

Isle of Anglesey County Council

Scrutiny Report

Committee:	Partnership and Regeneration Scrutiny Committee
Date:	15/09/2026
Subject:	Bus Franchising – Proposed Bus Routes
Scrutiny Chair:	Councillor Sonia Williams

1. Who will be the portfolio holder / lead officer presenting the report?

Name	Role
Councillor	Portfolio holder for
Ieuan Williams	Highways, Waste and Climate Change
Service Offer (supporting)	Role
Huw Percy	Head of Service for Highways, Waste and Property

2. Why the Scrutiny Committee is being asked to consider the matter

As part of the work to prepare to franchise buses, Transport for Wales are holding a consultation on the proposed buses network for North Wales, including Anglesey. It is expected that the Council fully agrees with the proposed routes on a political level before Transport for Wales hold a public consultation during the autumn.

It is appropriate for the Scrutiny Committee to consider the matter as it could affect the provision of public transport across the Island, communities and individual's dependant on this provision.

3. Role of the Scrutiny Committee and recommendations

☒ For information

☐ For assurance

☒ For recommendation to the Executive

Recommendation(s):

- 1.1 To note that Transport for Wales is holding a consultation on the proposed buses network for Anglesey, as part of preparations for franchising.
- 1.2 That the Councils responds to the consultation by the closing date, which is 09/10/2026, by supporting the proposed buses network that Transport for Wales has developed.

4. How does the recommendation(s) contribute to the objectives of the Council's Plan?

1.

The recommendation supports the wellbeing and social care aim, as the bus routes allow people who don't have access to a car, to reach community resources and to be independent, decreases isolation and improves their health and wellbeing.

The recommendation supports the Climate Change aim to develop and complete sustainable Transport scheme's by providing greater assurance and management over public bus routes and giving individuals opportunities to travel using a greener method and not having to use a car.

5. Key scrutiny themes

Key themes the Scrutiny Committee should concentrate on:

1. Buses Franchising
2. The proposed routes
3. Community Transport Service

6. Key points / summary

- 1.1 The Bus Services (Wales) Bill was introduced before the Senedd 31/03/2025 and the background to franchising is included in appendix 1 of this report.
- 1.2 Currently in Wales, there are over 60 operators running local bus services. Around 20 operators provide other transport services that run under a taxi permit or licence. Anglesey's local bus services are currently operated by 6 operators, 5 of which are SMEs.
- 1.3 Transport for Wales has reviewed the current provision and developed a proposed network for Anglesey. The proposed network offers 9 services/routes instead of the 30 that currently operate. It is intended that Transport for Wales will play the role of the lead regime in conjunction with the Joint Corporate Committees and County Councils.
- 1.4 The 9 proposed routes are based on the timetables of those 30. The new routes would ensure that no area, which currently has a bus service, will be left without a service, Details of the 9 routes are included in Appendix 2, together with comments on the predicted impact. The main change is that Transport for Wales sees an opportunity to offer coast-to-coast buses across Anglesey and that this is based on research into individuals' movement patterns from mobile phone data. Officers are of the view that the provision provides a solution that is as good, if not better to the majority of residents.

- 1.5 In addition to the current provision, the consultation offers flexi buses for some very rural areas where there is currently no bus service, and where Transport for Wales does not consider that a traditional bus would offer a suitable and sustainable solution, due to the low numbers who have used public transport which has historically been provided.
- 1.6 The Council is already supporting some community groups in areas that are not served by a traditional bus to provide and develop community transport that can connect to the traditional bus routes. The Council's intention is to continue to support these community groups and expand these arrangements to other areas, in order to ensure that a more complete service is in place. At this time, it is unclear how the process will contribute to these arrangements and who will be responsible for managing these services once the franchising process begins.
- 1.7 The consultation can be seen in Appendix 3 of this report.

7. Impact assessments

- 7.1. Has an integrated impact assessment (considering equality, the socio-economic duty and the Welsh language) been completed?

☒ Yes

☐ No

If no, explain why:

- 7.2 Possible effects on protected groups under the Equalities Act 2010

Summarise the findings of the impact assessment. Where appropriate, attach a copy of it. See the Guidance on Completing Scrutiny Reports on MonITor for further guidance.

It could lead to potential benefits for people with disabilities who use public transport as an integrated service would make it easier to travel and franchising would give better assurance in terms of a longer term service.

- 7.3 Possible effects on people facing socio-economic disadvantage (strategic decision)

Summarise the findings of the impact assessment. Where appropriate, attach a copy of it. See the Guidance on Completing Scrutiny Reports on MonITor for further guidance.

This could lead to possible benefits for people facing socio-economic disadvantage who use public transport as an integrated service would make it easier to travel and franchising would give better assurance in terms of a longer term service.

7.4 Possible effects on opportunities to use the Welsh language and to not treat the Welsh language less favourably than the English language

Summarise the findings of the impact assessment. Where appropriate, attach a copy of it. See the Guidance on Completing Scrutiny Reports on MonITor for further guidance.
A Welsh language assessment plan has been prepared, and no significant effects have been identified.

7.5 Possible effects on the Council's Net Zero Carbon target

Positive / Neutral / Negative and why

It is considered that an integrated public transport network would have a positive effect on net zero targets, and the consultation by Transport for Wales is a step toward forming a network of this nature.

8. Financial implications

The current provision exists within the grants provided by Welsh Government, but as the bus franchising will be a regional arrangement, it is the region and not the Council that will receive grants as we move forward. It is expected that Councils across Wales will continue to contribute a portion for their core budgets to the public transport that Transport for Wales will provide, and Transport for Wales and the Council will need to agree what each Council will receive in terms of service operating hours and the miles included within those services.

It is expected that the Council will need to provide part of the budget and resources to support community business what will support the service provided by Transport for Wales.

9. Appendices

[Appendix 1: Background for Franchising](#)

[Appendix 2: Proposed Routes](#)

[Appendix 3: Transport for Wales Consultation](#)
[Have your say by Transport for Wales](#)

10. Report author and background papers

Iwan Cadwaladr, Senior Transport Officer & Julie Jones, Highways, Waste and Property Service Strategy and Business Manager,

New routes: 2021 Wales Transport Strategy:

<https://www.llyw.cymru/sites/default/files/publications/2021-03/llwybr-newydd-strategaeth-drafnidiaeth-cymru-2021-symudedd-strategaeth-lawn.pdf>

One network, one timetable, one ticket: planning business as a public service for Wales.

[One network, one timetable, one ticket: planning buses as a public service for Wales \[HTML\] | GOV.WALES](#)

Future Generations Wellbeing Act (Wales) 2015:

[deddf-llesiant-cenedlaethaur-dyfodol-cymru-2015-yr-hanfodion.pdf](#)