

## **T2 Bus Service – Main Objection Points**

Prior to rerouting the T2, WG, TfW and Cyngor Gwynedd consulted each other, but failed to consult residents and service users in the area. The loss of the T2 service was compensated by the lesser T22 service resulting in the following for service users:

- unable to get to work and or home from work;
- unable to attend appointments at Ysbyty Gwynedd except around midday;
- have seen access to GP severely restricted;
- have seen access to Dental services severely restricted;
- have had their evening and Sunday social activities completely eliminated;
- experienced curtailed retail opportunities and;
- suffered restricted ability for study at schools and colleges in the Bangor area.

The Wellbeing of Future Generations Act (2015) requires public bodies to consider the following in decision making. My observations accompany each of the headings.

### Collaboration:

The failure to consult service users and residents was a failure of this requirement.

### Integration:

The well-being goals of the WG, TfW and Cyngor Gwynedd have been undermined by the failure to consider and understand the needs of service users.

### Involvement:

Those locally with the most interest in the outcome have not been involved in the service analysis. Therefore the process does not reflect the needs or diversity of the area which the Welsh Government, TfW and Cyngor Gwynedd all serve.

### Long-term:

Balancing short-term needs with the need to safeguard the long-term needs cannot be proven because long-term needs of the community have not been assessed. How can you safeguard what has not been assessed and measured?

### Prevention:

Failure to consult is contrary to this principal. Consulting users and residents could have prevented problems or the service deterioration and assisted in the WG meeting objectives.

### Additional Matters Relating to the Act:

By virtue of the negative impact on Poverty, Health inequalities, Mental Health, Education and Climate Change as a result of no public consultation the decision to implement the changes to the T2 bus service in 2023 is contrary to the requirements of the Well Being of Future Generations Act (2015).

### My Conclusion:

The WG acted in good faith to improve services, however the process was flawed by the failure of the agencies to consult service users and residents in the affected area and therefore the decision to reroute the was T2 also flawed.

## The Alternatives:

If residents had been given the opportunity to voice opinions, suitable alternatives would have been suggested that:

1. Satisfy the needs of the WG, TfW and Cyngor Gwynedd.
2. Satisfy the needs the residents of Penmorfa, Garndolbenmaen and Cricieth.
3. Produced a better T22 service than has been provided.
4. Connected ALL the communities in point 2 above to the strategic rail network.
5. Ensured ALL the communities in point 2 above can still access local services.
6. Provided social connections of an evening and Sundays for ALL communities.

Two alternative options that should be given full consideration:

1. T2 route restored as was, via Penmorfa and Garndolbenmaen  
T22 rerouted via Cricieth, Rhoslan then on to Caernarfon.  
Linking the Cricieth area to the T2 strategic service.

Advantages:

- a.) T2 service restored to Penmorfa, Dolbenmaen and Garndolbenmaen.
- b.) Cricieth remains connected to strategic T2 route by T22 service, No 3 Caelloi Bus and Cambrian Coastline Railway.
- c.) T2 service reconnected directly to Cambrian Coast Railway at Porthmadog.
- d.) Earlier, later and Sunday services for Garndolbenmaen, Dolbenmaen and Penmorfa are restored.

Disadvantages: None that I can think of.

2. T2 routed to Cricieth, Rhoslan and Garndolbenmaen (Via Glandwyfach)  
T22 routed via Penmorfa to Garndolbenmaen to Caernarfon (as present).  
The T2 could reroute to Garn from Glandwyfach (as services historically did) before heading towards Bangor.  
The T22 remains unchanged

Advantages:

- a.) T2 service restored to Garndolbenmaen
- b.) Cricieth, Rhoslan and Garndolbenmaen all connected to strategic route.

Disadvantages:

The loss of the extended and Sunday services for Penmorfa remains unaddressed.

## Additional Notes:

### 1.) Comparison of T2 and T22 Services

<u>Day</u>	<u>T2 Service</u>	<u>T22 Service</u>
M-S	Nine buses E/W	Six buses E/W
Sun & BH	Eight buses E/W	None

(Not shown is the T2 has earlier and later buses than the T22).

### 2.) Impact on Journey Times

From Google Maps, journey times by car are calculated as follows:

#### Current Route:

57 Mins = Porthmadog to Bangor Via Cricieth and Caernarfon (taken as baseline)

#### Alternative Route 1:

54 Mins = Porthmadog to Bangor Via Garn and Caernarfon – Saves 3 mins

#### Alternative Route 2:

103 Mins = Porthmadog to Bangor Via Cricieth, Garn and Caernarfon – Adds 6 mins

- Obviously by bus the journey will take longer, however this illustrates the changes to journey times for different route options.
- This clearly demonstrates that routing the T2 through Penmorfa and Garndolbenmaen is shorter than the current route.
- INCREASE to journey time by changes introduced in November 2023 – Added 3 mins

### 3.) Who made the decision to divert to T2 away from Garndolbenmaen?

From FOI requests, it can be seen that the defacto decision to divert the T2 bus service away from Garndolbenmaen was made by a senior officer in Gwynedd Council in May 2022:

#### 11 May 2022 at 15.31

Initial email approach from an officer in Transport for Wales to a senior officer in Gwynedd Council asking whether Gwynedd Council wanted the T2 bus service to continue to run through Garndolbenmaen or divert it via Cricieth.

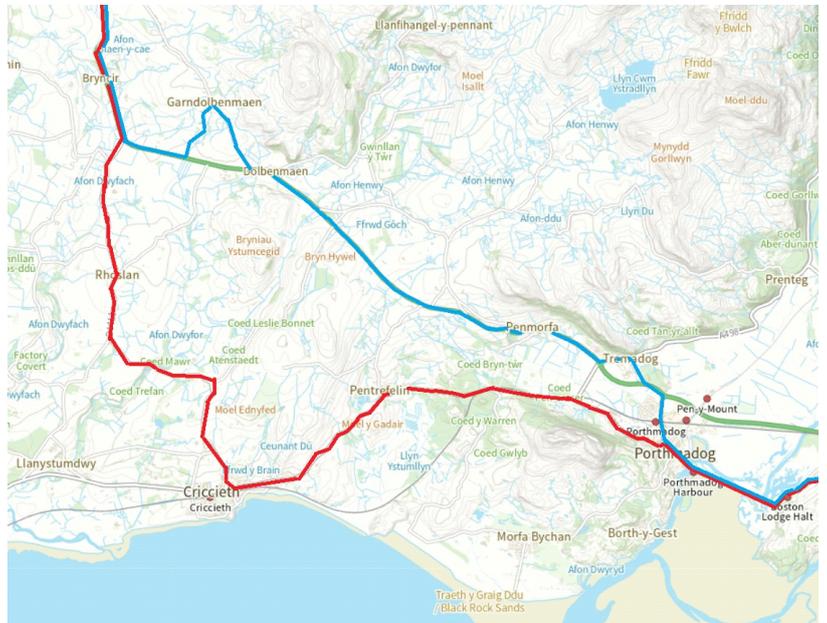
#### 11 May 2022 at 16.00

The reply from the Gwynedd Council senior officer was sent which stated that “our preference” was for the T2 bus service to go through Cricieth and not Garndolbenmaen.

The decision was given just 29 minutes after the request. No time for consultation of residents and service users. As County Councillor I was NEVER consulted. **This appears to be the sum of the TfW consultation.**

**Current Routes**

T2 (RED)  
T22 services (BLUE)



**Suggested Alternative ROUTE 1:**

“Swap” the routes:

T2 (RED),  
T22 (BLUE)

Saves 3 mins For T2



**Suggested Alternative ROUTE 2:**

“Garn Loop”

T2 (RED),  
T22 (BLUE)

Adds 6 mins for T2

