

## Agenda – Y Pwyllgor Menter a Busnes

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Lleoliad:	I gael rhagor o wybodaeth cysylltwch â:
Ystafell Bwyllgora 1 – Y Senedd	Gareth Price
Dyddiad: Dydd Iau, 19 Tachwedd 2015	Clerc y Pwyllgor
Amser: 09.15	0300 200 6565
	<a href="mailto:SeneddBusnes@Cynulliad.Cymru">SeneddBusnes@Cynulliad.Cymru</a>

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### Rhag-gyfarfod preifat gan gynnwys crynodeb o'r arolwg a gynhelir o Wasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru

(09.15–09.30)

#### 1 Cyflwyniad, ymddiheuriadau a dirprwyon

#### 2 Ymchwiliad i Wasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru – Cydffederasiwn Cludiant Teithwyr Cymru

(09.30–10.30)

(Tudalennau 1 – 52)

John Pockett, Cyfarwyddwr, Cysylltiadau Llywodraethol, Cydffederasiwn Cludiant Teithwyr Cymru

Justin Davies, Cadeirydd, Cydffederasiwn Cludiant Teithwyr Cymru

Dogfennau atodol:

Y Briff Ymchwil

EBC(4)–27–15 (p.1) Crynodeb o'r Arolwg Ymchwiliad i Wasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru

EBC(4)–27–15 (p.2) Tystiolaeth gan Gydffederasiwn Cludiant Teithwyr Cymru

**Egwyl** (10.30–10.40)



### **3 Ymchwiliad i Wasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru – Llywodraeth leol**

(10.40–11.40)

(Tudalennau 53 – 63)

Jane Lee, Swyddog Polisi, Cymdeithas Llywodraeth Leol Cymru

Darren Thomas, Pennaeth Priffyrdd ac Adeiladu, Cyngor Sir Penfro

Richard Cope, Rheolwr Busnes (Trafnidiaeth i Deithwyr a Strategaeth Drafnidiaeth), Cyngor Sir Fynwy a Chadeirydd Cymdeithas Swyddogion Cydgysylltu Trafnidiaeth Cymru

Huw Morgan, Arweinydd Tîm yr Uned Trafnidiaeth Integredig, Cyngor Bwrdeistref Sirol Caerffili a Chadeirydd Gweithgor Bysiau De-ddwyrain Cymru

Dogfennau atodol:

EBC(4)–27–15 (p.3) Tystiolaeth gan Gymdeithas Llywodraeth Leol Cymru (Saesneg yn unig)

EBC(4)–27–15 (p.4) Tystiolaeth gan Gymdeithas Swyddogion Cydgysylltu Trafnidiaeth Cymru (Saesneg yn unig)

### **4 Ymchwiliad i Wasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru – Gwybodaeth a rheoleiddio**

(11.40–12.25)

(Tudalennau 64 – 93)

Nick Jones, Comisiynydd Traffig dros Ardal Drafnidiaeth Cymru

Graham Walter, Rheolwr Gyfarwyddwr, Traveline Cymru

Jo Foxall, Rheolwr Marchnata a Dirprwy Reolwr Cyffredinol, Traveline Cymru

Dogfennau atodol:

EBC(4)–27–15 (p.5) Comisiynydd Traffig dros Ardal Drafnidiaeth Cymru (Saesneg yn unig)

EBC(4)–27–15 (p.6) Tystiolaeth gan Traveline Cymru

### **5 Papurau i'w nodi**

## **5.1 Cynlluniau Trafnidiaeth yn ystod Cwpan Rygbi'r Byd 2015**

(Tudalennau 94 – 96)

Dogfennau atodol:

EBC(4)-27-15 (p.7) Papur a gyflwynwyd gan National Express mewn perthynas â chyfarfod y Pwyllgor ar 5 Tachwedd ar y Cynlluniau Trafnidiaeth yn ystod Cwpan Rygbi'r Byd (Saesneg yn unig)

EBC(4)-27-15 (p.8) Adroddiad ar effaith economaidd Cwpan Rygbi'r Byd 2015

## **5.2 Ymchwiliad i Botensial yr Economi Forol yng Nghymru**

(Tudalen 97)

Dogfennau atodol:

EBC(4)-27-15 (p.9) Llythyr gan Weinidog yr Economi, Gwyddoniaeth a Thrafnidiaeth ynghylch ymweliad y Pwyllgor â Dilyn ar 1 Hydref (Saesneg yn unig)

## **5.3 Dyfodol Masnachfrait Rheilffyrdd Cymru a'r Gororau**

(Tudalennau 98 – 100)

Dogfennau atodol:

EBC(4)-27-15 (p.10) Llythyr oddi wrth Weinidog yr Economi, Gwyddoniaeth a Thrafnidiaeth ynghylch Cyllido Gwasanaethau Rheilffyrdd yng Nghymru (Saesneg yn unig)

## **5.4 Cyfleoedd Cyflogaeth i Bobl dros 50 Oed**

(Tudalennau 101 – 102)

Dogfennau atodol:

EBC(4)-27-15 (p.11) Llythyr oddi wrth y Dirprwy Weinidog Sgiliau a Thechnoleg ynghylch Cyfleoedd Cyflogaeth i Bobl dros 50 Oed

## **5.5 Memorandwm Cydsyniad Deddfwriaethol ar y Bil Diwygio Lles a Gwaith**

(Tudalennau 103 – 109)

Dogfennau atodol:

EBC(4)-27-15 (p.12) Llythyr gan y Gweinidog Cymunedau a Threchu Tlodi ynghylch y Memorandwm Cydsyniad Deddfwriaethol ar y Bil Diwygio Lles a Gwaith

**Ôl-drafodaeth breifat (12.25-12.30)**

## Eitem 2

Mae cyfyngiadau ar y ddogfen hon

# Y Pwyllgor Menter a Busnes

## Crynodeb o'r Arolwg Ymchwiliad i Wasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru

### Cefndir

Mae'r ddogfen hon yn rhoi crynodeb o'r ymatebion a gafwyd i'r arolwg ar Ymchwiliad i Wasanaethau Bysiau a Thrafnidiaeth Gymunedol a gynhaliwyd gan y tîm Allgymorth rhwng 18 Medi 2015 a 2 Tachwedd 2015.

### Methodoleg

Fel rhan o ymchwiliad y Pwyllgor Menter a Busnes i Wasanaethau Bysiau a Thrafnidiaeth Gymunedol, cynhaliodd y Tîm Allgymorth arolwg ar-lein ac ar bapur. Gofynnwyd i'r rhai a gymerodd ran ateb ystod o gwestiynau a oedd yn ymwneud ag effaith gymdeithasol, amgylcheddol ac economaidd mae unrhyw newidiadau diweddar wedi cael ar lefelau gwasanaethau bysiau a thrafnidiaeth gymunedol.

Lluniwyd un arolwg, a oedd yn targedu'r cyhoedd yn gyffredinol.

**Diben yr arolwg hwn oedd casglu barn ymatebwyr ar Wasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru. Mae'r data a amlinellir yn y crynodeb hwn yn cynrychioli barn o'r rhai a ymatebodd, ac nid y cyhoedd yn gyffredinol. Nid yw'r data yn adlewyrchu sampl gynrychioliadol o'r cyhoedd.**

### Codi Ymwybyddiaeth

Er mwyn hyrwyddo ymwybyddiaeth o'r arolwg a denu cyfranogwyr, cysylltodd y Tîm Allgymorth ag ystod eang o ysgolion, colegau a sefydliadau. Gallai'r rhai y cysylltwyd â hwy godi ymwybyddiaeth mewn amryw o ffyrdd, gan gynnwys rhoi erthyglau ar wefannau; tynnu sylw ar gyfryngau cymdeithasol gan gynnwys Facebook a Twitter; ac anfon negeseuon e-bost yn uniongyrchol at gyfranogwyr.

Bu staff y Cynulliad hefyd yn hyrwyddo'r arolwg ymysg grwpiau perthnasol a oedd yn ymweld â'r Senedd, a oedd yn destun ymweliadau addysg, a oedd yn destun sesiynau Deall ag Ymgysylltu a phan fu cynrychiolwyr y Cynulliad yn rhan o Senedd@Abertawe.



Cyfathrebu'r Cynulliad

Assembly Communications

Tudalen y pecyn 24

## Ystadegau Allweddol

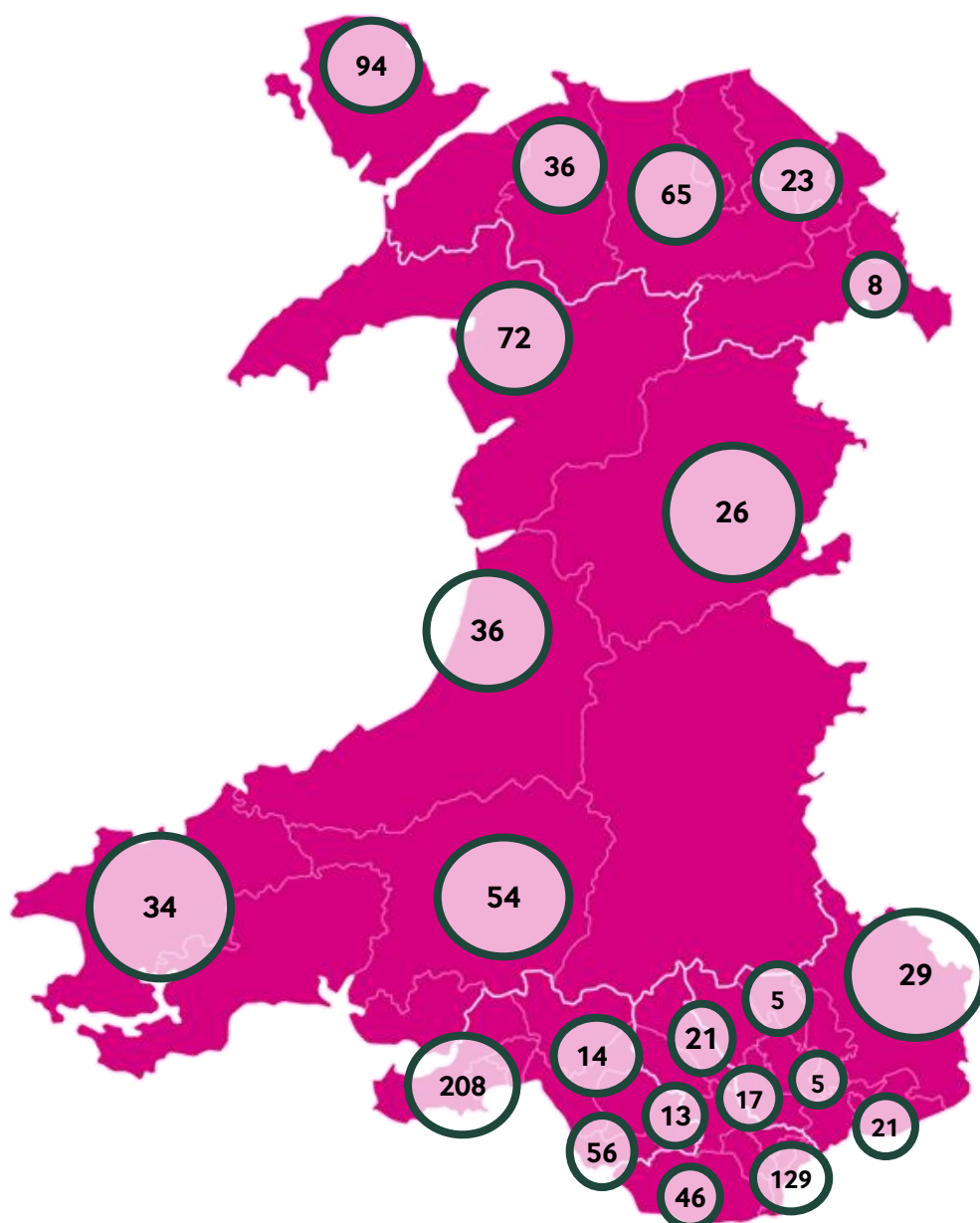
**1,011** Cyfanswm nifer yr ymatebion a gafwyd i'r arolwg

## Crynodeb Daeryddol o'r Ymatebion

**Nifer yr ymatebion i'r arolwg a gafwyd gan y cyhoedd wedi'i dadansoddi yn ôl awdurdod lleol**

*Cyfanswm nifer yr ymatebion: 995*

Blaenau Gwent: 4  
Pen-y-bont ar Ogwr: 56  
Caerffili: 17  
Caerdydd: 129  
Sir Gaerfyrddin: 54  
Ceredigion: 36  
Conwy: 36  
Sir Ddinbych: 65  
Sir y Fflint: 23  
Gwynedd: 72  
Ynys Môn: 94  
Merthyr Tudful: 5  
Sir Fynwy: 29  
Castell-nedd Port Talbot: 14  
Casnewydd: 21  
Sir Benfro: 34  
Powys: 26  
Rhondda Cynon Taf: 13  
Abertawe: 208  
Torfaen: 5  
Bro Morgannwg: 46  
Wrecsam: 8



Cyathrebu'r Cynulliad

Assembly Communications

Tudalen y pecyn 25

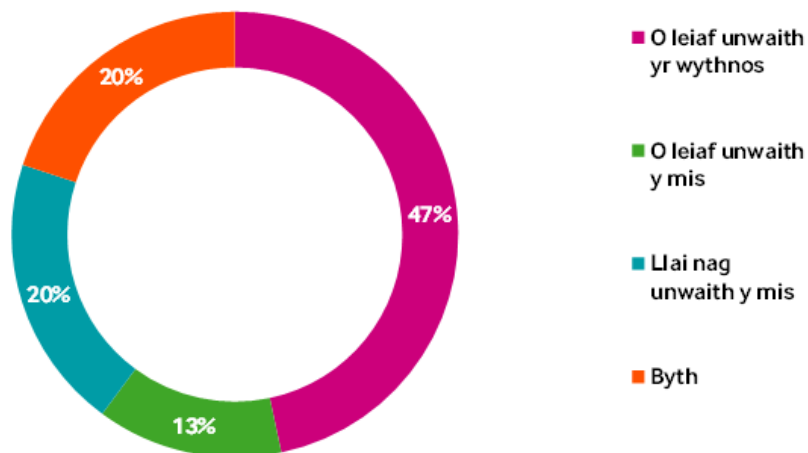
## Crynodeb o'r Ymatebion

Cwestiwn un – Pa mor aml yr ydych yn defnyddio gwasanaethau bysiau ac / neu drafnidiaeth gyhoeddus? Atebwch ar wahân ar gyfer pob gwasanaeth os gwelwch yn dda.

### Gwasanaethau bysiau

Cyfanswm nifer yr ymatebion: 1,003

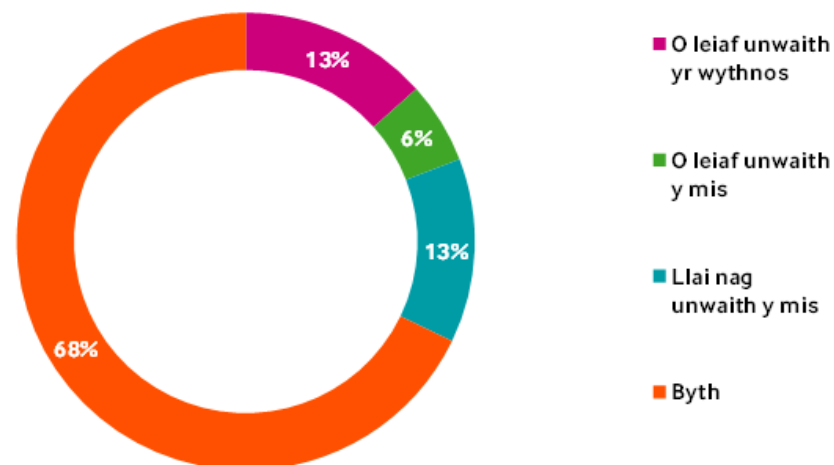
- O leiaf unwaith yr wythnos: **46.66% (468)**
- O leiaf unwaith y mis: **13.46% (135)**
- Llai nag unwaith y mis: **19.94% (200)**
- Byth: **19.94% (200)**



### Gwasanaethau trafndiaeth gymunedol

Cyfanswm nifer yr ymatebion: 883

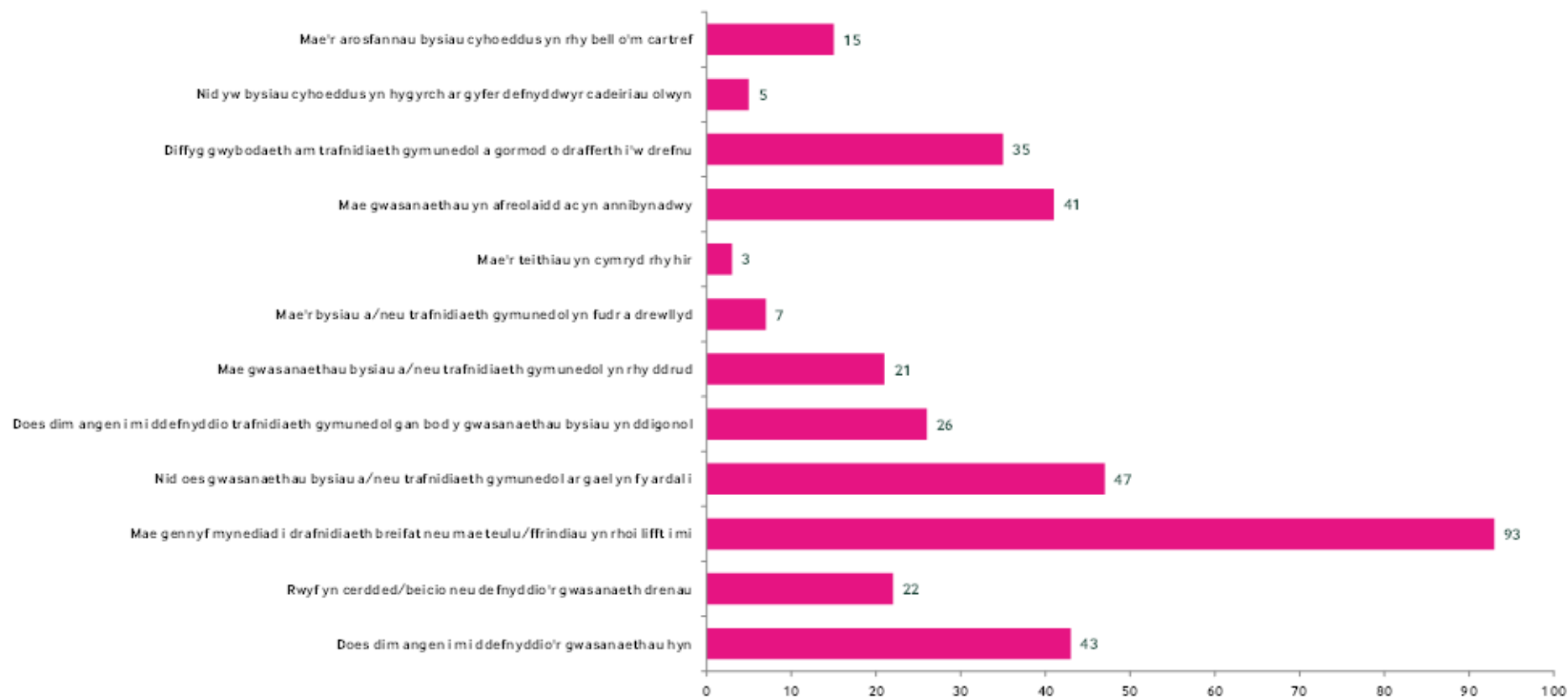
- O leiaf unwaith yr wythnos: **13.36% (118)**
- O leiaf unwaith y mis: **5.78% (51)**
- Llai nag unwaith y mis: **13.02% (115)**
- Byth: **67.84% (599)**





## Os nad ydych byth yn defnyddio gwasanaethau bysiau ac / neu drafnidiaeth gymunedol, eglurwch pam os gwelwch yn dda:

Cyfanswm nifer yr ymatebion: 353



Cyfanswm nifer yr sylwadau



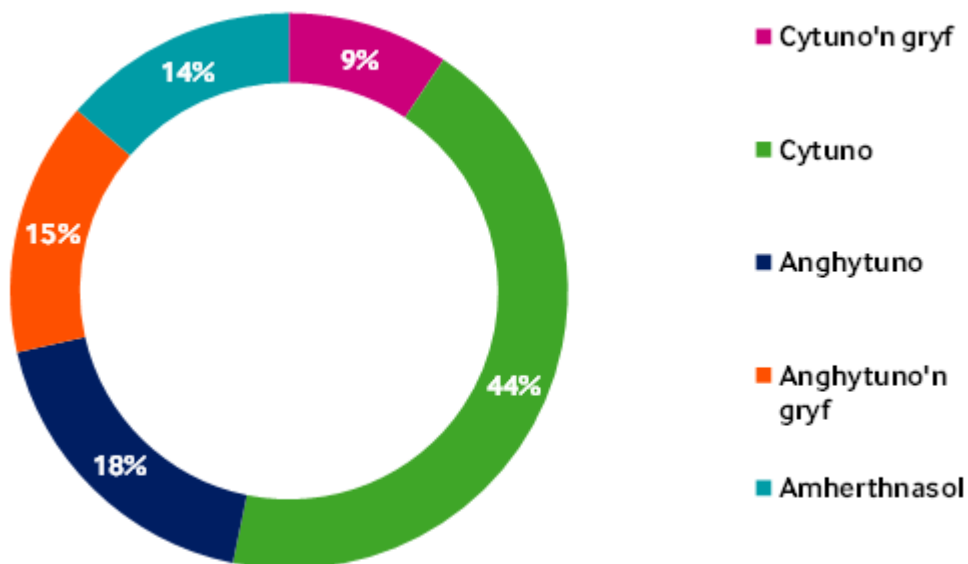
Cwestiwn dau - I ba raddau yr ydych yn cytuno â'r datganiadau a ganlyn mewn perthynas â gwasanaethau bysiau a / neu drafndiaeth gymunedol yn eich ardal? Os nad ydych yn defnyddio gwasanaethau bysiau a / neu drafndiaeth gymunedol, dewiswch "amherthnasol" os gwelwch yn dda.

## Gwasanaethau Bysiau

Datganiad un – "Fel arfer, gallaf gyrraedd pen fy nhaith ar yr amser yr wyf am gyrraedd yno gan ddefnyddio gwasanaethau bysiau"

Cyfanswm nifer yr ymatebion: 1,005

- Cytuno'n gryf: **9.35% (94)**
- Cytuno: **43.88% (441)**
- Anghytuno: **18.21% (183)**
- Anghytuno'n gryf: **14.83% (149)**
- Amherthnasol: **13.73% (138)**



Cyfathrebu'r Cynulliad

Assembly Communications

Tudalen y pecyn 28

**Datganiad dau – “Mae’r broses o gyrraedd pen fy nhaith gan ddefnyddio gwasanaethau bysiau yn dod yn haws”**

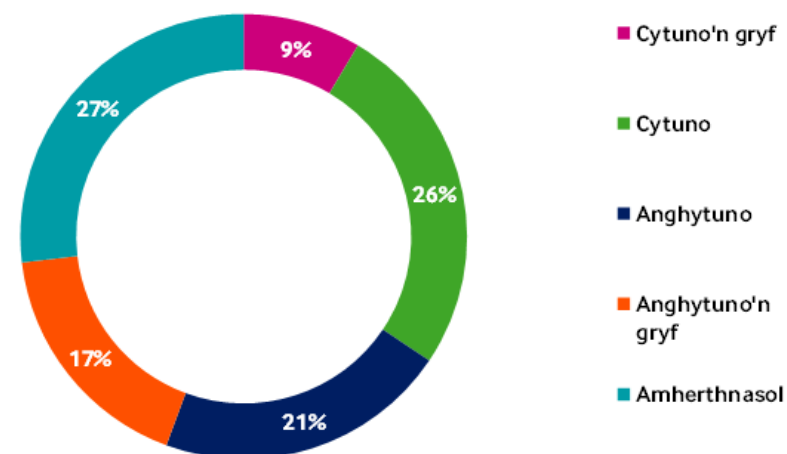
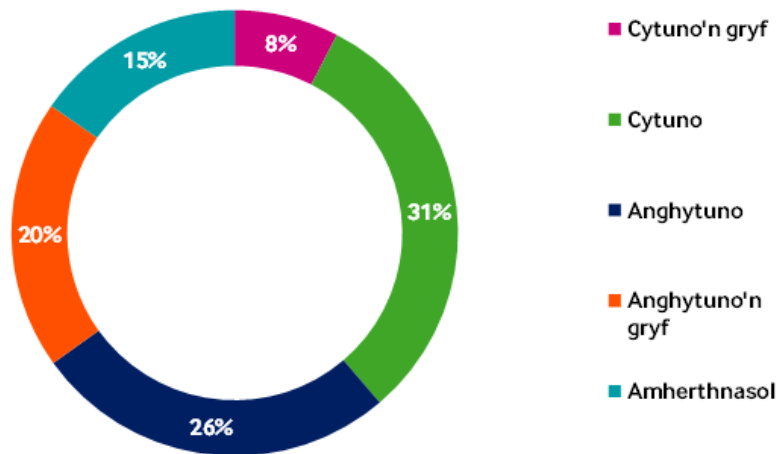
Cyfanswm nifer yr ymatebion: 991

- Cytuno’n gryf: **7.57% (75)**
- Cytuno: **31.18% (309)**
- Anghytuno: **26.34% (261)**
- Anghytuno’n gryf: **19.58% (194)**
- Amherthnasol: **15.34% (152)**

**Datganiad tri – “Rwyf o’r farn fod prisiau tocynnau yn rhesymol”**

Cyfanswm nifer yr ymatebion: 989

- Cytuno’n gryf: **8.59% (85)**
- Cytuno: **25.99% (257)**
- Anghytuno: **21.33% (211)**
- Anghytuno’n gryf: **17.50% (174)**
- Amherthnasol: **27.00% (267)**

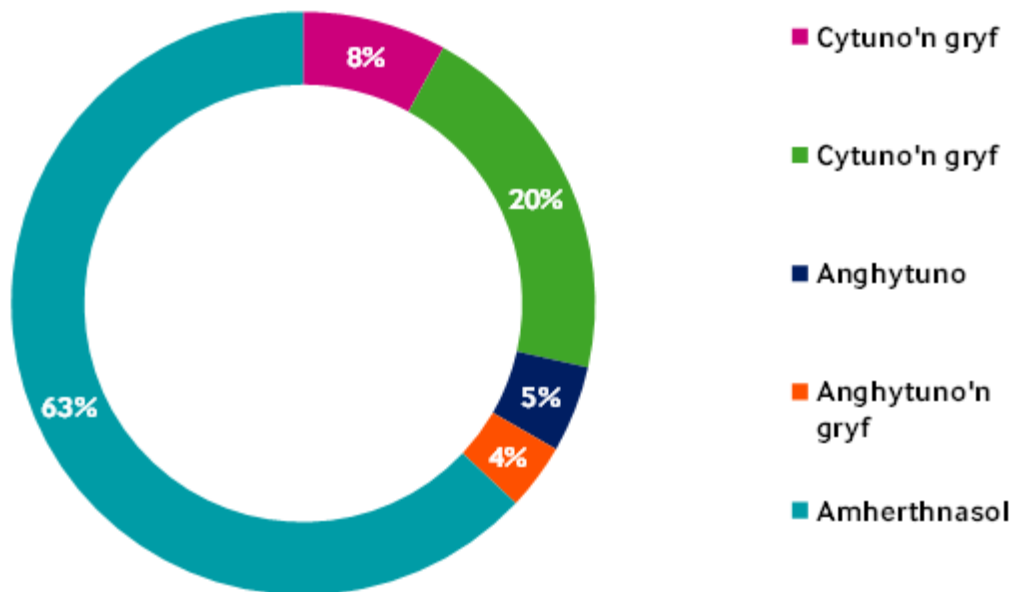


## Trafnidiaeth Gymunedol

Datganiad un – “Fel arfer, gallaf gyrraedd pen fy nhaith ar yr amser yr wyf am gyrraedd yno gan ddefnyddio trafndiaeth gymunedol”

Cyfanswm nifer yr ymatebion: 978

- Cytuno'n gryf: **7.98% (78)**
- Cytuno: **20.50% (201)**
- Anghytuno: **4.81% (47)**
- Anghytuno'n gryf: **3.68% (36)**
- Amherthnasol: **62.99% (616)**



Cyfathrebu'r Cynulliad

Assembly Communications

Tudalen y pecyn 30

**Datganiad dau – “Mae’r broses o gyrraedd pen fy nhaith gan ddefnyddio gwasanaethau bysiau yn dod yn haws”**

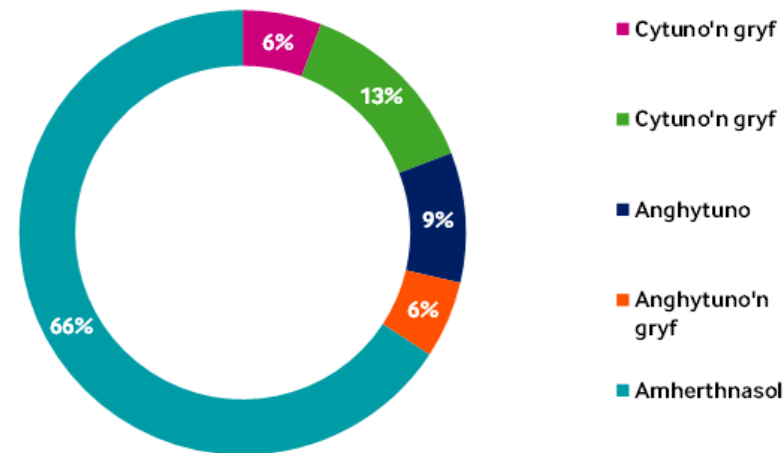
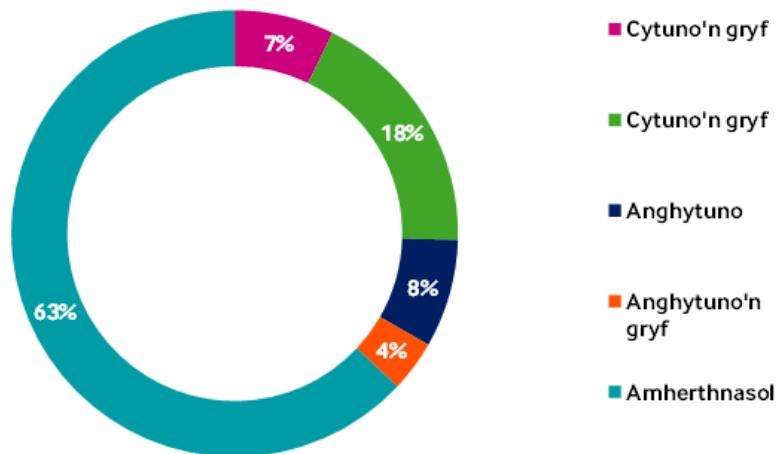
Cyfanswm nifer yr ymatebion: 970

- Cytuno’n gryf: **7.22% (70)**
- Cytuno: **18.25% (177)**
- Anghytuno: **7.84% (76)**
- Anghytuno’n gryf: **3.71% (36)**
- Amherthnasol: **62.99% (611)**

**Datganiad tri – “Rwyf o’r farn fod prisiau tocynnau yn rhesymol”**

Cyfanswm nifer yr ymatebion: 965

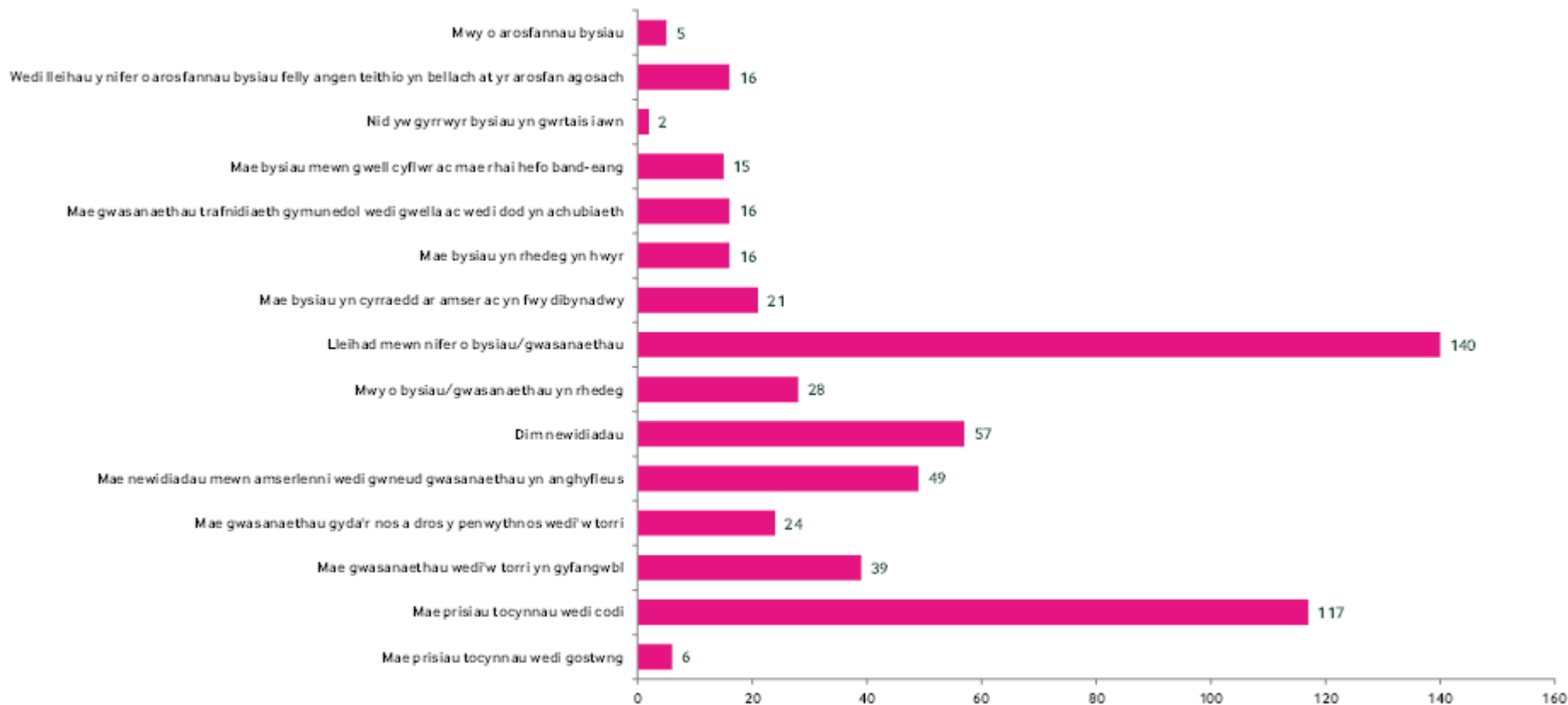
- Cytuno’n gryf: **5.70% (55)**
- Cytuno: **13.47% (130)**
- Anghytuno: **9.43% (91)**
- Anghytuno’n gryf: **5.70% (55)**
- Amherthnasol: **65.70% (634)**



**Cwestiwn tri - Eglurwch sut, os o gwbl, y mae gwasanaethau bysiau ac / neu drafnidiaeth gymunedol yn eich ardal wedi newid a sut y mae'r newidiadau hyn wedi effeithio arnoch chi.**

*Cyfanswm nifer yr ymatebion: 551*

Tudalen y pecyn 32



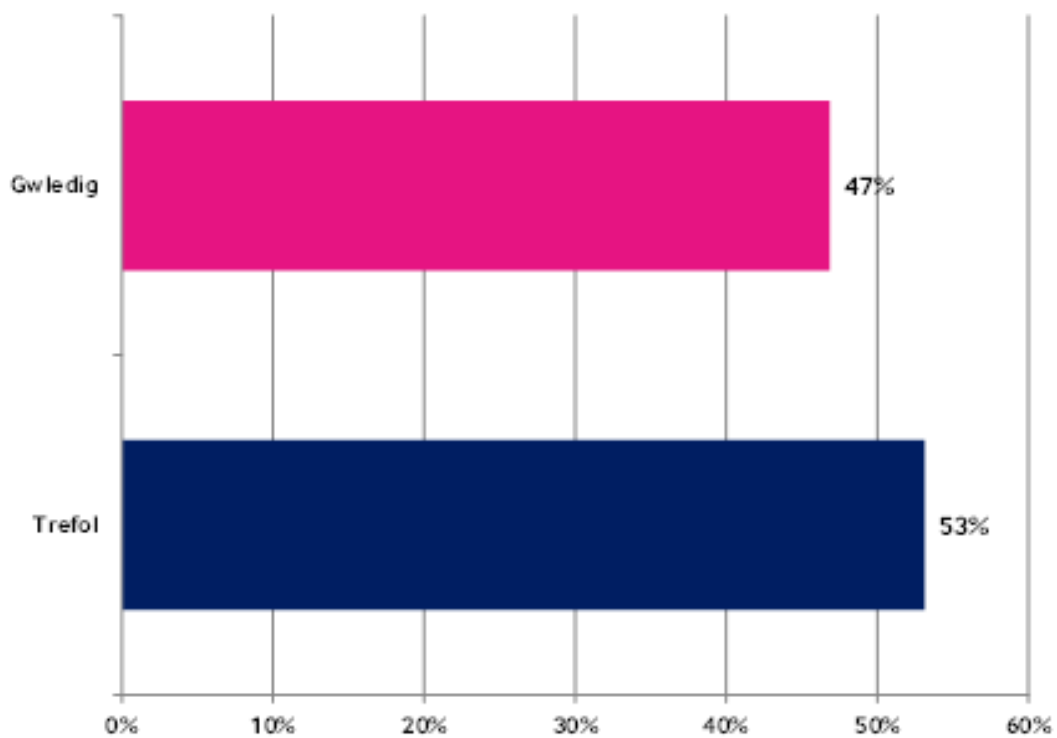
*Cyfanswm nifer yr sylwadau*



## Cwestiwn pedwar – A fydddech yn disgrifio'r ardal lle rydych yn byw fel ardal drefol neu wledig?

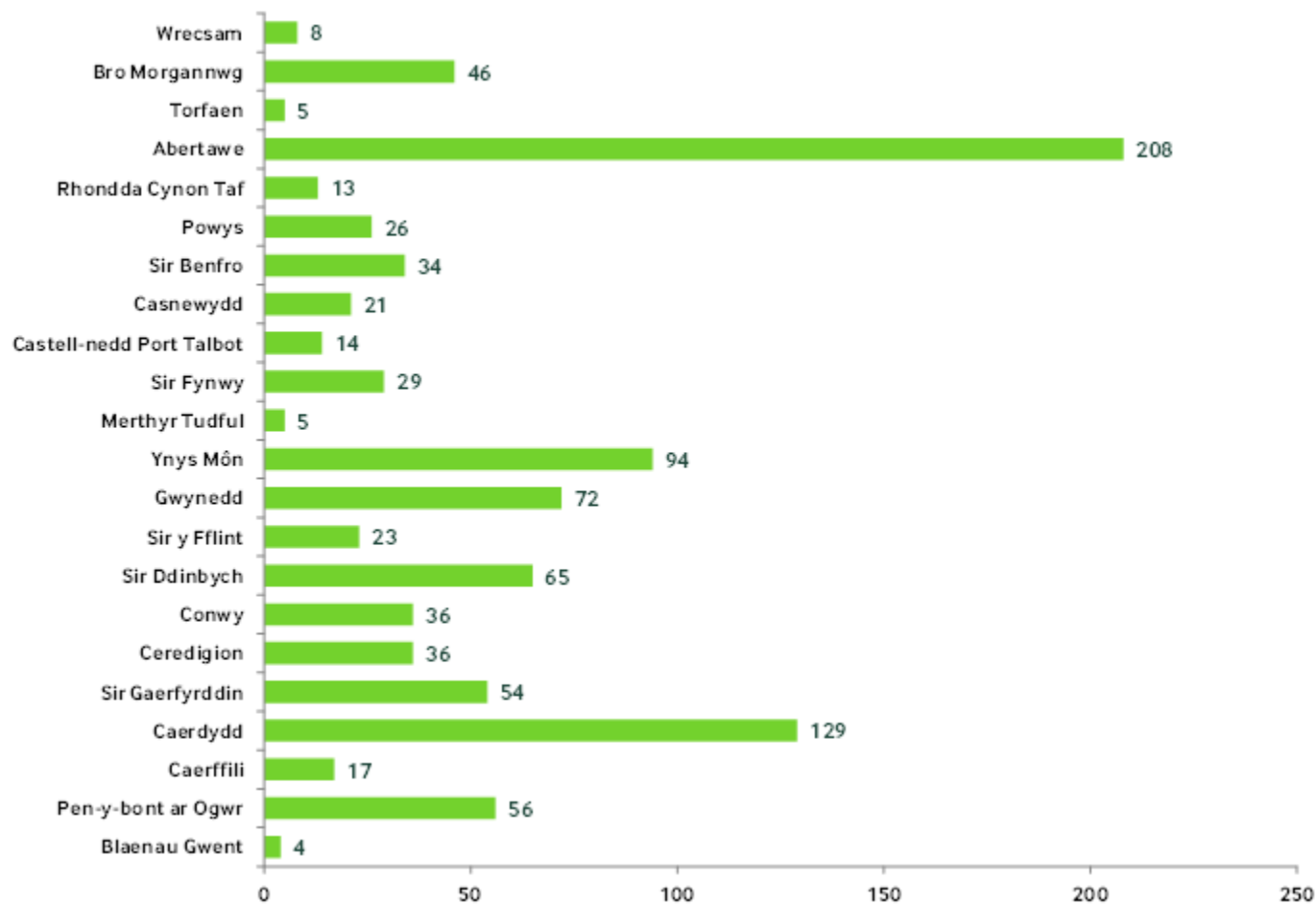
Cyfanswm nifer yr ymatebion: 988

- Trefol: **53.14% (525)**
- Gwledig: **46.86% (463)**



## Cwestiwn pump – Yn ardal pa awdurdod lleol yr ydych chi'n byw?

Cyfanswm nifer yr ymatebion: 995



Cyfanswm nifer yr ymatebion





# Atodiad A

## Dadansoddiad demograffig

Mae Atodiad A yn ymwneud â chyfanswm nifer yr ymatebwyr sy'n gadarnhaol nodi eu hunain fel byw mewn naill ai ardaloedd "gwledig" neu "trefol" at ddibenion gwblhau'r arolwg.

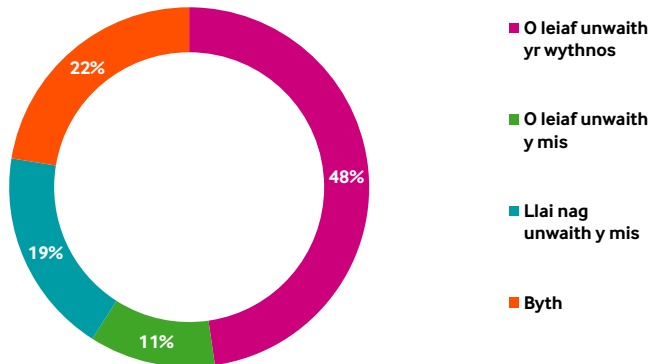
Cwestiwn un – Pa mor aml yr ydych yn defnyddio gwasanaethau bysiau ac / neu drafnidiaeth gyhoeddus? Atebwch ar wahân ar gyfer pob gwasanaeth os gwelwch yn dda.

### Gwledig

#### Gwasanaethau Bysiau

Cyfanswm nifer yr ymatebion: 459

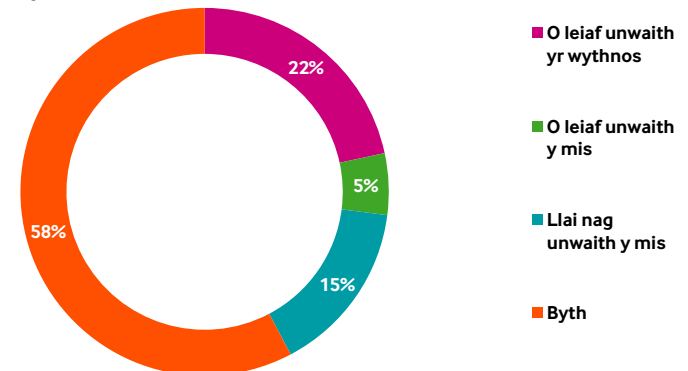
- O leiaf unwaith yr wythnos: **47.71% (219)**
- O leiaf unwaith y mis: **11.33% (52)**
- Llai nag unwaith y mis: **18.52% (85)**
- Byth: **22.44% (103)**



#### Gwasanaethau Trafnidiaeth Gymunedol

Cyfanswm nifer yr ymatebion: 407

- O leiaf unwaith yr wythnos: **21.62% (88)**
- O leiaf unwaith y mis: **5.40% (22)**
- Llai nag unwaith y mis: **15.23% (62)**
- Byth: **57.73% (235)**

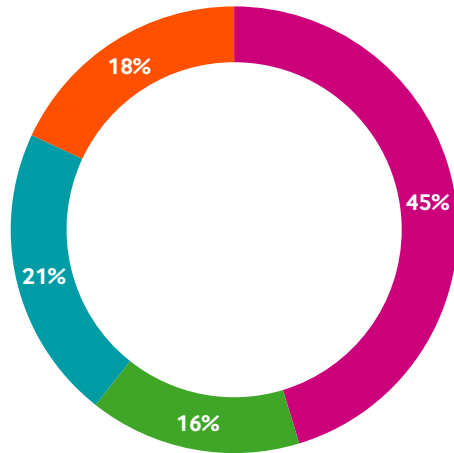


# Trefol

## Gwasanaethau Bysiau

Cyfanswm nifer yr ymatebion: 521

- O leiaf unwaith yr wythnos: **45.29% (236)**
- O leiaf unwaith y mis: **15.5% (80)**
- Llai nag unwaith y mis: **21.30% (111)**
- Byth: **18.04% (94)**

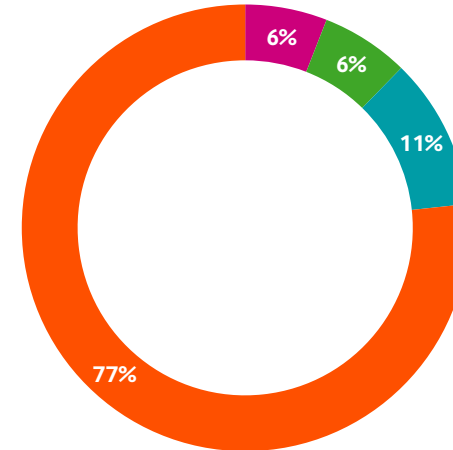


## Gwasanaethau Trafnidiaeth Gymunedol

Cyfanswm nifer yr ymatebion: 455

- O leiaf unwaith yr wythnos: **5.93% (27)**
- O leiaf unwaith y mis: **6.37% (29)**
- Llai nag unwaith y mis: **10.98% (50)**
- Byth: **76.7% (349)**

- O leiaf unwaith yr wythnos
- O leiaf unwaith y mis
- Llai nag unwaith y mis
- Byth



- O leiaf unwaith yr wythnos
- O leiaf unwaith y mis
- Llai nag unwaith y mis
- Byth

Mae 22% o ymatebwyr gwledig yn defnyddio gwasanaethau thrafnidiaeth gymunedol o leiaf unwaith yr wythnos, o gymharu â 6% ymatebwyr trefol.

Mae defnydd o wasanaethau bysiau a thrafnidiaeth gymunedol ar ei uchaf ymysg ymatebwyr gwledig.

Tudalen y pecyn 36



Cwestiwn dau - I ba raddau yr ydych yn cytuno â'r datganiadau a ganlyn mewn perthynas â gwasanaethau bysiau a / neu drafnidiaeth gymunedol yn eich ardal? Os nad ydych yn defnyddio gwasanaethau bysiau a / neu drafnidiaeth gymunedol, dewiswch "amherthnasol" os gwelwch yn dda.

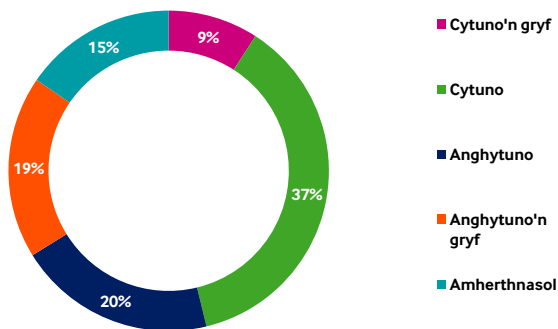
## Gwasanaethau Bysiau

Datganiad un – "Fel arfer, gallaf gyrraedd pen fy nhaith ar yr amser yr wyf am gyrraedd yno gan ddefnyddio gwasanaethau bysiau"

### Gwledig

Cyfanswm nifer yr ymatebion: 461

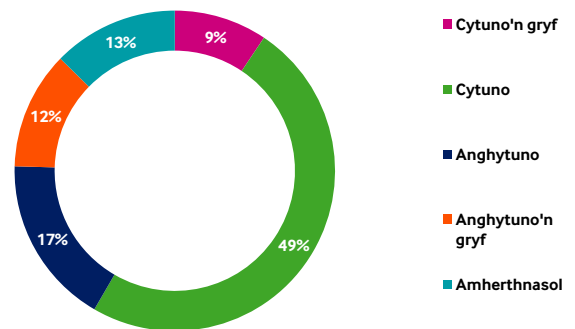
- Cytuno'n gryf: **9.11% (42)**
- Cytuno: **37.09% (171)**
- Anghytuno: **19.95% (92)**
- Anghytuno'n gryf: **18.5% (85)**
- Amherthnasol: **15.40% (71)**



### Trefol

Cyfanswm nifer yr ymatebion: 521

- Cytuno'n gryf: **9.40% (49)**
- Cytuno: **48.9% (255)**
- Anghytuno: **17.08% (89)**
- Anghytuno'n gryf: **11.90% (62)**
- Amherthnasol: **12.66% (66)**



Roedd 58% o ymatebwyr trefol yn cytuno a chytuno'n gryf y bod nhw'n gallu cyrraedd pen eu taith ar yr amser dymuno nhw gan ddefnyddio gwasanaethau bysiau.

Roedd 39% o ymatebwyr gwledig yn anghytuno ac anghytuno'n gryf hefo'r union ddatganiad, o gymharu â 29% o ymatebwyr trefol.



Cyfathrebu'r Cynulliad

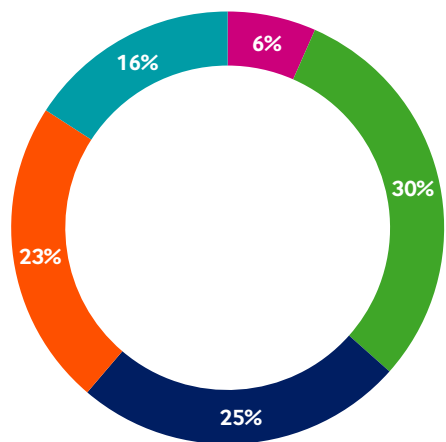
Assembly Communications

## Datganiad dau – “Mae’r broses o gyrraedd pen fy nhaith gan ddefnyddio gwasanaethau bysiau yn dod yn haws”

### Gwledig

Cyfanswm nifer yr ymatebion: 454

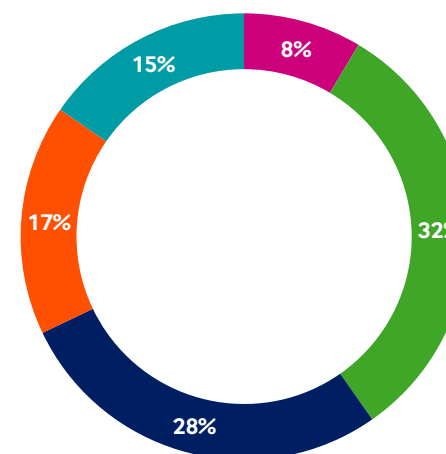
- Cytuno’n gryf: **6% (30)**
- Cytuno: **29.95% (136)**
- Anghytuno: **24.66% (112)**
- Anghytuno’n gryf: **22.9% (104)**
- Amherthnasol: **15.85% (72)**



### Trefol

Cyfanswm nifer yr ymatebion: 514

- Cytuno’n gryf: **8% (44)**
- Cytuno: **31.71% (163)**
- Anghytuno: **27.62% (142)**
- Anghytuno’n gryf: **16.73% (86)**
- Amherthnasol: **15.35% (79)**



Anghytunodd 23% o ymatebwyr gwledig yn gryf bod y broses o gyrraedd pen eu taith gan ddefnyddio gwasanaethau bysiau yn dod yn haws, o gymharu â 17% o ymatebwyr trefol.

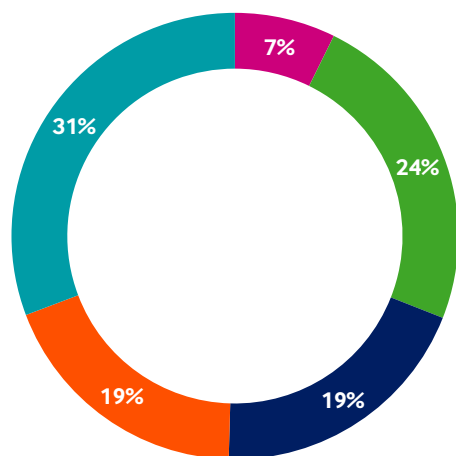


## Datganiad tri – “Rwyf o’r farn fod prisiau tocynnau yn rhesymol”

### Gwledig

Cyfanswm nifer yr ymatebion: 452

- Cytuno’n gryf: **7.30% (33)**
- Cytuno: **23.67% (107)**
- Anghytuno: **19.46% (88)**
- Anghytuno’n gryf: **18.80% (85)**
- Amherthnasol: **30.75% (139)**

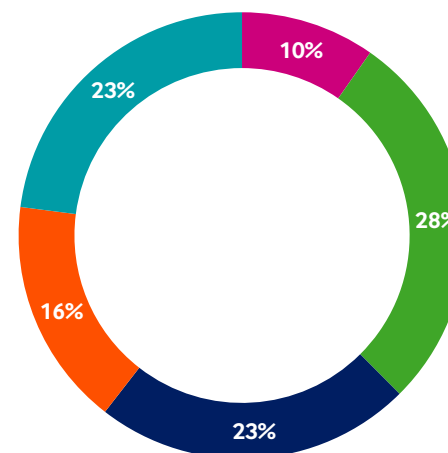


- Cytuno'n gryf
- Cytuno
- Anghytuno
- Anghytuno'n gryf
- Amherthnasol

### Trefol

Cyfanswm nifer yr ymatebion: 514

- Cytuno’n gryf: **9.72% (50)**
- Cytuno: **27.82% (143)**
- Anghytuno: **22.95% (118)**
- Anghytuno’n gryf: **16% (85)**
- Amherthnasol: **22.95% (118)**



- Cytuno'n gryf
- Cytuno
- Anghytuno
- Anghytuno'n gryf
- Amherthnasol

Roedd 39% o ymatebwyr trefol yn anghytuno ac anghytuno’n gryf bod prisiau tocynnau yn rhesymol, o gymharu â 32% o ymatebwyr gwledig.



Cyfathrebu'r Cynulliad  
—  
Assembly Communications

Cwestiwn dau - I ba raddau yr ydych yn cytuno â'r datganiadau a ganlyn mewn perthynas â gwasanaethau bysiau a / neu drafndiaeth gymunedol yn eich ardal? Os nad ydych yn defnyddio gwasanaethau bysiau a / neu drafndiaeth gymunedol, dewiswch "amherthnasol" os gwelwch yn dda.

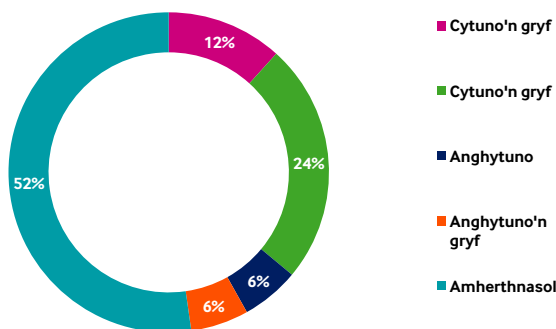
## Trafnidiaeth Gymunedol

Datganiad un – "Fel arfer, gallaf gyrraedd pen fy nhaith ar yr amser yr wyf am gyrraedd yno gan ddefnyddio trafndiaeth gymunedol"

### Gwledig

Cyfanswm nifer yr ymatebion: 446

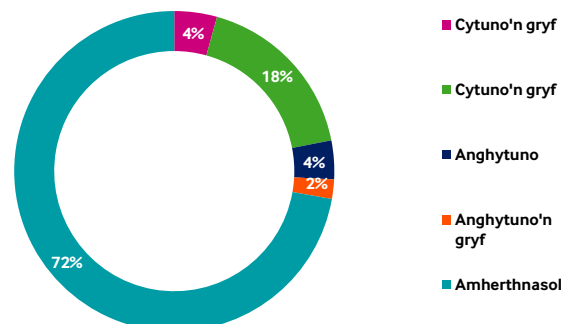
- Cytuno'n gryf: **11.71% (52)**
- Cytuno: **24.32% (108)**
- Anghytuno: **5.85% (26)**
- Anghytuno'n gryf: **5.85% (26)**
- Amherthnasol: **52.25% (232)**



### Trefol

Cyfanswm nifer yr ymatebion: 511

- Cytuno'n gryf: **4.30% (22)**
- Cytuno: **17.61% (90)**
- Anghytuno: **3.91% (20)**
- Anghytuno'n gryf: **1.95% (10)**
- Amherthnasol: **72.21% (369)**



Roedd 36% o ymatebwyr gwledig yn cytuno neu'n cytuno'n gryf y gallent gyrraedd pen eu taith ar yr amser dymunwn gan ddefnyddio gwasanaethau trafndiaeth gymunedol, o gymharu â 22% o ymatebwyr trefol.



Cyfathrebu'r Cynulliad

Assembly Communications

Tudalen y pecyn 40

**Datganiad dau – “Mae’r broses o gyrraedd pen fy nhaith gan ddefnyddio trafndiaeth gymunedol yn dod yn haws”**

**Gwledig**

Cyfanswm nifer yr ymatebion: 439

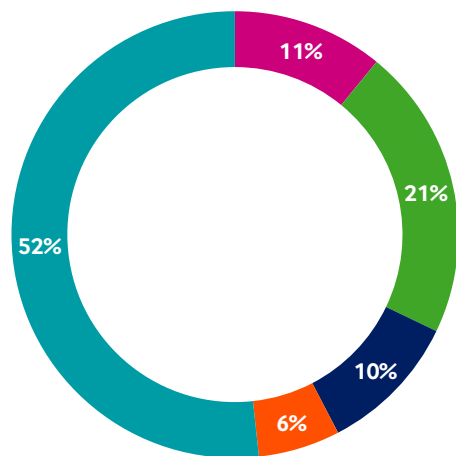
- Cytuno’n gryf: **10.93% (48)**
- Cytuno: **21.18% (93)**
- Anghytuno: **10.25% (45)**
- Anghytuno’n gryf: **5.92% (26)**
- Amherthnasol: **51.70% (227)**

**Trefol**

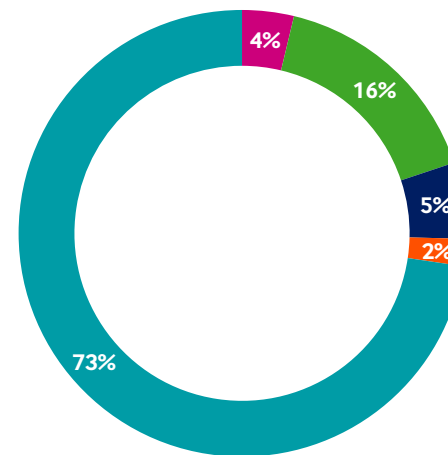
Cyfanswm nifer yr ymatebion: 508

- Cytuno’n gryf: **3.74% (19)**
- Cytuno: **16.14% (82)**
- Anghytuno: **5.5% (28)**
- Anghytuno’n gryf: **1.96% (10)**
- Amherthnasol: **72.63% (369)**

Tudalen y pecyn 41



- Cytuno'n gryf
- Cytuno'n gryf
- Anghytuno
- Anghytuno'n gryf
- Amherthnasol



- Cytuno'n gryf
- Cytuno'n gryf
- Anghytuno
- Anghytuno'n gryf
- Amherthnasol



Cyfathrebu'r Cynulliad  
—  
Assembly Communications

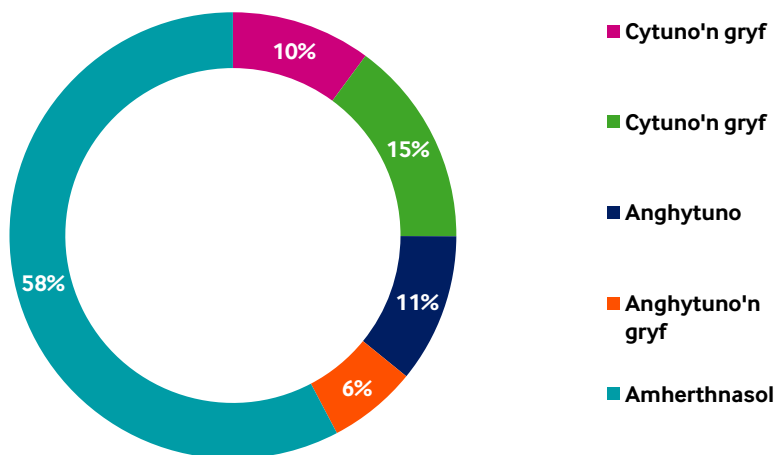
Roedd 16% o ymatebwyr gwledig yn anghytuno ac anghytuno’n gryf gyda’r broses o gael i ben eu taith gan ddefnyddio trafndiaeth gymunedol yn dod yn haws, o gymharu â 7% o ymatebwyr trefol. Fodd bynnag, roedd 32% o ymatebwyr gwledig yn cytuno a chytuno’n gryf bod y broses yn dod yn haws, o gymharu i 20% o ymatebwyr trefol.

## Datganiad tri – “Rwyf o’r farn fod prisiau tocynnau yn rhesymol”

### Gwledig

Cyfanswm nifer yr ymatebion: 435

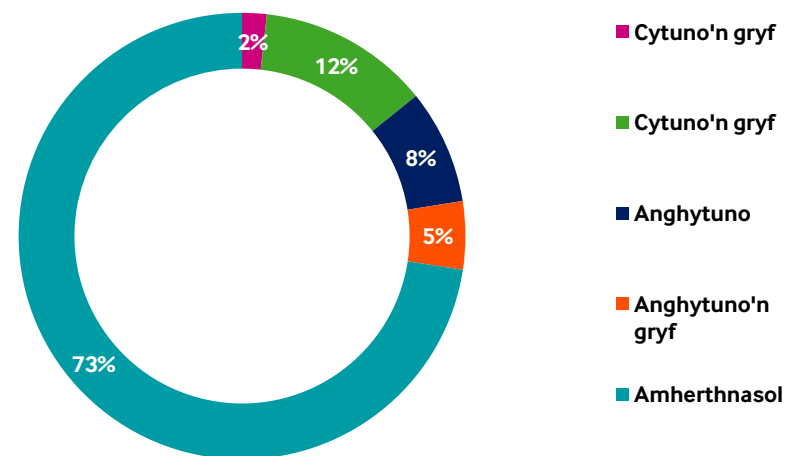
- Cytuno’n gryf: **10.11% (44)**
- Cytuno: **14.94% (65)**
- Anghytuno: **10.80% (47)**
- Anghytuno’n gryf: **6.43% (28)**
- Amherthnasol: **57.70% (251)**



### Trefol

Cyfanswm nifer yr ymatebion: 507

- Cytuno’n gryf: **1.77% (9)**
- Cytuno: **12.42% (63)**
- Anghytuno: **8.28% (42)**
- Anghytuno’n gryf: **4.93% (25)**
- Amherthnasol: **72.58% (368)**



Cyfathrebu'r Cynulliad  
—  
Assembly Communications

Roedd 14% o ymatebwyr trefol yn cytuno neu’n cytuno’n gryf eu bod o’r farn fod prisiau tocynnau yn rhesymol ar gyfer trafniadaeth gymunedol, o gymharu i 25% o ymatebwyr trefol.





Cyddfederasiwn Cludwyr Teithwyr Cymru  
Confederation of Passenger Transport Wales

**CPT CYMRU WRITTEN SUBMISSION TO  
THE ENTERPRISE AND BUSINESS COMMITTEE INQUIRY  
ON BUS AND COMMUNITY TRANSPORT SERVICES  
IN WALES**

Cyddfederasiwn Cludwyr Teithwyr Cymru/The Confederation of Passenger Transport Wales (CPTCymru) is the professional trade association of the bus and coach industry in Wales and is part of CPT UK. Its members in Wales include operators forming part of large multinational transport operators, municipally owned operators, medium sized independent operators and small family businesses. CPT Cymru members provide around 90% of all bus journeys and some 70% of all public transport journeys made across Wales and employ in excess of 4,000 throughout Wales.

Its governance includes the Bus Commission Cymru, Coach Commission Cymru and also its Committee for Wales, which all members may attend, and members are consulted widely on the whole range of issues affecting road based public transport.

We are pleased to be able to contribute this additional information in support of our comments to the pro forma questions provided by the committee, to this enquiry on bus and community transport services by the Enterprise and Business Committee of the National Assembly for Wales.

The paper consists of a bilingual digest of important facts and figures about the bus industry in Wales, and is based on a comprehensive study carried out earlier this year for CPT Cymru by the TAS Partnership, and independent and highly respected consultancy with a national, and indeed, international reputation. We hope that this data will help the committee in its inquiry.

CPT Cymru would be happy to provide any further information that would help the committee in its inquiry, and we have, of course, no objection to this submission being included in the public domain.

JOHN POCKETT

Cyfarwyddwr : Director

CPT Cymru

[johnp@cpt-uk.org](mailto:johnp@cpt-uk.org)

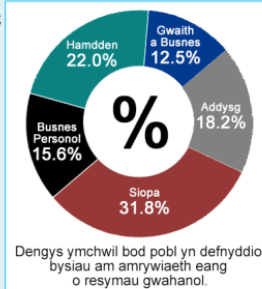
19 Hydref 2015 : 19 October 2015

# Bysiau yng Nghymru - y ffeithiau

## Pam bod bysiau yn bwysig?

Mae gwasanaethau bws yn nodwedd hanfodol o'r gymuned leol. Maen nhw'n cyffwrdd bywydau miliynau o bobl bob dydd. Mae pobl o bob oedran ac y bysiau i

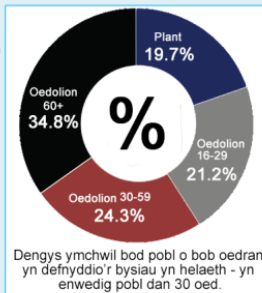
- Teithio i'r gwaith.
- Mynd i'r ysgol neu'r coleg.
- Mynd i siopa.
- Ymweld â'u meddyg teulu neu ysbyty lleol.
- Mwynhau diwrnod yn y wlad neu ger y môr.



Mae bysiau yn gyfranwyr cryf i dwf a ffyniant yr economi, gan ddarparu mynediad i gyfleoedd swyddi, addysg a hyfforddiant. Mae gweithredwyr bysiau yng Nghymru yn cyflogi tua 4,000 o staff gan gyfrannu dros £80m y flwyddyn i economi Cymru trwy gyflogau a threthi.

## Pwy sy'n defnyddio bysiau?

Mae dros 105 miliwn o bobl yn defnyddio gwasanaethau bysiau yng Nghymru bob blwyddyn, sef 4.5% o'r holl deithio a wneir. Mae hyn yn cymharu gyda dim ond 1% gyda'r trên. Daw defnyddwyr bysiau o bob grŵp oedran a bandiau incwm.

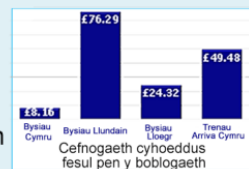


## Cwsmeriaid bodlon

Mae gwasanaethau bysiau yn cyflawni graddfeydd bodddhad cwsmeriaid uchel yn rheolaidd. Dengys arolygon annibynnol bod dros 80% o deithwyr bysiau yn fodlon neu yn fodlon iawn gyda'u teithiau.

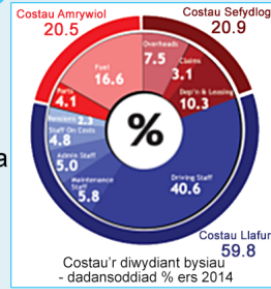
## Pwy sy'n talu am y bysiau?

Mae 87% o incwm cwmni bysiau yn dod o daliadau am deithiau teithwyr gan deithwyr sydd yn talu neu gan ddeiliaid tocyn teithio am ddim. Dim ond 24c am bob taith teithiwr a ddaw trwy gefnogaeth cyrff cyhoeddus. Mae hyn yn cymharu gyda 25c yn Llundain a 31c yng ngweddill Lloegr ... a gyda £5.10 ar Ryddfrait Rheilffyrdd Cymru.



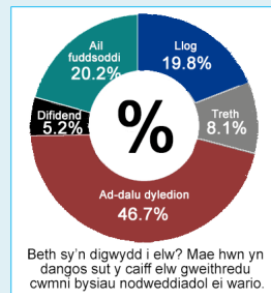
## Faint mae'n gostio?

Mae rhedeg bysiau yn ddrud – tua £135,000 y flwyddyn ar gyfer pob bws ar y ffordd. Ac mae costau wedi bod yn cynyddu hefyd. Dros 30% yn fwy na chwyddiant dros y deng mlynedd diwethaf mewn gwirionedd. Mae costau staff, sef 60% o'r cyfanswm wedi cynyddu 18% - oherwydd y cynnydd mewn cyflogau real a hefyd yr angen am ragor o staff i gadw gwasanaethau ar waith yn wyneb cynnydd mewn tagfeydd traffig.



## Beth am elw?

Fel rheol mae maint elw cwmnïau bysiau yng Nghymru wedi bod yn wastad rhwng 6% ac 8% (2008-14) sydd ymhell islaw'r lefel o 10-12% angenrheidiol i ddarparu'r math o elw a awgrymwyd gan y Comisiwn Cystadleuaeth.



Mae angen elw i fuddsoddi mewn gwell gwasanaethau a phethau fel tocynnau deallus a gwell systemau gwybodaeth. Fe wnaeth cwmnïau bysiau Cymru fuddsoddi £144m yn eu busnesau dros y 10 mlynedd diwethaf ond dim ond £87m o elw a wnaethpwyd. Mae dwysedd poblogaeth yn ffactor mawr o ran elw gwasanaethau. Mae poblogaeth Cymru ar 148 y filltir sgwâr yn cynnwys rhai o'r isaf yn y DU. Mae gan Lundain Fwyaf ddwysedd o 7500 a Chaerdydd 250 person fesul milltir sgwâr.

## Twf yn y Dyfodol

Mae astudiaethau yn y DU wedi dangos bod modd cyflawni twf mewn gwasanaethau bysiau a theithwyr trwy bartneriaeth rhwng cyrff cyhoeddus a chwmnïau bysiau gan arwain at well gwasanaethau trwy:

- Rheoli a gostwng yr amser canfyddedig ar y daith bws – blaenoriaethau bysiau, rheoli gwasanaeth mewn modd gweithredol a rheolaeth parcio effeithiol.
- Gwella amgylchedd arosfannau bysiau – gwell diogelwch, llwybrau cerdded diogelach a gwell gwybodaeth.
- Gwella amlder gan leihau amser mynediad ar gychwyn a therfyn taith.
- Hyrwyddo gweithredol ac arloesol i chwarae rhan mewn trawsnewid y canfyddiad o fysiâu
- Gwerth arloesol am arian, mentrau tocynnau i wella defnydd a'r canfyddiad o wasanaethau
- Mabwysiadu'r dechnoleg ddiweddaraf i leihau amser trafodiadau ac amser mewn arosfannau bysiau.



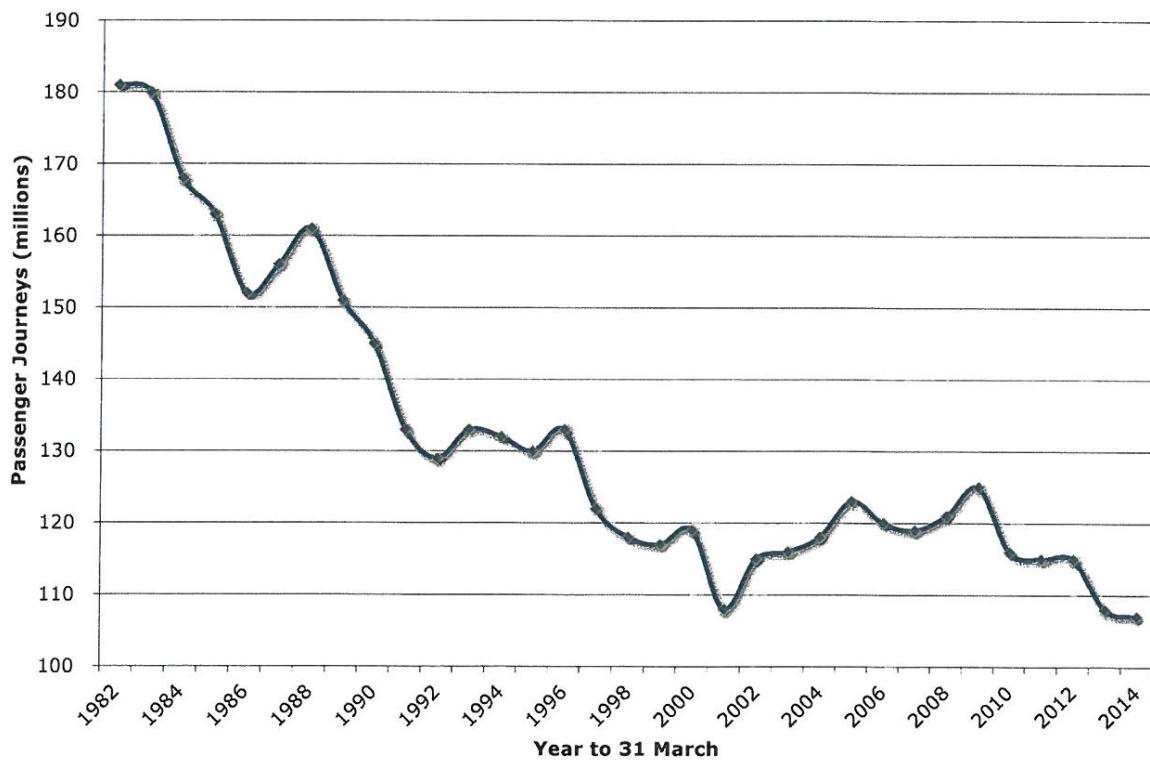
## CPT RESPONSE

### NATIONAL ASSEMBLY FOR WALES BUS & COMMUNITY TRANSPORT SERVICES IN WALES INQUIRY

**Question 1 – how would you describe the current condition of the bus and community transport sectors in Wales?**

Our answer uses data from the CPT Report ‘Catch the Bus in Wales’ published in June 2015

**Figure A: Bus Demand in Wales since 1982**



Bus demand has fallen consistently since 1950 reaching a low point in 2001/2. Recovery then took place reaching a peak in 2008/9 of 125million. Following the recession, demand has fallen back to 105million, the lowest number of people ever carried.

**Table 3: Demand per Capita in Wales, 1991-2014**

Year to 31 March	Wales	English Shire Areas	Scotland	Northern Ireland
1996	46	44	99	-
2000	40	46	90	-
2004	39	39	94	-
2005	42	37	90	38
2006	40	37	91	39
2007	40	39	93	38
2008	40	40	94	39
2009	42	40	93	39
2010	39	40	88	38
2011	38	39	82	37
2012	37	39	82	36
2013	35	38	80	37
2014	35	39	80	37
% change since 1996	-25%	-11%	-19%	-
% change since 2008/09	-17%	-3%	-14%	-5%

*Source: TAS Analysis of DfT Annual Bus Statistics and ONS Mid-Year Population Estimates.*

Per capita, demand has fallen 25% since 1995/96 compared to 11% in the English Shires and 19% in Scotland.

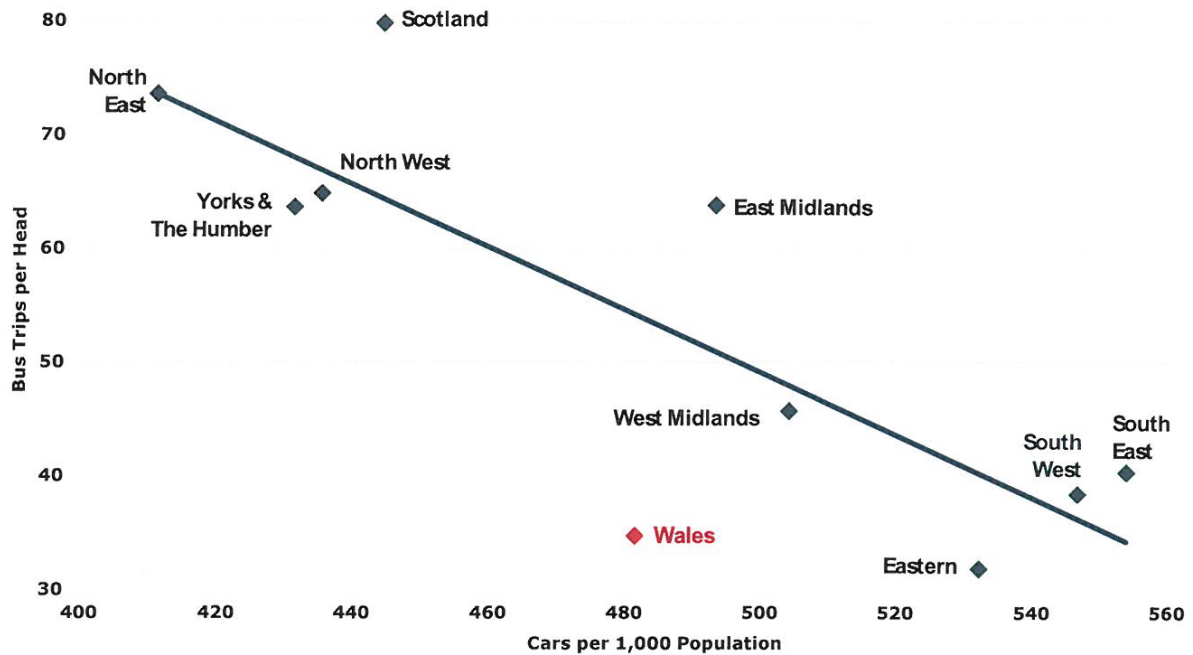
Overall ridership in Wales is currently 35 journeys per person per year. The comparative for Nottingham is between 160-170.

The key elements underlying the statistics are external factors, the regulatory, demographic and economic environments. Also important are product design, price, frequency and reliability.

**Question 2 – why do you think the number of bus services and the number of bus passengers is declining in Wales?**

There is clear evidence that a correlation exists between car ownership and bus use and the growth in the number of vehicles and drivers have been one of the biggest factors in the changing market for bus services. The reducing cost of petrol and diesel encourages car journeys.

**Figure D: Car Ownership and Bus Use – GB Comparisons (2014)**

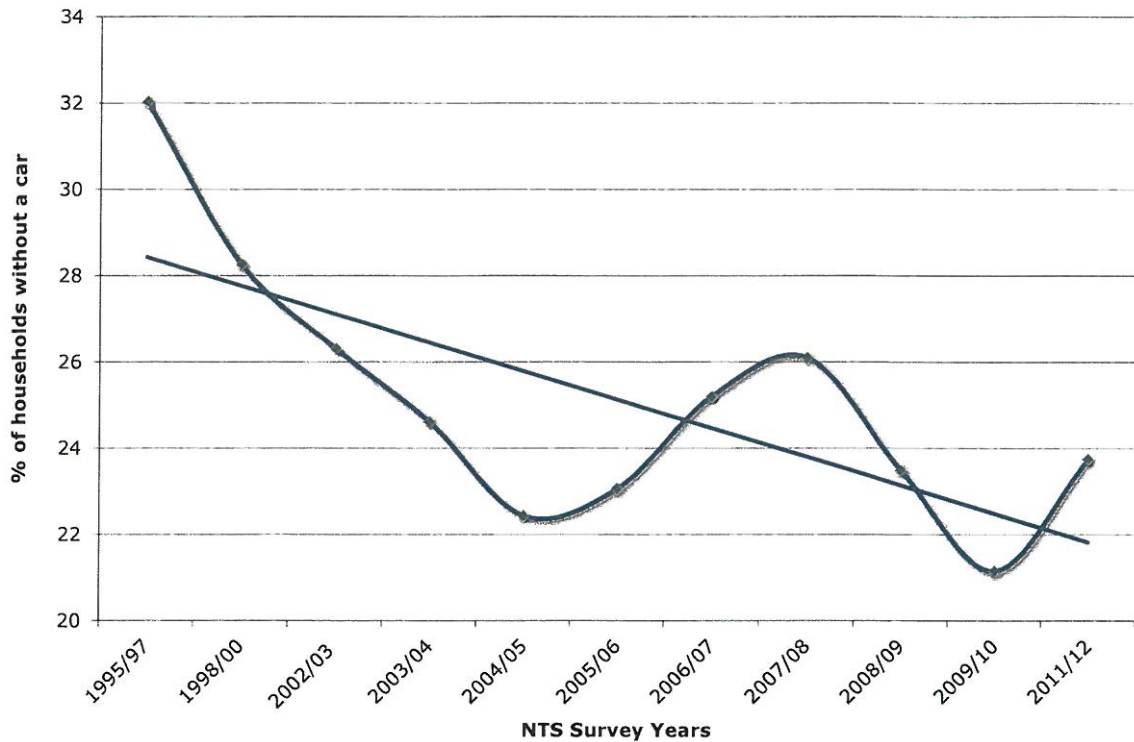


Source: TAS Analysis of Annual Vehicle Statistics and Annual Bus Statistics DfT.

Bus usage by household members without a car is three times higher than by members of car owning households. Wales has lower levels of bus use than might be expected because of the relative low density of population and the structure of the economy. The dominance of specialised home to school transport rather than the use of public bus routes also distorts bus usage.

The number of cars per 1,000 people has grown from 29 in 1985 to 473 in 2013, a huge 62.5% increase. Households with 2 or more cars now represent 36% of the population compared to 24% in the UK or Wales in 1995/96.

**Figure G: Households in Wales without a Car (%), 1995-2012**



Bus usage has also been affected by the changing socio-economic environment. The rise of internet shopping and out of town shopping centres has led to footfall decline in traditional High Streets. Employment has become more dispersed moving to industrial estates and trading zones. Large employers with significant numbers of employees on one site served by bus efficiently has reduced; coach, steel and shipping have all declined in favour of SME's spread across Wales, with poor land planning considerations in relation to transport links, encouraging car use.

Leisure has changed to more electronic central interests, the traditional pub and working men's clubs have declined and continue to close. More retired people have driving licences and access to a car and the level of support for bus services has declined, leading to a reduction of evening and Sunday services. As these fall away, confidence in the total product declines over a period of time leading to further passenger attrition. Train services have improved over the period with much higher levels of subsidy, competing with buses in some cases both in journey time and cost.

***Question 3 – what do you think is the social, economic and environmental impact of recent changes in bus and community transport service levels?***

As the number of bus services decline and fall, the impact in social and economic issues becomes more stark for those without a car. Reduction in revenue distribution with fewer bus journeys connecting passengers with retail centres, restricting job opportunities for those without a car or unable to drive.

The loss of evening and Sunday services leaves communities isolated and cut off, and in some cases where support for daytime services has been withdrawn, this equates to 24/7. Car ownership becomes essential and the default mode of transport. Those unable to access a car become disadvantaged and isolated.

Air pollution may increase as car trips increase and bus trips decrease and road traffic accident and pedestrian incidents may also increase. Increase in traffic congestion at busy times, creating demand to build wider roads, wider junctions in places with natural geological constraints.

***Question 4 – what do you think the Welsh Government should do to support bus and community transport in Wales?***

Through partnership working, providing transport infrastructure to improve passenger transport productivity (shorter journey times), less cost, encouraging growth, seek agreement on minimum service levels.

Minimising the generalised cost of public transport and increasing the generalised cost of car travel can be used to achieve a better balance of transport choice.

Increase car parking charges and set a minimum price, reduce the availability of car parking spaces, introduce more park & ride sites, restrict car access to the City Centre areas making them car free.

Lobby government to introduce a fuel tax escalator to increase the level of tax when the market cost of fuel declines, achieving a standard minimum retail price, providing additional public transport funding. Bus operator fuel tax not to change adversely in order to sustain current pricing and services.

Actual time to complete journeys needs to be minimised. Action should be taken to increase bus priority and tackle congestion and pinch points. Reducing bus operating costs and therefore the cost of travel.

Bus stop environments need to be enhanced, including lighting and help points. Greater emphasis on land planning and transport working together.

Safe routes to bus stops and destinations need to be developed.

Real time information at stops and via smart phones.

Developing with operators a better, simpler, more easy to use network of services.

Support current level of concessionary travel reimbursement and BSSG in order that bus ticket prices and service availability is not adversely affected, generating steeper decline through further cuts.

***Question 5 – what do you think Welsh local authorities should do to support bus and community transport services?***

Local authorities depend upon the Welsh Government for funding packages/budget. Therefore to a great extent the answer to this question is related to Question 4.

Local authorities however do have influence over parking policy, the development of industrial and housing strategy, retail developments and leisure facilities. Planning applications to pay for reduced price bus travel for 1 year for each new home developed.

The style, shape and form of new build can have a significant influence on bus usage. Housing sites need to have bus friendly roads, good walking routes, bus shelters and information facilities. Retail sites need to consider bus accessibility and parking controls. The price of car parking can have a significant impact upon public transport usage both standard bus services and Park & Ride operations.

Local authorities have influence over traffic light signal priority and the level of access of bus services compared to cars. Buses should be given priority at every opportunity.

A proper understanding of the components of the generalised bus cost model by Local authorities would ensure that greater benefit is given to bus operators weighted towards reducing cost inefficiencies and thus improving profitability.

Group local authorities together to form large County Council areas, seeking economy of scale and savings to return an increased public transport investment. Group by economic area and travel to work patterns

***Question 6 – what do you think about proposals to devolve bus registration powers to Wales? How should these be used?***

The devolution of bus registration powers would be useful if it resulted in a smoother, more easy to use service.

The current operation via Leeds is ineffective, of poor quality and does not serve the needs of Welsh operators well. The wholesale introduction of electronic registrations would assist greatly in the efficiency of the process, consultation with stakeholders and the reduction in paper usage. All bus registrations to be compulsory by EBSR.



***Question 7 – please tell us whether you think further powers to regulate the bus industry in Wales are required and why?***

CPT Cymru does not believe any further regulation of the Welsh Bus Industry is required.

Evidence from elsewhere in the UK points to growth in customer numbers coming from long term partnerships where bus services have been given priority over other road users, operators have invested in vehicles and frequencies and close working relationships achieved.

The key elements are walking time, waiting time, the journey, the service/vehicle, fares/ticketing and Stakeholder/Partnership/Quality aspects. None of these are achieved by greater regulation. Targeted investment produces tangible success.

The Bus Interventions toolkit produced by the Bus Advisory Group sets out the key elements for transforming the Welsh Bus Industry and ensuring growth takes place.

There is no evidence to suggest that greater regulation produces better services. London is often quoted as evidence of regulation working but London is a special case. The growth in bus use has been generated by focussed policy making, the application of significant amounts of money, considerable political courage and a lot of hard work by operators and Transport for London. The only City to have introduced congestion charging is London, car ownership in London has fallen from 311/000 people in 1985 to 303/000 people in 2013. The population of London is rising sharply, in 27 years the numbers have risen by 1.65million extra people.

These factors do not apply in Wales or many other parts of the United Kingdom. Yet customer growth has been achieved in Brighton, Bristol, Edinburgh and Nottingham amongst other places, without regulation, by good partnership and combined investment.

Regulation makes no difference to the economics of demand. Additional regulation will only restrict the supply and put up the prices of buses in selected areas to provide below cost somewhere else. There is a transfer of risk to the Government or Local Authorities, a loss of innovation and the customer ceases to be the focus of operator attention. Operations become more capital intensive for the local authority.

**Question 8 – what other action can be taken to ensure that bus and community transport services meet the needs of people in Wales?**

The objective should be to minimise the generalised cost of public transport use. Minimising this cost would:

- Reduce wasted time and less business lost time
- Reduce individual environmental impact
- Contribute to minimising the cost of operation - so
  - Increasing the market appeal of the product
  - Minimising the need for public sector support
  - Improve commercial viability of services
  - Improve productivity

A framework for taking forward the process for improving bus services is the Bus Advisory Group recommendations. In principle these are:

- The means of making journeys faster both perception and actual
- Improving the bus stop environment
- Promoting strong accessible networks
- Improving ticketing systems
- Network Partnerships producing efficient services, well marketed and reliable

Develop a strategy with public transport providers (by county/ district) with town planners, that aims to meet the aspirations of people and the needs of the local economy.

***Please tell us anything else you would like to mention on this topic, thank you for contributing to our inquiry***

Overall the strategy should be a bus network meeting the aspirations of the people and the needs of the local economy, efficiently managed and consistently delivered. The current regulatory system is applicable to this model.

The absent feature is strong consistent partnerships with clear joint aims and aspirations for bus travel.

## Bus and Community Transport Services in Wales

Cynulliad Cenedlaethol Cymru	National Assembly for Wales
Y Pwyllgor Menter a Busnes	Enterprise and Business Committee
Gwasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru	Bus and Community Transport Services in Wales
BCT 39	BCT 39
Cymdeithas Llywodraeth Leol Cymru	Welsh Local Government Association

### Consultation questions

**Question 1** –How would you describe the current condition of the bus and community transport sectors in Wales?

- The bus and community transport sectors in Wales are under strain and not fulfilling their potential. The service is patchy. In urban areas, generally the routes are commercially viable and therefore a more comprehensive bus network is available. In rural areas, services are usually subsidised and these services are under greatest threat. The reduction in rural services impact disproportionately on specific age groups such as pensioners.
- There is a lack of consistency with regards to service and quality across Wales and the future financial picture for local authorities is likely to result in a further cut to local authority funding for bus services in Wales. A number of local authorities such as Wrexham and Neath Port Talbot have ended their subsidies to local bus operators and a number of other local authorities have reduced the level of subsidy and are consulting on further reductions. For example, Rhondda Cynon Taff cut its local bus support budget by £400k in 2015/16 and is looking to reduce a further £100k in 2016/17. Without subsidy, bus operators will be forced to make the decision as to whether they can afford to continue to offer the level of service which may result in axing of the route or a reduction in the frequency of service. This makes the service less attractive as a means of transport.
- Bus services are delivered by a number of operators across Wales from the large operator with a large fleet such as Stagecoach through to local operators with a small number of vehicles. As a result investment in the fleet varies resulting in a different user experience across Wales.
- Fares also differ across Wales, with some operators increasing fares above inflation but in others operators such as Stagecoach have frozen their fares (last increased in April 2014 but held throughout 2015).

**Question 2** – why do you think the number of bus services and the number of bus passengers is declining in Wales?

- Reduced WG and local authority funding has led to less resources being allocated to provide ongoing support to non-commercial services that are vital to the social, economic and environmental wellbeing of Wales.
- Bus services and the vital service they perform for many people in terms of access to services, social networks etc are not in many instances, given due consideration when decisions are made regarding for example location of services, closure of services etc.
- In many areas, the bus is not seen as a viable alternative to the car. Travelling by bus does not offer the flexibility, immediacy and convenience that today's commuters/passengers demand.

**Question 3** – what do you think is the social, economic and environmental impact of recent changes in bus and community transport service levels?

- In many areas of Wales, bus transport is not a viable alternative to the car. As a result, there is an over reliance on cars with the associated environmental impacts.
- In rural areas, the lack of an alternative to the car can result in higher than expected car ownership levels. Running more than one car per household becomes a necessity rather than a luxury and the expense of more than one car directly impacts on the amount of personal disposable income available in the household for other expenses.
- The scrapping of routes or changes to the frequency will have impacted disproportionately on specific sectors of society namely older people and young parents without access to a second car. A report by Age Cymru in 2013, highlights how many older people rely on bus transport not only to access vital services but for social interaction. Without services, many older people choose not to travel. This can have a huge impact on their wellbeing.
- In the larger more urban areas of Wales the bus network is more comprehensive which enables people to use the buses to access places of employment. However, in those areas less well served by a frequent bus service it becomes increasingly difficult to use bus transport to access employment opportunities. The cost of fares can also be prohibitive and disproportionately impacts on those in poverty or on a low income.

**Question 4** –what do you think the Welsh Government should do to support bus and community transport in Wales?

- The Wellbeing of Future Generations Act should improve the social, economic, environmental and cultural wellbeing of Wales. Decisions regarding the bus and community transport sector should be considered against the sustainable development principles. One of these principles is collaboration and the WLGA would welcome greater collaboration across WG portfolios as an improved bus and community transport sector has benefits for social services, health, climate change and economic development. Integrated ticketing has been piloted in the past but has not been progressed.
- There is a lack of strategic direction from WG. The National Transport Finance Plan makes reference to bus and community transport together with a number of schemes listed in the delivery schedule. There is little detail on the schemes including who will be involved in delivering, funding available etc with statements such as “Provide funding to support socially necessary services”. There also appears to be little integration between bus services and rail and active travel – different modes of transport which should complement each other.
- We would like to see greater investment in bus and community transport, both capital and revenue funding and for this funding to be on a stable basis over a number of years to encourage the necessary investment in infrastructure, fleet and network.
- Continued multi-year support for Traveline Cymru would be welcomed, enabling the organisation to invest to improving the service they offer to public and ensure that they can keep up to date with the latest information technologies.
- Currently, in England a Green Bus Fund helps bus companies and local authorities in England to buy new low carbon buses. Its main purpose is to support and speed up the introduction of hundreds of low carbon buses across England. There is no equivalent in Wales and if the Welsh Government is committed to climate change targets then such a fund should be considered.
- We would welcome a closer working relationship with WG on all aspects of support to bus and community transport in Wales as WG share the same aspirations as local government to improve bus and community transport in Wales. Specifically, local government has a key role to play in the delivery of the Metro for south east Wales and further developments regarding the City Region/City Deal for the same area. Given this role, it is clear that closer dialogue with WG would be advantageous for both parties.
- Improvements to the bus network infrastructure such as bus shelters/bus lanes/bus stations could be considered as part of WG regeneration funding.

**Question 5** –what do you think Welsh local authorities should do to support bus and community transport services?

- Local authorities play an important role in supporting bus and community transport services in Wales, from administering the Concessionary Fares Scheme to implementing bus infrastructure. However, in the future individual local authority involvement in supporting bus services will be subject to the availability of resources, both financial and human.
- Local authorities are also subject to the Wellbeing of Future Generations Act. The Act establishes Public Service Boards for each local authority area and these PSBs could have a role in discussing proposals to cut funding to bus services so that all service providers can assess the impact and if appropriate consider funding specific routes. For example, reduction in funding may lead to the axing of a service to a hospital; therefore the Primary Care Trust may consider it necessary to provide funding for the route. That said, PSBs will need prioritise the issues for consideration as there are many issues such as bus funding which could advocate a PSB involvement.
- If given sufficient notice, local authorities could explore more fully alternatives if bus services are to be cut such as services provided by the CT sector or in a small number of cases, there may be active travel alternatives to bus services.
- Improvements to the bus network infrastructure such as bus shelters/bus lanes/bus stations could be considered as part of development planning or regeneration funding.
- In the current financial climate, it will be extremely difficult for councils to find additional funding for bus services. Local government could have a role in raising awareness of wider social, environmental and economic benefits of bus transport with partner organisations and to work with partners to identify solutions to potential reductions in the network.
- Local authorities in the south east have introduced an outcome based quality standard in order to push up standards and this approach is being considered by other areas in Wales. However as the impact of the other cuts in funding have hit the pence per kilometre payments are actually lower in 2015/16 (with the highest quality outcomes being met) than was the case in 2014/15. With this scenario there is clearly a lack of incentive on behalf of the operators to drive up standards. The standard of service varies across Wales.
- A number of local authorities operate Integrated Passenger Transport Units which co-ordinate the transport operated by local authorities across a number of service areas such as education and social services. Subject to resources, there may be opportunities for further consideration of such units in local authorities or across local authorities.

**Question 6** - what do you think about proposals to devolve bus registration powers to Wales? How should these be used?

- We understand that the Traffic Commissioners Office is in agreement with a Traffic Commissioners Wales Office, however we would stress that any changes to current arrangements need to ensure that the service is comparable if not better than the service currently received.

**Question 7** - please tell us whether you think further powers to regulate the bus industry in Wales are required and why?

- Regulation on its own will not necessarily bring about an improved bus industry in Wales. It also requires stable funding and long term commitment and investment by all parties as referenced in the response to Q4.
- Regulatory powers will offer an additional option that could be used. We would advocate that regulation should be considered in partnership with WG, councils and operators working together. There is not a one size fits all; approaches need to be tailored to the differing requirements across Wales

**Question 8** - what other action can be taken to ensure that bus and community transport services meet the needs of people in Wales?

Please tell us anything else you would like to mention this topic, thank you for contributing to our inquiry.

**ATCO Cymru**

**Chair: Richard Cope**



William Graham AM  
Chair, Enterprise & Business Committee  
Welsh Assembly

Date 21 October 2015

**Response to Bus and Community Transport Services in Wales consultation**

Dear Chair,

Please find attached our response to your consultation on bus and community transport services in Wales.

ATCO, the Association of Transport Coordinating Officers, is the professional body for local authority officers whose work involves responsibilities for passenger transport. In their authorities ATCO members are responsible for the provision and promotion of bus services and supporting associated infrastructure, rail issues, securing or providing education and / or social services transport services and developing and implementing policies under which passenger transport services are secured or promoted. Our response is based on the practical experience of members in securing and managing local public transport services.

If you have any further questions please do not hesitate to contact us. We are looking forward to appearing in front of you committee again.

Yours faithfully,

Richard Cope  
ATCO Cymru Chair



## Appendix A – completed questionnaire

Cynulliad Cenedlaethol Cymru	National Assembly for Wales
Y Pwyllgor Menter a Busnes	Enterprise and Business Committee
Gwasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru	Bus and Community Transport Services in Wales
BCT 44	BCT 44
Cymdeithas Swyddogion Cydgysylltu Trafnidiaeth Cymru	Association of Transport Coordinating Officers in Wales

### Consultation questions

**Question 1** –How would you describe the current condition of the bus and community transport sectors in Wales?

The bus and community transport sector in Wales is not fulfilling its full potential. While in some parts of Wales services are good, performance (by operators and councils) is variable and lacks consistency. There are some examples of very good practice, and whilst we can build on this to provide and facilitate services that allow more persons to access employment, education, etc, there are also examples leave a lot to be desired.

Reduced Welsh Government and local authority funding has led to less resources being allocated to provide ongoing support to the non commercial services that are vital to the social, economic and environmental wellbeing of Wales. Council-supported journeys make the commercial offer more attractive through the provision of services during evenings or Sundays, or by connecting communities with transport hubs for example and help maintain the viability of commercial bus services, such that any reduction in local authority support undermines the viability of commercial services, particularly at the margins. More importantly, for passengers, supported services enhance networks and provide more journey choices, which can facilitate access to employment, education and health etc.

**Question 2** – why do you think the number of bus services and the number of bus passengers is declining in Wales?

In our view the key reasons are:

- Lack of funding
- Fares increases
- Lack of consideration when decisions are taken that affect bus and CT services
- Long-term socio-economic reasons

Concerning the lack of funding, this refers to both revenue & capital, and funding by both Welsh Government and by councils which has been reduced significantly in the last three years as public sector finance has been constrained. As an example, there was a 25% cut in nominal Welsh Government funding for Regional Transport Services Grant<sup>1</sup> (between 2011/12 and 2013/14) – and further real term cuts since. Rhondda Cynon Taf CBC has cut its local bus support budget by £400k

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<sup>1</sup> Now called Bus Services Support Grant, previously Local Transport Services Grant and Bus Services Operator Grant (originally the Fuel Duty Rebate)

in 2015/16 and is looking to reduce a further £100k in 2016/17.

Concerning fares increases, there have been substantial fares increases above inflation over the past couple of decades, and in some places these are still continuing though some operators have lately frozen fares, e.g. Stagecoach South Wales last increased their fares in April 2014 and have held them throughout 2015.

Concerning lack of consideration when decisions are taken that affect patronage, this refers both to location of services (e.g. out-of-town business and retail parks, proposed removal of certain health-related service to new out-of-town site in Cwmbran) as well as the difficulty introducing and maintain well-designed bus priority measures.

Concerning long-term socio-economic trends, these include growth of car ownership. These trends can be overcome, especially in urban/metropolitan areas but this requires consistent transport, economic and land use policies and practice in favour of public transport.

Other reasons include

- Public transport organisation – there is insufficient network integration
- Funding stability and efficiency – a lack of funding stability makes it difficult to plan, the methods of channelling funding into industry could be improve
- Network stability – in some places the network lacks stability but where partnerships add value (such as selling college season tickets on local bus services) the network has been insulated and encouraged to grow
- No Green Bus Fund in Wales

Concerning regulatory issues, see answer to question 7.

It also needs to be realised that performance varies. In Wrexham, for example, there is no evidence of a major decline in bus use. There have been increases from 2003 to 2011, and it has remained largely stable since then with the possible exception of some small decline over the last year or so as cuts to supported services have kicked in. It is likely that areas where the economy has been in general decline and where services have actually been significantly reduced have borne the brunt of the passenger reduction.

**Question 3 – what do you think is the social, economic and environmental impact of recent changes in bus and community transport service levels?**

As bus services are generally more efficient in transporting large numbers of passengers, there are economic costs for Wales. Higher public transport modal share generally means less spend on transport overall which means more spend on other things. Underperforming buses are in particular weakening key economic centres which, because of their high transport demand, are reliant on good public transport. Enhanced bus services should be seen as a tool in the regeneration of town and city centres.

That bus and community transport services are not fulfilling their potential means a reduced quality of life of those reliant on buses and CT services. For example, Age Concern Cymru's study "Buses – a lifeline for older people study" describes how bus services are vitally important to older people. In many parts of Wales, supported non-commercial services are often tailored to respond to the needs of older people, yet public spending cuts mean that such life-line non-commercial services are under significant threat.

Work undertaken by the Welsh Government funded Regional Travel Planning Coordinators has also found that access to jobs can be a major particular problem for unemployed and that bus services are often the only option available – and the lack of bus services at the required times can be an insurmountable barrier for taking up some job opportunities.

There are also quite direct costs to the health and education sectors, that is health boards and education services spend more on transport than they would need if bus services were better (e.g. through poor alignment of catchment areas and with existing bus services.)

A better bus network should also lead to more trips on buses, which would mean less car journeys and a reduction of negative environmental consequences to those exposed to traffic.

**Question 4** –what do you think the Welsh Government should do to support bus and community transport in Wales?

The key issues where Welsh Government could lead are funding, network integration, policy integration and sector organisation.

In terms of funding, Welsh Government should provide additional funding through an independent and secure funding stream. There should be multi-year capital allocations for bus and CT-related projects, with clear structures to ensure that benefits are maximised (e.g. peer reviews) and an independent revenue funding stream. It should be noted that this is true for councils and council funding too – further slicing of budgets will not enable support and investment in local economies and may undermine the proposed Metro system for south-east Wales and comparable initiatives in the other city-regions.

Effective network integration is an essential part of any high-class public transport system, and would benefit the buses in Wales too. With some additional funding and better organisation there is no reason why, for example, full ticketing integration as set out in the Metro proposals could not be a quick win, and be delivered within a year or so.

Welsh Government could also ensure that buses and community transport are properly considered in wider decision making (e.g. in economic development and enterprise zones, in spatial planning, in the set-up of health services and education) and that there are mechanisms that ensure that the implications on the public transport network are sufficiently weighted in decision making.

The Welsh Government should also ensure that there are separate bodies/body focussing on public transport strategy and leading on delivery – as set out in our response to your consultation on an integrated city-region transport network. This could be regional bodies or a single national body or a mixture, and whilst there are options for set-up / structure / framework, there is no example of a successful public transport system without such a body. Such a body, once established requires organisational stability, a certain medium term funding stream, a partnership approach and the ability to administer funding more efficiently. (The current system of WG-operators-council working groups and WG-led delivery does produce some results, but is not very effective and on its own is not efficient. It should be noted that such bodies/body would be expected to lead and coordinate, with day-to-day delivery to continue with councils and operators. It should further be noted that Traveline Cymru is already undertaking some of the functions that such a body would be expected to lead on.)

Concerning regulatory issues, see answer to question 7.

**Question 5** –what do you think Welsh local authorities should do to support bus and community transport services?

As stated above, councils should also provide additional funding. It must be noted though the current financial environment makes it extremely difficult for councils to dramatically improve performance. One option that may be worth reviewing is to ring-fence council bus / public transport expenditure.

The South East Wales Transport Alliance had develop an outline framework of how to improve performance through regional strategies, whilst still taking account of local circumstances but was

not provided with funding to progress many of the aspects of the work.

In terms of bus quality, this work has been carried forward in south east Wales, and an outcome based quality standard system has been introduced as part of the Bus Services Support Grant (BSSG) process in the region which incentivises operators to improve standards. However because of funding cuts and corresponding reductions in mileage in the more urban areas, the pence per kilometre payments for the highest quality operators are actually lower in 2015/16 than for all operators in 2014/15, which somehow dampens the systems' ability to turn funding into quality improvements. Additional funding for bus quality should be ring-fenced.

Some councils look to incorporating bus service improvements (infrastructure and services) in travel plans (e.g. Wrexham), and this is an area where others could follow and us to improve services.

In practice councils can also have discussions with bus operators and make suggestions that can influence commercial service provision to some extent. However, without adequate funding this is more difficult.

**Question 6** - what do you think about proposals to devolve bus registration powers to Wales? How should these be used?

In our view the Traffic Area Office dealing with Welsh bus service registrations in Leeds is not fit for purpose. A new system for Wales could see Traveline Cymru become owner of all registration data, which would improve the quality of information provided, efficiency of data management and may enable better coordination of information provision between Traveline Cymru and councils. However to enable Traveline Cymru to undertake this work would require it to be more financially and organisationally stable. Furthermore, new powers are not actually required to deliver this objective, as it could be achieved through the BSSG process. We note that the Traffic Commissioner for Wales is also in favour of such devolution.

**Question 7** – please tell us whether you think further powers to regulate the bus industry in Wales are required and why?

In our view the regulation of bus services is not currently biggest obstacle to improved bus and CT services.

It must be noted that regulation is a tool to achieve other objectives such as better quality, integrated ticketing / fares, higher frequency, better evening/Sunday services, management of competition, network stability, etc., and that there are alternative delivery mechanisms that can also deliver many of these objectives.

For example, improved quality could be delivered through BSSG quality standards, though more funding would be needed to do this (see question 5).

For the other objectives it is more difficult to see how they can be delivered in the current regulatory environment without more funding, for example frequency enhancements.

Some existing alternative delivery mechanisms, such as Quality Contracts, are in our view not workable in the current organisational and financial framework in Wales. Full franchising and a more regulatory framework is likely to require substantially more money than is currently being provided by WG or councils at the moment.

A partnership approach as exemplified in South Yorkshire, can also deliver such objectives, and whilst it would still require some additional funding, it should be less. Partnership though still requires a two way approach – while operators are investing in new buses and services, Welsh Government and councils must deliver infrastructure and other projects as set out in questions 4 and 5.

It should though be noted that further powers to regulate the bus industry does not need to mean (and should not mean) going back to the pre-1985 system or adopting a London-style system. Any change in the regulatory framework should allow a range of approaches to be applied in partnership by Welsh Government, councils, operators and public transport agencies working together. As current performance varies across Wales, and indeed the needs and requirements of bus and CT services differ across Wales, there is no one-size-fits-all system. Where bus operators act in their own interests without considering the overall picture, some influence over the commercial bus network could indeed be helpful.

Furthermore, additional regulatory powers on their own will have limited impact, but with increased funding and partnership working will support (and improve the impact) of other proposals set out in question 4.

**Question 8** – what other action can be taken to ensure that bus and community transport services meet the needs of people in Wales?

Delivery of integrated ticketing now should make a noticeable difference, though there are examples where this has stalled in multi-operators corridors due to resistance of the individual operators

Please tell us anything else you would like to mention this topic, thank you for contributing to our inquiry.

There appears to be a suggestion that bus operators in Wales currently enjoy very high profit margins – e.g. the Public Policy Institute for Wales’s report on “A Fare Deal? Regulation and Financing of Bus Services in Wales” states that operators were “earning monopoly rents” and enjoy “supernormal profits”. We do not believe this to be the case. The TAS Bus Industry Monitor shows that profit margins for the largest operators are on average substantially below the UK average.

# Eitem 4

Cynulliad Cenedlaethol Cymru  
Y Pwyllgor Menter a Busnes

National Assembly for Wales  
Enterprise and Business Committee

Cynulliad Cenedlaethol Cymru	National Assembly for Wales
Y Pwyllgor Menter a Busnes	Enterprise and Business Committee
Gwasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru	Bus and Community Transport Services in Wales
BCT 48	BCT 48
Comisiynydd Traffig dros Ardal Drafndiaeth Cymru	Traffic Commissioner for the Welsh Traffic Area

## Consultation questions

### **Question 1** –How would you describe the current condition of the bus and community transport sectors in Wales?

There are over 800 bus and coach operators registered in Wales with a combined authority to operate over 6000 vehicles. Wales accounts for 9% of PSV operators in Great Britain, a similar number to the West Midlands Traffic Area. The average number of PSV discs issued per operator is 7.7, this compares to 8.7 in the West Midlands and a GB average of 10.5.

The composition of the PSV industry in Wales features a significant portion of small family run businesses. These businesses are often the first to suffer in times of falling patronage or when exposed to an unlevel 'playing field' as a result of a lack of enforcement. My annual report of 2014-15 highlights some of my concerns in this regard.

<https://www.gov.uk/government/publications/traffic-commissioners-annual-report-2014-to-2015>

In 2014-15 I held 29 public inquiries into existing PSV licence holders. My findings in 13 of these cases were that the level of non compliance was so severe that it was appropriate to revoke the holder's operator's licence. These cases have been identified with the relatively low level of enforcement. It is likely that increases in the resources available to the enforcement agencies would lead to more licences being revoked and prevent the holders transporting members of the public in unsafe vehicles.

With regard to local bus services, only 23% of these licence holders run services which is a comparable figure to the rest of Great Britain. In 2015 there were 1483 live bus registrations in Wales. Many of these services will cover the major urban areas and the majority will be operated by major bus operator groups such as Stagecoach and Arriva or smaller independent operators such as Cardiff City Transport. It should be noted that the so called 'big five' bus operators, Stagecoach, Arriva, First, Go Ahead and National Express have a much smaller presence in Wales compared to England and Scotland.

Since 2010 there has been a small reduction in the number of operators and vehicles authorised. Of bigger concern is the reduction of local bus services from 1866 in 2010 to the 1483 registered today. More detailed analysis of the type of services affected is not possible but the loss of services will mean that communities are no longer served by good public transport. It should be remembered that this reduction is of entire services rather than just individual journeys.

Again there is a general lack of enforcement of bus services across Great Britain. As a result of an initiative to improve the enforcement of bus services the Driver and Vehicle Standards Agency replaced the network of c17 Bus Compliance Officers responsible for on-street monitoring of services in 2011 and replaced them with a wider network of Bus Operator Account Managers who are also dedicated vehicle or traffic examiners. There was no increase in man hours spent on bus compliance. Rather than on-street monitoring of services the emphasis changed to meeting operators and assessing their systems. The effectiveness of this approach is debatable and DVSA are currently piloting a new approach using the operator's own monitoring evidence.

To the credit of the Welsh Government a decision was taken to retain the three former DVSA Bus Compliance Officers in a part time capacity within Bus Users Cymru. This approach does allow for on-street monitoring to continue but obviously with only three people covering the entirety of Wales it only allows for reactive monitoring of services when complaints are received. This level of monitoring did not create a single public inquiry case in 2014-15 down from five the previous year. The positive to take from this is that none of the reports I received from either the DVSA or Bus Users Cymru were severe enough to take action against the operator under the Transport Act 1985 and the guidance issued by the Senior Traffic Commissioner.

A further positive feature of the Bus Users Cymru activities is that the experienced specialist bus monitors are well respected by industry and in the event of a serious complaint can intervene promptly to address problems. The quality of services in Wales is better as a result of the specialists funded by the Welsh Government.

The use of the term community transport sector can be ambiguous. Permits are issued to 'not for profit' groups to enable them to provide transport services for 'hire or reward'. There are two types of permits issued under the Transport Act 1985; Section 19 Permits and Section 22 Community Bus Permits.

The legislation governing these permits is vague and there are several hundred bodies who are permitted to issue Section 19 permits in Great Britain. These range from local authorities to organisations, such as, the British Olympic Wrestling Association. This diversity of issuing bodies makes it more difficult to achieve consistency and increase competence in the sector, although the Community Transport Association does provide very good advice for its members.

Section 19 permit holders cannot carry members of the general public. The groups holding permits include educational bodies, voluntary groups or dedicated Community Transport Groups supporting defined sections of society or geographical areas. Although many of these groups carry out good work on behalf of the community, competition issues can arise as they do bid against licensed PSV operators for contracts and are usually more competitive as a result of lower costs. This is a source of concern to PSV operators who see permit operators as less regulated and stretching beyond the remit that they were initially created to fulfil.

This opposition has resulted in a challenge from PSV operators to the European Union and the issuing of an Infraction Notice to the UK Government as a result of UK legislation not being aligned to EC Regulations. DfT officials are currently working with stakeholders on what revisions should be made to UK legislation

regarding permits and it is essential that the Welsh Government is represented in these discussions.

The vagueness and lack of effective enforcement provisions in the law relating to permits has meant that there is very little enforcement, it is ineffective and this has led to abuses.

In England there are several Section 19 permit holders that operate a large number of vehicles and are being awarded a number of Local Authority contracts. Wales does not have any community transport groups of a similar size and I have had no specific complaints regarding those Bodies operating under the permit system, contrary to the West Midlands where I have received complaints. This may suggest that the balance is in greater harmony in Wales.

The law relating to the issue and grant of permits is in urgent need of a thorough overhaul as it is not fit for purpose. The paucity of regulatory action does not reflect a good compliant sector, instead it is a result of considerable difficulties in effective enforcement within the existing legal framework. In fairness to the Community Transport Association, of the various entities that have power to issue licences, it is the most effective, I confirm that I consider that it has better oversight than the existing traffic commissioner arrangements. Ineffective enforcement has been a contributory factor in the financial disadvantages suffered by good, compliant PSV operators. I suggest that this contributes to the rationale for the legal challenge by the PSV industry.

It is not yet clear whether the UK Government will seek to legislate as a result of the EU Infraction Notice. For this reason the Welsh Government might seek to have this power devolved so it can ensure that the community transport sector is run in an effective manner that suits the needs of the people of Wales.

The number of Section 22 community bus operators remains small in comparison to PSV local bus service providers.

**Question 2 – why do you think the number of bus services and the number of bus passengers is declining in Wales?**

Undoubtedly one major cause of this is the reduction of the public subsidy for operators to run loss making local services. The level of public subsidy available for public transport is a matter for the Welsh Government and local authorities but it is often smaller, more remote communities that are worse affected.

Poor reliability of services, increasing fares and increasing car ownership will all have an impact on passenger patronage.

Other respondents may be able to give a more detailed insight into the level of the



average fare rise and how that may have affected patronage and whether car ownership has increased in recent years. It should be remembered that buses often compete against all other forms of transport. This can include the obvious contenders of car, taxis and trains but also the bicycle where local authorities have installed cycle friendly road systems.

The absence of cross ticketing schemes can also dissuade patronage if it means passengers having to buy two tickets for a single journey at increased cost. This may make the car a more cost and time efficient form of transport for any given journey.

It should also be mentioned that in times of economic hardship bus patronage falls either as a result of people not requiring to travel to the workplace or reducing the leisure journeys that they make.

The reliability of services is an important motivator for using local bus services. Where services do not run to time passengers are more likely to switch modes so that their journeys to work or appointments are more reliable. In order to maintain public confidence in bus services there needs to be effective enforcement. When enforcement is minimal some operators will lower their standards to increase profits. Effective and visible enforcement helps to prevent this lowering of standards. It is essential that the appropriate level of resource is invested in the enforcement of this important industry. I remarked in my 2014-15 annual report that I was encouraged that the DVSA is to recruit in an attempt to address some of the historic staffing shortfalls in the South Wales area. It will be interesting to see what happens with the work that is likely to be referred to a traffic commissioner as a result. I look forward to being in a position to better regulate on behalf of stakeholders. Currently I have concerns that the many fine hard working family businesses and bus passengers in Wales suffer as a result of the lack of a level playing field,

**Question 3** – what do you think is the social, economic and environmental impact of recent changes in bus and community transport service levels?

This is a question that is more appropriate for the political leaders or the local authorities to respond to.

**Question 4 –what do you think the Welsh Government should do to support bus and community transport in Wales?**

The existing PSV legislation is often confusing and contradictory in its objectives. The devolution of operator licensing and bus registration matters would allow the Welsh Government to reshape the legislation to resolve these issues and ensure that it can respond to local transport issues.

The Welsh Government already provides additional assistance for the monitoring of services and the devolution of BSOG allows for the Welsh Government to create legislation or guidance that more effectively targets the public funds available to provide bus services.

As outlined in my answer to question 1 above, there is a strong case to review and reform the law relating to community transport. If this were undertaken on an England & Wales basis, that should address the needs of Wales. However, reform of community transport in Wales might be easier if the function were devolved.

**Question 5 –what do you think Welsh local authorities should do to support bus and community transport services?**

In these times of increasing restrictions on the financial resources available to local authorities it is understandable that the subsidy for bus operators is reduced. Local authorities should consider whether they are currently working with operators in an effective manner and consider whether the existing provisions for partnership schemes (both voluntary and statutory) are being used to maximum effect. A properly constructed Quality Partnership Scheme would allow greater local authority participation over the routes and services without necessarily increasing the subsidy in support. It could also enable better use of cross ticketing schemes and other ‘soft measures’ that enhance passenger experience.

Legislation also allows for the regulation of bus services through the implementation of a Quality Contracts Scheme. A QCS scheme could enable the local authority to decide what services are provided in an area, paying a subsidy to the successful bidder for loss making services or receiving a premium for profitable routes. Or, alternatively, the local authority can take the increased risk of receiving the revenue from the services.

Despite being available to local authorities since the Transport Act 2000 and made easier in the Local Transport Act 2008 only Nexus (on behalf of the North East Combined Authority) has made an official request for a scheme to be considered. The report of the QCS Board was released on 3 November 2015 and highlighted a number of areas where the re-regulation of the bus market under current legislation would prove difficult. For your benefit I have attached the summary of the report and the Appendix 3 that sets out some of the issues in greater detail. A copy of the full report can be accessed at –

[www.gov.uk/government/news/qcs-board-publishes-report-on-tyne-and-](http://www.gov.uk/government/news/qcs-board-publishes-report-on-tyne-and-)

wear-scheme

Any move for Local Transport Authorities in Wales to implement a QCS will result in an increased challenge from operators and there are a number of implications, not least on legal challenges. In the case of Wales it should be recognised that a distinctive characteristic of the industry is the preponderance of family businesses, rendering any implementation of a QCS more problematic logistically, that is aside from the cost/subsidy implications.

Targeted Quality Partnerships Schemes can produce good results and I recommend politicians who are reflecting on QCSs to study the extent of and success of the partnership approach in the West Midlands controlled by Centro. Centro introduced a Statutory Quality Partnership Scheme in 2012 following extensive work with the local operators and this has brought benefits to all parties involved in public transport in the centre of Birmingham. It is also open to Local Transport Authorities to enter into voluntary partnership arrangements with operators and this has proved to be successful in a number of areas.

Consideration may also be given on whether Wales would benefit from the creation of an Integrated Transport Authority (ITA) in urban areas currently under the control of several individual authorities. ITAs could deliver a more coordinated approach in the provision of transport in an area across all modes and would give authorities a stronger negotiating hand with the operators of services.

**Question 6 - what do you think about proposals to devolve bus registration powers to Wales? How should these be used?**

The move to devolve bus registration powers in Wales has my full support. Bus services are local issues and need to be resolved locally. The staff supporting my role in Leeds have little practical knowledge of the networks and infrastructure of Wales. The lack of adherence to the requirements of the Welsh language legislation is a feature that I have raised consistently and the devolution of bus registration in Wales is the most effective means of addressing this.

Devolution of bus registration powers would enable the Welsh Government to consider whether services should continue to be registered with the traffic commissioner or whether another body would allow greater benefits or 'added value'. PTI Cymru currently provide information that is of a greater detail than that required by legislation to be supplied to me. It should be considered what the benefits that may be realised by placing the requirement on bus operators to provide the registrations to PTI Cymru, whilst retaining the role of the traffic commissioner to regulate the compliance of the services. Consideration is being given to moving bus registrations from traffic commissioners in England, I support this approach as others are better equipped to undertake the task.

The Electronic Bus Service Registration system (EBSR) has been in operation for eight years but take up by operators is stubbornly low. Stagecoach and Arriva services are registered using EBSR but few other Welsh operators use the system. The benefit of the system includes the more efficient transfer of bus registration information between operators, local authorities, PTI Cymru and the traffic commissioner. The provision of better information benefits the passengers and could help to increase patronage. Although DfT is keen to encourage the wider use of EBSR the devolution of powers enables the Welsh Government to consider its own strategy that could include making financial incentives available to the operators who use EBSR encouraging increased take up, e.g. a reduction in the registration fee. An obvious option would be to set a relatively high standard fee of £x with a heavy discount to £y for a registration that was: (a) undertaken promptly and in good time; and (b) met service standards to be set by the Welsh Government. Service standards could include effective communication with the relevant local authority – and - use of electronic communication clearly showing all requirements.

**Question 7 – please tell us whether you think further powers to regulate the bus industry in Wales are required and why?**

The extent of further regulation is a political decision that I should not comment on.

**Question 8 – what other action can be taken to ensure that bus and community transport services meet the needs of people in Wales?**

Please tell us anything else you would like to mention this topic, thank you for contributing to our inquiry.

The role of the traffic commissioner in Wales is different to the other areas in Great Britain as it is the only traffic area that does not have its own dedicated traffic commissioner. I refer to successive annual reports with consistent references to the outcome being in Wales being lower safety standards.

I am seeking a meeting involving interested parties as the existing triennial review of traffic commissioners for Great Britain provides an opportunity to address longstanding issues.

## **Summary of the QCS Board's Opinion**

10.1. This is the first time that the 15-year-old legislation supporting Quality Contract Schemes has been put to the test. It seems to us, that the legislators probably had in mind that it would be tested in a rather smaller scale first. The scale of the Tyne & Wear proposal is large. The proposal is enormously ambitious and could, if delivered successfully and the risks don't materialise, provide Tyne & Wear with a transport system unrivalled in Great Britain outside London.

10.2. By its very nature, virtually everything that Nexus was trying to assess was a novel intervention. There was little, if any, truly relevant research for them to draw upon. It is the Board's view that they have done exceptionally well to get where they have got to today. It is always far easier to criticise, than to create. Appendix 3 deals with some of the learning points we have found in our consideration of the proposal.

10.3. In the VPA, Nexus can be proud that it has led three bus companies to put forward a proposal that is in itself novel and groundbreaking, with the makings of potentially effective governance allowing local citizens real influence over their bus services. From our understanding, it is likely that there will be clauses in the forthcoming Buses Bill that could allow, should they wish to, Nexus to establish greater certainty through a new version of a statutory quality partnership. It is against that very difficult background, and recognising the immense progress made by Nexus, that we set out here a summary of our findings.

## **Consultation**

10.4. It is our opinion that Nexus fails to comply with the statutory requirements on consultation set out in Section 125 of TA2000. This is primarily because the representation of the difference in scale of benefits between the QCS, and the VPA in the formal consultation document was such as potentially to mislead respondents and we saw evidence respondents had been so misled<sup>1</sup>.

## **The public interest test criterion**

10.5. Nexus did not apply an optimism bias on top of its modelling of the four specific risks chosen. We saw that the risk contingency was likely to be spent on 31% of possible outcomes. An optimum bias should have been applied on top of this risk contingency. There is therefore a likelihood that the scheme will run out of money. There is a further cash flow issue in the early years. For those reasons, the Board is not convinced that the scheme is affordable and, on that basis, we cannot conclude that it will lead to an increase in the use of bus services and it is our opinion that the requirements of Section 124(1)(a) TA2000 are not demonstrated.

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<sup>1</sup> For example, see paragraph 4.19 above

10.6. We are satisfied that service quality would improve compared to the *do minimum*. In our opinion, section 124(1)(b) TA2000 is satisfied.

10.7. We saw how the QCS would contribute to local policies and strategies. In our opinion, section 124(1)(c) TA2000 is satisfied.

10.8. The effectiveness of the QCS has been significantly overstated due to errors within the modelling. In particular, Nexus attributed benefits associated with simplified ticketing to passengers who did not buy a ticket. We reject, as reverse engineering, the latest version of events that simplified ticketing and customer charter were simply a proxy for a wider package of benefits. That assertion is not supported by any of the core documentation of the scheme. It is our opinion that Section 124(1)(d) TA2000 is not met.

10.9. The proposals generate negative cash impacts on the three existing operators in the range of at least £85 million to £226 million. The mean of those figures is significantly in excess of the net present value of benefits likely to be delivered by the QCS. The sheer scale of those figures is such that they will do real harm to the existing operators. The Board is firmly of the view that Parliament never had in mind that the introduction of a quality contract scheme would lead to cash impact on businesses of the order of hundreds of millions of pounds. In addition, the benefits that could be delivered by the VPA are of similar orders of magnitude to those delivered by the QCS. In fact, in cash terms as modelled, they are greater but we accept that the governance arrangements for the QCS are superior, at least as the VPA is currently defined. We have no hesitation in concluding the negative impacts on the operators are wholly disproportionate to the benefits accruing both to the travelling public in Tyne & Wear and the well-being of the wider citizens. It is our opinion that Section 124(1)(e) TA2000 is not met.

### Lessons learned relevant to wider franchising proposals

**Note – this Appendix is not part of the Board’s formal opinion**

#### Introduction

1. This is the first time that any local authority has taken advantage of the legislation to seek to introduce a Quality Contracts Scheme. Since the start of the proposal, and particularly very recently, there has been much discussion, and in some areas progress in agreements to devolve powers, funding and responsibilities to authorities (as in the case of Cornwall) and to combined local authorities usually based on recognised economic areas or city regions (as in the case of Manchester Combined Authority, North East Combined Authority and Tees Valley). Some of the devolution deals include powers to franchise bus services in the area within a broader package to tackle the barriers to economic growth in those regions. It is possible then that this could be the only example of testing Quality Contract proposals against the criteria and that future proposals will take some form of franchising in a variety of situations.

2. Whatever approach is pursued to seek changes in the operation of bus services in the future, this Board considers that there are valuable lessons to be learnt from this QCS process which has now taken three years and involved a great deal of public and private investment in time and money. The following thoughts and suggestions are not seen as an exhaustive list of lessons to be learnt but merely some helpful ideas to help others involved in discussions or proposals to change the way bus services are provided in their area. They are grouped into a number of themes but there are strong links between the themes and the suggestions that follow and the reader is recommended to consider the appendix in the round.

#### Initiation, funding and subsidy

3. In a Foreword to a recent book on London’s Buses, then Commissioner of Transport for London, Sir Peter Hendy commented “*Public transport in a major city properly designed to cope with the peak flows of people to jobs creating wealth, education, healthcare and leisure, consumes public subsidy..*” (emphasis added). The QCS in Tyne and Wear was driven by the need to protect services in the light of reducing public sector funds. Whilst a laudable aim, any such approach has inherent conflicts. A more positive approach would be to identify where enhancements to bus services would eliminate constraints to enhanced economic growth and well-being, develop an enhancement plan to the point where incremental costs began to outstrip incremental benefits, and thus identify a subsidy requirement for a new network. An appropriate procurement structure might then be more readily apparent.



## Process of development and assessment

4. There were many things which contributed to the lengthy timescale for this QCS proposal and which, in the Board's view, could have been reduced. All the way through the process, the Board has had to consider differing views on the information, assumptions and guidance and as the report shows in some areas we can see a range of outcomes that seem equally to be right. One of the key problems was that, even with the offer of confidentiality agreements, important base information was not made available to Nexus at the start of the process.

5. The economic advisors sought to achieve common ground as far as possible over a considerable period of time. In fact, a further error was conceded (in relation to risk modelling) only a few days before the oral evidence sessions began. It's notable that the statement of common ground was dated 10 July – the Friday before the hearings began on Monday 13 July. In addition it was well into the process before there was an opportunity to openly debate and constructively challenge the views of all parties. As a result it is suggested that the following is considered

- There should be a staged, independently scrutinised, approach to the process of development and assessment of any proposal. This staged process would require agreement at each stage before progression to the next stage.
- The first stage may agree the scope of the initiative and the area to be covered. This would, for example, examine the relevance to the proposal of LA boundaries, the recognised economic area, and travel to work areas. Approval at this stage may place an obligation on parties to make relevant data available to the local authority on a confidential basis. We recommend that obligation is statutorily defined and includes information on patronage, ticket sales and fare box revenue at an individual route and time basis). A further stage would involve agreement to the intelligence from the data and parameters/forecasts to be used.
- The independent scrutiny should be supported by independent expert capability and the costs borne by the sponsor of the proposal.
- In addition to economic experts, experts in accountancy, procurement contracting, commercial bus operation, and public sector bus network planning should be called upon
- The independent scrutiny process could continue following the introduction of a scheme with annual scrutiny review of progress in delivering outcomes/ adequacy of governance arrangements etc. This could usefully include a SWOT analysis.
- It is recommended that advice be developed on an appropriate staged process for future proposals.
- There should be an agreed process for changes to the existing bus services once the project development/scrutiny process has started.

## Scope

6. The remit and functions of the Quality Contracts Scheme Board are governed by the statutory provisions contained in the Transport Act 2000 and the associated Quality Contracts Schemes Regulations. Further insight is provided by the Statutory Guidance. In short the issues for the Board were twofold:

- i. To form an opinion whether the proposal meets the conditions of the public interest test, and
- ii. To form an opinion on whether the consultation complied with the requirements.

7. It is the Board's view that scrutiny of any future proposals should enable a wider view than the QCS Board remit allows. Any assessment must be more about how the proposal will contribute to tackling the key issues of the area e.g. local economy, accessibility to employment etc on a more subjective basis, supported by, rather than potentially constrained by monetary benefits. Whilst it may appear that Criterion B, contribution to local policies, addresses this, its scope is strictly limited to simply whether or not the proposal does more than the *do minimum*.

8. The Board encouraged an inquisitorial approach to the process but it was inevitable with the scale of financial implications possible for all parties that a more adversarial approach to the process emerged. However it is acknowledged that many of the errors identified may not have been uncovered without an opportunity to independently challenge. We recommend:

- The adoption of an independently scrutinised, staged approach to the process as outlined above could encourage a more inquisitorial and less adversarial and less academic approach.

## Guidance

9. The statutory guidance for quality contract schemes suggests that LTAs may wish to refer to the Department for Transport's extensive guidance on transport scheme appraisal found in the WebTAG documents. The QCS guidance also states that compliance with this guidance is not a legal requirement, but it may assist LTAs in preparing a high-quality and persuasive assessment of different impacts that might arise from their proposed scheme. All parties agreed that use of the guidance in WebTag (and documents that had informed WebTAG such as the Aecom report - The Role of Soft Measures in Influencing Patronage Growth and Modal Split in the Bus Market in England) was appropriate and helpful.

10. WebTAG has been shaped over many years essentially for the development and evaluation of capital transport schemes, both highway and public transport. The Quality Contract proposal is different. There is not a large up front capital cost. There is an ongoing stream of contract costs to be judged against potential fare box revenues for the scheme proposer and real financial implications for operators to be

assessed. The Board found that, because it was not developed for this kind of project, the guidance was in some cases not helpful and encouraged different views to be taken on key issues. As a result the Board recommends:

- The appraisal process must be more about sensible judgement and less about the minutiae of economic/statistical factors.

## **Flexibility**

11. The July 2013 consultation document explains in section 2.10 the development of the QCS proposal. During 2011/12 Nexus developed an initial QCS proposal based on a theoretical bus route network which it considered might, if implemented, deliver enhanced social and economic benefits across the region as well as delivering enhanced patronage levels. Nexus recognised however that this proposed route network did not reflect the current network in actual operation across the region. Following informal dialogue with Operators and other stakeholders on the untested route structure, Nexus decided to abandon the first proposal and develop a QCS based on the current route structure in day to day operation.

12. The proposed QCS therefore assumes the bus network as it exists and contracts for bus services across that network for a minimum of 7 years with the potential to extend to 10 years (the life of the QCS). Within the QCS, there is scope to vary the contracts but this does not give the opportunity for reducing services or for radical change. The collection of new data from day one of the QCS or for any other proposal would enable planning for network changes to follow a settling-in period. This suggests that any rationalisation proposals could be contemplated much sooner than 7 years. We therefore recommend that:

- Consideration should be given to a mixed approach with 3,5,7 year contracts (with the option to extend a further 2 years). The shorter contracts could be those where it appears there is scope and need for early change e.g. for rationalising main corridors, optimising the network to reduce costs, stimulating demand by increasing frequencies and/or widening the service day, developing routes which are not constrained by historic operating areas, or improving accessibility to employment, education, retail and leisure.
- Mix contract lengths and starting dates would smooth out the demands for contract renewal.

## **Risk**

13. It is well understood that the drivers of risks can be financial, operational and strategic, influenced both internally and externally. The identification, quantification and management of risk in the development, assessment, introduction and monitoring of the QCS proposal is a subject that has engaged the Board throughout this process. There are some obvious key risks such as the way in which the Tyne & Wear QCS proposes the shift of an enormous financial risk from the private sector to

the public sector but there are many other key risks that impact both positively and negatively on the potential success or otherwise of the proposal.

14. The QCS as proposed essentially moves the majority of the financial risk for operating services from the private sector to the public sector. Under the proposed QCS Nexus will put the main group of services out to tender in 11 lots. Operators will consider the lots and submit bids to operate the services in each of the 11 lots for contracts of 7 years duration and the possibility of extension to ten years. Operators would bid on the basis that Nexus would retain all revenue from fares collected.

15. The financial risk of meeting the contract cost during the lifetime of the contracts would be with Nexus. Alternative forms of a QCS could be considered that retained the key features considered vital to securing the benefits and which would leave the majority of the financial risk with, or shared with, the operators. Contracts could be let on a subsidy /premium basis or a mix with Nexus taking a proportion of the risk.

16. The capacity and capability of an organisation to develop and take forward a project that is possibly larger and different to its core functions may require additional and new skill sets. These additional and new skill sets may be within the organisation itself or provided by experts contracted to support it. The Board has suggested in this Appendix that the scope of assessment of such proposals should also look at the broader economic issues of the area and the big picture and the skills need to be available to do this. This would also reinforce the value of an intelligent client function.

17. In addition the persistent risk management problem, that of over-optimism and unrealistic expectations, referred to as optimism bias has also exercised the board in this process. It is recognised that the risks associated with optimism bias and therefore the allowance can be reduced as more is known and agreed in the development of a project. The process adopted for this project, which meant that independent challenge or scrutiny took place sometime after the publication of the proposals, meant that it was difficult to readily identify the level of optimism bias that should be allowed in the risk contingency. The Board considers that the staged scrutinised approach to such a project would allow an appropriate and proportionate approach to optimism bias to be adopted.

- Adopt an appropriate and proportionate application of optimism bias within the proposed staged scrutinised approach to project development, assessment and approval.
- Carefully consider the capacity and capability and skill sets needed to develop and deliver such projects.

## **Proportionality**

18. Proportionality in the context of a QCS or franchising is a subject that the Board consider could benefit from clarification in law, in particular, in considering the adverse effects on operators against the relevant benefits. The QCS is novel and is

unlike a conventional transport project. It is the Board's understanding that in a conventional transport project the possible adverse effects on individuals, communities and businesses are identified and where possible quantified. This QCS involves a significantly different set of effects.

19. The statutory QCS guidance recognises that it is inevitable that there will be a degree of subjectivity associated with this where the adverse effects on one group need to be weighed against benefits that accrue to another. The guidance also suggests that it would be appropriate to attach different weight to different benefits and adverse impacts. The difficulty in the context of this proposal is weighing up whether the notional benefits gained are proportionate to the real financial adverse effects to be experienced by the operators, not least where pension schemes are affected. In view of this, the Board recommends:

- Legislation enabling franchising should specifically address the issue of proportionality of financial loss of bus operators. It may be that some form of compensation is considered appropriate.

## Gwasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru

Cynulliad Cenedlaethol Cymru	National Assembly for Wales
Y Pwyllgor Menter a Busnes	Enterprise and Business Committee
Gwasanaethau Bysiau a Thrafnidiaeth Gymunedol yng Nghymru	Bus and Community Transport Services in Wales
BCT 09	BCT 09
Traveline Cymru	Traveline Cymru

### Cwestiynau'r ymgynghoriad

#### **Cwestiwn 1 - Sut fydddech chi'n disgrifio cyflwr presennol y sector bysiau a thrafnidiaeth gymunedol yng Nghymru?**

Ein rôl ni yw darparu gwybodaeth am drafndiaeth gyhoeddus; nid ydym o'r farn ein bod mewn sefyllfa i roi sylwadau cynhwysfawr ar y cwestiwn hwn.

Fodd bynnag, mae newidiadau i'r rhwydwaith gwasanaethau bysiau a'r seilwaith sy'n gysylltiedig â'r rhwydwaith yn dylanwadu ar ein llwyth gwaith; rydym wedi gweld llawer o newidiadau dros y blynyddoedd diwethaf, gan gynnwys gwaith ailddatblygu gorsafoedd bysiau ar raddfa fawr a newidiadau sylweddol i rwydweithiau bysiau wrth i weithredwyr fireinio eu rhwydweithiau yng ngoleuni blaenoriaethau economaidd ac wrth i awdurdodau lleol leihau eu cymorthdaliadau i wasanaethau a gynorthwyr. Felly, gallech ddisgrifio'r sector bysiau yn ystod y blynyddoedd diwethaf fel sector sydd wedi bod yn gyfnewidiol.

#### **Cwestiwn 2 - pam ydych chi'n meddwl bod nifer y gwasanaethau bysiau a nifer y teithwyr bysiau yn gostwng yng Nghymru?**

O'n safbwynt ni fel darparwyr gwybodaeth mae nifer y gwasanaethau bysiau ar ein systemau wedi gostwng o 1,412 o wasanaethau yn 2010 i 1,091 ar 29 Medi 2015.

Rydym ar ddeall bod y gostyngiad hwn wedi digwydd oherwydd bod rhai gweithredwyr wedi cyfuno gwasanaethau, oherwydd bod cymorth

awdurdodau lleol i wasanaethau sy'n angenrheidiol o safbwynt cymdeithasol wedi gostwng, ac oherwydd bod gweithredwyr yn cynnal asesiadau mwy llym o hyfywedd masnachol llwybrau. Mae'n anochel bod llai o wasanaethau'n gallu arwain at lai o deithwyr.

**Cwestiwn 3** – beth yn eich barn chi yw effaith gymdeithasol, economaidd ac amgylcheddol y newidiadau diweddar mewn lefelau gwasanaethau bysiau a chludiant cymunedol?

Fel darparwyr gwybodaeth, nid ydym o'r farn ein bod mewn sefyllfa i roi sylwadau cynhwysfawr ar y cwestiwn hwn. Fodd bynnag, mae adborth gair am air o'r ddau arolwg cwsmeriaid diwethaf a gynhaliwyd gan ein canolfan alwadau'n dangos lefelau uwch o anfonlonrwydd, fel y gwelir yn y dyfyniadau isod (sydd wedi'u cyfieithu i'r Gymraeg):

"Doedd dim bws ar gael pan oedd angen un arnaf"

"Dydyn nhw (yr asiantiaid) ddim yn gallu gwella, ond dylai'r prisiau gael eu gostwng"

"Doedd dim byd yn bod ar yr alwad, dim ond y ffaith nad oes gwasanaethau ar gael ar ddydd Sul"

"Roedden nhw'n barod iawn i helpu... o safbwynt cynnig llwybr ond dyw'r bysiau ddim yn rhedeg yn ddigon aml i ddiwallu fy anghenion i"

"Dyw'r bysiau ddim yn rhedeg mor aml (yr X91)"

"Roedd y person yn hyfryd, ond dyw'r gwasanaeth bws ddim yn dda"

"Roedd yr alwad ffôn yn berffaith ond roedd yr amserlen yn warthus"

**Cwestiwn 4** – beth ydych chi'n meddwl y dylai Llywodraeth Cymru ei wneud i gefnogi gwasanaethau bysiau a thrafnidiaeth gymunedol yng Nghymru?

Rydym o'r farn y gallai Llywodraeth Cymru wneud mwy i sicrhau bod gwybodaeth am drafndiaeth gyhoeddus yn cael ei darparu mewn modd mwy cyson ac effeithiol ar lawr gwlad, drwy ddefnyddio / creu pwerau sy'n mynnu bod awdurdodau lleol yn cynnig safon ofynnol sy'n gyson ar draws Cymru. Rydym wedi dadlau dros hynny o'r blaen mewn tystiolaeth i'r Pwyllgor Defnyddwyr Trafnidiaeth Gyhoeddus ac eraill.

**Cwestiwn 5** – beth ydych chi'n meddwl y dylai awdurdodau lleol yng Nghymru ei wneud i gefnogi gwasanaethau bysiau a thrafnidiaeth gymunedol yng Nghymru?

Rydym o'r farn y dylai awdurdodau lleol wneud mwy i farchnata'r gwasanaethau bysiau sydd ar gael yn eu hardal, drwy weithio mewn partneriaeth â gweithredwyr ac eraill efallai. Dylent wneud hynny yn yr un modd ag y maent yn hyrwyddo cyfleuster hamdden, theatr leol neu rywbeth tebyg, er enghraifft, fel bod pawb yn cael cyfle i ddefnyddio'r cyfleuster a'u bod yn ymwybodol o'r amseroedd agor a'r prisiau. Dylai hynny ddigwydd yng nghyswllt gwasanaethau bysiau o safbwynt sicrhau bod amseroedd a phrisiau tocynnau'n cael eu hyrwyddo'n ehangach.

**Cwestiwn 6** – beth yw eich barn am gynigion i ddatganoli pwerau cofrestru bysiau i Gymru? Sut y dylai'r rhain gael eu defnyddio?

Mae hwn yn faes a allai effeithio'n uniongyrchol ar ein rôl ni, felly rydym am gynnig y sylwadau canlynol.

Mae Traveline Cymru o'r farn y byddai datganoli pwerau cofrestru bysiau i Gymru yn arwain at fanteision sylweddol i ddefnyddwyr bysiau (ein cwsmeriaid) a gweithredwyr bysiau (ein rhanddeiliaid).

Yn gyntaf rydym ar ddeall nad yw'r broses cofrestru bysiau, a reolir ar hyn o bryd yn Leeds, yn gallu cynnig gwasanaeth dwyieithog, ac mae hynny'n peri rhwystredigaeth i weithredwyr bysiau. Mae adborth anecdotaidd yn awgrymu y ceir elfen o roi sêl bendith yn awtomatig i gofrestrïadau ac nad oes digon o waith craffu'n digwydd – gallai hynny arwain at anawsterau i ddefnyddwyr bysiau.

Yn ail mae'r broses ei hun yn golygu archwilio, crynhoi a mewnbynnu gwybodaeth am amserlenni a gwybodaeth berthnasol arall. Mae Traveline Cymru yn ymgymryd â'r broses hon hefyd, oherwydd mae angen i ni gael yr holl wybodaeth a gaiff ei chyflwyno i Leeds er mwyn diweddarau ein systemau a darparu gwybodaeth gywir a chyfredol am amserlenni a llwybrau bysiau i'r cyhoedd sy'n teithio.

Yn drydydd nid yw'n ofynnol ar hyn o bryd i weithredwr bysiau roi gwybod i Traveline Cymru am unrhyw wasanaeth newydd, gwasanaeth sydd wedi'i ganslo neu wasanaeth sydd wedi'i ddiwygio. Mae hynny'n golygu ein bod yn dibynnu'n llwyr ar ewyllys da gweithredwyr/ ein



perthynas â gweithredwyr i gael gwybod am newidiadau er mwyn sicrhau bod y data'r ydym yn ei roi i ddefnyddwyr bysiau mor gyfredol ag sy'n bosibl. Drwy ymgymryd â'r gwaith o reoli'r broses cofrestru bysiau – sy'n rhywbeth y mae'n rhaid i weithredwyr bysiau ei wneud – byddai Traveline Cymru ar unwaith yn dileu'r prif ffactor sy'n achosi cwynion gan gwsmeriaid, sef ein diffyg ymwybyddiaeth o'r hyn nad ydym yn ei wybod. Er y gallai Traveline brosesu cofrestriadau bysiau, o safbwynt ymarferol, mae'r ddeddfwriaeth gyfredol yn mynnu mai Llywodraeth Cymru fyddai'n gyfrifol.

Rydym wedi dadlau ers amser, pe bai'r broses o gofrestru bysiau'n cael ei chyflawni gan Traveline Cymru yng Nghymru, y byddai hynny'n arwain at y manteision canlynol:

1. Byddai'n cymryd llai o amser i brosesu cofrestriadau, a fyddai'n arwain at fanteision i ddefnyddwyr bysiau a gweithredwyr.
2. Byddai modd cynnig gwasanaeth dwyieithog i weithredwyr.
3. Byddai'n lleihau achosion o ddyblygu gwaith, h.y. bod dau sefydliad gwahanol yn ymdrin â'r un wybodaeth, a fyddai'n arwain at arbed costau'n gyffredinol.
4. Byddai'n sicrhau bod y ffioedd a gaiff eu talu gan y gweithredwyr yn aros yng Nghymru (£60 am bob cofrestriad).
5. Byddai'n sicrhau bod y lefel orau posibl o gywirdeb ac o wybodaeth gyfredol ar gael i'r sawl sy'n teithio ar fysiau yng Nghymru.

Yn amgaeedig y mae copi o'r ddogfen a gyflwynwyd gennym i Bwyllgor Dethol Tŷ'r Cyffredin ar Drafnidiaeth, dyddiedig Chwefror 2014, sy'n ymwneud â'r mater hwn.

Cwestiwn 7 – dywedwch wrthym a ydych yn credu bod angen mwy o bwerau i reoleiddio'r diwydiant bysiau yng Nghymru a pham?

Nid oes gennym farn ynghylch rheoleiddio'r diwydiant bysiau; ein hunig ddymuniad yw sicrhau bod yr holl wybodaeth am unrhyw wasanaeth bws ar gael i ni cyn gynted ag y bo modd, er mwyn i ni allu rhoi gwybodaeth i deithwyr / teithwyr posibl.

**Cwestiwn 8** - pa gamau eraill y gellir eu cymryd i sicrhau bod gwasanaethau bysiau a thrafnidiaeth gymunedol yn diwallu anghenion pobl Cymru?

Nid oes gennym farn ynghylch y cwestiwn hwn.

Nodwch unrhyw beth arall yr hoffech sôn amdano ar y pwnc hwn, diolch i chi am gyfrannu at ein hymchwiliad.

Yn amgaeëdig y mae nodyn briffio am rôl Traveline Cymru a rhychwant ei waith. Diolch.

**Blwch Post 83, Caerdydd CF11 8TB**

**02920 344470**

### Ynglŷn â Traveline Cymru

Mae PTI Cymru Ltd yn gwmni a ariennir yn bennaf gan Lywodraeth Cymru ac a sefydlwyd gan weithredwyr bysiau mwyaf Cymru, o ganlyniad i Ddeddf Trafnidiaeth 2000. Mae'n gwmni dielw, a'i brif ddiben yw darparu gwybodaeth ddiudedd a dwyieithog am bob math o drafnidiaeth gyhoeddus yng Nghymru. Mae'n gwneud hynny dan yr enw brand Traveline Cymru drwy gasglu gwybodaeth gan awdurdodau lleol, a gweithredwyr bysiau, llongau fferi a threnau, ac yna sicrhau bod y wybodaeth honno ar gael i'r cyhoedd.

Mae Traveline Cymru yn darparu oddeutu 2.2 miliwn o ddarnau o wybodaeth am deithio / cynllunio teithiau drwy ei wefan arobryn, ac oddeutu 1.4 miliwn o ddarnau o wybodaeth ar apiau bob blwyddyn. Mae'r sefydliad wedi gweld cynnydd sylweddol yn y galw am wybodaeth dros y blynyddoedd diwethaf, a darparodd gyfanswm o 3.8 miliwn o ddarnau o wybodaeth yn ystod 2014.

Rydym wedi ymrwmo i gynnig gwasanaeth dros y ffôn er mwyn darparu gwasanaeth hygyrch i bobl Cymru, yn enwedig y sawl sydd heb fynediad i'r rhyngwrwyd neu wasanaeth ffôn symudol, y sawl sydd â nam ar eu clyw neu'u golwg, a'r sawl sy'n cael trafferth defnyddio technolegau modern. Mae'r cwmni wedi parhau i ddatblygu ei ganolfan gyswllt ddwyieithog dros y blynyddoedd diwethaf, ac erbyn hyn mae'n darparu gwasanaeth o safon 364 diwrnod y flwyddyn.

Mae'r cyfleuster wedi'i leoli ym Mhenrhyndeudraeth, Gwynedd ac mae'n gweithredu o 7am i 8pm saith diwrnod yr wythnos ar wahân i Ddydd Nadolig. Mae'r ganolfan gyswllt yn ymdrin ag oddeutu 100,000 o alwadau'r flwyddyn ar ran Traveline Cymru.

Mae'r cyfleuster hefyd yn gwasanaethu contractau eraill, gan gynnwys gwasanaethau cwsmer cyflawn a ddarperir ar ran Trenau Arriva Cymru a Bysiau First Cymru a galwadau Cymraeg ar ran NRES, sawl cwmni cyfleustodau a chynllun Bwcabus Cyngor Sir Caerfyrddin a Chyngor Sir Ceredigion. Mae'r contractau hyn yn cynhyrchu refeniw masnachol sy'n helpu i wrthbwysu'r gost o ddarparu gwasanaethau Traveline Cymru.

Yn fwy diweddar mae'r cwmni wedi dechrau gweithredu'r fenter 'fyngherdynteithio' sy'n cynnig tocynnau bus rhatach i bobl ifanc 16-18 oed.

### **Mae amcanion y cwmni yn cynnwys y canlynol:**

- Sicrhau bod gan bawb sy'n defnyddio trafnidiaeth gyhoeddus *un lleoliad* lle gallant gael gafael ar unrhyw wybodaeth y mae ei hangen arnynt, ar ffurf amserlen neu ar ffurf gwybodaeth amser real, yn ogystal â chynlluniau teithio y mae modd eu hargraffu.
- Ategu polisiau Llywodraeth Cymru ynghylch integreiddio trafnidiaeth gyhoeddus, gan wella prosesau darparu gwybodaeth am deithio, a gwella profiad y cwsmer o wasanaethau trafnidiaeth gyhoeddus.
- Cydweithio'n agos â sefydliadau eraill megis awdurdodau lleol er mwyn dosbarthu'r wybodaeth, gan sicrhau'r budd mwyaf posibl o fuddsoddi ac osgoi dyblygu gwariant ac arbenigedd.

- Marchnata a hyrwyddo'r ffaith bod gwybodaeth am deithio ar gael, yn gyson ac yn eang drwy Gymru gyfan, gan roi sylw arbennig i sicrhau bod y wybodaeth yn hygyrch i bawb yn y gymuned.
- Darparu gwasanaeth sy'n gost-effeithiol iawn drwy adolygu costau'n barhaus a manteisio ar gostau technoleg, sy'n gostwng drwy'r amser.



PO Box 83 Caerdydd CF11 8TB

PTI Cymru Ltd yn masnachu dan yr enw

# TRAVELINE CYMRU

Tystiolaeth i'r canlynol:

Pwyllgor Dethol Tŷ'r Cyffredin ar Drafnidiaeth

Ymchwiliad i brofiad defnyddwyr o asiantaethau moduro'r Llywodraeth

## Cynnwys

1. Crynodeb gweithredol
2. Ynglŷn â Traveline Cymru
3. Comisiynwyr Traffig, Swyddfa'r Comisiynydd Traffig a'r Asiantaeth Gwasanaethau Cerbydau a Gweithredwyr (VOSA) – cofrestru gwasanaethau bysiau
4. Prosesu data am wasanaethau bysiau yn Traveline Cymru
5. Sut i wella pethau ar gyfer defnyddwyr yng Nghymru

Paratowyd gan:

Graham Walter CMILT,

Rheolwr Cyffredinol

Chwefror 2014.

## 1. Crynodeb gweithredol

- Mae Traveline Cymru yn darparu gwybodaeth ddiuedd i'r cyhoedd am bob math o drafnidiaeth gyhoeddus yng Nghymru. Mae'r gwasanaeth yn dibynnu'n llwyr ar gael gwybodaeth gywir a chyfredol am wasanaethau bysiau gan weithredwyr bysiau a/neu awdurdodau lleol.
- Mae'n ofynnol yn ôl y gyfraith i'r wybodaeth hon gael ei chyflwyno gan weithredwyr bysiau i Swyddfa'r Comisiynydd Traffig a gynhelir gan VOSA yn Leeds; nid oes yn rhaid i weithredwyr roi'r wybodaeth i Traveline Cymru.
- Mae llawer o ddyblygu gwaith yn digwydd, a allai gael ei osgoi i raddau helaeth pe bai'r broses gofrestru'n cael ei chyflawni, dan drwydded neu fel arall, gan Traveline Cymru.
- Byddai hynny'n arwain at fanteision pellach i weithredwyr bysiau, y cyhoedd sy'n teithio ac eraill. Mae'r manteision hynny'n cynnwys arbed arian, y gallu i brosesu cofrestradau yn Gymraeg, y gallu i gyflymu'r broses drwy ddefnyddio gwybodaeth leol well, a'r gallu i wneud y broses ei hun yn fwy manwl (yn enwedig yng nghyswllt newidiadau byr rybudd).

## 2. Ynglŷn â Traveline Cymru

- 2.1 Traveline Cymru yw enw brand PTI Cymru Ltd, sy'n gwmni a ariennir yn bennaf gan Lywodraeth Cymru ac a sefydlwyd gan weithredwyr bysiau mwyaf Cymru, o ganlyniad i Ddeddf Trafnidiaeth 2000. Mae'n gwmni dielw, a'i brif ddiben yw darparu gwybodaeth ddiuedd i'r cyhoedd am bob math o drafnidiaeth gyhoeddus yng Nghymru.
- 2.2 Yn 2013 darparodd y cwmni 3.9 miliwn o ddarnau o wybodaeth am deithio, drwy wahanol ddulliau fel y nodir yn fanylach ym mhwynt 2.6 isod.
- 2.3 Mae'r cwmni yn gweithredu'n annibynnol ar ddulliau llywodraethu Traveline y DU ond mae'n cydymffurfio â threfniadau gwasanaeth y cytunwyd arnynt.
- 2.4 Mae'r cwmni hefyd yn darparu data i gwmnïau bysiau, awdurdodau lleol a chyflenwyr eraill er mwyn cynorthwyo'r gwaith o ddarparu gwasanaethau gwybodaeth amser real am fysiau, gwybodaeth am arosfannau bysiau ac amserlenni, ac arddangosfeydd gwybodaeth y mae modd i'r cyhoedd eu gweld.
- 2.5 Mae gwasanaeth Traveline Cymru yn dibynnu'n llwyr ar gynnal cronfa ddata gywir sy'n sail i'r holl broses o ddarparu gwybodaeth am drafnidiaeth gyhoeddus. Mae'r gronfa honno'n cynnwys data a ddarperir gan weithredwyr bysiau ac awdurdodau lleol yng Nghymru (yn ogystal â data cenedlaethol sy'n gysylltiedig â theithio ar drenau, bysiau a thrafnidiaeth awyr). Mae angen diweddarau'r data yn gyson gan fod gweithredwyr bysiau'n gallu newid eu hamserlenni unrhyw bryd, yn amodol ar ofynion sy'n ymwneud â rhybuddion statudol.
- 2.6 Mae'r galw am wybodaeth am drafnidiaeth gyhoeddus yng Nghymru yn tyfu'n gyflym iawn. Mae'r ffaith bod technolegau digidol a symudol yn dod i'r amlwg yn golygu bod defnyddwyr, erbyn hyn, yn disgwyl cael y wybodaeth ddiweddaraf ar flaenau eu bysedd ac wrth fynd o le i le. Dangosir tystiolaeth o'r duedd hon isod:

### **Nifer y darnau o wybodaeth a'u dosbarthiad rhwng 2009 a 2013**

Dull o ddarparu gwybodaeth	Cyfanswm ar gyfer 2013	Y gyfran fesul dull ar gyfer 2013	Cyfanswm ar gyfer 2012	Cyfanswm ar gyfer 2011	Cyfanswm ar gyfer 2010	Cyfanswm ar gyfer 2009
Galwadau a gaiff eu hateb yn y ganolfan alwadau	152,283	3.9%	176,037	224,236	300,408	319,529
Negeseuon testun	150,530	3.9%	151,432	174,271	146,885	106,558
Aps ar lechi / ffonau symudol	1,401,615	35.9%	739,382	143,511	67,206	13,296
Gwybodaeth o'r wefan	2,198,412	56.3%	1,953,449	1,471,299	1,154,686	998,378
Gwybodaeth am brisiau tocynnau o'r we / ap	3,475					
<b>Cyfanswm y darnau o</b>	<b>3,906,315</b>		<b>3,020,300</b>	<b>2,013,317</b>	<b>1,669,180</b>	<b>1,437,761</b>

wybodaeth a ddarparwyd						
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- Cynyddodd cyfanswm y darnau o wybodaeth a ddarparwyd 29.3% yn ystod 2013, yn bennaf o ganlyniad i'r galw am apiau ar gyfer llechi a ffonau symudol, nad oeddent yn bodoli 5 mlynedd yn ôl.

2.7 Yn awr yn fwy nag erioed, mae'n hanfodol bod gwybodaeth sy'n hysbys i weithredwyr bysiau a VOSA ar gael ar unwaith i'r cyhoedd sy'n teithio, drwy wasanaethau megis Traveline Cymru ac eraill. Er hynny, systemau gwirfoddol yn unig yn hytrach na deddfwriaeth sy'n cefnogi dulliau o gael gafael ar y wybodaeth honno, sy'n golygu oedi anorfod, achosion o ddyblygu gwaith, a chostau diangen, fel y nodir isod.

### 3. VOSA a chofrestru gwasanaethau bysiau

3.1 O safbwynt ymarferol, caiff Swyddfa'r Comisiynydd Traffig ei staffio gan weithwyr a gyflogir gan VOSA (sef yr Asiantaeth Safonau Gyrwyr a Cherbydau (DVSA) cyn bo hir) ond sy'n gweithio i'r comisiynwyr traffig, ac ar ran y comisiynwyr traffig, er mwyn ymdrin â materion gweinyddol neu gyflawni swyddogaethau a ddirprwywyd.

3.2 Rhaid i'r holl weithredwyr bysiau sy'n rhedeg gwasanaethau yng Nghymru gofrestru'r gwasanaeth arfaethedig ac unrhyw amrywiadau i wasanaethau cyfredol, drwy wneud cais i'r Comisiynydd Traffig gan ddefnyddio'r gweithdrefnau a nodir gan Swyddfa'r Comisiynydd Traffig. Codir ffi o £60 am bob cofrestriad, sy'n daladwy i VOSA.

3.2 I'r mwyafrif, mae hynny'n golygu llenwi ffurflen PSV350 yr Adran Drafnidiaeth, a gaiff ei hanfon i Swyddfa'r Comisiynydd Traffig yn Leeds sy'n ymdrin â'r broses gofrestru ar ran y Comisiynydd Traffig. Mae hefyd yn ofynnol i weithredwyr anfon copi o'r gwaith papur i bob awdurdod lleol lle mae'r gwasanaeth yn gweithredu.

Yn aml yng Nghymru, os caiff y gwasanaeth ei osod ar dendr, h.y. os caiff gymhorthdal gan yr awdurdod lleol, ac os yw'r gweithredwr yn gwmni annibynnol llai o faint, caiff y cofrestriad ei gwblhau a'i gyflwyno gan yr awdurdod lleol.

3.3 Rhaid i gofrestriad sydd wedi'i gwblhau'n gywir gynnwys disgrifiad clir o'r llwybr, mapiau cyfatebol ac amserlen lawn. Dylid cyflwyno'r cofrestriad yn brydlon, h.y. **o leiaf pum deg a chwech o ddiwrnodau cyn** y dyddiad cychwyn arfaethedig, neu os yw'n hwyr rhaid cyflwyno llythyr ategol gan yr awdurdod lleol perthnasol i gadarnhau'r rheswm dros gyflwyno'r cofrestriad yn hwyr.

3.4 Cyflwynwyd dull electronig o gofrestru gwasanaethau (EBSR) rai blynyddoedd yn ôl. Bwriad y broses hon oedd symleiddio'r weithdrefn, cynnig arbedion effeithlonrwydd a chyflymu'r broses. Fodd bynnag, nid yw'r system yn berffaith ac yn gyffredinol mae'r cynnydd yn nifer y gweithredwyr sy'n ei defnyddio wedi bod yn araf.

3.5 Rydym ar ddeall nad oes unrhyw ddarpariaeth ar hyn o bryd ar gyfer cyflwyno gwaith papur y broses gofrestru yn Gymraeg, ac nad oes unrhyw ddarpariaeth chwaith ar gyfer ymdrin â sgysiau ffôn dilynol rhwng y gweithredwr bysiau a Swyddfa'r Comisiynydd Traffig yn Gymraeg.

3.6 Rydym ar ddeall hefyd bod Comisiynydd Traffig Cymru wedi dweud o'r blaen bod diffyg gwybodaeth leol wedi arwain at gwynion gan ddefnyddwyr ynghylch y ffaith bod gwasanaethau wedi'u cofrestru fel gwasanaethau "ysgol i ysgol" er enghraifft; o safbwynt gweithredwr yng Nghymru mae hynny'n dangos diffyg gwybodaeth leol, sy'n peri rhwystredigaeth. Gan fod llawer o ysgolion yng Nghymru, gwerth cyfyngedig oedd i'r cofrestriad.



- 3.7 Yn ogystal, ceir digon o dystiolaeth anecdotaidd sy'n dangos bod y manylion a gyflwynir mewn llawer o achosion yn methu â chyrraedd y lefel ofynnol, sy'n golygu bod yn rhaid i swyddogion Swyddfa'r Comisiynydd Traffig gysylltu'n uniongyrchol â gweithredwyr; mae tystiolaeth anecdotaidd yn awgrymu bod hynny'n digwydd er mwyn arbed amser, er y dylai'r dogfennau gael eu hanfon yn ôl er mwyn iddynt gael eu cyflwyno'n gywir.
- 3.8 Mae pryderon eraill a nodwyd yn cynnwys y ffaith bod adnoddau cyfyngedig o ran staff yn Leeds yn golygu bod sêl bendith yn cael ei rhoi'n awtomatig i gofrestrïadau heb fod digon o waith craffu'n digwydd. Derbynnir gan lawer bod y broblem sy'n ymwneud â chofrestrïadau hwyr / byr rybudd yn cael ei hanwybyddu i raddau helaeth. Mae'n ofynnol i weithredwyr roi 56 diwrnod o rybudd i Swyddfa'r Comisiynydd Traffig os bydd gwasanaeth yn cael ei amrywio neu'i dynnu'n ôl. Diben hynny yw sicrhau, ymysg pethau eraill, bod teithwyr yn cael digon o rybudd. Mae ystadegau Traveline Cymru yn dangos ar gyfer 2012 bod 95 allan o 1,248 o gofrestrïadau wedi cyrraedd Traveline Cymru **ar ôl** y dyddiad y cafodd y gwasanaeth ei newid, sydd ymhell iawn o'r nod, sef rhoi 56 diwrnod o rybudd cyn y newid. Mae hynny'n peri rhwystredigaeth i'r cyhoedd sy'n teithio ac mae'n ychwanegu at gamsyniadau ynghylch dibynadwyedd trafndiaeth gyhoeddus.

#### **4. Prosesu data am wasanaethau bysiau yn Traveline Cymru**

- 4.1 Fel y nodwyd uchod, er mwyn darparu gwasanaeth sy'n rhoi gwybodaeth gynhwysfawr am drafnidiaeth gyhoeddus, mae angen i Traveline Cymru gael gwybodaeth gan y gweithredwr bysiau am bob gwasanaeth a gaiff ei weithredu ac am bob newid a wneir i'r gwasanaethau sy'n bodoli eisoes. Hynny yw, mae angen i'r cwmni weld popeth y mae'n ofynnol yn ôl y gyfraith i'r gweithredwr bysiau ei gyflwyno i Swyddfa'r Comisiynydd Traffig ym mharagraff 3.3 uchod.
- 4.2 Er hynny, nid oes unrhyw hawl gyfreithiol gan Traveline Cymru i gael dogfennau cofrestru statudol gweithredwyr bysiau, gan gynnwys gwybodaeth am newidiadau ac amrywiadau.
- 4.3 Yn hytrach, ceir copïau o'r ffurflen gofrestru PSV350 gan yr awdurdod lleol neu'r gweithredwr drwy drefniadau gwirfoddol yn aml. Os yw'r trefniadau hynny'n methu caiff dulliau mwy creadigol eu defnyddio i gael gafael ar wybodaeth gyfredol, sy'n cymryd llawer o amser.
- Gan fod cywirdeb gwasanaeth Traveline Cymru yn dibynnu'n llwyr ar gael copïau o fanylion cofrestru gan awdurdodau lleol a gweithredwyr, caiff gwybodaeth anghywir am amserlenni / cynllunio teithiau ei darparu i'r cyhoedd pan na fydd y rhain ar gael.
- Nid yw'r system hon yn ddigon cadarn, ac yn aml nid ydym yn ymwybodol o'r hyn nad ydym yn ei wybod.
- 4.4 Mae cwynion am ddata anghywir a ddarperir gan Traveline Cymru yn amlwg iawn, ac maent yn golygu nad yw teithiau'n cael eu cwblhau a bod cwsmeriaid yn mynd yn flin; yn ystod 2013 cafwyd 80 o gwynion a oedd yn ymwneud â data.
- 4.5 I bob pwrpas mae Traveline Cymru yn ymdrin â'r un ddogfen gan weithredwr bysiau â'r swyddogion yn Leeds, ac mae'n cael gwybodaeth hynod o debyg ohoni; mae hynny'n arwain at achosion o ddyblygu gwaith, a allai gael eu hosgoi gan leihau'r gost i bwrs y wlad.

## **5. Sut i wella pethau ar gyfer defnyddwyr yng Nghymru**

- 5.1 Yn y cyd-destun hwn rydym yn diffinio 'defnyddwyr' fel y sawl sy'n defnyddio trafndiaeth gyhoeddus, defnyddwyr posibl, awdurdodau lleol, a phartion eraill sy'n arddangos gwybodaeth am amserlenni / cynllunio teithiau.
- 5.2 Yn dilyn gwaith ymchwilio a wnaed yn 2011, mae Traveline Cymru o'r farn y byddai manteision gwirioneddol i'w cael pe bai Traveline Cymru yn ymgymryd â'r gwaith o brosesu cofrestriadau gwasanaethau bysiau ar gyfer Ardal Draffig Cymru, naill ai ar ran neu yn lle Swyddfa'r Comisiynydd Traffig yn Leeds. Mae'r manteision hynny'n cynnwys y canlynol:
- Gwella ansawdd y wybodaeth a roddir i ddefnyddwyr am drafndiaeth gyhoeddus.
  - Gwella gwaith craffu a gwella'r modd y caiff daearyddiaeth llwybrau a rhesymeg a chywirdeb amserlenni eu gwirio.
  - Sicrhau dull mwy cadarn o ymdrin â chynnwys anghyflawn, neu'n bwysicach na hynny, ymdrin â chynnwys cofrestriad hwyr.
  - Lleihau'r amser rhwng yr adeg y caiff gwasanaeth ei gofrestru a'r adeg y mae gwybodaeth ar gael i'r cyhoedd (a rhanddeiliaid eraill).
  - Prosesu cofrestriadau yng Nghymru, gyda gwybodaeth leol, ac yn anad dim drwy gyfrwng y Gymraeg.
  - Dileu achosion niferus o ddyblygu gwaith wrth gaffael data.
  - Arbed arian i'r trethdalwr.
- 5.4 Mae Traveline Cymru hefyd yn cyflwyno systemau TG newydd i wella'r sefyllfa ar gyfer Cymru drwy leihau prosesau cofrestru mewnol a gwella dyfnder ac ansawdd data. Byddai adleoli'r broses cofrestru gwasanaethau o Swyddfa'r Comisiynydd Traffig yn Leeds i Traveline Cymru yn golygu y byddai man cychwyn y gadwyn cyflenwi data yn y lle gorau ar gyfer diwallu anghenion Cymru o ran gwybodaeth am drafndiaeth gyhoeddus.
- 5.5 Yn ein barn ni, y ffordd symlaf o symud y gwaith o brosesu cofrestriadau o Swyddfa'r Comisiynydd Traffig yn Leeds i Traveline Cymru fyddai trafod â Swyddfa'r Comisiynydd Traffig, VOSA, yr Adran Drafndiaeth a'r Comisiynydd Traffig ar gyfer Ardal Draffig Cymru, er mwyn ymgymryd â'r gweithgarwch hwn ar ran y Comisiynydd Traffig trwy ryw fath o drefniant trwyddedu.
- 5.6 Fel arall, hwyrach y byddai modd hybu newidiadau i'r ddeddfwriaeth ar gyfer Cymru er mwyn caniatáu i'r gweithgarwch hwn ddod dan reolaeth uniongyrchol Llywodraeth Cymru, yn ogystal efallai â gweithgareddau rheoleiddio cysylltiedig eraill sy'n ymwneud â thrafndiaeth gyhoeddus.
- 5.7 Mae'r dull gweithredu a nodir yn 5.5 yn achosi rhai trafferthion y byddai angen mynd i'r afael â nhw, ac maent yn cynnwys y canlynol:
- Gorfodi gweithredwyr i gyflwyno eu cofrestriadau i Traveline Cymru yn lle Swyddfa'r Comisiynydd Traffig. Gallai'r gwaith hwnnw fod yn eithaf syml, neu gallai gael ei gyflawni drwy ailgyfeirio cofrestriadau o Leeds, ond ni chaiff ei adlewyrchu yn y ddeddfwriaeth gyfredol.
  - Sicrhau bod hawl gyfreithiol gan staff Traveline Cymru i ysgwyddo cyfrifoldeb a ddirprwywyd am agweddau ar y gwaith o brosesu cofrestriadau – 'gweision y Goron' yn unig sydd â'r hawl honno ar hyn o bryd.

- Dod o hyd i systemau derbyniol a fforddiadwy a fydd yn darparu'r cyswllt a'r integreiddio angenrheidiol rhwng Traveline Cymru a Swyddfa'r Comisiynydd Traffig.

5.8 Pe bai modd ymgymryd â'r broses yn rhan o newid ehangach i ddeddfwriaeth (gweler 5.6) byddai'r broses yn symlach, byddai'r goblygiadau o ran systemau'n llai beichus, a byddai gan Traveline Cymru yr hyblygrwydd i gymryd camau annibynnol i weithredu prosesau sydd wedi'u teilwra ar gyfer anghenion Cymru, yn hytrach na sicrhau bod popeth yn cyd-fynd yn llwyr â lliw gwaith presennol Swyddfa'r Comisiynydd Traffig. Mae hon yn ystyriaeth bwysig oherwydd byddai Traveline Cymru yn hoffi gwella'r sefyllfa bresennol yn hytrach nag adleoli'r gweithgarwch yn unig.

Diwedd

# Eitem 5.1

## national express

William Graham AM  
Chair, Enterprise and Business Committee  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

23 October 2015

Dear Mr Graham

I was pleased to learn that the Welsh Assembly's Enterprise and Business Committee will be examining the impact of transport issues during the recent Rugby World Cup games in Cardiff.

The Committee is right to highlight the importance of efficient public transport networks in realising the economic benefits of major events, such as the Rugby World Cup. Notwithstanding the fact that the transport problems related to this particular event relate primarily to capacity and increased demand on the rail network, I wanted to take the opportunity to outline the vital role of coach travel as part of the national public transport offer and the flexibility and resilience of our services.

National Express is the UK's largest scheduled coach operator. Each year we serve around 1,000 destinations and 18 million passengers. Over 550 National Express coaches travel more than 84 million miles. Cardiff is one of our most important locations and we continue to make a valuable contribution to the local economy. With over half a million people each year using National Express coach services to travel between Cardiff and towns, cities and airports across the UK, we are a critical part of the local public transport mix.

We are extremely well-placed to respond to gaps in connectivity where there is demand for travel, but where a rail, or local bus solution does not exist, or would not be operational within required timescales. We are highly experienced and successful at adapting our network to provide scheduled services on routes of 20 miles or more to infrequent events including major sporting occasions, or concerts. This is demonstrated by the fact that we are the official travel provider to Wembley and that we provide transport to festival-goers from 73 towns and cities in the UK each year, including almost a quarter of those attending Glastonbury.

During the Rugby World Cup this year, we provided 5,000 additional seats on to our national coach network to meet demand from passengers attending matches. 2,000 of these seats were between London and Cardiff and included special late-night services following games with a later kick-off. Our location at Sophia Gardens in Cardiff is just a short walk from the Millennium Stadium. We would have been able to add further capacity as required, had more been done to actively promote coach as part of the overall transport offer and as a viable alternative to rail.

# national express

Our coach network is highly responsive to temporary planned or unplanned rail disruption, or insufficient rail capacity. For example, over the summer we added 18,000 additional seats during the ongoing disruption in the South West due to the electrification programme. This is particularly critical when disruption coincides with large-scale events, such as the First Great Western rail strike in July, which would have impacted on rail passengers travelling to the Ashes test match in Cardiff.

Furthermore, our network can support large-scale events that attract an international audience, as we are able to cater for both inbound and domestic visitors. In addition to serving the main airports to and from 414 locations across the UK, we are part of the consortium that owns Eurolines, the largest scheduled coach operator in Europe. Our Eurolines operation from London Victoria Coach Station facilitates connectivity to and from mainland Europe, covering 500 destinations across 33 countries.

While I recognise that major events can also be impacted by disruption on the strategic road network, we are able to utilise alternative routes where necessary. Coach travel also provides a more efficient use of road space than other forms of transport. A full coach can take the equivalent of one mile of motorway traffic off the road.

The advantages of coach travel as outlined above are clear. We believe there is an opportunity to support greater passenger demand if coach travel could be more widely and effectively promoted as a transport option alongside rail. Coach travel plays a key role in providing passengers with reliable and affordable public transport, maximising the economic benefits of major events and tourist attractions, and supporting the visitor economy. We would encourage the Committee to afford greater recognition of this role, particularly with regard to any emerging recommendations following the meeting on the 5<sup>th</sup> November.

If you would like any additional information on the role of coach travel and National Express in Cardiff, please feel free to get in touch at [charlotte.ritchie@nationalexpress.com](mailto:charlotte.ritchie@nationalexpress.com).

Yours sincerely



Tom Stables  
Managing Director, Coach

Gweler y ddolen isod i weld yr adroddiad ar effaith economaidd Cwpan Rygbi'r Byd 2015 gan Ernst & Young a gyhoeddwyd fis Tachwedd 2014:

[http://www.ey.com/Publication/vwLUAssetsPI/The-economic-impact-of-Rugby-World-Cup-2015/\\$FILE/RWC%202015%20Economic%20impact%20study.pdf](http://www.ey.com/Publication/vwLUAssetsPI/The-economic-impact-of-Rugby-World-Cup-2015/$FILE/RWC%202015%20Economic%20impact%20study.pdf) (40 tudalen)  
(Saesneg yn unig)

Bydd adroddiad ar yr effaith economaidd wedi'r twrnamaint ar gael fis Mawrth 2016.

Edwina Hart MBE CStJ AC / AM  
Gweinidog yr Economi, Gwyddoniaeth a Thrafnidiaeth  
Minister for Economy, Science and Transport



Llywodraeth Cymru  
Welsh Government

William Graham AM  
Chair, Enterprise & Business Committee  
National Assembly for Wales  
Cardiff Bay  
Cardiff CF99 1NA

10 November 2015

Dear William

Thank you for your letter of 12 October about the potential of the maritime economy in Wales and dialogue with Ireland.

I agree that the Blue Economy represents real and exciting opportunities for Wales and that it is important to explore potential joint projects with Ireland.

I wrote to Minister Donohoe last year about exploring joint 'Motorways of the Sea' projects, including hinterland connections with our ports. Officials have been following up with counterparts in the Irish Government and the British-Irish Chamber of Commerce.

We would also be happy to engage directly with the Port of Dublin.

If your clerking team could forward contact details to Julia Williams, the Welsh Government TEN-T lead, at: [julia.williams@wales.gsi.gov.uk](mailto:julia.williams@wales.gsi.gov.uk) that would be very helpful.

*Edwina Hart*

Bae Caerdydd • Cardiff Bay  
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Llinell Ymholiadau Cymraeg 0300 0604400  
[Correspondence.edwina.Hart@Wales.gsi.gov.uk](mailto:Correspondence.edwina.Hart@Wales.gsi.gov.uk)

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding. Tudalen y pecyn 97



Llywodraeth Cymru  
Welsh Government

William Graham AM  
Chair  
Enterprise and Business Committee

12 November 2015

Dear William

Thank you for your letter of 30 September regarding the funding of rail services in Wales. There is a significant amount of work currently being undertaken in this area as we work towards the transfer of rail functions.

I have attached information relating to funding for the current and next rail franchise in Wales. It is not possible to provide you with figures through to 2018-19 as these are dependent on various factors such as retail price index, average weekly earnings and Arriva Trains Wales' performance, which is subject to a bonus and penalty regime.

*Edwina Hart*



## **FUNDING FOR THE CURRENT WALES AND BORDERS RAIL FRANCHISE**

- 1. Details of the total annual payments made by the Welsh Government to Arriva Trains Wales for each year from 2006-07 until the end of the franchise in October 2018 (including forecast payments).**

From the periods 2006-07 to 2014-15, we have made total payments of £1.5 billion to Arriva Trains Wales (ATW).

- 2. Details of the element of each annual payment which is provided by the Department for Transport to meet its liabilities for services entirely in England.**

Payments for England only services are made directly to ATW by the Department for Transport (DfT).

- 3. Details of the element of each annual payment which is met by the Welsh Government.**

See point 1 above.

**For those payments which are the responsibility of the Welsh Government (bullet point 3 above), we would be grateful if you could also break these down into the following items for each year:**

- 4. The element met from the original transfer into the Block Grant which is not index linked.**

In 2006-07, the UK Government transferred circa £141million to the Welsh Government. In 2007-08, the transfer was circa £142.5 million. After this date, this funding was transferred to the Welsh Block and so it is not possible to provide any further detailed information in relation to rail specific funding.

- 5. The element which represents an additional cost to the Welsh Government in meeting its contractual obligations and which results from the failure to index the Block Grant transfer.**

It is not possible to provide accurate figures for the “additional costs” to the Welsh Government resulting from specific elements of the funding arrangements, such as indexation, due to the nature of the transfer agreement and the structure of overall rail funding. The agreement did not fully transfer responsibility for the franchise to the Welsh Government, with the UK Government retaining ‘reserved rights’ with significant financial risk implications.

The 2006 resource transfer followed UK Government protocols for inter-Departmental transfers. The actual costs of the transferring responsibilities were agreed between all relevant parties (the ORR, Network Rail, ATW, the two Governments and HM Treasury) at the point of transfer. In line with those protocols, after two years of transfers through the annual Supply Estimates process, the flat cash amount of the second year costs was transferred from the Department for Transport baseline budget to the Welsh Block. The Welsh Block has since increased or decreased reflecting the on-going budget settlements across comparable UK Departments, including the Department for Transport, as per the operation of the Barnett Formula.

**6. The element of the payments which are in addition to franchise contractual obligations (i.e. additional investment to meet Welsh Government priorities).**

Additional services provided to meet Welsh Government priorities above those provided in the original franchise from 2006-07 to 2014-15 has been £153.6 million.

**FUNDING FOR THE NEXT WELSH RAIL FRANCHISE**

**7. How this settlement will support the investment necessary to improve the next franchise, given wider pressure on Welsh Government budgets.**

The business case for the service option provisions for the next franchise is being developed alongside the consultation with the public and alterations to the franchise to meet the aspirations of the Metro integrated transport principles. It is expected that any future franchise, if powers were transferred, would provide the Welsh Government with overall better value for money.

**8. The implications of the remapping exercise referred to in the St David's Day Command Paper for the next franchise, particularly any financial implications and its impact on passengers.**

If any remapping does occur, it has been agreed that the Welsh Ministers would be in a no better or no worse financial position as a result. The financial impact and any other consequences, particularly for passengers, of any services being taken into or out of the franchise will be assessed and will be subject to consultation.



Ein cyf/Our ref MA-P/JJ/0582/15

William Graham AC  
Cadeirydd, y Pwyllgor Menter a Busnes

12 Tachwedd 2015

Annwyl William,

### **Adroddiad ar Gyfleoedd Gwaith i Bobl dros 50 oed**

Diolch am eich llythyr dyddiedig 21 Hydref ynghylch y cyfarfod diweddar o'r Pwyllgor Menter a Busnes y bŵm iddo, pan drafodwyd argymhellion yr adroddiad ar gyfleoedd gwaith i bobl dros 50 oed. Rwy'n falch fod yr aelodau'n teimlo bod y sesiwn yn un ddefnyddiol a chynhyrchiol.

Hoffwn achub ar y cyfle hwn i ddweud unwaith eto mai'r rhesymeg dros dderbyn cyfran helaeth o argymhellion y Pwyllgor mewn egwyddor yw fy mod yn mynd ati i ddeall, o safbwynt ymarferol, sut mae'r argymhellion yn cyd-fynd â'r hyn sy'n digwydd eisoes o ganlyniad i'n polisi cyffredinol ni ar gyfer cyflogaeth a sgiliau.

Dros y flwyddyn ddiwethaf, rwyf wedi dod i gyfarfodydd y Pwyllgor i roi tystiolaeth ynglŷn â phobl hŷn yng Nghymru ac rwy'n gwbl ymwybodol o'r materion sydd wedi cael eu trafod ac a gyflwynwyd yn ddiweddarach yn adroddiad y Pwyllgor. Roedd fy nghyfarfod diweddaraf â Chomisiynydd Pobl Hŷn Cymru yn hynod ddefnyddiol ac rwy'n hyderus ein bod yn rhannu'r un safbwynt o ran sut orau i fwrw ymlaen â nifer o argymhellion y Pwyllgor. Rwy'n cyfarfod â'r Comisiynydd eto fis nesaf.

Un o'r meysydd lle rwyf yn arbennig o awyddus i weld gwaith yn dechrau yw gwybodaeth am y farchnad lafur. Mae hwn yn fater rydych chithau'n ei grybwyll yn eich llythyr. O ran hyn, gallaf gadarnhau nad oes unrhyw fwriad dibynnu ar y Comisiynydd Pobl Hŷn nac ar y trydydd sector i lenwi unrhyw fylchau yn ein gwybodaeth bresennol. Ar hyn o bryd, bwriadaf weithio â Chomisiynydd Pobl Hŷn Cymru a'r gwahanol grwpiau sydd â buddiant yn y mater i ddirnad lle mae'r bylchau yn y wybodaeth bresennol cyn asesu sut orau i'w llenwi nhw. Credaf y bydd cael gwybodaeth well ynglŷn â'r farchnad lafur yn darparu tystiolaeth y gellir ei ddefnyddio fel sylfaen ar gyfer camau polisi a gymerir yn y dyfodol, ac yn sail i ystyried argymhellion eraill y mae'r Pwyllgor yn eu gwneud.

O ran yr argymhelliad penodol ynglŷn â chyflwyno strategaeth sgiliau ar gyfer pobl hŷn yng Nghymru, rwy'n dal i fod o'r farn y gallai darparu fersiynau gwahanol o'n polisïau ar gyfer gwahanol grwpiau leihau effaith y gwaith sydd eisoes yn cael ei wneud, o bosibl. Dull mwy ymarferol o symud ymlaen, ac un rwy'n bwriadu ei ddefnyddio, yw deall sut y gallwn rannu gwybodaeth ynglŷn â'n polisïau yn fwy effeithiol â phobl hŷn Cymru a sut y gallwn hyrwyddo manteision cael pobl hŷn yn y gweithlu ymhlith cyflogwyr. I'r diben hwn, rwyf eisoes wedi cytuno i gefnogi cynllun cyfathrebu Grŵp Cyngori Arbenigol Heneiddio'n Dda yng Nghymru. Mae'r grŵp yn gyfrifol am adolygu cyfleoedd dysgu a gweithio i bobl hŷn. Bydd fy swyddogion yn gweithio gyda'r grŵp i ddatblygu cysylltiadau er mwyn hyrwyddo'r gwasanaethau sydd yn cael eu cynnig i annog pobl hŷn a chyflogwyr i ystyried hyfforddiant.

Yn olaf, nodaf y pwyntiau rydych yn eu codi ynghylch yr ardoll ar brentisiaethau a datganoli cymorth cyflogaeth. Rwy'n croesawu'r cyfle i ddod yn ôl at y Pwyllgor y flwyddyn nesaf i drafod sut y mae'r camau rydym yn eu cymryd i weithredu ein polisïau yn datblygu.

Yn gywir

A handwritten signature in black ink that reads "Julie James". The signature is written in a cursive, flowing style.

**Julie James AC / AM**

Y Dirprwy Weinidog Sgiliau a Thechnoleg  
Deputy Minister for Skills and Technology



Ein cyf / Our ref: MA-L/LG/0148/15

William Graham AC  
Cadeirydd  
Y Pwyllgor Menter a Busnes  
Cynulliad Cenedlaethol Cymru

17

Tachwedd 2015

*Annwyl William*

Rwy'n deall bod y Pwyllgor Busnes wedi ailgyfeirio'r Memorandwm Cydsyniad Deddfwriaethol ar y Bil Diwygio Lles a Gwaith, er mwyn i'r Pwyllgor Menter a Busnes graffu arno.

Fel y bydd y Pwyllgor yn nodi, mae'r Memorandwm yn ymwneud â Chymal 5 o'r Bil Diwygio Lles a Gwaith (Bil 69 Tŷ'r Arglwyddi, ar ôl cael ei gyflwyno yn Nhŷ'r Cyffredin), sy'n nodi cynigion Llywodraeth y Deyrnas Unedig (DU) i ddiwygio Comisiwn Symudedd Cymdeithasol a Thlodi Plant y DU yn sylfaenol, fel na fydd bellach yn rhoi sylw i dlodi plant. Mae Cymal 5 o'r Bil yn nodi'r cynigion i newid enw'r Comisiwn Symudedd Cymdeithasol a Thlodi Plant i fod yn 'Gomisiwn Symudedd Cymdeithasol'. Mae Cymal 6 o'r Bil yn gwneud gwelliannau sy'n gysylltiedig â Deddf Tlodi Plant 2010. Mae'r Bil wedi cwblhau ei daith drwy'r Tŷ cyntaf (Tŷ'r Cyffredin), a chafodd ei ddarlleniad cyntaf yn Nhŷ'r Arglwyddi ar 28 Hydref.

Mae'r Memorandwm yn ymdrin â dwy ddarpariaeth yn unig sydd wedi'u cynnwys yn y Bil, gan mai'r rhain yw'r unig ddarpariaethau yr ydym yn ystyried eu bod yn dod o fewn cymhwysedd deddfwriaethol y Cynulliad, ac sy'n parhau i fod yn y Bil yn dilyn y Cyfnod Adrodd yn y Tŷ cyntaf. Diben y llythyr hwn a'r atodiadau yw egluro'r hyn y mae'r darpariaethau sydd wedi'u cynnwys yn y Memorandwm yn eu golygu o fewn cyd-destun pecyn o welliannau i ddarpariaethau'r Comisiwn Symudedd Cymdeithasol a gafodd eu gwneud yn ôl fy nghais.

Mae'r penderfyniad i newid cylch gwaith y Comisiwn wedi'i wneud ochr yn ochr â phenderfyniadau eraill gan Lywodraeth y DU, a chanlyniad y penderfyniad hwnnw fydd llai o sylw ar dlodi plant. Ar 1 Gorffennaf eleni, cyhoeddodd yr Adran Gwaith a Phensiynau ei phenderfyniad i beidio ag anelu am y targed i gael gwared ar dlodi plant erbyn 2020, a oedd yn sail i Ddeddf Tlodi Plant 2010. Roedd yr Adran wedi cyhoeddi hefyd ei bwriad i beidio â defnyddio incwm cymharol fel dull i fesur tlodi ac i adrodd ar ddulliau mesur sy'n rhoi sylw i fod heb waith a chyrhaeddiad addysgol yn lle.

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Llinell Ymholiadau Cymraeg 0300 0604400  
Gohebiaeth.Lesley.Griffiths@cymru.gsi.gov.uk

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Ymatebais i'r cyhoeddiad hwnnw ar 13 Gorffennaf pan gyhoeddais Ddatganiad Ysgrifenedig i hysbysu'r aelodau am fwriad Llywodraeth Cymru i barhau i anelu am y nod i gael gwared ar dlodi plant erbyn 2020. Ategais hefyd ein bod yn parhau i ddefnyddio incwm cymharol fel dull i fesur tlodi er mwyn asesu a ydym yn cyflawni'r nod hwnnw, sy'n un o gyfres o ddangosyddion ar gyfer tlodi yr ydym eisoes yn eu defnyddio i fesur canlyniadau'r aelwydydd hynny sydd ar incwm isel. Mae copi o'm Datganiad Ysgrifenedig yn Atodiad A.

Rhoddais ystyriaeth fanwl i'r darpariaethau sy'n ymwneud â'r Comisiwn Symudedd Cymdeithasol sydd wedi'u cynnwys yn y Bil pan gafodd y Bil ei gyflwyno, a cheir esboniad llawn o'm hystyriaeth, gan gynnwys manylion am y gwelliannau y gofynnais amdanynt yn Atodiad B. Dyma'r pwyntiau allweddol:

- Roeddwn yn cytuno y dylai'r gofyniad bod rhaid i'r Comisiwn Symudedd Cymdeithasol gyhoeddi adroddiad blynyddol yn amlinellu ei safbwyntiau ar hynt y gwaith a wnaed o ran gwella symudedd cymdeithasol yn y Deyrnas Unedig aros yn y Bil. Mae'r ddarpariaeth hon, felly, yn un o'r darpariaethau yr wyf yn ystyried ei bod yn dod o fewn cymhwysedd deddfwriaethol y Cynulliad, ac yr wyf yn ceisio cael cydsyniad deddfwriaethol y Cynulliad ar ei chyfer.
- Gofynnais i'r ddarpariaeth a gafodd ei chynnwys yn wreiddiol, a oedd yn gofyn i adroddiad y Comisiwn ddisgrifio'r mesurau a gymerwyd gan Weinidogion Cymru yn unol â strategaeth ar gyfer Cymru, gael ei diddymu. Roedd Llywodraeth y DU wedi cytuno ar hynny, a chafodd y ddarpariaeth honno ei diddymu drwy welliant yn ystod y Cyfnod Adrodd yn y Tŷ cyntaf. Gan fod y ddarpariaeth honno wedi'i dileu o'r Bil erbyn hyn, nid yw bellach yn berthnasol, ac nid yw wedi'i chynnwys yn y Memorandwm Cydsyniad Deddfwriaethol.
- Gofynnais am welliant i'r ddarpariaeth yn y Bil pan gafodd y Bil ei gyflwyno. Byddai hynny wedi caniatáu i un o Weinidogion y Goron gyfarwyddo'r Comisiwn i ymgymryd â gwaith sy'n berthnasol i wella symudedd cymdeithasol yn y Deyrnas Unedig. Cytunodd Llywodraeth y DU i ddiwygio'r Bil yn ystod y Cyfnod Adrodd, fel na fyddai'r Comisiwn yn ymgymryd â'r gwaith hwnnw yng Nghymru. Gan fod y ddarpariaeth honno wedi'i dileu o'r Bil, nid yw bellach yn berthnasol, ac felly nid yw wedi'i chynnwys yn y Memorandwm Cydsyniad Deddfwriaethol.
- Fel canlyniad i'r ffaith fod sylw'r Comisiwn wedi newid o roi sylw i dlodi plant, roeddwn wedi ceisio cael gwelliant i ddiddymu swyddogaeth Gweinidogion Cymru i benodi Comisiynydd ar gyfer Cymru i'r Comisiwn Symudedd Cymdeithasol. Hon yw'r ail ddarpariaeth y cyfeirir ati yn y Memorandwm Cydsyniad Deddfwriaethol.

Mae'r gwelliannau hyn, fel sydd wedi'i hegluro ymhellach yn Atodiad B, yn adlewyrchu'r ffaith bod Llywodraeth Cymru yn parhau i roi sylw i fater tlodi plant, a'r ffaith bod y Comisiwn Symudedd Cymdeithasol yn rhoi mwy o sylw i symudedd cymdeithasol yn Lloegr. Roedd Llywodraeth y DU wedi cytuno ar y gwelliannau hyn a gafodd eu cyflwyno ar 21 Hydref, ac yn dilyn hynny cawsant eu cytuno gan Senedd y DU a'u cynnwys yn y Bil. Cytunwyd ar welliannau tebyg mewn perthynas â'r Alban.

Os bydd arnoch angen unrhyw wybodaeth ychwanegol, mae croeso ichi roi gwybod imi.

**Lesley Griffiths AC / AM**

Y Gweinidog Cymunedau a Threchu Tlodi

Minister for Communities and Tackling Poverty

## **Lesley Griffiths AC, Y Gweinidog Cymunedau a Threchu Tlodi**

Ar 1 Gorffennaf 2015, cyhoeddodd Llywodraeth y DU Ddatganiad Llafar ar dlodi plant. Ynndo, datganwyd bwriad Llywodraeth y DU i ollwng ei tharged i ddileu tlodi plant erbyn 2020, sef sail Deddf Tlodi Plant 2010 a chyflwyno deddfwriaeth i newid y ffordd y mae'n mesur tlodi plant ar hyn o bryd. Bydd hynny'n golygu rhoi'r gorau i fesur tlodi plant trwy fesur incwm ymharol. Mae'r dull hwnnw'n diffinio tlodi plant fel canran y plant sy'n byw ar aelwydydd sy'n ennill 60% yn llai na'r incwm canolrif. Yn hytrach, maent yn bwriadu cyflwyno dyletswydd statudol newydd i adrodd ar fesurau sy'n ymdrin â diweithdra a chyrhaeddiad addysgol. Law yn llaw â'r mesurau newydd hyn, byddant yn datblygu hefyd ystod o ddangosyddion eraill i fesur hynt ymdrechion yn erbyn achosion gwaelodol tlodi. Bydd y dangosyddion hynny'n cynnwys teuluoedd sy'n chwalu, dyled broblematic a dibyniaeth ar gyffuriau ac alcohol.

Er mai targed i Lywodraeth y DU yw'r targed yn y Ddeddf Tlodi Plant, pwrpas y Datganiad hwn yw cadarnhau bwriad Llywodraeth Cymru i barhau â'i uchelgais hi i ddileu tlodi plant erbyn 2020.

Byddwn yn parhau i ddefnyddio'r mesur tlodi cymharol i asesu a ydym yn gwireddu'r uchelgais, hynny fel rhan o'r gyfres o ddangosyddion tlodi rydym eisoes yn ei defnyddio i fesur canlyniadau aelwydydd isel eu hincwm, fel rhan o'n Cynllun Gweithredu ar gyfer Trechu Tlodi a'r Strategaeth Tlodi Plant ddiwygiedig. Yn eu plith y mae dangosyddion ynghylch nifer y plant sy'n byw ar aelwydydd heb waith a chyrhaeddiad addysgol disgyblion sy'n gymwys am Brydau Ysgol am Ddim. Nid oes gennym unrhyw fwriad i newid Mesur Plant a Theuluoedd (Cymru) 2010, sef y mesur sy'n gosod y fframwaith deddfwriaethol ar gyfer trechu tlodi plant yng Nghymru.

Er mor aruthrol o fawr yw her yr uchelgais i ddileu tlodi plant, dangosodd ein hymgyngoriad diweddar ar ein Strategaeth Tlodi Plant ddiwygiedig bod yr uchelgais honno'n bwysig iawn o ran cynnal y sylw ar yr uchelgais hon. Mae'n cynnal y momentwm, mae'n blaenoriaethu'r pwnc ac yn rhoi neges glir a chryf i bob partner a rhanddeiliad allanol y dylai trechu tlodi plant fod yn nod allweddol i bob un ohonom. Mae angen i bawb ganolbwyntio eu hymdrechion ar helpu'r rheini sy'n byw ar aelwydydd isel eu hincwm i sicrhau canlyniadau gwell.

Rydym yn ymwybodol iawn o'r heriau mawr sy'n ein hwynebu wrth geisio gwireddu'r uchelgais hon. Mae astudiaethau o effeithiau'r diwygiadau i'r system les yng Nghymru yn parhau i ddangos eu bod yn cael effaith anghymarus ar y rheini sydd yng nghyffiniau'r llinell dlodi ac yn enwedig ar aelwydydd â phlant. Er gwaetha'r cefndir hwn, rydym yn dal yn ymroddedig i wneud popeth a allwn gyda'r cyfryngau sydd ar gael. Rhoddodd ein Strategaeth Tlodi Plant ddiwygiedig ddau amcan newydd inni o ran trechu tlodi plant yng Nghymru. Y cyntaf yw defnyddio pob cyfrwng sydd ar gael inni i greu economi a marchnad lafur gref sy'n cefnogi'r agenda trechu tlodi ac sy'n lleihau tlodi mewn gwaith. Yr ail yw helpu teuluoedd sy'n byw mewn tlodi i gynyddu incwm eu haelwyd trwy gynnig cyngor ar arian a dyledion iddynt, gweithredu i fynd i'r afael â'r "premiwm tlodi" (pan fydd aelwydydd yn talu'n gymharol fwy am eu nwyddau a'u gwasanaethau) a gweithredu i leihau effeithiau'r diwygiadau i'r system les. Yr un pryd, byddwn yn parhau â'n ffocws ar leihau nifer y plant sy'n byw mewn tlodi, ar wella sgiliau er mwyn i rieni a phobl ifanc allu cael swyddi sy'n talu'n dda, ac ar leihau'r anghydraddoldebau yng nghanlyniadau iechyd, addysgol ac economaidd y rheini sy'n byw mewn tlodi.

Trwy ein Cynllun Gweithredu ar gyfer Trechu Tlodi, byddwn yn parhau i daclo achosion gwaelodol tlodi, gan roi sylw arbennig ar fuddsoddi yn y blynyddoedd cynnar, gwella cyrhaeddiad addysgol a helpu pobl i gael gwaith. Mae'r holl dargedau yn ein Cynllun Gweithredu yn sbarduno cynnydd ac rydym wedi ymrwymo'n llwyr i gyflawni pob un.

Fel y dywed y Strategaeth Tlodi Plant ddiwygiedig, byddwn yn parhau i weithio i ddod i ddeall yn well beth sydd ei angen i newid y prif ddangosydd tlodi plant. Eir ymlaen â'r gwaith i asesu beth sydd angen ei wneud ac erbyn pryd, pe bawn am ddileu tlodi plant. Byddwn yn defnyddio'r gwaith hwn i ddatblygu canlyniadau a cherrig milltir cyfamserol. Bydd gweithio mewn partneriaeth a chydweithio'n hanfodol i lwyddiant ein hymdrechion i drechu tlodi plant.



## WELFARE REFORM AND WORK BILL

### Consideration by Welsh Government of Provisions in Relation to the Social Mobility Commission

#### Clause 5: Social Mobility Commission

##### A1C Promotion of social mobility, advice and reports

***A1C(4): The Commission must publish a report setting out its views on the progress made towards improving social mobility in the United Kingdom.***

- **Agreed:** This function should include Wales.

While I remain deeply concerned at the UK Government's shift in focus away from child poverty, I recognise the value of the Commission publishing its annual State of the Nation Report on social mobility. In previous annual reports, the Commission has included specific sections on work being taken forward to tackle child poverty and improve social mobility in the devolved administrations.

Reports have included observations and recommendations for the different countries of the UK, including Wales, which is something we have found useful in the past. The report also draws comparison between the countries of the UK and provides us with examples of good practice, enabling us to learn from one another.

The report does not just consider the work of Governments. It also looks at, for example, the role which non-governmental bodies such as business and the professions can play in improving outcomes for low income families. I welcome this broad focus which identifies cross-boundary issues which have an impact on social mobility in all the countries of the UK. I have, therefore, asked officials in the Welsh Government's Tackling Poverty Division to remain engaged with the Commission on this aspect of its work.

***A1C(5): The report must also describe (b) the measures taken by the Welsh Ministers in accordance with a Welsh strategy.***

- **Amendment:** Reference to the Commission describing the measures taken by Welsh Ministers in accordance with a Welsh Strategy to be removed.

**Background:** The Bill as originally drafted proposed the Commission's annual State of the Nation report on social mobility in the UK, should describe the measures taken by Welsh Ministers in accordance with a Welsh Strategy.

The Welsh Government does not have a social mobility strategy for the Commission to report against and it would not be appropriate for the Commission to use our Child Poverty Strategy as a basis for reporting on what the Welsh Government is doing to promote social mobility in Wales. I therefore requested an amendment to the Bill which has resulted in the removal of the reference to the State of the Nation report describing the measures taken by Welsh Ministers in accordance with a Welsh strategy.

The Welsh Government is obligated by legislation to undertake its own analysis of its child poverty policies and programmes. In line with the requirements of the Children and Families (Wales) Measure 2010, the Welsh Government will continue to report every three years, providing an assessment of progress made towards achieving the objectives contained in the Child Poverty Strategy for contributing to the eradication of child poverty.

***Clause 6(6) “Welsh Strategy” means a strategy prepared by the Welsh Ministers under Part 1 of the Children and Families (Wales) Measure 2010.***

- **Amendment:** As a consequence of the amendment to A1C(5), the description of what a ‘Welsh strategy’ means, which is set out in clause 6(6), should also be deleted.

***A1C(10): A Minister of the Crown may direct the Commission to carry out any other activity relating to improving social mobility in the United Kingdom.***

- **Amendment:** The Commission should not carry out activity relating to improving social mobility in Wales.

**Background:** The role of improving social mobility in Wales is a devolved matter as the area of ‘social mobility’ is within the legislative competence of the National Assembly for Wales. I therefore requested the Commission should not carry out activity relating to improving social mobility in Wales and this reference has been removed.

## **Clause 6: Other amendments to the Child Poverty Act 2010**

***Paragraph 1(1)(c) of Schedule 1: The members of the Commission are to be (c) a member appointed by the Welsh Ministers.***

- **Amendment:** This paragraph should be omitted and the term in office of the Commissioner for Wales should come to an end when the Welfare Reform and Work Act is passed and the changes to the Commission take effect.

**Background:** The appointment of the Chief Executive of Children in Wales to the post of Commissioner for Wales reflected the Welsh Government's priority of tackling child poverty.

The decision by the UK Government to move away from a focus on child poverty does not fit with the priorities of the Welsh Government. I therefore requested the term in office of the Commissioner for Wales should come to an end when the Welfare Reform and Work Act is passed and the changes to the Commission take effect. The UK Government agreed to table an amendment to the Bill, to amend the Child Poverty Act so that there will no longer be a requirement for a member of the Commission to be appointed by Welsh Ministers.

My decision to withdraw the Commissioner for Wales was not taken lightly. The Commissioner was well qualified to act as a spokesperson for child poverty and to present the work the Welsh Government is taking forward to address this. She will remain engaged with our Tackling Poverty External Advisory Group through the policy sessions they hold on an ongoing basis. Her views and opinions, as well as her extensive knowledge of child poverty, are very much valued.

The Welsh Government is not alone in taking this action. Reducing child poverty is also a central priority of the Scottish Government and the Scottish Minister, Alex Neil, felt the child poverty element of the Commission's work was key to its remit. As a result of the changes to the Commission, the Scottish Minister has also taken the decision to withdraw their Commissioner for Scotland.