

Meeting of:	Community Liaison Committee
Date of Meeting:	Thursday, 10 October 2024
Relevant Scrutiny Committee:	Environment and Regeneration
Report Title:	Local Bus Services in the Vale of Glamorgan
Purpose of Report:	To provide an overview of the past, present and future aspects of local bus services in the Vale of Glamorgan in response to a request from Penarth Town Council
Report Owner:	Kyle Phillips, Operational Manager Transport Services
Responsible Officer:	Miles Punter – Director of Environment & Housing
Elected Member and Officer Consultation:	Committee Reports Finance
Policy Framework:	
<p>Executive Summary:</p> <ul style="list-style-type: none"> • Following a report presented to Community Liaison Committee on 18th April 2024 it was requested that a further update report on bus services in the Vale of Glamorgan be presented to Committee in six months' time • This report updates on any changes that have been made to the bus network since April 2024. 	

Recommendations

1. That the Community Liaison Committee considers the contents of the report.

Reasons for Recommendations

1. To enable the Community Liaison Committee to consider local bus services in the Vale of Glamorgan.

1. Background

- 1.1 Following Penarth Town Council's previous request to explore local transport provision to and from Penarth a report on Past, Present and the Future of Bus Services in the Vale of Glamorgan was presented to committee on 18th April 2024:

[Presentation - Bus Services in the Vale of Glamorgan](#)

- 1.2 A recommendation from the committee was that a further update report on bus services in the Vale of Glamorgan be presented to Committee in six months' time

2. Key Issues for Consideration

- 2.1 As advised previously, the Vale of Glamorgan Council tendered and has awarded contracts for the following bus services:
 - 88 - Waterfront (Morrisons & Barry Dock Interchange), Cadoxton, Bendrick, Sully, Cosmeston, Penarth Esplanade (Mon to Sat Daytime)
 - 93 - Barry Waterfront (Morrisons), Cadoxton, Coldbrook, Dinas Powys, Penarth, Cogan, Penarth Road, Grangetown (Mon to Sat Daytime)
 - 100 - Coldbrook, Cadoxton, Barry Town Centre, Barry Island, Highlight Park (Port Road East), Cwm Talwg (Sunday only)
 - 303 - St Donat's, Marcross, Monknash, Broughton, Wick, St Bride's Major, Southerndown, Ogmored-by-Sea, Ogmored, Ewenny (Mon to Sun)
 - 304 - Boverton, Eglwys Brewis, St Athan, East Aberthaw, Rhoose, Cardiff Airport, Barry, Dinas Powys, Llandough Hospital, Cardiff Bay (Mon to Sun)
 - 305 - Murch, Eastbrook, Lower Penarth, Penarth Esplanade, Penarth Town Centre, Penarth Marina, Cardiff Bay (Mon to Sat Daytime)
 - 320 - Pontyclun, Miskin, Hensol, Clawdd Coch, Pendoylan, Clawdd Coch, Gwerne-y-Steeple, Petereston-Super-Ely, St Bride's-Super-Ely, St Fagans, Fairwater (Mon to Sat Daytime)
 - 321 - Pentre Cwrt, Vale Business Park (B4268), Llysworney (Penyrheol Terrace), Cowbridge, Aberthin, Maendy, Ystradowen, Brynsadler, Pontyclun (Mon to Sat Daytime)

- B1 - Highlight Park, Colcot, Gibbonsdown, Barry Town Centre, Barry Waterfront (Morrisons, Asda), Barry Island (Mon to Sat Daytime)
- B2 - Cwm Talwg, Colcot, Gibbonsdown, Barry Town Centre, Barry Waterfront (Morrisons) (Mon to Sat Daytime)
- B3 - Garden Suburb, The Knap (Lakeside), Barry Waterfront (Morrisons & Barry Dock Interchange), Barry Town Centre, Gibbonsdown, Cadoxton (Mon to Sat Daytime)
- X2 - Newton, Laleston, Bridgend, Colwinston (A48), Pentre Meyrick (A48), Cowbridge, St Hilary (A48), Bonvilston (A48), St Nicholas (A48), The Tumble (A48), Culverhouse Cross (A48), Cardiff Bay (Mon to Sun)
- A 'de-minimis' contract for Service 94/96 (evenings).
- Welsh Government supported Service 905 (Cardiff Airport Rail Link)

2.2 Funding for the services listed above is a combination of Council funding (£470,000), Bus Service Support Grant (£380,490) and Bus Network Grant (£2,104,245). Funding is awarded on an annual basis and should the funding be reduced it would be necessary to reduce the bus network accordingly.

2.3 Service 7 was tendered by Cardiff Council, but it did not extend provision as it previously was through to the Vale (i.e. Llandough and Penarth).

2.4 Service 93S (Grangetown to St Cyres) was also tendered by Cardiff Council and remains as it was.

2.5 The only commercial services that now operate in the Vale of Glamorgan are:

- 92 - Penarth Town Centre, Cogan, Penarth Road, Grangetown (Daily – daytime and evening)
- 94/94b - Cadoxton, Coldbrook, Bendrick, Sully, Cosmeston, Penarth, Cogan, Penarth Road, Grangetown. 94b: via Bessemer Road, Cardiff (Daily – daytime)
- 96 - Barry Westend, Colcot, Golwg-y-Coed (Crematorium), Wenvoe, Culverhouse Cross (Port Road), Ely, Canton (Daily – daytime)

2.6 Since April 2024 there have been a number of changes to the bus network in the Vale of Glamorgan. These are listed by operator below:

Adventure Travel

2.7 Service B3: Increased service provision from 5th August 2024 providing additional midday and late afternoon journeys using addition BNG grant funding allocated for this purpose.

2.8 This change was made following a request.

Cardiff Bus

- 2.9** Service 7: From 1st September 2024 route extended from Ferry Road Retail Park to Penarth Town Centre via Ferry Road Interchange, Cogan Spur, Llandough Hospital, Andrew Road, Pill Street, Cowslip Drive, Redlands Road, Hastings Place, Wordsworth Avenue, Grove Terrace Stanwell Road and Rectory Road to Penarth Town Centre (Windsor Terrace). Additional BNG grant funding allocated to Cardiff Council for this purpose.
- 2.10** Service 92: From 1st September 2024, weekdays the 17:25 journey from Cardiff retimed to depart at 17:20 and operate 5 minutes earlier throughout and then the 18:59 from Penarth retimed to operate 15 minutes later throughout.
- 2.11** Service 93: From 1st September 2024 journeys operate via Stanwell Road and Redlands Road, not Grove Terrace, Wordsworth Avenue or Hastings Place. Wordsworth Avenue will instead be served by the revised Service 7.
- 2.12** Service 95: From 1st September 2024 revised timetable and journeys extended to and from Barry Island during the daytime Mondays to Fridays and Saturdays via Ffordd-y Mileniwm (ASDA). The section to Barry Island replaces the current B1 route.
- 2.13** Service 96: From 1st September 2024 revised timetable Mondays to Fridays and Saturdays.
- 2.14** Service 305: From 1st September 2024 journeys start and end at Cardiff Bus Interchange. No change to timetable.
- 2.15** Service B1/B2: From 1st September 2024 journeys on route B1 start and end at Morrisons with Barry Island now served on revised 95 above. Last B1 of the day extends to Highlight Park and then further extends via Pontypridd Road and Severn Avenue to Cwm Talwg. Additional BNG grant funding allocated for this purpose.
- 2.16** These changes were made either by request or to deal with minor reliability issues.

First Cymru

- 2.17** Service 303: Revised timetable to improve reliability with effect from 09-Jun-2024.
- 2.18** Service 304: Revised timetable to improve reliability with effect from 09-Jun-2024.
- 2.19** Service X2: Revised timetable to improve reliability with effect from 09-Jun-2024.

- 2.20** Service 320: Revised timetable to improve reliability from Monday 02-Sep-2024; service reduced in frequency by 1 return journey to improve reliability.
- 2.21** Service 321: Revised timetable to improve reliability with effect from 02-Sep-2024.
- 2.22** All the above changes were put in place following reliability issues with services unable to keep to their timetable. The X2 and 321 services ran pretty well prior to the changes but the 303 and 304 services were timetable compliant around 60% of the time and the 320 around 35% of the time. All services are now between 80% and 85% compliant.
- 2.23** Discussions have recently been held to extend Services 304, 320 and X2 into the new Cardiff Bus Station, which awaits further confirmation by the operator.

Promotion of Bus Services

- 2.24** Free travel on the 303 bus service was offered over the school summer holidays. This was funded by S106 sustainable transport contributions.
- 2.25** My Travel Pass, giving 16 to 21 years olds a 1/3 off bus fares, has been promoted regularly through the Council's social media channels. In addition, TfW has also supplied leaflets and posters which are being distributed and erected at bus stops throughout the Vale of Glamorgan to further promote the scheme.
- 2.26** Printed timetable leaflets have also been requested from the operators Adventure Travel and First Cymru for distribution to Vale of Glamorgan libraries and Council offices. Cardiff Bus have already supplied and distributed its latest timetable booklet.
- 2.27** We continue to work with our e-display supplier Journeo and TfW to get real time information supplied to the Council's estate of e-displays, but first have to wait for the roll out across Cardiff Council's estate as the trial area.

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

- 3.1** Long-term: The supply of good quality public transport using supported local bus services to help plug gaps in the local commercial network will assist the Council's plans to locally address the Climate Change Emergency and realise a net-zero carbon future
- 3.2** Integration: The provision of supported local bus services integrates with the commercial network to help plug gaps in the local public transport network, enabling it to be more holistic for the wider community and its passenger transport requirements for access to services, employment, education, health

facilities, shops and social events etc

- 3.3** Involvement: The provision of supported local bus services are required by many within the local community and visitors to the area. The timetables and routes of supported service provision is often the outcome of continued consideration of service requests and requirements proposed by users/potential users.
- 3.4** Collaboration: The provision of supported local bus services is often as a result of collaboration between the Council, Welsh Government and service operators/suppliers, especially when it comes to plugging gaps within commercial networks.
- 3.5** Understanding Root Causes of Issues and Prevention: Commercial service provision often leave gaps in service provision depending on area, day and or time of day, as the most profitable/viable areas/times are served leaving the non-profitable/non-viable areas/times void of service provision. The Council's ability to intervene and supply supported local bus services in such areas and/or on such days and times, but with regard to budget, prevents the exclusion of many from being connected to the wider community due to lack of service provision.

4. Climate Change and Nature Implications

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

5. Resources and Legal Considerations

Financial

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

Employment

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

Legal (Including Equalities)

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

6. Background Papers

None