council's revenue funding has proved a lifeline.

To date the support has been provided by short term funding schemes, the Wales Government now wishes to move to a more longer-term arrangement to continue with a Bus Emergency Scheme (BES2) in exchange for greater influence over public transport provision.

The longer-term arrangement would be delivered in the form of a Public Service Obligation contract which would run until July 2022 or until such time as market conditions recover sufficiently for an operator to no longer require Bus Emergency Scheme support.

The longer-term agreement will need to be signed by the bus operator, the Wales Government, Transport for Wales and a Lead Authority for the region. The Lead Authority arrangement will be subject to a formal legal agreement between the four authorities across the region like the existing arrangement for administering Bus Services Support Grant (BSSG). The BSSG agreement will need to be updated to include the BES2 scheme.

The Wales Government requires that the Bus Emergency Scheme agreement is signed by the 31st January 2021.

BES2 is required to ensure services are sustained. Any reduction in BES2 funding that is not covered by an uptake in farebox revenue, will place pressure on any Council subsidised bus contracts. Without BES2 support the bus industry would not survive the crisis and many public transport routes would be lost.

The report concerns emergency bus funding, there is ongoing work being undertaken by the Wales Government on the planning of future networks and respective roles of the Wales Government, Transport for Wales, Local authorities and Operators. This will be subject to a separate future report. It will be important the outcome of this further work will provide an assurance and security of service for rural areas together with recognition of the important role Local Government has in the planning and management of bus services.

The report attached sets out the detail and Executive Board are asked to approve the recommendations as set out.

DETAILED REPORT ATTACHED?

YES

IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report:

Signed: **S.G. Pilliner**

Head of Transportation and Highways

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
YES	YES	YES	NONE	YES	NONE	NONE

Policy, Crime & Disorder and Equalities

The BES2 provides funding to sustain public transport in accordance with the Regional Bus Network Strategy and South West Wales Joint Local Transport Plan.

Legal

The Council will remain responsible for the subsidised services that it currently funds through direct contracts with bus operators.

BES2 payments that cover the loss of farebox revenue will be made by a Public Services Obligation Contract which has a maximum term until 21st July 2022 or until bus operators enter into an embedded partnership agreement.

The current legal agreement for the joint administration of the Bus Services Support Grant for the region will need to be updated to reflect the arrangements for BES2.

The Lead Authority will enter into agreement with each operator for the region together with the Wales Government and Transport for Wales.

Finance

BES2 provides operators with funding to cover loss of fare box revenue and additional ramp up funding for services. Funding is confirmed until March 2021 in the current financial year. The Wales Government budget announcements indicates there is funding allocated for 2021/22.

Any reduction in funding for BES2 that is not covered by farebox revenue will place pressure on any Council subsidised bus contracts which may require additional revenue support or a reduction in service.

Should bus operators not sign the agreement the Council will need to adjust services.

Risk Management Issues

Should funding be reduced, it will impact on the level of public transport services that the council is able to support.

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: S.G.Pilliner

Head of Transportation and Highways

1. **Scrutiny Committee** N/A
2. **Local Member(s)** N/A
3. **Community / Town Council** N/A
4. **Relevant Partners** N/A
5. **Staff Side Representatives and other Organisations** N/A

EXECUTIVE BOARD PORTFOLIO
HOLDER(S) AWARE/CONSULTED

Include any observations here

Section 100D Local Government Act, 1972 – Access to Information
List of Background Papers used in the preparation of this report:

THERE ARE NONE