



Complete Agenda

Democratic Services
Council Offices
CAERNARFON
Gwynedd
LL55 1SH

Meeting

COMMUNITIES SCRUTINY COMMITTEE

Date and Time

10.30 am, THURSDAY, 18TH SEPTEMBER, 2025

This meeting will be webcast

https://gwynedd.public-i.tv/core/l/en_GB/portal/home

Note: a briefing session will be held for members t 10:00am

Location

Siambr Hywel Dda, Council Offices, Caernarfon, Gwynedd, LL55 1SH

And virtually via Zoom

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COMMUNITIES SCRUTINY COMMITTEE

MEMBERSHIP (18)

Plaid Cymru (11)

Councillors

Elwyn Edwards
Elin Hywel
Arwyn Herald Roberts
Beca Brown

Delyth Lloyd Griffiths
Linda Morgan
Beca Roberts
Berwyn Parry Jones

Annwen Hughes
Edgar Wyn Owen
Jina Gwyrfai
Elfed Williams

Independent (5)

Councillors

Robert Glyn Daniels
Peter Thomas
(Vacant Seat)

Elfed Powell Roberts
Gruffydd Williams

Liberal Democrats / Labour (1)

Councillor Stephen Churchman

Ex-officio Members

Chair and Vice-Chair of the Council

A G E N D A

1. APOLOGIES

To receive any apologies for absence.

2. DECLARATION OF PERSONAL INTEREST

To receive any declaration of personal interest

3. URGENT ITEMS

To note any items that are a matter of urgency in the view of the Chairman for consideration.

4. MINUTES

4 - 10

The Chairman shall propose that the minutes of the meeting of this Committee, held on 05 June 2025 be signed as a true record.

5. CLIMATE AND NATURE EMERGENCY PLAN ANNUAL REPORT 2024/25 11 - 52

To scrutinise the Climate and Nature Emergency Plan Annual Report 2024/25.

6. GRITTING ARRANGEMENTS AND SALT BINS

53 - 150

To scrutinise the arrangements for gritting and salt bins.

7. COMMUNITIES SCRUTINY COMMITTEE FORWARD PROGRAMME 2025/26 151 - 153

To submit the Committee's draft work programme for 2025/26 for adoption.

COMMUNITIES SCRUTINY COMMITTEE 05 JUNE 2025

Present:

COUNCILLORS:

Beca Brown, Stephen Churchman, Robert Glyn Daniels, Elwyn Edwards, Delyth Lloyd Griffiths, Jina Gwyrfai, Elin Hywel, Annwen Hughes, Linda Morgan, Peter Thomas, Arwyn Herald Roberts, Elfed Powell Roberts, Berwyn Parry Jones and Elfed Williams

Officers present:

Geraint Owen (Corporate Director), Bethan Adams (Scrutiny Advisor) and Rhodri Jones (Democracy Services Officer).

Present for Item 7:

Councillor Craig ab Iago (Cabinet Member for the Environment), Dafydd Wyn Williams (Head of Environment Department), Gareth Jones (Assistant Head of Environment Department) and Roland Thomas (Assistant Head of Environment Department).

Present for Item 8:

Councillor June Jones (Cabinet Member for Highways, Engineering and YGC), Steffan Jones (Head of Highways, Engineering and YGC Department) and Meirion Williams (Assistant Head of Highways, Engineering and YGC Department).

1. ELECTION OF CHAIR

RESOLVED to elect Councillor Annwen Hughes as Chair of the Committee for the year 2025/26.

2. ELECTION OF VICE-CHAIR

RESOLVED to elect Councillor Delyth Lloyd Griffiths as Vice-chair of the Committee for the year 2025/26.

3. APOLOGIES

Apologies were received from Councillor Edgar Wyn Owen.

4. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received.

5. URGENT ITEMS

None to note.

6. MINUTES

The Chair signed the minutes of the previous meeting of this committee held on 20 March 2025 as a true record.

7. PERFORMANCE REPORT OF THE CABINET MEMBER FOR THE ENVIRONMENT

The report was presented by the Cabinet Member for the Environment, the Head of Environment Department and the Assistant Heads of the Environment Department.

It was reported that the Department led on five projects in the Council's Plan 2023-2028, namely 'Management of second homes and short-term holiday accommodation' as part of the Homely Gwynedd priority as well as a 'New Local Development Plan', 'Waste and Recycling', 'Active Travel', and 'Public Transport' as part of the Green Gwynedd priority. It was elaborated that the information presented for this meeting set out the Department's progress against the project milestones for 2024-2025 as well as data on the Department's services' performance measures.

During the debate, the following comments were made by Members:

Waste and Recycling

It was pointed out that the Department did not meet the Welsh Government's national targets of recycling 70% of all waste in the County, stating that the Council's recycling percentage for 2024-25 was 65.3%. It was asked if the Department had considered adapting the frequency of waste collections to meet this target. In response, the Assistant Head confirmed that it was hoped to carry out a consultation to ensure that there was a clear pathway for the Council to recycle 70% of all waste. However, it was emphasised that no decisions had been taken to adapt the frequency of waste collection at this time.

It was asked if any financial fines would be imposed on the Council by the Government for failing to meet this target. The Assistant Head confirmed that a £200 fine was imposed for every tonne of waste below the 70% recycling target. It was explained that the Council was approximately 3,000 tonnes below the target in the year 2024-25. It was explained that the Council was in ongoing discussions with the Welsh Government to demonstrate that action was being taken to meet the target and that this would be reflected when determining the amount of any financial penalty imposed on the Council.

In response to a further question about starting to recycle soft plastics, the Assistant Head confirmed that this was not happening now because there was no market for it. However, it was emphasised that the Welsh Government was currently piloting this type of collection in south Wales. It was added that there were plans to recycle more goods such as plastic bags and small electronic gadgets in the future. The Assistant Head elaborated that a tax was being imposed on companies on a scale that set out how easy it was to recycle any waste from their products or packaging, in the hope that this would encourage companies to ensure that their products could be recycled and to encourage buyers to do so.

Sickness levels among service staff were referenced and officers were asked how they dealt with these cases. In response, the Assistant Head confirmed that staff were more likely to be off sick as they get older due to the physical nature of the work. It was reported that sickness levels among staff in the Arfon area had decreased recently but that there had been an increase in the Dwyfor and Meirionnydd areas. It was detailed that 9% of all service staff were over the age of 60 and that more than half of those individuals were currently off work with a long-term condition. It was also mentioned that a number of staff had decided to take a holiday between Christmas and the new year in order to have the opportunity to celebrate with their families. The Head of Department emphasised that officers welcomed this because the service operated throughout the year, noting that this was an opportunity to raise staff morale, and that arrangements were in place to catch up with any missed collections once they returned to work. It was also noted that this was not mandatory and staff who wished to work had done so.

It was asked what plans were in place for teaching and engaging with young people, considering that the newest and most innovative ideas very often came from the younger generation. It was also asked if consideration was being given to a circular economy whereby reusing, a repair café and lending schemes were normalised. In response to the comments, the Assistant Head confirmed that the Department was working with Bangor

University on these areas and recognised that more work needed to be done with schools. However, it was emphasised that there were currently only four engagement officers within the service. The Member was thanked for discussing the circular economy as it was part of the service, and the Department was working with Council departments to expand on these opportunities in the future.

Members expressed pride that the numbers of missed collections had fallen significantly over the past year and thanked the Department and employees for their continued work.

Project: Management of second homes and short-term holiday accommodation

The Department was congratulated on the recent introduction of the Article 4 Direction which added to the second homes premium as a measure to manage second homes and short-term holiday accommodation. It was asked what work was in place to monitor their impact and ensure that local people and the tourism sector were not negatively affected. In response, it was confirmed that monitoring frameworks had been established for the Article 4 Direction but that it was not timely to report on its impact at this time. It was reminded that the direction was effective since 1 September 2024 and it was hoped to analyse the monitoring data after it had been operational for 12 months. It was elaborated that monitoring work at a corporate level was being carried out in this field, sharing an example that tourism issues were a priority for the Economy and Community Department and that housing affordability was a consideration for the Housing and Property Department.

Active Travel

Positive comments were received about the Active Travel network but it was noted that a number of cyclists had reported to Members that they did not make use of them because the routes were not maintained. It was explained that stones, glass and leaves could be dangerous and cause injury to cyclists. It was highlighted that the Department stated within the report that plans were underway to develop more routes and it was asked what consideration was being given to the maintenance of these routes to ensure that they were safe for users.

In response, the Head of Department noted that the Active Travel network was used by pedestrians and cyclists and that its development was funded through Welsh Government capital funding. It was noted that there was no budget within those grants for the maintenance of the routes and that the priority to fund that within the Department's budget was low when considering the other services offered. However, it was pointed out that the Council's Highways, Engineering and YGC Department served parts of the network that were on road verges. It was emphasised that the Department did not want to refuse any opportunity for capital grant funding and was hopeful that funding would be received through the Government for the maintenance of these routes in the future. However, it was recognised that a solution to this challenge needed to be found to encourage cyclists to make use of the network.

Public Transport

Changes to the T22 bus timetables were discussed stating that the service was excellent while operational but that the timetable ended at inconvenient times for employees and there were no services to some towns on Sundays. In response, the Head of Department confirmed that bus usage data showed that there were more public transport users this year and that he would contact Members to try to find solutions to any local challenges that arose with the network.

It was asked how the Department could work to ensure that local residents were able to use the bus network to get to work, as they often worked later than the last bus to their local community. In response, the Head of Department confirmed that a review of the network was carried out relatively recently following a public consultation and that it had been generally welcomed. It was detailed that there were several considerations in developing an

effective network, such as tourism, education, medical appointments, independent living, employment and leisure, and while it was not possible to meet the needs of every individual in full an effort was made to meet the needs of the majority of people. It was also explained that budgets also hampered the Department's ability to introduce additional buses as part of the network as well as bus companies' ability to release more buses and staff to maintain the services.

The Fflecsi bus service which was being run with the Department's partners was praised and it was emphasised that it was fit for purpose and was likely to be a money saver for the Council as it was only used on request. In response to an enquiry on whether this service could be expanded in certain areas, the Head of Department confirmed that the Department was continuously working with the Welsh Government and Transport for Wales to develop the Fflecsi network but challenges could arise when considering the capacity of bus companies and the demand for the service. It was emphasised that the Department would be eager to hold further discussions with Members on the expansion of the network where possible.

The Department was thanked for submitting bus user data and pride was expressed that 37% of service users had been using cheap tickets in the last year, showing that the service was used by a wide range of users. The Department was asked what specific schemes were in place for the introduction of new electric buses within Gwynedd. In response, it was confirmed that there were no confirmed arrangements in place at the moment but that the Department was in constant discussions with the Welsh Government and Transport for Wales to ensure that these developments were underway as soon as possible.

Parking

It was reported that 16,899 parking fine tickets had been distributed in the year 2024-25 and the Department was asked for information on where the money derived from these fines was being used. In response, the Head of Department confirmed that the money was bound by statutory requirements to be put back into the service for uses such as staff employment. It was also clarified that ticket fees for car parks not on the roadside, such as pay and display, was income that the Council could use in whatever way it saw fit.

Public Protection – Food and Safety

It was highlighted that 80% of Food Standards inspections were carried out in accordance with the work programme during 2024-25. There was concern that this meant that 1 in 5 venues that should have received an inspection this year had not received it, which could pose a risk to the public. In response to the comments, it was recognised that there were challenges in this area of work, ensuring that additional resources were introduced to meet the requirements, and that public protection was a priority for the Department. It was explained that the service had lost experienced members of staff within the last year and that recruiting individuals with the appropriate expertise as well as Welsh-language skills had been challenging. However, it was emphasised that the Department had succeeded in attracting a future planning officer and a professional trainee who would qualify to carry out inspections. The current officers were thanked for their ongoing work and for taking time to mentor and to share their knowledge.

Members pointed out that some businesses could be displaying a food hygiene rating of 0 for long periods, and asked how this could be improved and how was it possible to ensure that the public had the latest information on the food hygiene rating of the County's businesses. In response, the Assistant Head confirmed that any business that received a food hygiene rating of 1 or 0 following an inspection received a warning to put measures in place to increase the level of hygiene. It was elaborated that a further inspection would be carried out within three months to receive a higher score. However, it was noted that a number of businesses did not co-operate with the Department to ensure that this second inspection took place.

Planning Enforcement

Concern was noted that a high number of enforcement cases were open and that there was a lack of staff to do the work. In response, the Assistant Head noted that the situation had stabilised over the past eighteen months but that the workload remained high. He elaborated that two officers worked full-time and the Article 4 Team helped with specific cases and also that planning officers conducted initial inspections. He explained that the relevant enforcement action was taken when necessary, noting that nine enforcement notices had been issued in the last twelve months.

RESOLVED

To accept the report, noting the observations made during the discussion.

8. PERFORMANCE REPORT OF THE CABINET MEMBER FOR HIGHWAYS, ENGINEERING AND YGC

The report was presented by the Cabinet Member for Highways, Engineering and YGC, along with the Head and Assistant Head of the Highways, Engineering and YGC Department.

It was reported that the Department was leading on three projects in the Council Plan 2023-2028, namely 'Extending opportunities for play and socialising for the county's children and young people' as part of the Tomorrow's Gwynedd priority as well as 'Acting on Flood Risks' and 'Clean and Tidy Communities' as part of the Green Gwynedd priority. It was elaborated that the information presented for this meeting set out the Department's progress against the projects' milestones for 2024-2025 as well as data on the Department's services' performance measures.

During the debate, the following comments were made by Members:

Highway Maintenance - Condition of Roads

The Department was thanked for submitting data on pothole inspections and were asked for more information on response times to public enquiries about the condition of roads. In response, the Head of Department apologised that this data on response time statistics had not been included in the Report, explaining that this was due to a problem with the software. It was explained that this data would be included when reporting to this Committee in the future. It was explained that inspectors immediately assessed calls concerning the condition of roads and it was noted that work was carried out on a road within two hours if it was assessed to be a critical problem. It was reported that other enquiries were resolved by the end of the following working day in order to be able to schedule and package work effectively. Confidence was expressed by the Department that it was able to meet these timetables.

Some Members expressed frustration that road resurfacing after reporting a pothole did not last in the long term. In response, the Head of Department explained that every effort was made to cut out a larger section of the road in order to be able to better fill the hole and to a high standard, but this was not possible on all occasions, therefore staff resurfaced the road using tar from buckets. It was recognised that this could have an impact on the quality of the road and the Department would consider the comments further. It was elaborated that the Department had received grant funding of £8 million over a two-year period to deal with road condition issues, noting that reporting on response rates to reports of potholes and finding ways to prevent them from appearing was key to the application.

Street Services

It was pointed out that only 23 Fixed Penalty Notices were paid during 2023-24 for cases of dog owners not clearing up after their dog. In response, the Head of Department shared his frustration with this challenge, explaining that these figures were low because enforcement officers had to witness the dog fouling and the owner not clearing it up. He explained that this was very challenging and added that there were not a lot of enforcement officers employed within the service. However, it was emphasised that the Department did target areas of concern and worked to educate dog owners about the importance of safely disposing of the mess. It was elaborated that patterns indicated that this was not such a big problem during the summer season but that more reports of dog fouling were received during the winter.

A case in the Dolgellau area was described where defects had been seen on a narrow pavement for some time, causing a risk to the public and visitors as they had to step into the road instead of using the pavement. The Cabinet Member and Head of Department confirmed that they would be contacting the Member further to endeavour to find a solution to this situation.

Project: Extending opportunities for play and socialising for the county's children and young people

The Department was praised for introducing improvements to playgrounds, asking what work was underway to ensure funding was allocated to playgrounds outside the County's main towns. In response, the Head of Department confirmed that work was underway to ensure that the funds were allocated in line with the use made of the playgrounds. Council Members were urged to work with the Department to ensure that investment in the playgrounds was prioritised to the right locations. It was explained that there was only one playgrounds officer in the Department and that he went around the playgrounds to assess their condition and assess the use made of them.

Ardal Ni Tidying-up Team

Members expressed their gratitude for the work of this Team, reporting that they responded to incidents and enquiries quickly and effectively. They were thanked for their ongoing work.

Fleet Service

It was asked if there was a reason why 38 diesel and petrol vehicles remained part of the fleet when electric or hybrid vehicles had been purchased in their place. In response, the Head of Department confirmed that a large part of the fleet now consisted of electric or hybrid cars. However, it was noted that the Department received comments expressing concern that electric vehicles were still not fit for purpose because it was necessary to travel far within the county and then drive extra miles in order to complete services, posing a risk that a convenient charging point was not available on all occasions, and therefore diesel and petrol vehicles continued to be used in some cases rather than accumulating vehicle hire costs. However, it was emphasised that the confidence of the workforce in the fleet of electric and hybrid cars was growing and the introduction of more charging points in the future would also lead to resolving this problem.

It was challenged that the number of miles the electric and hybrid vehicles could travel before having to recharge should not be a problem if the right vehicles were purchased. It was also considered whether the charging points were in the correct locations if they were not suitable for Council services. In response, the Head of Department gave assurance that the Council was purchasing the right vehicles following thorough research. It was explained that electric and hybrid vehicle developments remained relatively new, especially for vans and other industrial vehicles, and that the range of miles they could travel before recharging remained low. However, it was confirmed that newer cars were able to travel more miles before recharging and it was thought that the vehicles would continue to develop in this way in the future. It was elaborated that the Department was also working to introduce rapid

charging points across the County to support staff until they were confident to use electric and hybrid cars without worrying excessively about the need to recharge.

It was noted that the Council's new strategy stated that officers had to have a manager's support before purchasing a new vehicle for the fleet and that the Fleet Manager had the final say on the matter. The Department was asked if the other Departments worked together to ensure that this was the relevant arrangement. In response, the Head of Department explained that the Departments' fleet budgets remained within the control of the individual Departments rather than within an independent fleet budget. It was emphasised that discussions were taking place within the Council to find the best system to budget the fleet for the future.

Structure Maintenance Service

It was pointed out that the report stated that there were 22 bridges in Gwynedd which had a 'poor' BCI (Bridge Condition Indicator) and another 10 bridges with a 'very poor' BCI. The Head of Department explained that inspectors conducted inspections of bridges (whether steel, concrete or stone) and assessed different parts of them in order to achieve a BCI score. It was elaborated that the BCIs of all parts of the bridges were combined to produce an average before prioritising which bridges needed to be worked on within the strategy for the coming year.

RESOLVED

To accept the report, noting the observations made during the discussion.

The meeting started at 10.40 a.m. and ended at 13.00 p.m.

CHAIR

MEETING	Communities Scrutiny Committee
DATE	18 September 2025
TITLE	Climate and Nature Emergency Plan Annual Report 2024/25
REASON TO SCRUTINISE	The Council Plan 2023-28 - A Green Gwynedd
AUTHOR	Dafydd Gibbard, Chief Executive
CABINET MEMBER	Cllr Craig ab Iago, Cabinet Member for Environment

1. Why it needs scrutiny?

- 1.1 The Climate and Nature Emergency Plan 2022/23-2029/30 is one of the projects under the Green Gwynedd heading of Cyngor Gwynedd's 2023-2028 Plan.
- 1.2 Much of the work described in this annual report has already been scrutinised by the Climate and Nature Board and through the Council's internal performance challenge arrangements, but the annual report brings all the information together for the first time.
- 1.3 The scrutiny of this annual report will provide members of the Committee with assurances that arrangements are in place and that sufficient progress is being made in delivering the Climate and Nature Emergency Plan 2022/23 - 2029/30.
- 1.4 The Committee has an opportunity to check whether or not the Report is accurate and balanced. It can also propose any amendments or corrections, all before the Report goes to a meeting of the Council's Cabinet for adoption.
- 1.5 This Committee can also propose any ideas for further future action based on the information in the Annual Report.
- 1.6 According to Section 6 of the Environment (Wales) Act 2016, public authorities operating in Wales have a duty to maintain and improve biodiversity and to promote the strength of ecosystems. We report on the progress against the 'Section 6 duty' within the Climate and Nature Emergency Plan Annual Report 2024/25.

2. What exactly needs scrutiny?

- 2.1 The progress made in delivering the Plan.
- 2.2 What is the progress in relation to the ambition of the Plan - 'Cyngor Gwynedd will be net-zero carbon and ecologically positive by 2030'?
- 2.3 What are the next steps?

3. Summary of the Key Matters

- 3.1 The Climate and Nature Emergency Plan Annual Report 2024/25 in Appendix 1 seeks to provide an accurate and balanced picture of the progress made during the year to realise the [Climate-and-Nature-Emergency-Plan.pdf](#) (CNEP).
- 3.2 The Report sets out the levels of carbon emissions and absorption for which Cyngor Gwynedd was responsible, calculated on the basis of data submitted to the Welsh Government's Energy Service. Based on this data we know what the 'gap to net zero' is and therefore how much more work is ahead of us if we are to meet our target.
- 3.3 The Annual Report also provides evidence on how Cyngor Gwynedd has been implementing Section 6 of the Environment (Wales) Act 2016. The relevant information is in chapter 3 and then at the end of every chapter from 6 to 12.

4. Background / Context

- 4.1 The Council adopted the [Climate-and-Nature-Emergency-Plan.pdf](#) following a meeting of the Cabinet on 8 March 2022. The ambition of the scheme is "Cyngor Gwynedd will be net-zero carbon and ecologically positive by 2030." "Responding to the climate change crisis" is also one of the Council's 8 Improvement Priorities within [The Cyngor Gwynedd Plan 2023-28](#).
- 4.2 The Climate and Nature Emergency Plan (the Plan/CNEP) outlines how we as a Council will adapt our way of working and delivering services in order to reduce our carbon emissions and increase carbon absorption capacity. It offers examples of projects we will be pursuing, their outline costs and the timeline for their completion.
- 4.3 The Plan became operational in April 2022 and the previous annual reports can be seen [here](#).
- 4.4 The Council is in the midst of reviewing the CNEP, and we have been publicly consulting on the current plan and seeking suggestions for changes during the summer of 2025. A new version of the Plan will be presented for scrutiny at a subsequent meeting of the Communities Scrutiny Committee.

Main Matters

- 4.5 Chapter 5 of the Annual Report provides information on the levels of carbon emissions and absorption for which the Council was responsible, and on the all-important figure of the remaining gap to reach net zero.

- 4.6 The carbon emissions from our procurement processes are currently based solely on spending, and this can create a misleading picture of the true impact of our spending on the climate. Simply put, the more we spend the bigger the emissions.
- 4.7 The total carbon emissions for Cyngor Gwynedd in 2024/25, **including** procurement, has increased 4% since the 2019/20 baseline year and increased 24% since 2023/24. The main reason for that is the increase in financial spending.
- 4.8 Cyngor Gwynedd's total carbon emissions in 2024/25, **not** including procurement, has fallen 35% since the 2019/20 baseline year and increased by 4% since 2023/24. The main reasons for the increase since 2023/24 are the increase in energy consumption and increased travel, but the more detailed explanation can be found in the report.
- 4.9 Looking at our carbon emission and absorption data together, **without** considering procurement data, then our **gap to net zero** is 32% less than in 2024/25 compared to 2019/20 and 4% higher than in 2023/24.

5 Section 6 of the Environment (Wales) Act 2016

- 5.1 According to Section 6 of the Environment (Wales) Act 2016, public authorities operating in Wales have a duty to maintain and improve biodiversity and to promote the strength of ecosystems.
- 5.2 The Welsh Government published a national biodiversity strategy, the 'Nature Recovery Action Plan' in 2015 which outlined the commitment to reverse biodiversity loss in Wales, and it contains 6 objectives for action. To comply with the Section 6 duty, public authorities must publish their own plan based on the Welsh Government's plan, and then the progress needs to be reported.
- 5.3 Cyngor Gwynedd has been updating our own Nature Restoration Plan during 2024/25 to comply with the requirements of the Act, but in the meantime we are reporting on our progress against the 6 objectives of the national Nature Restoration Action Plan through the Climate and Nature Annual Report. The information can be found in chapter 3 and at the end of chapters 5 to 11.

6. Responding to previous decisions of the Communities Scrutiny Committee

- 6.1 At the Committee's meeting on 23 January 2025 when the Climate and Nature Emergency Plan Annual Report 2023/24 was scrutinised, the committee decided: 'To ask the Leader of the Council to lobby the Welsh Government in relation to reviewing the methodology for measuring carbon emissions resulting from procurement processes.'
- 6.2 The Leader and officials have been putting pressure on the government to improve the current approach but unfortunately the methodology for calculating 2024/25 emissions has not changed. To try and improve the situation we as a council have

been working with Business Wales to help our suppliers create Carbon Management Plans and measure their own carbon emissions more accurately. This in turn will help us move away from the current system of measuring emissions solely on based on the monetary value of the agreement.

7. Consultation

- 7.1 After receiving comments from the Communities Scrutiny Committee, the report will be considered by the Council's Cabinet before a final version is published on the Council's website.

8. The Well-being of Future Generations (Wales) Act 2015

- 8.1 Have you **included** residents / service users? If not, when and how do you intend to consult with them?
- 8.2 The final Annual Report will be published on the Council's website after receiving the Cabinet's seal of approval and we will share information about it with all Council members, and with the residents of Gwynedd and the general public.
- 8.3 Have you considered **collaboration**?
- 8.4 Chapters 11 and 12 of the Annual Report cover the work carried out in part by the Gwynedd Nature Partnership, namely a consortium of local organisations led by the Council. A number of other projects in CNEP are carried out in partnership with others, such as active travel projects in collaboration with Public Service Board partners.
- 8.5 What has been done or will be done to **prevent** problems arising or worsening in the future?
- 8.6 One of the basic principles of CNEP is to try to prevent further increases in the average temperature of the planet and to limit global warming to "well below 2°C" in accordance with the United Nations Paris Agreement. Each of the plan's projects seek to stabilise or even reverse the probability that the current situation will lead to further problems in the future.
- 8.7 How have you considered the **long-term** and what will people's needs be in coming years?
- 8.8 As noted above, the basis of the CNEP is to seek to prevent global warming problems from getting worse in the future, and while the Council has its own target of net zero carbon by 2030 the Welsh Government has set a target for the whole of Wales to be net zero by 2050. The CNEP therefore also takes into account that

changing the habits of Gwynedd's residents and businesses will be long-term work beyond 2030.

- 8.9 The Annual Report highlights that the CNEP itself states that further work is needed to incorporate projects that will help residents, businesses and communities to respond to climate change that is already changing our landscape, such as the impact of flooding and extreme weather. Work is currently underway to review the CNEP and make any necessary amendments so it is very likely that we will see additional projects in the future that will focus on helping Gwynedd residents to adapt to the different needs over a long period of time.
- 8.10 To ensure **integration** have you considered the possible impact on other public bodies?
- 8.11 A large number of the CNEP projects are planned or implemented in conjunction with other public bodies or with the voluntary sector and communities. See 8.4.
- 8.12 A number of local public bodies including Cyngor Gwynedd are members of the Public Services Board and one of the three Well-being Objectives in the Gwynedd and Anglesey Well-being Plan 2023-2028 is 'We want to work together to support our services and communities to move towards Net Zero Carbon'. There is ongoing collaboration with other local authorities across north Wales, the Welsh Local Government Association, the Welsh Government's Energy Service, Transport for Wales which has resulted in joint planning and commissioning. A number of CNEP projects are also dependent on successful collaboration with other partners, such as our biodiversity and land use projects in conjunction with the Gwynedd Nature Partnership.

9. Impact on Equality Characteristics, the Welsh Language and the Socio-Economic Duty

- 9.1 The impact of [Equality Characteristics, the Welsh Language and the Socio-Economic Duties](#) on the Climate and Nature Emergency Plan were assessed when it was adopted at a meeting of the Cabinet on 8 March 2022. This assessment is directly relevant to the Annual Report on the CNEP.

10. Next Steps

- 10.1 Following the discussion at the Communities Scrutiny Committee any comments the Committee has on the Annual Report will be submitted to the Cabinet's attention. The Council's Cabinet will consider the Annual Report at its meeting on 14 October.

10.2 If the Cabinet approves the report we will publicise it and encourage the residents of Gwynedd to take advantage of the opportunities to reduce their personal carbon emissions as well as help the Council meet our own net zero target.

11. Background Information

[Climate-and-Nature-Emergency-Plan.pdf](#)

12. Appendices

Appendix 1 - Climate and Nature Emergency Plan Annual Report 2024/25



Annual Report

Cyngor Gwynedd Climate and Nature Emergency Plan

2024/25

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1. Foreword by the Council Leader



It is my pleasure to submit a report which provides a detailed overview of Cyngor Gwynedd's progress to realise our Climate and Nature Emergency Plan 2024/25. It includes data, information about projects, and an evaluation across many operational areas.

Implementing our Climate and Nature Emergency Plan is a central part of the work to create a Green Gwynedd, which is one of the priorities in the Cyngor Gwynedd Plan 2023-2028. We are attempting to change how the Council operates in order to reduce the harm caused to the planet, and it is important that all elected members and staff contribute to this work. Having said this, changing work practices and behaviours is no mean feat, and we have a challenge ahead of us if we wish to reach our ambition of being net zero carbon and ecologically positive by 2030.

Nevertheless, positive steps forward were taken during 2024/25. By investing in installing solar panels on 66 sites, we have reduced our energy costs, as well as saving carbon. We also helped residents to make the best of energy-saving technology

which will in turn, hopefully, help reduce the serious problem of fuel poverty.

I am pleased that we are taking big steps forward to change our fleet to electric vehicles. 43% of our cars and vans are now electric vehicles, and the rest will be replaced when the vehicle comes to the end of its lifespan. Our support to the Sherpa'r Wyddfa public bus service has led to a substantial increase in use again this year.

We are all aware how challenging the current financial circumstances are, therefore, every penny of financial investment from us as a Council must lead to the best value when reducing carbon emissions, as well as reduce costs. Since 2019, Cyngor Gwynedd has invested £6.8m in projects that are a part of the Climate and Nature Emergency Plan, but this has enabled us to attract £13.5m in grants from external bodies. These grants have been essential to be able to achieve our work, and more funding is needed if we are to continue with this essential work in the future.

Councillor Nia Jeffreys
Leader of Cyngor Gwynedd

2. Background

Cyngor Gwynedd has made it clear that responding to the climate and nature emergency is one of its priorities, and a Green Gwynedd is one of 7 priority areas in the [The Cyngor Gwynedd Plan 2023-28](#).

To understand more about what the Council is trying to achieve, please turn to the [Climate-and-Nature-Emergency-Plan.pdf](#) (CNEP) which was adopted by the Cabinet in March 2022.

The ambition of the Plan is "Cyngor Gwynedd will be net-zero carbon and ecologically positive by 2030."

The ambition corresponds with the Welsh Government's target for joint public sector organisations to be net-zero carbon by 2030 and for Wales to be a net-zero country by 2050.

Our Climate and Nature Emergency Plan includes several projects within the main themes –

- buildings and energy
- movement and transport
- waste
- governance
- procurement

- land use
- ecology

The Welsh Government is asking all local authorities and public sector bodies in Wales to present data annually on their carbon emissions and absorption, using a generic data spreadsheet. All data in this report has been extracted from the data submitted to the Government.

The progress with the plan is regularly monitored by the Climate and Nature Board, which has membership of officers and Cabinet Members and representatives from scrutiny committees.

This report will provide an insight into the progress that has been made in each of the CNEP's projects during the 2024/25 year, which is the third year the plan has been operational.

The previous annual reports can be viewed here - [Climate and nature: Plans, policies and reports](#).

This Annual Report will be scrutinised at a meeting of the Communities Scrutiny Committee on 18 September 2025 and then it will be submitted to the Cyngor Gwynedd Cabinet.

3. Section 6 of the Environment (Wales) Act 2016

Our Climate and Nature Emergency Plan (CNEP) declares our ambition to be: "Cyngor Gwynedd will be net-zero carbon and **ecologically positive by 2030.**" One of the steps we can take to make this a reality is to act on the contents of Section 6 of the Environment (Wales) Act 2016.

According to Section 6 of the Environment (Wales) Act 2016, public authorities operating in Wales have a duty to maintain and improve biodiversity and to promote the strength of ecosystems.

'Section 6' notes that public authorities should incorporate the need to consider biodiversity and ecosystems in their ideas and initial business plans, including any policies, plans, programmes and projects, as well as their daily activities.

The Welsh Government published a national biodiversity strategy, namely the 'Nature Recovery Action Plan' in 2015 which outlined the commitment to reversing biodiversity loss in Wales, and the objectives for action. It contains 6 objectives for nature recovery in Wales:

Objective 1: Engage and support participation and understanding to embed biodiversity throughout decision-making at all levels

Objective 2: Protecting species and habitats of paramount importance and improving their management

Objective 3: Increasing the resilience of our natural environment by restoring degraded habitats and creating new habitats

Objective 4: Addressing key pressures on species and habitats

Objective 5: Improving our evidence, understanding and monitoring

Objective 6: Implementing a governance framework and support for achieving the objectives

To comply with the duty of Section 6, public authorities must publish a plan of their own outlining what they intend to do to maintain and enhance biodiversity and encourage resilience. Welsh Government guidance states that public bodies should consider basing their Section 6 duty scheme too on the national Nature Recovery Action Plan.

Cyngor Gwynedd is currently developing a revised Nature Recovery Plan, but in the meantime we have also included relevant information in the CNEP. While nature conservation and biodiversity has been woven throughout the CNEP, the Land


























Use and Ecology sections list the projects that will focus specifically on this work.

At the end of each section of this annual report you will find a description of how the work that has been undertaken contributes to the realisation of one or more of the above 6

objectives, which in turn comply with Section 6 of the Environment (Wales) Act 2016.

Here is a summary of the link between the Climate and Nature Emergency Plan projects and the Objectives of Section 6:

Climate and Nature Emergency Plan

	Objective 1	Objective 2	Objective 3	Objective 4	Objective 5	Objective 6
Buildings and Energy						
Movement and Transport						
Waste						
Governance						
Procurement						
Land Use						
Ecology						

4. Reaching the Current Situation

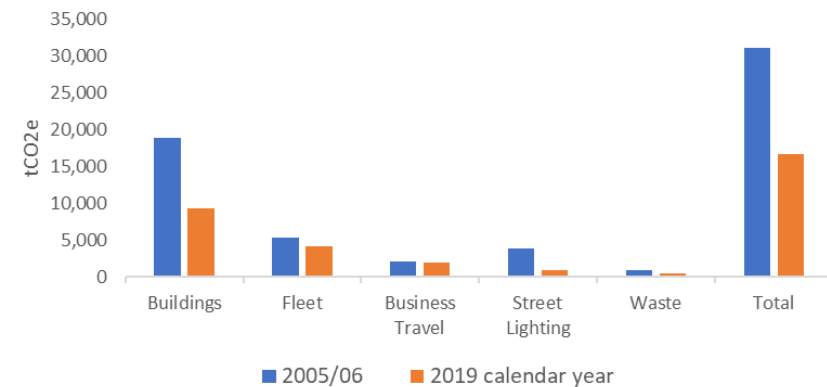
2010 - 2019

Prior to the existence of the Climate and Nature Emergency Plan the Council had already been taking action for years to try to reduce our carbon footprint. The Carbon Management Plan 1 was published in 2010 and the Carbon Management Plan 2 in 2015. 2005/06 was used as the baseline year to measure the data and progress for both plans.

By investing around £8m in energy consumption reduction measures between 2010 and 2019, we managed to reduce our carbon emissions by 58% in the areas of buildings, business travel, street lighting, fleet and waste.

The reduction per field can be seen in the graph below and it is fair to say that our efforts have resulted in national recognition several times.

Carbon Emissions
Carbon Management Plans 1 & 2



Since 2019

In March 2019, Cyngor Gwynedd announced that we faced a climate emergency and committed to taking decisive action to reduce carbon emissions and strive for a zero-carbon future. The next step on this journey was to draw up a strategy and action plan so that we have a clear work programme to follow.

Whilst developing the strategy, it became apparent that we need to give equal attention to the emergency that is facing nature as well, as they are running so closely together. The work concluded with the publication of the [Climate-and-Nature-Emergency-Plan.pdf](#) (CNEP) in March 2022. See chapter 2 'Background' for more details.

Measuring our Carbon Emissions

When the Council implemented Carbon Management Plans 1 and 2, we followed the Carbon Trust's recognised carbon emissions measurement methods, and measured progress in 5 areas as indicated by the chart. Since 2019, the Welsh Government has adopted a different system of measuring carbon data and therefore the CNEP has used year 2019/20 data as a new baseline. As there are slight variations between the two measures it would be misleading to make a direct comparison between carbon data before, and after, 2019.

We are now also measuring our carbon emissions in additional areas – procurement, staff commuting, and working from home (since 2021/22). We also measure how much carbon our lands absorb, and in offsetting that figure against total emissions we get a net figure, which is the gap to reach net zero.

5. Carbon Emissions and Absorption 2024/25

Our gap to net zero (**including** procurement) in 2024/25 was 72,857,729 kgCO₂e.

Our gap to net zero (**excluding** procurement) in 2024/25 was 18,132,729 kgCO₂e.

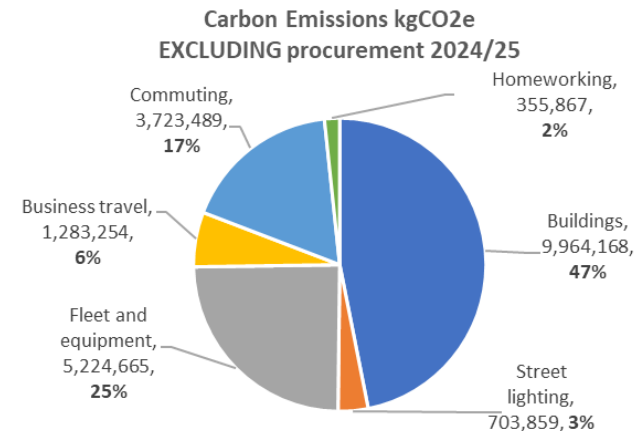
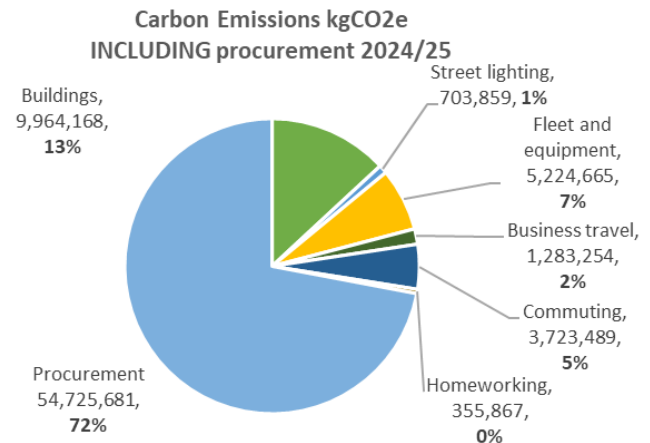


Carbon Emissions

The first chart opposite shows our carbon emissions over 8 headings and includes procurement emissions (purchases of goods and services).

The methodology of measuring carbon emissions resulting from our procurement processes is imperfect because it is based on how much money we spend. The more we spend the greater the emissions.

As the procurement data can create an imperfect picture, the second chart opposite presents data for the remaining 7 headings after procurement is disregarded.

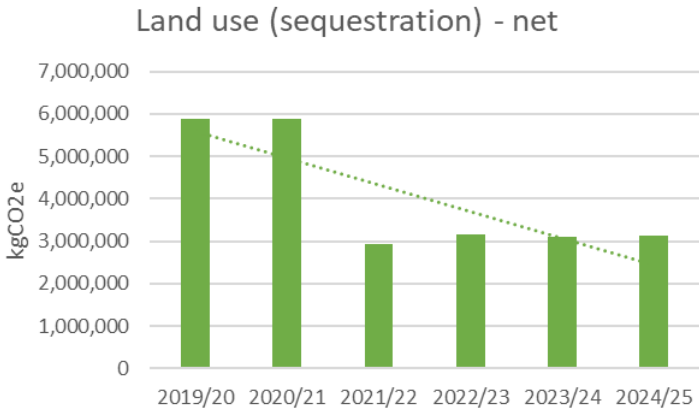


Carbon Absorption

As the chart below shows, carbon absorption levels on Council land have dropped 47% between the 2019/20 baseline year and 2024/25 but increased 1% between 2023/24 and 2024/25.

The reduction since 2019/20 was partly due to changes in the calculation methods, but also as we now own fewer hectares of land. The increase since 2023/24 has occurred as some plots have changed from brownfield land to grassland.

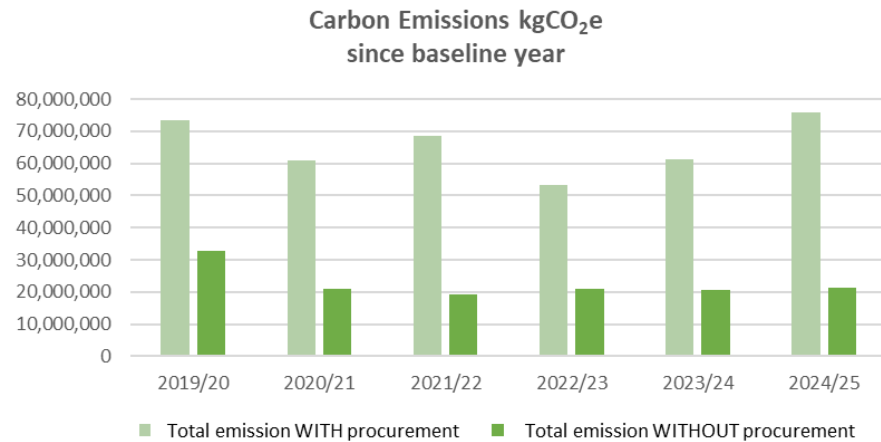
See chapters 11 and 12 for further details on the work done to increase carbon absorption levels on Council land.



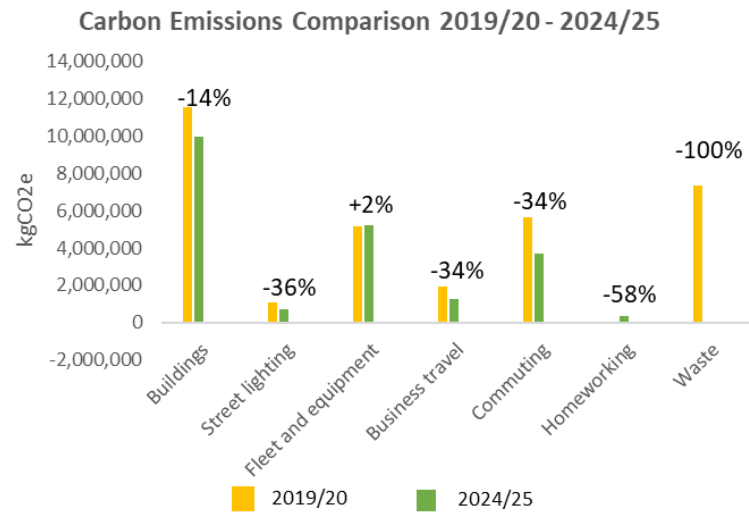
Where are we on the journey of reaching net zero by 2030, and does the 2024/25 data show we are on the right track?

Over the 6 years between 2019/20 and 2024/25, the Council invested £6.8m in the projects in the CNEP, but this more than doubled in value as we also attracted £13.5m in external grants over the same period.

Between 2019/20 and 2024/25, we managed to reduce our carbon emissions by 35% across the fields of buildings and energy, business travel, street lighting, fleet, waste, commuting and working from home.



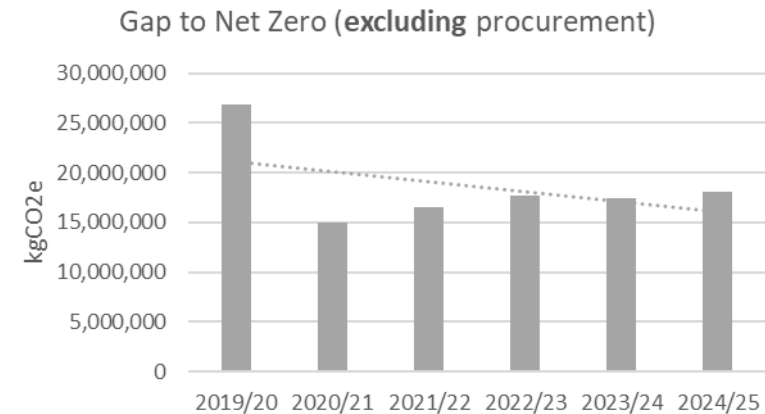
The change since 2019/20 varies according to the individual fields, as shown in the chart below. More information on the reasons behind the change can be found in chapters 6 - 12.



The Gap to Net Zero

In simple terms, the gap to net zero is the amount of CO₂e that we need to remove in order to reach our ambition: "Cyngor Gwynedd will be net-zero carbon and ecologically positive by 2030." The total CO₂e is calculated by deducting the value of the total carbon being absorbed from the total carbon being emitted.

By looking at our carbon emissions and absorption data, **excluding** procurement data, our gap to net zero is 32% less in 2024/25 compared with 2019/20 and 4% higher than in 2023/24.



The net zero gap for 2024/25 is 18,132,729 kgCO₂e. This is slightly less than the emissions deriving from our buildings, fleet and commuting together. It is also almost 6 times more than the absorption value of our lands.

A substantial drop in emissions and a substantial increase in absorption levels will be required if we are to reach the ambition of being net zero by 2030.

6. Buildings and Energy

Carbon emissions from buildings and energy in 2024/25 is 49% of the total (excluding procurement), representing a 14% reduction from 2019/20 and an 8% reduction from 2023/24.

Carbon emissions from street lighting in 2024/25 are 3% of the total (excluding procurement), representing a 36% decrease from 2019/20 and a 1% increase from 2023/24.

What did we say we would do in 2024/25?

Short-term Priorities 2022/23 – 2023/24

Projects:

1. Aim for long-term benefits when planning construction or building renovations.
2. De-carbonise the Council's energy supply.
3. Use Passivhaus low carbon construction methods in developing our innovative housing pilot scheme.
4. Offer advice and information to Gwynedd residents about the benefits and opportunities of using low carbon building methods when building homes and low carbon heating/energy systems to maintain a home.

5. Set individual room heating regulations to reduce the energy required to heat a building.
6. Upgrade street-lights and traffic signs to use less energy.
7. Improve the energy infrastructure in Gwynedd and north Wales to maintain low carbon energy and transport systems.

What did we do?

In reality, each of the above projects have continued beyond the 'short-term' period, either because maintenance work is an ongoing responsibility or because we have seen an increase in the demand for the work.

Project 1 –The work of improving the fabric of buildings to make them more energy efficient (projects 1, 9 & 14) is ongoing work that has been underway by us as a Council for over a decade. See the information about projects 9 and 14 below for more details.

Our long-term goal is to plan developments to the fabric of buildings by modelling them in the *Passivhaus Planning Package* (PHPP), which is a method of designing buildings that are as efficient as possible in terms of energy.

Projects 2 and 7 - The Council has continued to increase the amount of electricity we produce through solar panels, which in turn reduces the amount of electricity needs to be purchased through the national grid and reducing carbon emissions. See the report on Project 9 for more information.

During 2023/24 and 2024/25, the Council worked with Ambition North Wales, the ARUP company and local stakeholders to develop a Local Energy Plan. The Local Energy Plan intends to create an integrated low carbon energy system for Gwynedd, improving existing infrastructure which will in turn support all sectors to transform their current energy use. The plan will be presented to the Cyngor Gwynedd Cabinet in 2025/26, but discussions with regional and national partners continue, in order to agree how the plan can be implemented and funded.

Project 3 – Passivhaus principles are a consideration as the Council plans new buildings, e.g. Ysgol Bontnewydd. The exact construction methods are agreed on a development-by-development basis. See the report on Project 14 for more details.

Project 4 - ECO 4 is a plan that is funded by Welsh Government but is administered by the Council. It provides funding for energy efficiency improvements in the home such as a new central heating system, upgrades to the current heating system and/or insulation and/or solar panels. Our tackling poverty officers and energy advisers have been holding face-to-face

information sessions in our communities as well as answering queries via the website or by phone and helping residents to take advantage of the ECO 4 scheme.

Between October 2022 and April 2025, 753 houses in Gwynedd saw an improvement in their energy performance. The EPC (Energy Performance Certificate) changed for the better, with 70 increasing to A, 563 to B and 101 to C. This means that there has been an expenditure of over £10M on houses in Gwynedd since the beginning of ECO 4.

As well as the ECO 4 scheme, during 2024/25, 656 energy vouchers to the value of £24,719 were distributed to residents in need who are on a pre-payment meter. Since the beginning of the scheme in 2022, 5,671 energy vouchers have been shared, which have helped the people of Gwynedd directly.

Project 5 - We have centralised systems for heat management in buildings, so we do not see the need to move forward with imposing individual room heating regulations at this time. This need may change in future if the Internet of Things project (within the Cyngor Gwynedd Digital Plan 2023-28) demonstrates that there is added value to changing the current system.

Project 6 – This project to change streetlamps and traffic to LED ones started in 2016/17, and the bulk of this project was completed by the end of 2022/23, leading to a substantial reduction in electricity use and financial costs.

During 2022/23, the Council adopted responsibility for large parts of the A487 around Caernarfon from the North and Mid Wales Trunk Roads Agent, and as a result, many additional street lamps that needed to be changed to LEDs, which led to a further increase in cost and electricity use.

By the end of 2024/25, most of this additional work had been completed, and although an increase of 1.2% was seen in spending on electricity compared to the previous year, the fact that we had installed LED lamps led to a 1% reduction in carbon emissions. Although the emissions from streetlights is very small (3% excluding procurement), those emissions derive from the fact that the electricity which powers them comes from the national grid.

Medium-term Priorities 2022/23 – 2026/27

Projects:

8. Save 5% of carbon emissions from buildings by bringing them up to the CIBSE 'good practice' standard.
9. Reduce our carbon emissions by expanding our use of solar panels to create renewable energy.
10. Electrification of building heating systems to reduce carbon emissions.
11. Install EC (*electronically commutated*) ventilation fans in buildings in order to reduce the energy required to run them, compared to the usual fans.

12. Upgrade specialist lighting in leisure centres to reduce energy consumption.

What did we do?

Project 8 - Possibly the easiest and most obvious method of reducing emissions from buildings is to reduce the demand and use of energy. The Council has installed a Buildings Management System in over 100 of our buildings, which enables us to take readings and manage energy use remotely. By monitoring this system regularly, it is possible to identify any waste from energy immediately and resolve the problem. This monitoring work saves approximately £250,000-£300,000 per annum, as well as save carbon emissions.

This monitoring work has also shown us that our use of gas has been 10% higher in 2024/25 than in 2023/24, because there were 10% more low temperature days. This increase explains the 8% increase in emissions from buildings during the year. We will continue to be reliant on gas as a heating source until the fabric of our buildings have been adapted, and that they are ready for heat pumps.

Every other project also contributes to the aim of this project of reducing carbon emissions from our buildings.

Project 9 - Following the Council's decision to invest £2.8m to extend our plans to install PV solar panels, by the end of March 2025, solar panels had been installed on 66 of our sites.

There was some delay in the work programme as it emerged that this work needed to be tied in with any other refurbishment or energy planning work done to buildings. We are also restricted to carry out work to school buildings during school holidays only. For example, it took six weeks over the summer holidays in 2024 to install solar panels at Ysgol Llanbedrog, and there was a need to wait until the summer holidays 2025, before doing further work to install heat pumps. We are also busy remodelling how much electricity is needed for several of our buildings as we measure whether we need to install electric vehicle charging points.

Nevertheless, the work is continuing, with plans already afoot to install more PV panels on 22 sites (schools, care homes and offices) by the end of 2025.

Project 10 – The Council successfully attracted a significant grant to fund a pilot project to install heating pumps at 3 sites, and the Council's Cabinet agreed to contribute 10% of equivalent costs (£194,535). Clause 1 of installing the heat pumps on school sites has started during the 2024 summer holidays and will be completed during the 2025 summer holidays. Now, heat pumps have been installed in five of our schools. See also the link between this project and project 9.

Project 11 – Ventilation fans will be installed on 1 school site and 1 care home site as part of the heat pumps project (Project 10).

Project 12 – The Council's Cabinet agreed to contribute £416,617 towards the running costs of a pilot scheme to install LED lighting at six sites. The work of installing the lights has slipped because there was a need to prioritise time to install heat pumps, but the Energy Unit and Maintenance Unit has collaborated to continue with the work in Ysgol Friars over the summer 2025, with the intention to complete the work by the end of the 2025/26 financial year. The carbon and financial savings will be measured before the value of extending the scheme to replace lighting across the rest of the Council estate is decided.

Long-term Priorities 2022/23 – 2029/30

Project:

13. Increase our carbon 'credit' by installing solar farms to produce energy that the Council can use or sell.

What did we do?

Project 13 – This project is not currently a priority because the financial costs of connecting to the national grid are so high, and because the Council, under existing data reporting arrangements, cannot claim the 'carbon credit' on any electricity generated. Nevertheless, the Local Energy Plan has identified

opportunities to develop solar farms, and we will continue to discuss how to fund such pilot projects. See also project 9.

Ongoing Priorities

Projects:

14. Improve the fabric of Council-owned buildings to make them as energy efficient as possible.
15. Prevent the over-development of fossil fuel energy schemes.
16. Maximise the benefits that come from implementing our energy and heating policies.
17. Equipment used within Council buildings to be as energy efficient as possible.

What did we do?

Project 14 - In order to get the biggest benefit from any plans to save energy, such as installing solar panels or heat pumps, it is necessary to improve the fabric of buildings first.

During 2024/25, the Council succeeded to attract a grant of £1.7m through the Welsh Government's Low Carbon Heat grant in order to upgrade the Plas Ogwen residential home in Bethesda, to the EnerPHit standard, namely retrofit Passivhaus. This may be the first residential home of its kind in Britain. The work is expected to lead to a saving of 80% in carbon emissions deriving from heating.

Project 15 – This matter has been addressed in the creation of the Local Energy Plan (Projects 2 & 7), and also in the development of the Gwynedd Local Development Plan 2024-2039.

Project 16 – Projects 1-17 contribute to this aim.

Project 17 – After adopting the Cyngor Gwynedd Digital Plan 2023-28, projects are afoot to save energy, reduce the use of paper and reduce waste. Now, in 2025/26, there is a new agreement in place to provide printing and photocopying machines, which will lead to a reduction in financial costs and carbon emissions.

Section 6 of the Environment (Wales) Act 2016

The above projects contribute to the objectives below:

Objective 2: Protecting species and habitats of paramount importance and improving their management

Objective 3: Increasing the resilience of our natural environment by restoring degraded habitats and creating new habitats

Objective 5: Improving our evidence, understanding and monitoring

See Project 15 above.

7. Movement and Transport

Carbon emissions from the Council's fleet in 2024/25 are 24% of the total (excluding procurement) which is a 2% decrease from 2019/20 and a 3% increase from 2023/24.

Carbon emissions from buildings and energy in 2024/25 is 17% of the total (excluding procurement), representing a 34% reduction from 2019/20 and a 6% reduction from 2023/24.

Carbon emissions from business travel in 2024/25 are 6% of the total (excluding procurement) which is a 34% decrease from 2019/20 and a 4% increase from 2023/24.

What did we say we would do in 2024/25?

Short-term Priorities 2022/23 – 2023/24

Projects:

1. Move away from using fossil fuel vehicles towards a fleet of ULEV (ultra-low emission vehicles) vehicles (cars and vans).
2. Install electric vehicle charging points for Council vehicles.
3. Install electric vehicle charging points for Gwynedd residents.
4. Reduce business travel.

5. Reduce carbon emissions and parking problems in areas that are popular with visitors.

What did we do?

Project 1 – Since adopting our Green Fleet Plan 2023-29 in January 2023, our policy is to buy new electric vehicles (EV) where possible as the current fleet of petrol and diesel cars reach the end of their lifespan. At the end of 2024/25, the Council succeeded to attract a grant of £124,379 from the Welsh Government in order to purchase 11 electric vehicles: 9 small vans and 2 minibuses. We should see financial savings as well as carbon savings as new cars are used during 2025/26.

By the end of 2024/25, 79 electric vehicles and 9 Hybrid vehicles are in the fleet, which is 43% of all the cars and vans we own. We have calculated the electricity use of these vehicles within the fleet emissions total for 2024/25, rather than within the building electric use, as we did in 2023/24. Nevertheless, our electric fleet is responsible for 0.4% of all the Council's fleet emissions, which shows the difference that this change has done to our net zero journey.

Project 2 – The Council successfully attracted a grant of £406,897 at the end of 2024/25, in order to install 21 charging points on 11 Council sites, as well as 6 batteries on 6 sites which

will be able to store energy being generated by our solar panels, which in turn, could feed the charging points.

By the end of March 2025, there were 52 charging points operational at 11 sites, with a programme of work to install further points over an additional 6 sites having already commenced during 2025/26.

Project 3 - By the end of 2023/24, the Council owns and manages 38 charging points for the public in 10 locations and 14 additional charging points in 4 Council-owned sites are managed by Transport for Wales. As a Council, we are working with Transport for Wales and Eryri National Park in planning the locations of public charging points. A much higher number of machines have been installed but we are waiting for the electricity connection to be authorised.

A grant of £105,000 was attracted from the ULEV fund to enable us to install charging points during 2024/25. Our ongoing programme to install public charging points continues during 2025/26 and this will be reviewed as we assess the needs of the future.

Project 4 – As a Council, we hold several internal and public meetings virtually, including all major Council meetings – Full Council, Cabinet, Scrutiny, Planning – significantly reducing the need to travel to workplaces. This approach has resulted in a significant 34% reduction in carbon emissions from business travel since 2019/20. Nevertheless, a small increase of 4% was seen between 2023/24 and 2024/25 as more meetings and site

visits were conducted in personal petrol and diesel cars, rather than via virtual meetings. Since the Council adopted the Hybrid Working Scheme, staff need to work from a work location for 2 days a week (full-time basis), therefore the number of business journeys has increased.

Moving forward, we have started to enable staff to use the Council's electric fleet vehicles, instead of their personal cars. We are also going to correct the accuracy of the 'grey fleet' carbon emissions, or use of personal vehicles to travel on business journeys, to collect information on electric vehicles as well as petrol and diesel.

Project 5 - One of the great successes of an integrated transport system is the Sherpa'r Wyddfa bus service, which is a network of bus services around the Wyddfa catchment area that increase active travel options to reduce parking problems in popular areas in Eryri. Since the pre-booking system was introduced at the Pen y Pass car park in 2021, and an increased Sherpa'r Wyddfa service, there have only been 2 cases of dangerous parking on Llanberis Pass where the police have been called - an obvious comparison with previous years.

In August 2024, 72,296 people used the Sherpa service, an increase of 79% since August 2023, and this is the first time that the number of passengers exceeded 70,000 in a month.

Long-term Priorities 2022/23 – 2029/30

Project:

6. Have low carbon or zero carbon fuel options for the Council's heavy fleet

What did we do?

Project 6 - 32% of all Council fleet emissions for 2024/25 derive from vehicles (most are HGVs) which are involved with the work of waste transportation. We are not of the opinion that there are suitable electricity or hydrogen options available on the market at present, which will enable us to move away from the existing diesel vehicles. Nevertheless, converting the fleet from heavy vehicles to use electric or hydrogen is a long-term process, and Council officers are collaborating with Ambition North Wales on their Hydrogen Hub project and with the Welsh Local Government Association, to share new developments and good practice amongst local authorities.

Ongoing Priorities

Projects:

7. Reduce carbon emissions through staff commuting habits
8. Encourage active travel among staff – in the interests of health and well-being and to reduce carbon emissions

9. Encourage active travel among residents and visitors to Gwynedd to improve physical and mental well-being and reduce carbon emissions of short car journeys
10. Increase opportunities for community organisations to access EV or ULEV vehicles or use low carbon technology

What did we do?

Projects 7 and 8 - The Gwynedd and Anglesey Public Services Board, of which the Council is a member, adopted the Active Travel Charter in 2024/25. The Active Travel Task Group in the Council is leading on work to encourage active travel by trialling various initiatives for staff to change their daily travel habits, and our active travel champions have been encouraging staff to change their travel-to-work habits. An exciting new development was the creation of an app which compares the financial cost and carbon emissions of a bus journey and car journey, and this led to setting a challenge for staff to travel on a bus. A session was held during the Wales Climate Week in November 2024 for staff to trial electric bikes, jointly with Yr Orsaf enterprise from Penygroes, and this has led to many similar sessions in 2025/26.

The Council has a Green Car Scheme and a Green Bike Scheme available to most staff, which are salary sacrifice schemes to lease an electric/hybrid car or a new bike. We have been encouraging staff to take full advantage of these opportunities, holding several open days to pilot electric bikes. A total of 32

staff members have taken advantage of the bicycle scheme and 16 have leased an electric or hybrid car during 2024/25.

Project 9 – Several long-term projects were in progress during 2024/25 - Safe walking and cycling paths on Penrhos Road, Bangor; new paths and improved access to Ysgol Rhostryfan and Ysgol Treferthyr, Cricieth, as well as minor improvements to other parts of the network. The Council is protecting and developing a network of Lonydd Glas across the county, which offer a total of 31.5 miles of safe walking and cycling paths. The Lôn Las Ogwen path was reopened during the year, after upgrading the structures along it. The public footpaths, rights of way and paths that are a part of the Wales Coast Path network are also being maintained by Cyngor Gwynedd, for the benefit of residents and visitors. See also Projects 5, 7 & 8 above.

Project 10 – Discussions have commenced during the year between the Council and community energy enterprises in order to investigate the possibility of collaborating on a project to generate renewable energy in car parks. This work will continue in 2025/26.

Further observations

Cyngor Gwynedd took major steps forward during 2024/25 to expand our fleet of electric vehicles, and this has obviously been successful as only 0.4% of all fleet emissions derive from electric vehicles.

32% of the fleet's emissions derive from heavy waste collection vehicles, therefore, it should be noted that these emissions are recorded under the fleet heading, not under waste. As noted above, currently, there are no viable alternative electricity options to diesel HGV vehicles, and therefore it will be very difficult to reduce the waste fleet emissions further.

Although we have replaced small petrol and diesel cars and vans for electric ones as they reach the end of their lifespan, we have unfortunately been unable to reduce the number of vehicles in our fleet. The increasing demand for services, as well as the need to have a fleet which serves a geographically large county, means that reducing the miles being travelled, is a big challenge. Nevertheless, the work is continuing in 2025/26, in order to rationalise the number of vehicles in our fleet to maintain necessary services whilst also reducing the carbon emissions of our fleet's journeys.

Section 6 of the Environment (Wales) Act 2016

The above projects contribute to the objectives below:

Objective 2: Protecting species and habitats of paramount importance and improving their management

One of the positive side effects of increasing the provision of public transport in the Eryri area (Project 5) is that the incidence of irresponsible and dangerous parking has reduced. In turn, this has helped to protect biodiversity on road verges and near locations that support fragile biodiversity.

Objective 3: Increasing the resilience of our natural environment by restoring degraded habitats and creating new habitats

Projects 5, 8 and 9 above run alongside the Council's work to maintain public rights of way, and to maintain grounds. Whilst looking after the county's network of 'lonydd glas', cycle and walking paths we have been protecting path and road verges to maintain and enhance biodiversity.

Cyngor Gwynedd is responsible for a Rights of Way network which is approximately 3,800km long and open to pedestrians, horse riders, cyclists, horse and cart and motor vehicles.

8. Waste

Carbon emissions from Council waste in 2024/25 are 0% of the total (excluding procurement) which is a 100% reduction from 2019/20 and since 2023/24.

What did we say we would do in 2024/25?

Short-term Priorities 2022/23 – 2023/24

Projects:

1. Promote a circular economy in order to reduce the number of items being disposed of and reducing carbon emissions in the supply chain from the purchase of new goods
2. Reduce the amount of street waste that is disposed and increase the amount of street waste that is recycled
3. Reduce paper use

What did we do?

Projects 1, 4, 5 and 6 – The Council worked closely with a number of community initiatives on new projects to boost the circular economy in Gwynedd, all funded by Welsh Government. The following projects ran successfully during 2024/25: Sied Werdd with Antur Waunfawr, Gofodau Ffiws and Ar y Lôn with MSparc, and Repair Cafés. As a part of the Ffiws project, the

Revolving Fund has earmarked grant funding of £319,156 to 24 enterprises across Gwynedd. The purpose of the fund is to support enterprises to act in a more cyclical manner, to reuse and/or reduce their waste. A new services was commenced during 2024/25 when a Paint Shed was commenced in 4 recycling centres to re-distribute paint to the public: Llandegai, Pwllheli, Garndolbenmaen and Dolgellau.

Project 2 – A work programme of installing public recycling bins on popular beaches was completed, with the final ones being installed after completing the redevelopment work in Dinas Dinlle. Work continues to install the bins at our temporary camping sites, Arosfan. We are continually assessing the need to install public recycling bins in sites across the county, therefore we will install bins in the towns of Caernarfon, Pwllheli, Blaenau Ffestiniog and Dolgellau as a part of broader work to 'improve town centres'. As there has been an increase in the bulk of street waste being recycled, by the end of the year it became apparent that we need to take a step back to measure whether we collect the waste in the most efficient way. In 2025/26, we will reassess the waste collection fleet requirements in order to make the best use of our scarce resources.

Project 3 – One change to our internal working arrangements which has remained since the Covid-19 period is reducing the

use of paper in offices, and a decision not to print papers for meeting, unless there is a reasonable exception for doing so.

During the year, we have been preparing a new five-year contract for printers across the Council's sites, with the numbers reduced. By the end of 2024/25, a new plan and tender had been drawn up, ready for publication, and the new arrangements will substantially reduce the use of paper and save energy.

Medium-term Priorities 2022/23 – 2026/27

Project:

4. Reduce the number of items arriving at waste incineration sites by encouraging people to repair and re-use (Repair Cafés)

What did we do?

See Project 1 above.

Ongoing Priorities

Project:

5. Repair and modify equipment that would otherwise be disposed of and incinerated, and sold

6. Reduce food waste by supporting community projects seeking to re-distribute food that would otherwise be discarded

What did we do?

Project 5 – See Project 1 above.

Project 6 - A new Food Grant Fund was opened for 2024/25 to support community schemes which addresses and reduces food waste, redistributes residual food and addresses food poverty and affordability. The fund was financed with a grant of £40,000 from the Welsh Government.

Further observations

When talking about 'waste', we are referring to waste generated by Gwynedd residents and businesses, as well as the waste that Cyngor Gwynedd itself is responsible for as an organisation.

The emissions under the 'waste' heading derives from waste treatment processes, whilst the emissions deriving from collecting and transporting waste for processing are calculated under the 'fleet' heading. 32% of fleet emissions in 2024/25 derived from waste collection and transportation.

Further changes have been made to the methodology of calculating waste carbon emissions in 2024/25. Now, all waste treatment methods, except for landfill (e.g. recycling,

incineration, anaerobic digestion, etc.) give us a figure of zero. All residual waste from Gwynedd residents and businesses is treated on the Parc Adfer site in Deeside, where it is incinerated to generate energy, therefore no waste is taken to landfill.

We also started to develop a new Waste and Recycling Strategy during 2024/25, and this will be published in 2025/26.

Section 6 of the Environment (Wales) Act 2016

The above projects contribute to the objectives below:

Objective 1: Engage and support participation and understanding to embed biodiversity throughout decision-making at all levels

When developing the projects involved in the scheme to boost the circular economy, we consulted continuously with all our community partners, and officers at many levels within the Council have been considering the impact of the projects on biodiversity.

Objective 2: Protecting species and habitats of paramount importance and improving their management

Objective 3: Increasing the resilience of our natural environment by restoring degraded habitats and creating new habitats

Objective 4: Addressing key pressures on species and habitats

Projects 4, 5 and 6 above contribute to objectives 2, 3 and 4 as our food hubs and community gardens have assessed their influence on biodiversity and developed them in a way that will not harm the surrounding environment.

9. Governance

What did we say we would do in 2024/25?

Short-term Priorities 2022/23 – 2023/24

Projects:

1. Share information publicly about the work the Council is doing to reduce carbon emissions to encourage others to change habits
2. Support communities to plan and deliver local solutions to local needs

What did we do?

Project 1 – We regularly share information about projects the Council is involved in through our social media and press releases and share information about opportunities to save energy and money through the Eco4 scheme.

We held local campaigns in specific communities during the year in an attempt to change the behaviour of residents and encourage them to recycle more.

Resource shortages remain a barrier for us to progress with the broader work of influencing and changing the habits of

residents, but this is a matter that we will address as we review our Climate and Nature Emergency Plan. We are also involved in the work of the Gwynedd and Anglesey Public Service Board to realise their [Well Being Plan](#). One of the 3 Well-being Objectives of the scheme is "We want to work together to support our services and communities to shift towards Net Zero Carbon".

Project 2 - Our energy saving roadshows share information about the financial support available for residents to adapt their homes, as well as offer information about energy and money-saving methods.

Our other projects as a Council also contribute to helping and influencing residents' habits – Clean and Tidy Communities, circular economy projects such as supporting food hubs, Ffiws/Repair Café (see the 'Waste' chapter for more details).

Medium-term Priorities 2022/23 – 2026/27

Project:

3. Elected members and staff who:
 - understand the implications of the impact of climate change

- make decisions based on information about the effects
- act in the most positive manner possible towards mitigating the impact of climate change and being ecologically positive

What did we do?

Project 3 - The Climate and Nature training e-module was launched at the beginning of 2024/25, and it is regularly promoted to encourage staff and elected members to complete it.

The members of the Council's Climate and Nature Board, i.e. the in-house group that sets a strategic direction and monitors the work's development, receives regular information about relevant matters before they make a decision, including financial decisions.

Substantial progress was seen during the year in the information and news of events being shared with staff and members via our new newsletter. The Climate and Nature section on the intranet, the newsletter and the information being shared through the in-house bulletin and staff Facebook page, are effective ways of sharing information and help change behaviour also.

Ongoing Priorities

Project:

4. Encourage staff to develop careers in areas that reduce the impact of climate change or are ecologically positive
5. Review current Council policies and strategies so that reducing carbon emissions or reducing the impact of climate change is a factor in reaching a decision

What did we do?

Project 4 – The Council has two schemes that are successful in attracting applicants, an apprenticeship scheme and a professional trainee scheme ('Cynllun Yfory') for graduates. In September 2024, the first Climate Change Professional Trainee commenced in post. Work also commenced to recruit an Ecological Planning Professional Trainee and Energy Apprentice for the summer of 2025.

Project 5 - During the year, a lot of time was spent developing a new Local Energy Scheme for Gwynedd which will go before the Cabinet in 2025/26, and an EV Vehicle Charging Strategy is also being developed, again to be adopted in 2025/26.

Section 6 of the Environment (Wales) Act 2016

The above projects contribute to the objectives below:

Objective 1: Engage and support participation and understanding to embed biodiversity throughout decision-making at all levels

Work has been carried out with Town and Community Councils to inform them of their duty under the Environment (Wales) Act 2016.

Objective 6: Implementing a governance framework and support for achieving the objectives

The work carried out under projects 3 and 5 contributes to the realisation of Objectives 1 and 6.

10. Procurement

72% of the Council's carbon emissions during 2024/25 were from our procurement processes, which is a 35% increase from 2019/20 and a 34% increase from 2023/24.

The method of measuring procurement carbon emissions, or the supply chain, is based on spending alone. Simply put, the higher the spending, the greater the emissions. The increasing cost of purchasing goods and services therefore leads to an increase in carbon emissions under the 'procurement' heading. The formula to measure the emissions has also changed since 2023/24, therefore although the increase in spending in a field such as social care is moderate, the increase in the formula leads to a substantial increase in emissions.

The areas where the Council spends most through procurement agreements are: health and social care; food and goods; construction.

What did we say we would do in 2024/25?

Ongoing Priorities

Projects:

1. Providing market support, particularly to local providers, to be able to measure the impact of their operations on their carbon footprint

2. Understanding and measuring carbon emissions when realising contracts in the procurement chain

What did we do?

Project 1 - The Council chose to focus on helping businesses providing health and social care in 2024/25 in order to reduce their carbon emissions and to measure the emissions. This will help reduce Gwynedd's emissions as a county and give us an option as a Council to measure the procurement emissions more accurately - based on Carbon Management Plan reports instead of the financial value of the contract. We collaborated with Business Wales to hold on-line workshops for companies, and then they have received one-to-one support from Business Wales to create a Carbon Management Plan.

We made changes to the requirements in the school transport contracts in 2024/25, placing more emphasis on rewarding providers using less polluting vehicles. We also supported the commencement of a pilot 'Vegetables from Wales for Welsh Schools' scheme, bringing local organic food growers together with local schools. We look forward to seeing the development of this project in 2025/26.

Project 2 - The work under Project 1 above supports providers to be able to measure their carbon emissions more accurately, but in order

to get the best from this, Council officers also need to understand how to support them. To help with this, we reviewed our Sustainable Procurement Policy and developed guidance for staff who commission contracts to supervise how providers report on reducing carbon.

Section 6 of the Environment (Wales) Act 2016

The above projects contribute to the objectives below:

Objective 5: Improving our evidence, understanding and monitoring

Objective 6: Implementing a governance framework and support for achieving the objectives

The two above projects contribute to these two Objectives, as receiving and monitoring Carbon Management Plans give us evidence of how providers are going to protect biodiversity.

10. Land Use

All Council lands (which include 'brownfield' sites that have been constructed) absorbed a value of 3,123,254 kgCO_{2e} net of carbon in 2024/25. This is 47% less than in 2019/20 and a 1% increase from 2023/24.

Offsetting the carbon absorbed against our carbon emissions contributes to reducing the gap to net zero.

What did we say we would do in 2024/25?

Medium-term Priorities 2022/23 – 2026/27

Projects:

1. Identify the contribution of Council-owned trees to carbon absorption and storage and flood reduction
2. Identify the contribution of Council-owned lands to carbon absorption and storage and flood reduction
3. Establish tree nurseries to grow trees ready for planting
4. Identify opportunities to plant trees as part of the National Forest for Wales initiative

5. Conserve agricultural land in Gwynedd and using it for a competent purpose, and managing afforestation projects

What did we do?

Projects 1 and 7 – Essential maintenance work continued to be carried out on 8 sites of Council-owned woodland, and repairs were carried out in Parc Dudley, Waunfawr, and in ancient woodland in Parc Meurig, Bethesda, which is now safe and open to the public to enjoy.

Project 2 - Parcels of Council land were identified to convert to wildflower meadows which increases the land's ability to absorb more carbon. Planting wildflower meadows, particularly on road verges, is now ongoing work, and we regularly share information on the advantages of this with residents.

The Welsh Government continues to collaborate with Data Map Wales on an on-line tool which will enable local government to measure the carbon value of lands in their ownership.

The work of identifying lands for their flood reduction potential occurs with the creation of a Flood Risk Management Strategy (see Section 12).

Projects 3 and 4 - Two small-scale nurseries were established as a part of the Gwynedd Nature Partnership. The purpose of the nurseries is to grow a supply of local trees to plant on public land. The importance of this became apparent after Storm Darragh, when there was a need to replant to replace fallen trees.

The Gwynedd Nature Partnership is partnering with several external organisations to maintain native tree nurseries and trees which are native to Gwynedd. We collaborated with three care homes to promote active gardening, including protecting plant buds for Council use.

Project 5 - During the year, the Ffermio Bro project was launched, which is a nature-friendly farming programme administered by Llŷn AONB - [Llŷn AONB - Home](#).

Project 6 - Unfortunately, the demand to deal with an increasing number of trees suffering from Ash Dieback disease is placing further pressures on our scarce resources. However, the team responsible for the work has been able to use the Ezytreev software to keep a detailed record of any tree that has to be felled, including its carbon value. They then collaborate with the Biodiversity Team and community organisations to plant new trees.

Project 7 – See Project 1 above.

Ongoing Priorities

Projects:

6. Controlling Ash Dieback Disease in trees and compensating for any carbon emissions as a result of felling trees
7. Council-owned woods are protected to maximise their potential to absorb carbon and become habitats for nature

What did we do?

Section 6 of the Environment (Wales) Act 2016

The above projects contribute to the objectives below:

Objective 1: Engage and support participation and understanding to embed biodiversity throughout decision-making at all levels

Objective 6: Implementing a governance framework and support for achieving the objectives

Cyngor Gwynedd leads the work of the Gwynedd Nature Partnership, a collective of organisations and individuals who act to protect and enhance biodiversity in the county. A fundamental operating principle of the Partnership is to consult with communities to plan projects at grass roots level.

Objective 2: Protecting species and habitats of paramount importance and improving their management

Projects 1 – 7 contribute to the realisation of this objective.

Objective 3: Increasing the resilience of our natural environment by restoring degraded habitats and creating new habitats

Projects 1 – 7 contribute to the realisation of this objective.

Objective 4: Addressing key pressures on species and habitats

Projects 1 – 7 contribute to the realisation of this objective.

Objective 5: Improving our evidence, understanding and monitoring

The Council has continued to collaborate with the Cofnod recording system which helps us to create a baseline for biodiversity across Gwynedd.

11. Ecology

What did we say we would do in 2024/25?

Short-term Priorities 2022/23 – 2023/24

Projects:

1. Identify the steps we need to take to protect nature's habitats and biodiversity into the future
2. Identify our valuable species and habitats and what measures are needed to protect and restore them

What did we do?

Project 1 - Work had continued during the year to produce our revised Nature Recovery Plan for the county and for the Llŷn Area of Outstanding Natural Beauty, and the plans will be published during 2025/26.

Project 2 - Alongside developing the Nature Recovery Plan, we have also been using Cofnod processes to map species, and this work continues. We are also in the process of drawing up a Green Infrastructure Assessment as part of the work of drawing up a new Local Development Plan.

Medium-term Priorities 2022/23 – 2026/27

Projects:

3. Increase the number of pollinators by conserving habitats or planting new habitats (landfill sites)
4. Support voluntary and community organisations and town and community councils that protect or enhance nature

What did we do?

Projects 3 and 5 - The work of planting wildflower meadows and new habitats for pollinators continued during 2024/25. The Gwynedd Nature Partnership has created over 50 hectares of wildflower meadows on Council lands, and this is 25% of the national target for the Partnerships across Wales. The work of creating wildflower meadows on road verges is being extended in Meirionnydd, and we will be commissioning work to review the impact of this work on improving local biodiversity.

Projects 3 and 6 - There are two sites in Gwynedd that used to be landfill sites which have now been converted into [Wild Landfill sites](#) to protect and promote nature. Maintenance and tree planting work was carried out at Llwyn Isaf near Clynnog and Ffridd Rasus near Harlech and both sites have also received

a 'gold standard' from [Restor](#), the international hub for nature recovery. The links with academic organisations have strengthened, which has led to a path to develop 'green careers' and visits by schools.

Projects 4 & 5 - The Council is leading the work of the Gwynedd Nature Partnership, which is a collection of community organisations, community councils and individuals who work to protect and promote biodiversity in Gwynedd ([Wales Biodiversity Partnership - Gwynedd](#)).

A variety of town and community councils received financial support organisations from the Gwynedd Nature Partnership in 2024/25, and the highlights of the year include improvements to community gardens, improvements to urban green spaces, open days in community orchards, citizen science projects, and community maps.

In addition, the Council held many activities for local residents, and they were very popular. Over 300 came to 'trees and nature' open days at Plas Glyn-y-Weddw, and many beach clearing and seagrass seed collections have been organised for the local community by [Pen Llŷn a'r Sarnau Special Area of Conservation \(SAC\)](#).

Information about the work of the Gwynedd Nature Partnership, Pen Llŷn a'r Sarnau, Llŷn AONB and Council biodiversity teams are all shared via social media channels regularly, as well as in the Llygad Llŷn and O Dan y Don magazines.

Project 6 - In addition to the work described under projects 3, 4 and 5, the work of [Welcome to Pen Llŷn a'r Sarnau Special Conservation Area website | Pen Llŷn a'r Sarnau](#) is essentially important to protect the health of the biodiversity of the Llŷn and Meirionnydd coast. The work done to plant and protect seagrass makes a substantial contribution to carbon absorption, but it is not possible for us as a Council to calculate the value of this within our own carbon absorption statistics at present.

Ongoing Priorities

Projects:

5. Nurturing and maintaining Gwynedd residents' interest in ecological issues so that they want to help conserve nature
6. Protecting valuable habitats for nature

What did we do?

Project 5 – See Project 4 above.

Project 6 – See Project 3 above.

Section 6 of the Environment (Wales) Act 2016

The above projects contribute to the objectives below:

Objective 1: Engage and support participation and understanding to embed biodiversity throughout decision-making at all levels

Objective 5: Improving our evidence, understanding and monitoring

Objective 6: Implementing a governance framework and support for achieving the objectives

All the work we undertake as a Council and through the Local Nature Partnership is designed or delivered in collaboration with local organisations, communities or schools.

Projects 1 and 2 also contribute to the above 3 objectives.

Objective 2: Protecting species and habitats of paramount importance and improving their management

Projects 1 – 6 contribute to the realisation of this objective.

Objective 3: Increasing the resilience of our natural environment by restoring degraded habitats and creating new habitats

Projects 1 – 6 contribute to the realisation of this objective.

Objective 4: Addressing key pressures on species and habitats

Projects 1 – 6 contribute to the realisation of this objective.

MEETING	Communities Scrutiny Committee
DATE	18 September, 2025
TITLE	Gritting Arrangements and Salt Bins
REASON FOR SCRUTINY	Follow-up following scrutiny at the 28 September 2022 meeting
AUTHOR	Steffan Jones, Head of Highways, Engineering and YGC
CABINET MEMBER	Cllr. June Jones

1. Why does it need to be scrutinised?

- 1.1 At the Committee meeting on 28 September 2022 an update on the management of salt bins was scrutinised as part of the Winter Maintenance Service.
- 1.2 The service has since carried out a review of how first priority roads are determined as part of the gritting arrangements and therefore it is timely to submit an update of the Winter Maintenance arrangements to the Scrutiny Committee.

2. What needs to be scrutinised?

- 2.1 The points below need to be scrutinised
 - Current Gritting Arrangements
 - What factors are considered at present to designate roads as a first priority
 - What factors will be considered for the future
 - Whether the salt bins are located in the correct places on the road network
 - How risks are managed
 - How the provision is funded

3. Summary and Key Issues

- 3.1 We draw the attention of the committee to the key issues below:
 - Since November 2024 the Service has been using a Gritting Vehicle Monitoring System called 'Locatu' by Advanced Communications Projects Ltd (ACP) to record the routes. The system has a number of features which assist the service to operate more efficiently and safely as set out in parts 6 of this report.
 - When considering first priority roads further consideration is given to school bus routes as well as the other factors that are in place for this year.
 - By now, the salt bins have all been numbered and work will be underway to ensure that their location is available on an external Map of Gwynedd so that residents and Community/Town Councils can report if there is a problem with the bins through self-service.

- The Winter Maintenance budget is apportioned per area according to the number of first priority routes. See Appendix 1 (i, ii, iii) for the details of our network of first priority routes by area.

4. Background / Context

Gritting Arrangements

- 4.1 The purpose of the winter service is to provide support to the users of our roads by manipulating the highway network to alleviate the effects of ice and snow and to keep transport moving while reducing the impact of the service's operations on the environment.
- 4.2 The Council aims to provide a winter service which will permit, as far as is reasonably possible, the safe movement of vehicular traffic on the more important parts of the highway network.
- 4.3 The service is essential for public safety and to the national and local economy in maintaining movement of vehicular traffic, cycles and pedestrians. Owing to limited resources and available finance, it is essential that the provision of winter service reflects the importance of traffic routes. It will not be reasonably practicable to provide the service on all parts of the network or to ensure all surfaces are kept free of ice or snow at all times, even on the treated parts of the network. Consequently, the primary pre-salting routes (the carriageways which will have first priority) have been determined on the basis of those that present the greatest risk to road users.
- 4.4 The Council, as the Highway Authority, is responsible for providing a winter service on adopted public highways within the county. However, the Council also treats all of the trunk roads within the county on behalf of the North and Mid Wales Trunk Road Agency (NMWTRA). In addition, the Council also provides a winter service for a section of the A55 managed by UK Highways A55 Ltd, the client organisation for the A55 DBFO contract.
- 4.5 Section 41 of the Highways Act 1980 imposes a duty on highway authorities to maintain highways maintainable at public expense. In particular, Section 41(1A) which imposes a duty on highway authorities to ensure, so far as is reasonably practicable, that safe passage along a highway is not endangered by snow or ice.
- 4.6 The winter maintenance period is operational from the 1st of October to the 30th of April and the Service operates on the basis of three operational areas namely Arfon, Dwyfor and Meirionnydd. This includes the gritting routine of first priority routes and second priority routes along with the provision of salt bins. All class one and two roads and some of the class three category are included within first priority gritting routes. Some of the remaining class three and non-class roads would be included within the second-priority circuits but not all of them.
- 4.7 The following factors are taken into account when designating first priority roads:
 - roads with high traffic; or those which
 - provide at least one access to the emergency response centres; or those which
 - receiving emergency admissions; or those which
 - are County Class II or III road with approximately one access to towns and villages.

5. Weather Forecasts

We currently receive winter weather forecast provision and advisory services from MetDesk. The service runs 24 hours a day from 01 October to 30 April. We will receive the following information:

- Morning summary issued in graph format at 06:00 each day containing a summary of actual weather that has occurred in the previous 36 hours and a preliminary forecast for the following 36 hours.
- 36 hours and 2 – 10 day text forecast and graph issued at 13:00 each day for each of the five climatic domains within the County.
- Review of the forecast at 18:00
- 24hr/day unlimited direct telephone access to a forecaster with local knowledge to discuss any aspect of weather conditions.
- MetDesk forecaster to phone stand by numbers for three areas should there be a significant change in the weather.

- 5.1 Pre-treatment decisions during normal office hours are undertaken by designated officers within the Highways Maintenance Service in each of the three area offices. Verbal instructions are initially given for the proposed works which are then confirmed in writing.
- 5.2 In addition, each Area Office operates an 'out of hours', on duty system whereby duty officers within the service are available outside office hours to react to changes in the weather conditions as information becomes available. Each officer is contactable via a designated emergency telephone number. In the event of a change in circumstances, the relevant officer relays the information, and any varied action as necessary, to the gritting operatives.

6. Vehicle Monitoring System (ACP)

- 6.1 Since November 2024 the Service has been using ACP Gritting Vehicle Monitoring System to record the routes. The system provides the following information:
- Comprehensive "Telematics" package that tracks vehicles in real time
 - Insights into driver behaviour
 - Gritting vehicle navigation
 - Pathway compliance
 - Create forms and collect data
 - Detailed activity reports in multiple formats
 - Create, edit and distribute routes in the cloud
 - Driver safety features.

6.2 In terms of the safety features the system will help to reduce any risks to the employees as they are "lone workers". It can:

- Create a warning if a vehicle remains stationary for longer than the set time
- Built-in panic buttons
- Alerts sent by email to specified addresses
- Trigger warnings when entering and exiting known risk areas.

6.3 Following the introduction of the system it is intended to change some of the routes ahead of this year's gritting season and any change will be reflected by the system. The changes to Arfon routes reflect the changes to the network following the opening of the bypass, and the downgrading of the old A487 to the A4871 which is now part of the county network.

6.4 There are several benefits that the service has recorded deriving from the new system:

- it gives the service the opportunity to review their circuits in terms of efficiency (time/distance) across the three areas within Gwynedd
- Better monitoring of gritting in 'real time'
- monitoring the grit levels used, and the operational status of the vehicles
- keep a full record of our gritting activities, which can be extremely useful should queries or claims relating to our severe weather response procedure arise.

7. Managing Salt

7.1 The Council's salt supply is with a company Salt Union. It is delivered on a 'stock management' regime where the replenishment of the stores on use takes place. The salt is stored in stores at the six locations below. The first 4 locations have a dedicated salt dome. Salt is kept indoors in Blaenau Ffestiniog and Llandygai which are also Welsh Government Strategic Stores. These strategic stores enable the Council to retain more salt than in previous years. Although we and the Welsh Government have better 'resilience' in terms of salt stocks, the potential for a restriction on salt use remains.

See below information regarding the salt storage locations:

Location	Tonnes
Depo Cibyn, Caernarfon	2,500
Depo Afonwen, Chwilog	3,000
Ffridd Arw, Dolgellau	3,800
Depo Bala	3,000
Blaenau Ffestiniog	4,500
Llandygai	4,000

8.0 Salt Bins

8.1 Salt bins are part of the Winter Maintenance service and are filled as needed. The salt bins are located in troublesome/difficult locations involving steep slopes, junctions and sharp turns on second-priority roads.

8.2 An application for a new salt bin will be agreed with the Community or Town Council and the service will look at relocating rather than adding a new bin in the first place. Each request to relocate will be considered on a case-by-case basis. The points below will be taken into account when considering each application.

- Is the location on a current first priority or second priority grit path
- Could the gritting vehicle be able to handle the road if the need arises
- Is there another salt bin nearby? If yes - is that bin in use
- What is the elevation at the location? Highland or coastal
- Steep or flat road
- Do water problems exist here.

8.3 The salt bins are inspected as part of the routine road inspections programme. Other specific inspections are scheduled at the beginning of the winter season to ensure that the bins are full and in satisfactory condition. There will be further in-season inspections after cold spells to replenish as needed.

8.4 By now, there are stickers on the bins with a specific reference and each area has a register of the locations in the form of a spreadsheet. Below is a table showing the number of salt bins per area:

Region	Number
Arfon	353
Dwyfor	140
Meirionnydd	251
Total	744

8.5 Salt bins have been recorded within an internal 'Map of Gwynedd' in order to share the details/locations of each bin. It is now intended to place a list on the external map so that the information will be available. This will enable a simple and easy procedure for Members and Community/Town Councils to submit an application/enquiry via self-service.

9.0 Budget

- 9.1 The winter maintenance budget is part of the main road maintenance budget with 17.5% of this budget committed for winter maintenance. This amount is equivalent to £1,127,770.
- 9.2 The cost of winter maintenance can be much greater than the budget commitment and entirely dependent on the weather over the winter period.

10. Consultation

- 10.1 I have consulted with the relevant officers within the Highways, Engineering and YGC Department prior to submitting this report to the Scrutiny Committee.

11. Well-being of Future Generations (Wales) Act 2015

- 11.1 This legislation places a duty on local authorities to improve the social, economic, environmental and cultural well-being of Wales.
- 11.2 **Have you included residents/service users? If not, when and how do you intend to consult them?**
Discussions have already taken place with Local Members and community and town councils regarding the locations of salt bins to ensure they are in appropriate and effective places on the road network to protect the public. The gritting paths are reviewed annually, with comments from residents, Members, and local councils contributing to the process.
- 11.3 **Have you considered collaborating?**
The Service is already working with neighbouring councils to complete the gritting of roads that cross boundaries on their behalf.
- 11.4 **What has been done or will be done to prevent problems from rising or worsening in the future?**
The Service carries out ongoing monitoring of the effectiveness of its gritting operations to ensure that Gwynedd's roads are as safe as possible for users and residents, within reasonable and practical limits. This means that the Service is committed to scrutinising how the gritting is being carried out ensuring that any risks are minimised.
At the end of the season, a review of the gritting decisions is carried out. The aim is to learn from the experiences and improve the process for the following winter, ensuring that any lessons or areas for improvement are implemented in a timely manner.
- 11.5 **How have you considered the long-term and what will people's needs be in years to come?**
Winters are predicted to be warmer and wetter on average in the future as a result of climate change. It is difficult to estimate the timeline for this; however, in the meantime, the demand for the service is forecasted to remain the same.
- 11.6 **To ensure that integration, have you considered the potential impact on other public bodies?**
Before the start of each winter maintenance season, the Service consults with neighbouring local authorities about the Council's Winter Support Plan. The aim of this process is to co-ordinate the gritting routes across administrative boundaries, ensuring that the proposed actions by the Service are aligned with neighbouring Plans and do not cause any negative impact on other authorities activities or infrastructure. This collaborative approach helps to avoid duplication of work, ensure efficient use of resources, and maintain consistent standards of safety across the region.

12. Impact on Equality Characteristics, Welsh Language and Socio-Economic Duty

12.1 The Public Sector Equality Duty requires the Council to give due consideration to the need to eliminate discrimination, promote equal opportunities and foster good relationships between different communities.

12.2 The Department has already recognized the need for impact assessments.

13. Next Steps

13.1 The service will act on the points below as next steps:

- Continue to review the gritting routes making use of the ACP system by providing vital information.
- Ensure that the risk of running out of salt is monitored.
- Continue to review the number of salt bins we have and ensure that the best use is made of existing ones.
- Submit information on the first priority gritting routes to the Council's website.
- Proceed to set the location of the salt bins on the external Gwynedd Map.
- Continue to monitor and ensure that our expenditure will be within the budget set for the service.

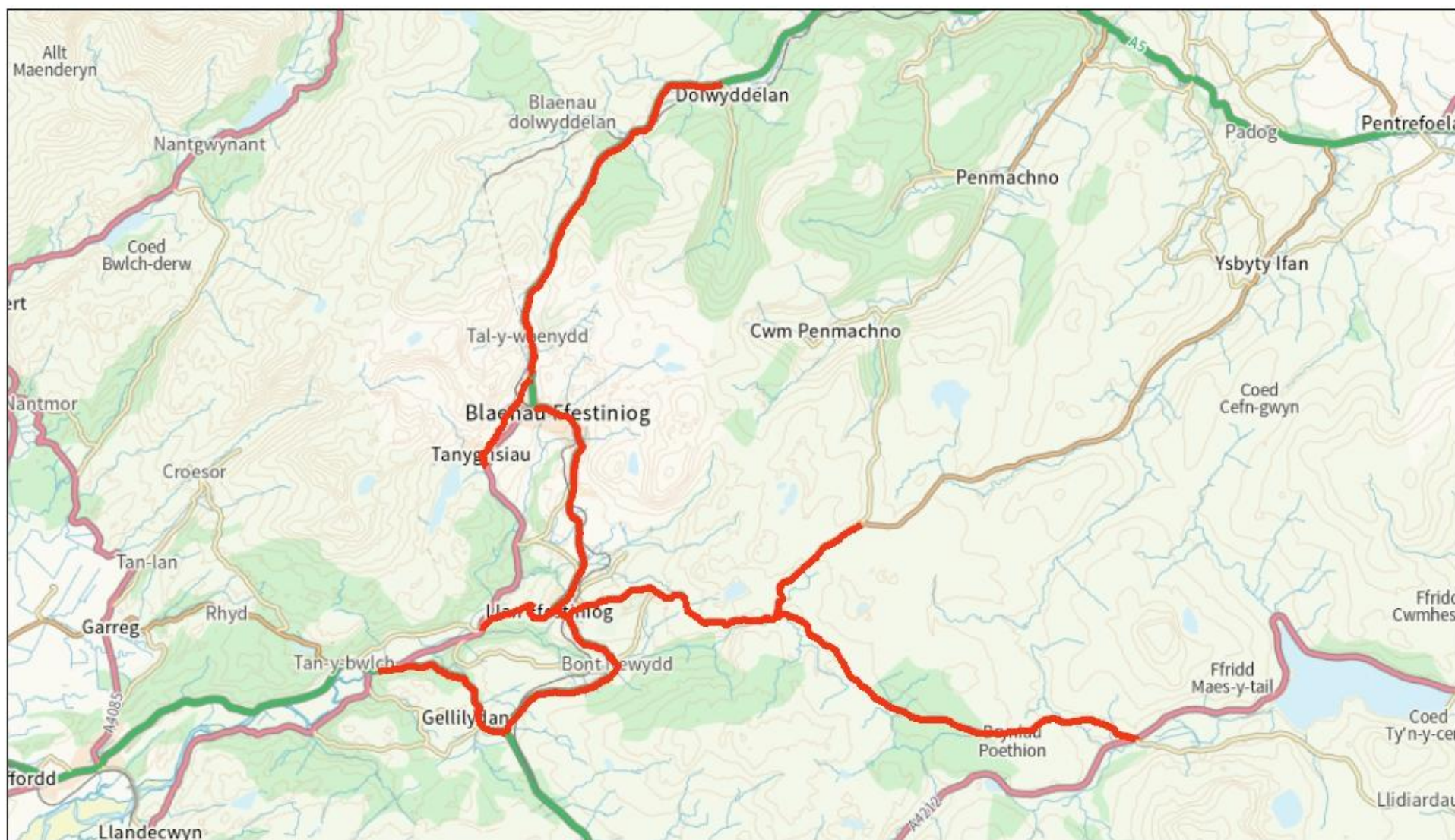
Appendices

Appendix 1 (i, ii, ii) - First priority route plans of the three areas.

**Llwybrau Graeanu Meirionnydd
2024/25
Meirionnydd Gritting Routes**

Cylchdaith/Route 1

Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
Depot i Dolwyddelan Square	7805	
Dolwyddelan to Rhiwbryfdir (including treatment of crawler lane)	700	7329
Rhiwbryfdir to Dolau Las	2349	
Dolau Las to A470 Commercial Roundabout		1641
Commercial Roundabout to Llan Ffestiniog (Pengwern Junction)	5080	
Pengwern Junction to bottom of Allt Goch	1848	
Allt Goch to Junction A487 Maentwrog		2240
Oakley Drive to Tŷ Nant Junction A470	3368	
Tŷ Nant Junction to Migneint Junction Ffestiniog	4675	
Ffestiniog to Pont yr Afon Gam	6771	
Pont yr Afon Gam to Ffynnon Eidda	2714	
Ffynnon Eidda to Pont yr Afon Gam		2714
Pont yr Afon Gam to Arenig Junction	6284	
Arenig Junction to Junction A470 Ffestiniog		13055
Junction B4391 Migneint to Pengwern Junction	415	
Pengwern to Depot		6452
	42009	33404

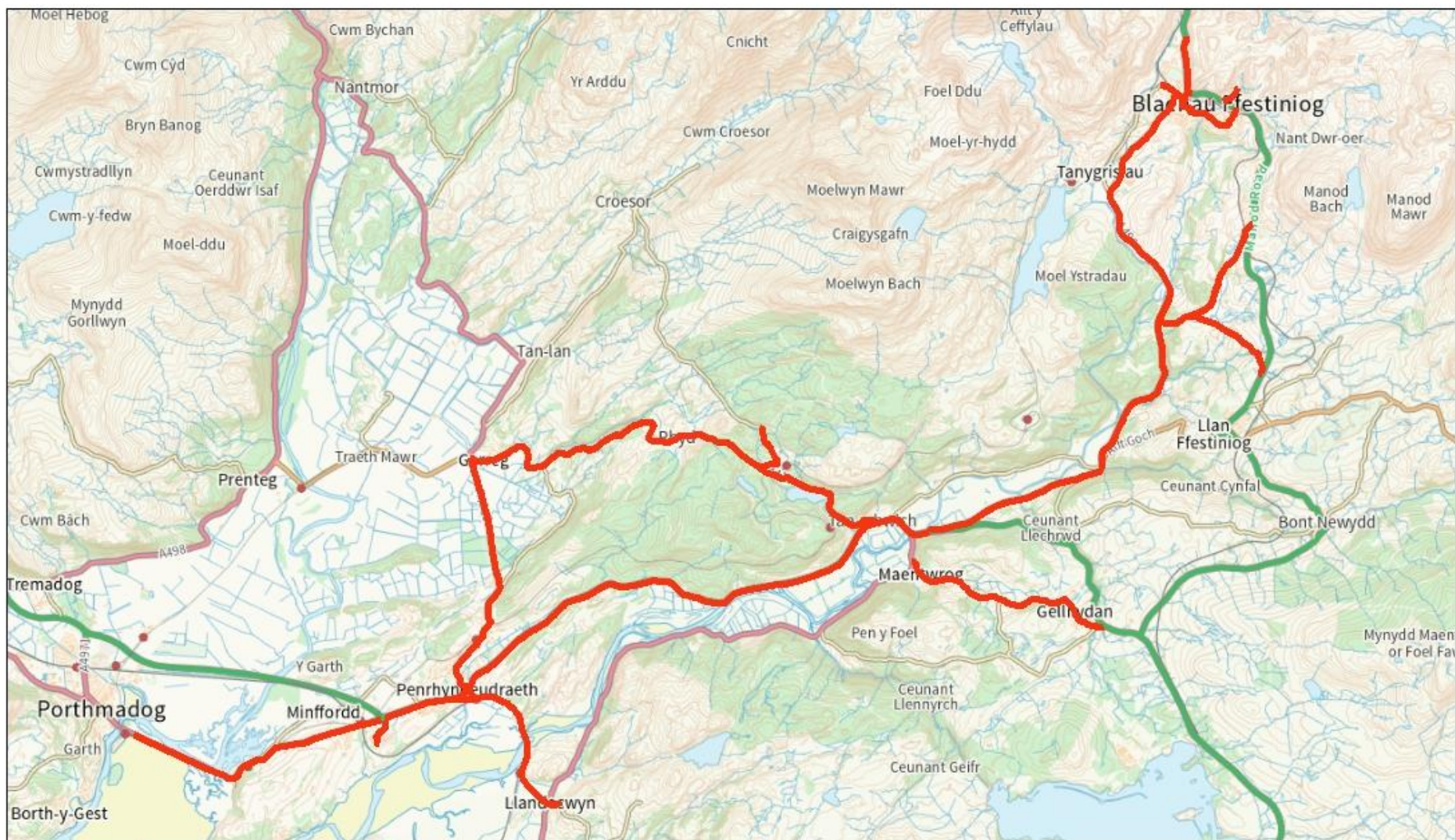


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Cylchdaith/Route 2

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Junction Depot to Roundabout (Including roundabout)	755	
A496	Roundabout to Junction A487 bottom of Oakley Drive	7779	
A487	Junction A496 Oakley Drive to Tax Office Porthmadog (including A497 Minffordd)	10810	
A487/A497	Tax Office Porthmadog to Surgery Penrhyndeudraeth		4158
Dos/Class 3	Surgery to Llandecwyn including Pont Briwet and reverse up Bryn Eithin	2750	
Dos/Class 3	Llandecwyn to Station Penrhyndeudraeth		2000
Dos/Class 3	Sation Penrhyndeudraeth to Junction A487 Cambrian View	130	
A4085	Penrhyndeudraeth to Llanfrothen	3045	
B4410	Llanfrothen to junction A487 Oakeley Arms (including slope to Morfa Gaseg, section of Roman Road up to Forestry track and Bus pull-in Oakeley Arms	6583	
A487	Junction B4410 to Junction A496		583
A496	Junction A487 to Junction Old Road Gellilydan		347
Dos/Class 3	Old Road Gellilydan to Junction A487	2695	
A487	Gellilydan Junction to A470 Tŷ nant		480
A470	Tŷ Nant to Bryn Rhyg Junction		5610
Dos/Class 3	Bryn Rhyg to Ceunant Sych	1248	
Dos/Class 3	From Junction A496 Cymerau to Wynnes Arms Manod	1816	
Dos/Class 3	Access Police Station Blaenau	210	
A470	Police Station to Wynne Road		260
Dos/Class 3	Wynne Road/ Tywyn Road to Junction A496	953	
Dos/Class 3	North Western Road to Tap	207	
Dos/Class 3	Tap to Depot		665
		38909	14103



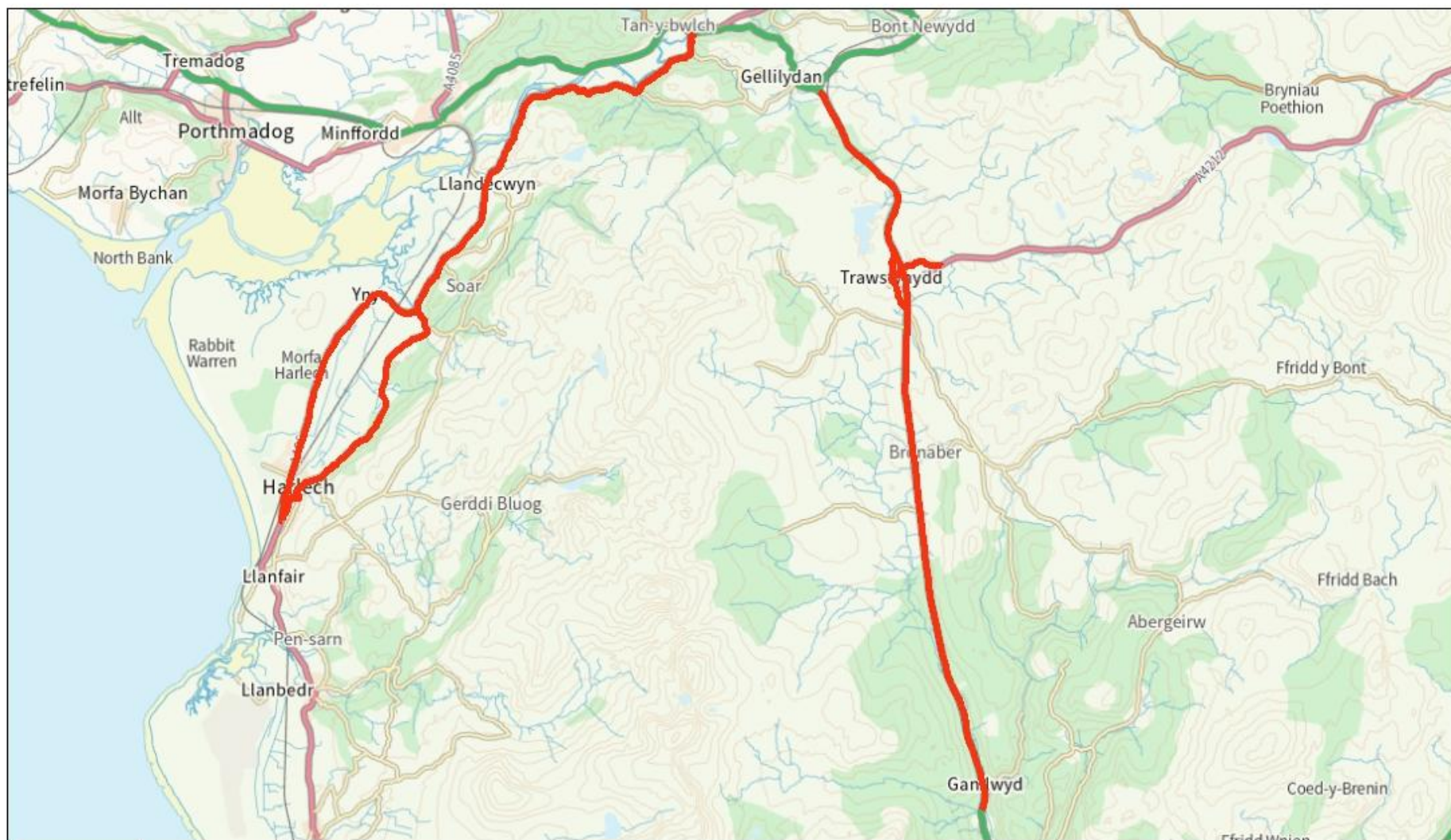
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Llwybr Graeanu 2 - Gritting Route 2



Cylchdaith/Route 3

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Depot to Roundabout		755
A470	Roundabout to Tŷ Nant		9755
A470	Tŷ Nant Junction to Toilet car park Ganllwyd including Power Station entrance	16239	
A470	Ganllwyd car park to Fron Olau Junction		10917
Dos/Class 3	Fron Olau to Tŷ'n Pistyll	1050	
Dos/Class 3	Tŷ'n Pistyll, Station , Junction A4212	925	
A4212	Junction Station to A470 Junction		850
A470	A4212 Junction to Junction Tŷ'n Pistyll		289
Dos/Class 3	Junction Tŷ'n Pistyll to Glasfryn Trawsfynydd		268
Dos/Class 3	Glasfryn to Frongaled	480	
A470	Frongaled to Junction A496 Maentwrog		7611
A496	Maentwrog to Glanywern	9617	
B4573	Glanywern to Top St David's Hill A496 Junction	6234	
A496	Top St David's Hill to Castle Villa	855	
Dos/Class 3	Castle Villa to Ysgol Tan y Castell	560	
Dos/Class 3	Ysgol Tan y Castell to Castle Villa		560
A496	Castle Villa to Glan y Wern	5611	
A496	Glan y wern to Tollgate Cottage, Maentwrog		9555
A496	Tollgate Cottage to Junction A487	72	
A487	Pont Maentwrog to Junction A496		220
A496	Junction A487 Maentwrog to Commercial Roundabout		7282
A470	Commercial Roundabout to Depot		755
		41643	48871



Llwybr Graeanu 3 - Gritting Route 3

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Cylchdaith/Route 4

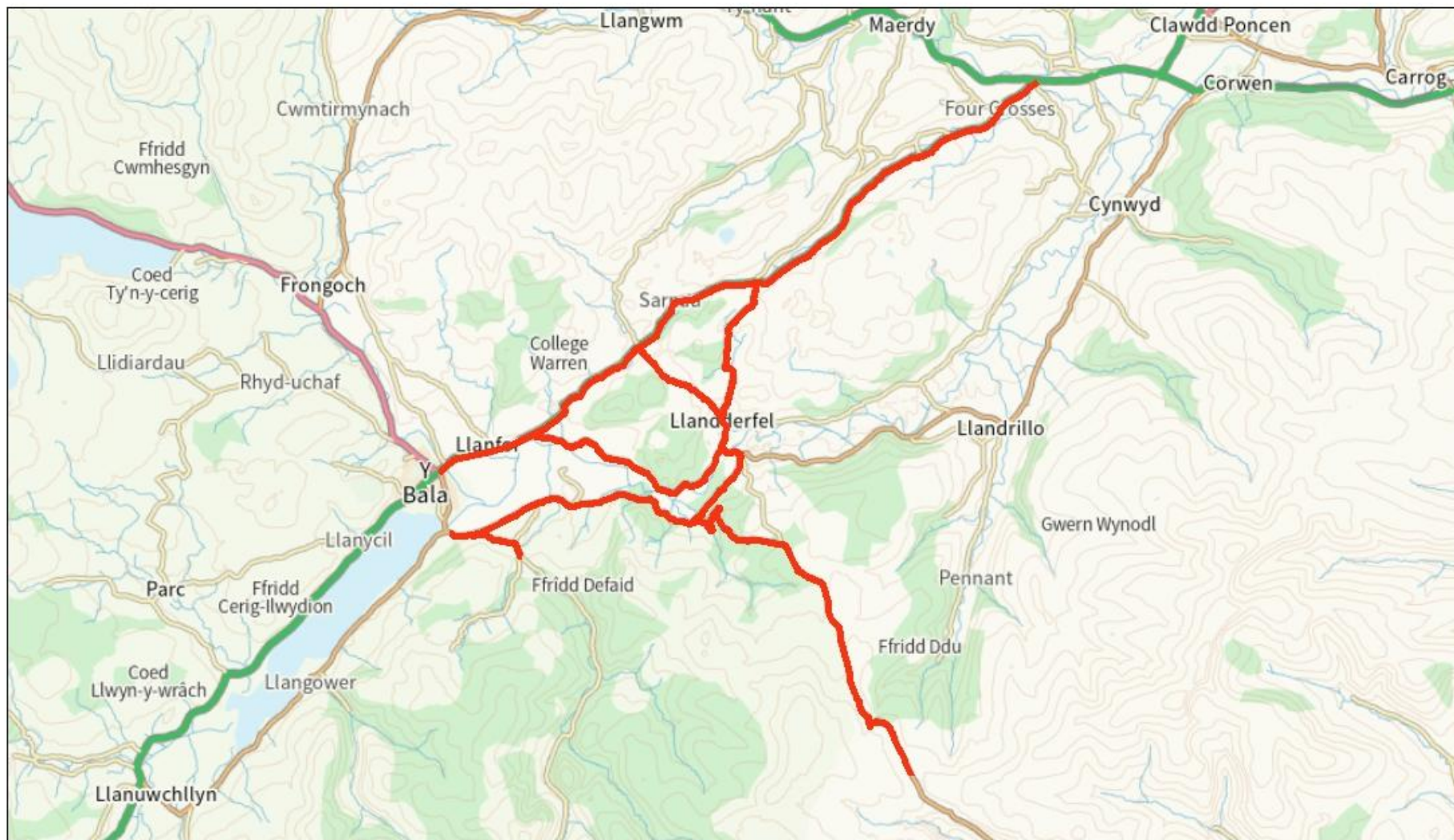
Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
B4391	Salt Barn Bala - A494 Junc	1380	
A4212	A4212 – Trawsfynydd, to temporarily include road from Canoe Centre to Ty Uchaf, Frongoch during Welsh Water construction work	28420 +1004	
A470	Junc A4212 - Top Entrance + return		1150
A470	Filter Lane	120	
A4212	Trawsfynydd - Arenig Junc		12515
Dos/Class 3	Arenig Junc - Junc Ffrydan Road, Bala	11920	
A4212	Ffrydan Road, Bala - Frongoch		2965
B4501	Frongoch - Gellioedd	6431	
B4501	Gellioedd - Frongoch		7071
A4212	Frongoch - A494 Junc Bala		3990
B4391	A494 Junc Bala - Depot		410
		49275	28101



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Cylchdaith/Route 5

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free travel
Di-ddos / U/C	Depot Bala - B4391	169	
Dos/Class 3	B4391 - A494	193	
A494	A494 Bala - Druid A5	14244	
A494	Druid A5 - Bethel		6832
B4402	Bethel - Llandderfel	2902	
B4402	Llanddefel - Cof Golofn	714	
B4402	Cof Golofn - Llandderfel		714
Dos/Class 3	Llandderfel - Ysgol Ffridd y Llyn	1830	
Dos/Class 3	Ysgol Ffridd y Llyn - Cefnddwysarn	300	
A494	Cefnddwysarn - Melin Meloch		2633
B4401	Melin Meloch - Bryn Tirion	4866	
B4402	Bryn Tirion - Berwyn	1622	
B4391	Berwyn - Denbighshire	3591	
B4391	Denbighshire - Powys	4377	
B4391	Powys - Gwynedd		4377
B4391	Gwynedd - Junction B4402		3591
B4391	Junction B4402 - Junction Rhosygwaliau	4685	
Dos/Class 3	Junction Rhosygwaliau - Rhosygwaliau	1173	
Dos/Class 3	Rhosygwaliau - B4391 Berwyn		2173
Dos/Class 3	Junction Rhosygwaliau - Junction Industrial Estate	1483	
Dos/Class 3	B4391 - Bala Depot		169
		42149	20489



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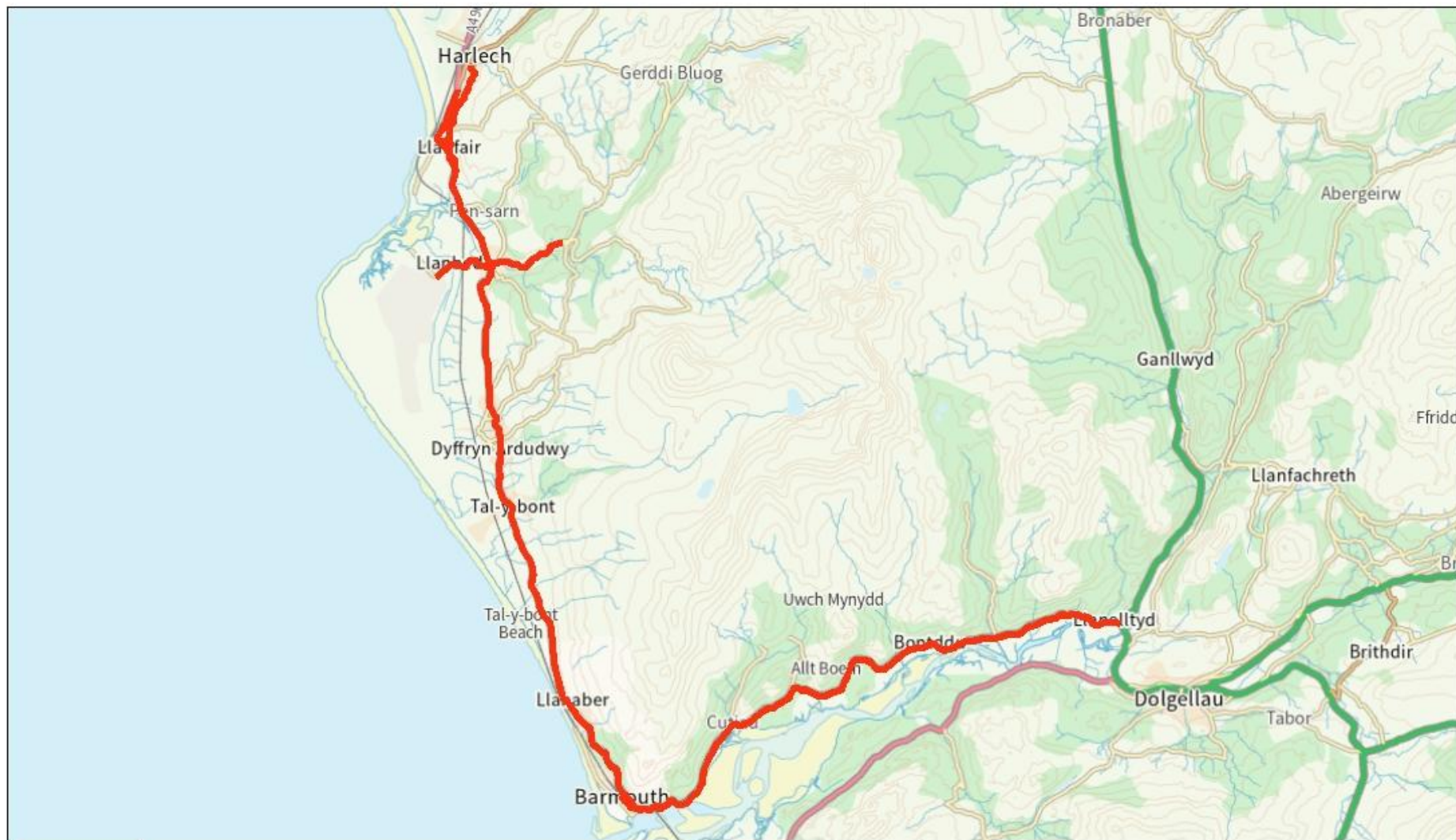


Cylchdaith/Route 6

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free travel
B4391	Bala Depot to Junction A494		362
A494	Junction A494/B4391 to Junction A470 Dolgellau By-Pass	28339	
A494	A470 Dolgellau By Pass to Junction Aran Hall School		7300
Di-ddos / U/C	Aran Hall School	881	
Di-ddos / U/C	Aran Hall School to Junction A494		881
A494	Aran Hall Junction to Rhydymain West Junction		494
Dos/Class 3	Rhydymain Village	450	
A494	East Entrance, Rhydymain to Junction Class III, Llanycil		17700
Dos/Class 3	Llanycil to Parc to A494 Junction Werngoch	6518	
A494	Junction Werngoch to Junction B4403, Llanuwchllyn		2867
B4403	Junc B4403 Llanuwchllyn to Llangower to Junc B4391 Bala	8499	
B4391	Junc B4403/B4391 to Depot		1018
		44687	30622

Cylchdaith/Route 7

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Salt Barn Dolgellau to Llanelltyd Roundabout		3957
A496	Llanelltyd Roundabout to Jubilee Road including High Street	13022	
A496	A496 Jubilee Road to Llanbedr Mochras Junc	12489	
Dos/Class 3	Mochras to Morfa Mawr	942	
Dos/Class 3	Morfa Mawr to A496 Llanbedr		942
Dos/Class 3	A496 Llanbedr to Pont Besar Pentre Gwynfryn	1905	
Dos/Class 3	Pont Besar to Llanbedr A496		1840
A496	A496 Llanbedr to Llanfair (to Frondeg)	3095	
A496	Frondeg to St. Davids Harlech	1195	
A496	St. Davids into Harlech		609
Dos/Class 3	Harlech to Hengeau Junc	1529	
Dos/Class 3	Hengeau to Top Road Llanfair		664
Dos/Class 3	Top Road Llanfair Junc to X Roads Junc	160	
Dos/Class 3	Cross Roads Junc to A496 Junc		201
A496	A496 Frondeg to Bottom Junc	514	
A496	A496 Llanfair to Dolgellau Depot		28672
		34851	36885

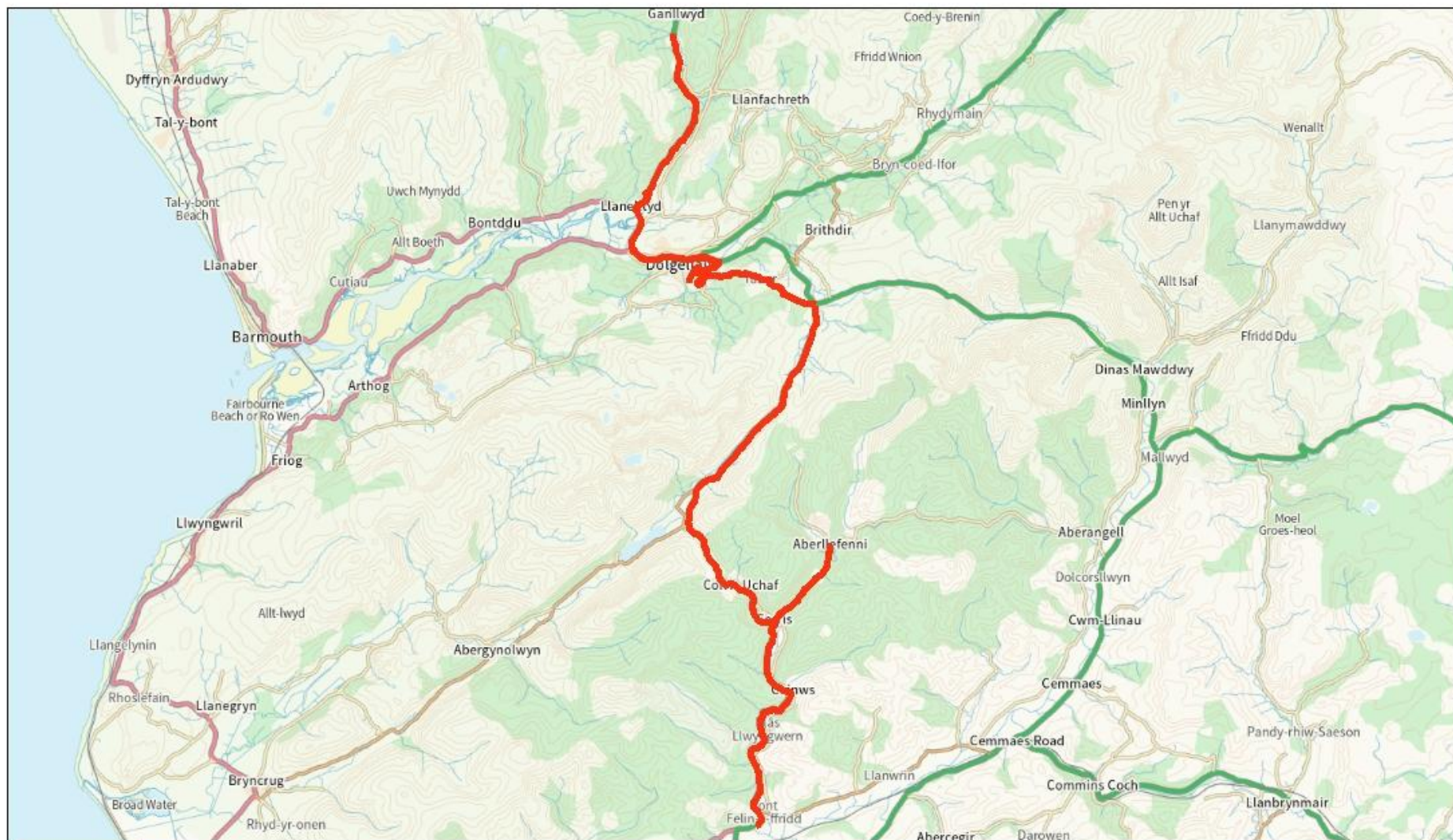


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Cylchdaith/Route 8

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Salt Barn to Ganllwyd Car Park	9763	
A470	Ganllwyd Car Park (toilets) to Bro Cymer Junction		4839
Di-ddos / U/C	Bro Cymer Junction A470 to Bro Cymer 30mph	182	
Di-ddos / U/C	Bro Cymer (30 mph) to Junction with A470		182
A470	Junction Bro Cymer A470 to Storehouse		1869
A470	A470/A493 Junction to Coleg Meirion A470	653	
A470	Coleg Meirion A470 to X Foxes		5817
A487	A487 Cross Foxes to Dyfi Bridge	20810	
A487	Dyfi Bridge to Braich Goch		6825
	Braich Goch to Aberllefeni	3038	
	Aberllefeni to Braich Goch		3038
A487	Braich Coch to Cross Foxes		14539
Dos/Class 3	Tabor, reverse into Maes Brith entrance Hospital Drive, Hospital, Pen- Caeau (inc Hosp Car Park) Uwch y Maes	5235	
Dos/Class 3	Junction Fronserth (hospital drive) to Junc A470 Ready Mix	994	
		40675	37109

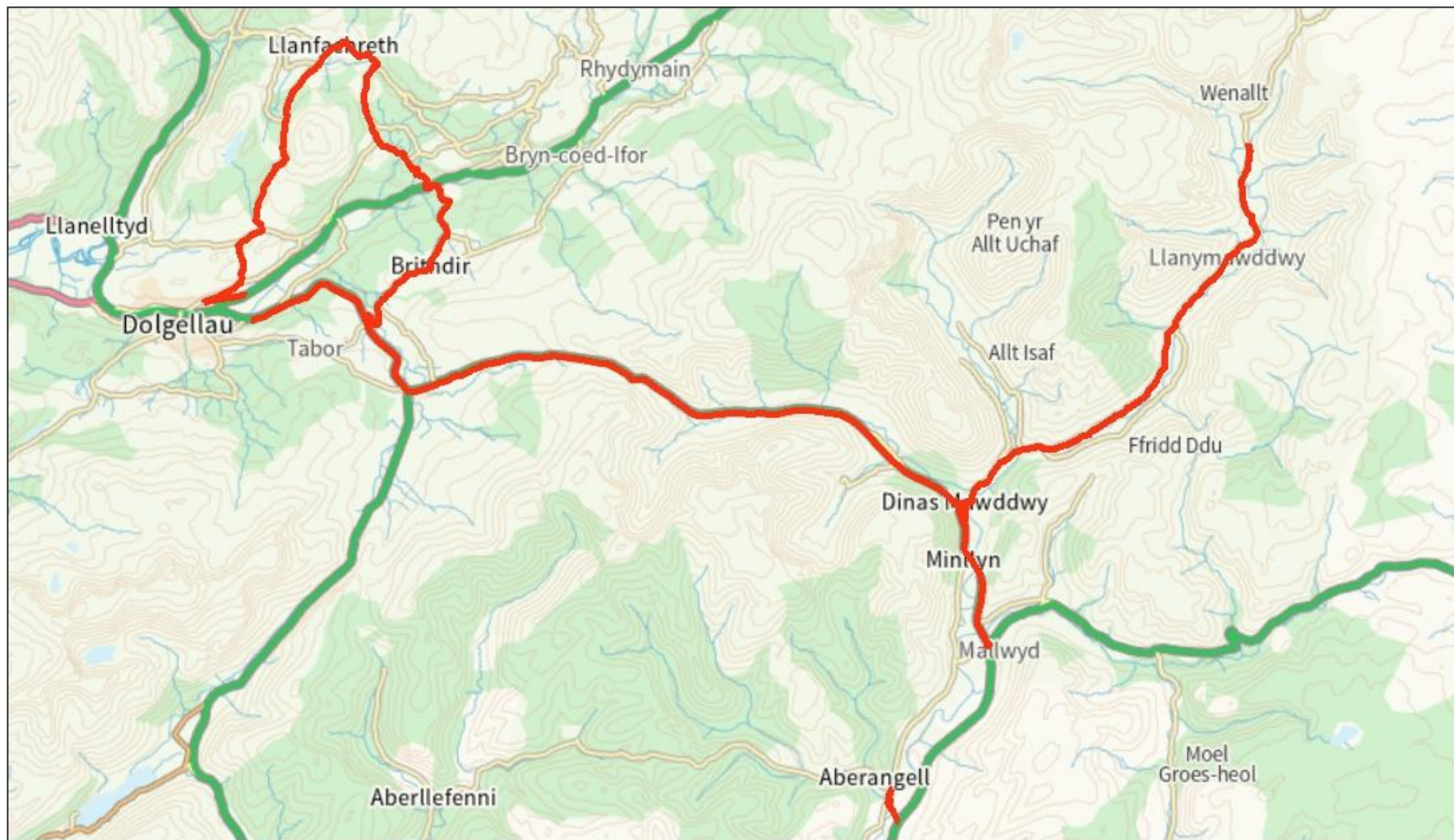


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Cylchdaith/Route 9

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Coed Ffridd Arw to Dinas Mawddwy	13918	
Dos/Class 3	Dinas Village to Llanymawddwy CI3 Aberrhiwlas turnaround	9424	
Dos/Class 3	Aberrihwlas to Dinas A470 junction		9424
A470	Dinas Mawddwy to Mallwyd Roundabout	2478	
A470	Mallwyd to Aberangell junction		3477
Dos/Class 3	A470 junction to Aberangell Village	702	
Dos/Class 3	Aberangell village to A470		702
A470	A470 to Brithdir junction Torrent		17461
B4416	Torrent to Bontnewydd	3250	
Dos/Class 3	Bontnewydd to Llandachreth to Bala Road	9114	
Dos/Class 3	Bala Road to Junction A494	880	
		39776	31064



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Cylchdaith/Route 10

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd / Free Travel
Dos/Class 3	Salt Barn to Crosville Depot		915
Dos/Class 3	Crosville Depot, Arran Road, Eldon Square, One way system Bridge St, Cader Road - Rhydwen, Pandy'r Odyn - Junc A493	4123	
A493	Junc Class 3 / A493 - Junc By Pass	170	
A470	A493/By Pass Junc - Llanelltyd Roundabout - College Junc		3150
A470	College Junc + A493 Junc	150	
A493	A493/A470 Junc - Tywyn	30185	
Di-ddos / U/C	Tywyn Urban - Frankwell St, Brook St	304	
A493	Tywyn - Brynchrug		3680
Dos/Class 3	Pont Fathew Brynchrug - B4405	595	
B4405	Junc B4405 - B4405/A493 Junc	633	
A493	Brynchrug - Llanegryn		3030
Dos/Class 3	A493 Junc Cefn Coch - Peniarth Lodge	1217	
Dos/Class 3	Peniarth Lodge - Ty Newydd		520
Di-ddos / U/C	Ty Newydd - Primary School	544	
Di-ddos / U/C	Primary School - Pen-y-Graig		192
Di-ddos / U/C	Pen-y-Graig - Cefn Coch	511	
A493	A493 Junc Cefn Coch - A493 Junc Fairbourne		13670
Di-ddos / U/C	A493 Junc Fairbourne - Station Rd, Belgrave Rd, Stanley Rd, to Beach Rd	707	
Dos/Class 3	Beach Road - Junc A493		274
A493	A493 Junc Fairbourne - A470 By Pass		12485
A470	A493 Junc - Class 3 Junc College, By Pass		350
Dos/Class 3	College Junc Barmouth Road - Bont Fawr check Footbridge	1330	
Dos/Class 3	Smithfield St, Eldon Square, Bridge Street, Bont Fawr		455
Di-ddos / U/C	Penycefn Road	641	
Dos/Class 3	Penycefn Road, Salt Barn		2130
		39542	40851

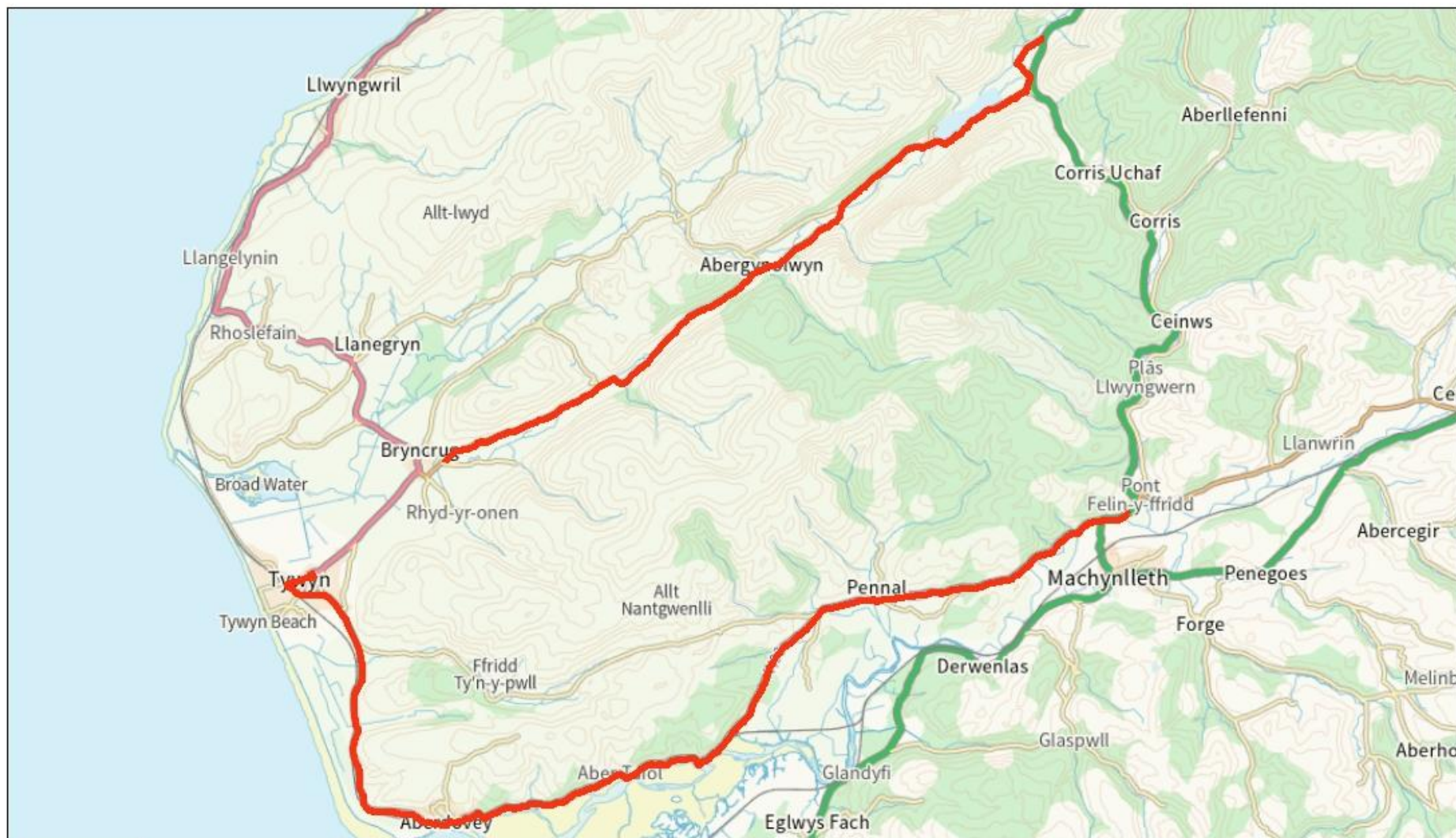


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Cylchdaith/Route 11

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A493	Tywyn Depot - College Green, High St, Station Rd to Dyfi Bridge	22647	
A487	Dyfi Bridge to Junction A487 Cross Foxes		19726
A470	Cross Foxes to Coed Ffridd Arw		4002
A470	Coed Ffridd Arw to Cross Foxes		4002
A487	Cross Foxes to Minfford Tal y Llyn		7998
B4405	Minffordd Junction to Brynchrug	15555	
A493	Brynchrug to Pendre Industrial Estate		2339
Di-ddos / U/C	A493 Junction Pendre Industrial Estate to Fire Station	230	
Di/ddos / U/C	Fire Station to A493 Junction		230
A493	Pendre Industrial Estate to Tywyn Depot		3666
		38432	41963



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Cylchdaith/Route 12 (Ucheldir/High Routes)

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Junction of Depot to Square, Dolwyddelan	7805	
A470	Dolwyddelan to Roundabout (inc 600 m treatment on crawler lane and entrances to Talywaenydd and Llechwedd)	700	7960
A496	Roundabout to Talybont Junction, B4391 Allt Goch	5931	
A496	Junction B4391 Talybont to Junction A487 Oakeley Drive		1848
A487	Junction A496 bottom Oakeley Drive to Junction A470 Ty Nant	3369	
A470	Ty Nant to Junction B4391 Abbey Arms, Llan Ffestiniog	4675	
A470	Abbey Arms to Junction B4391 Migneint		415
B4391	Junction A470 to Junction A4212 Arenig	13055	
B4391	Junction A4212 Arenig to Junction B4407 Pont yr Afon Gam		6284
B4407	Pont yr Afon Gam to Ffynnon Eidda	2714	
B4407	Ffynnon Eidda to Pont yr Afon Gam		2714
B4391	Pont yr Afon Gam to Junction A470 Llan Ffestiniog		6771
A470	Junction B4391 Llan Ffestiniog to Depot (inc access up to Police Station Dolgarregddu)	210	6343
		38459	32335

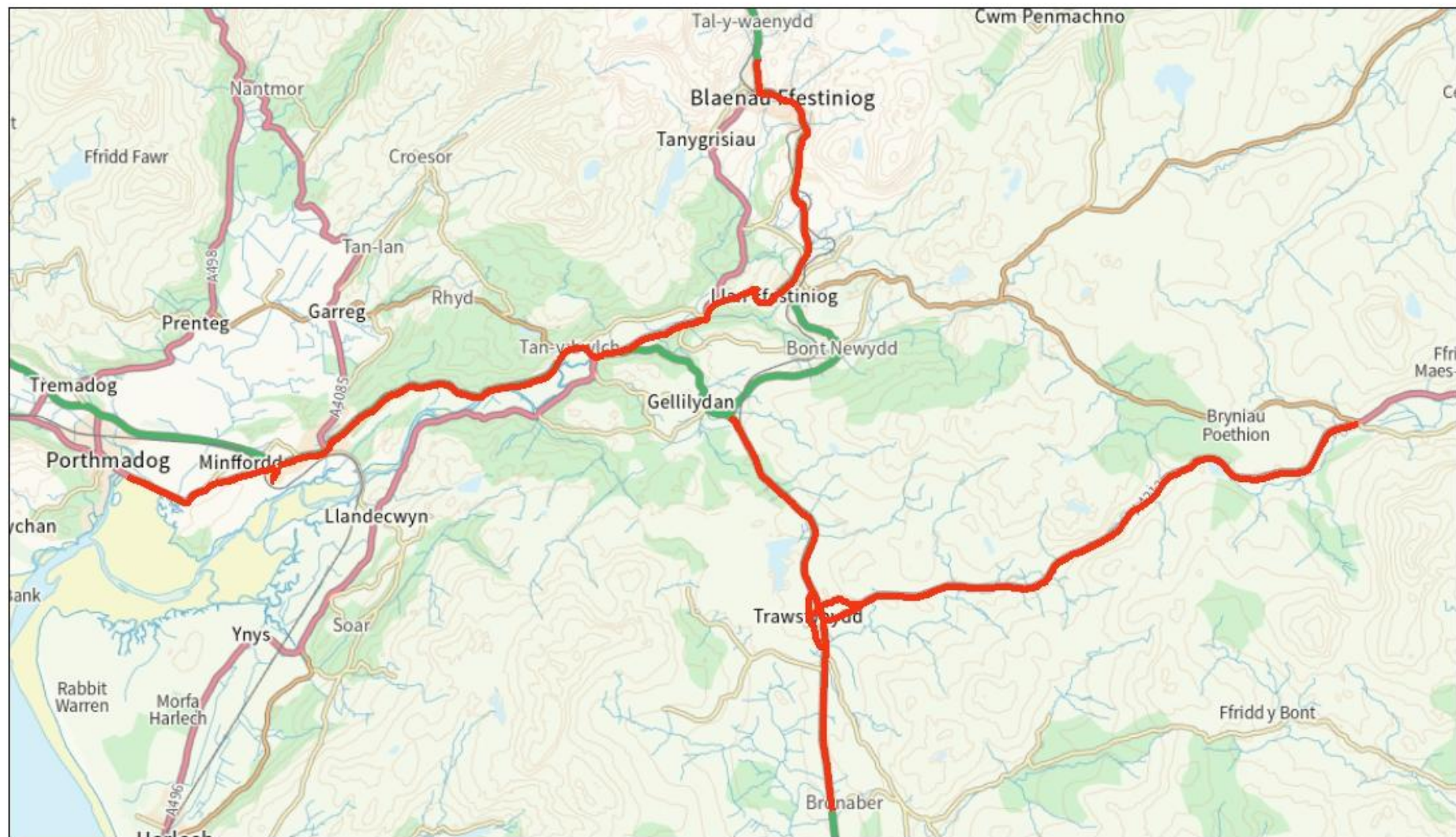


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Cylchdaith/Route 13 (Ucheldir/High Routes)

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Junction of Depot to Roundabout (including roundabout)	755	
A470	Roundabout to Abbey Arms, Llan Ffestiniog	5080	
B4391	Allt Goch	1848	
A496	Junction B4391 Allt Goch to Junction A487 Bottom Oakeley Drive	2251	
A487	Junction A496 Bottom Oakeley Drive to Tax Office, Porthmadog	10820	
A487	Tax Office to Junction A470 Ty Nant		14189
A470	Junction Ty Nant to Bronaber	8608	
A470	Bronaber - Fron Oleu Junction, Trawsfynydd		3276
Dos/Class 3	Fron Oleu - Ty'n Pistyll	1050	
Dos/Class 3	Ty'n Pistyll - Stesion A4212	925	
A4212	Junction Stesion to Junction A470	850	
A470	Junction A4212 to Junction Ty'n Pistyll		289
Dos/Class 3	Junction Ty'n Pistyll - Glasfryn, Trawsfynydd		268
Dos/Class 3	Glasfryn - Frongaled	480	
A470	Frongaled - Junction A4212 (salt filter lane)	200	450
A4212	Junction A470 Trawsfynydd to Junction B4391 Arenig (minus length already salted)	12165	850
B4391	Junction Arenig to Junction A470, Llan Ffestiniog		13055
A470	Junction B4391 Llan Ffestiniog to Depot		6343
		45032	38720

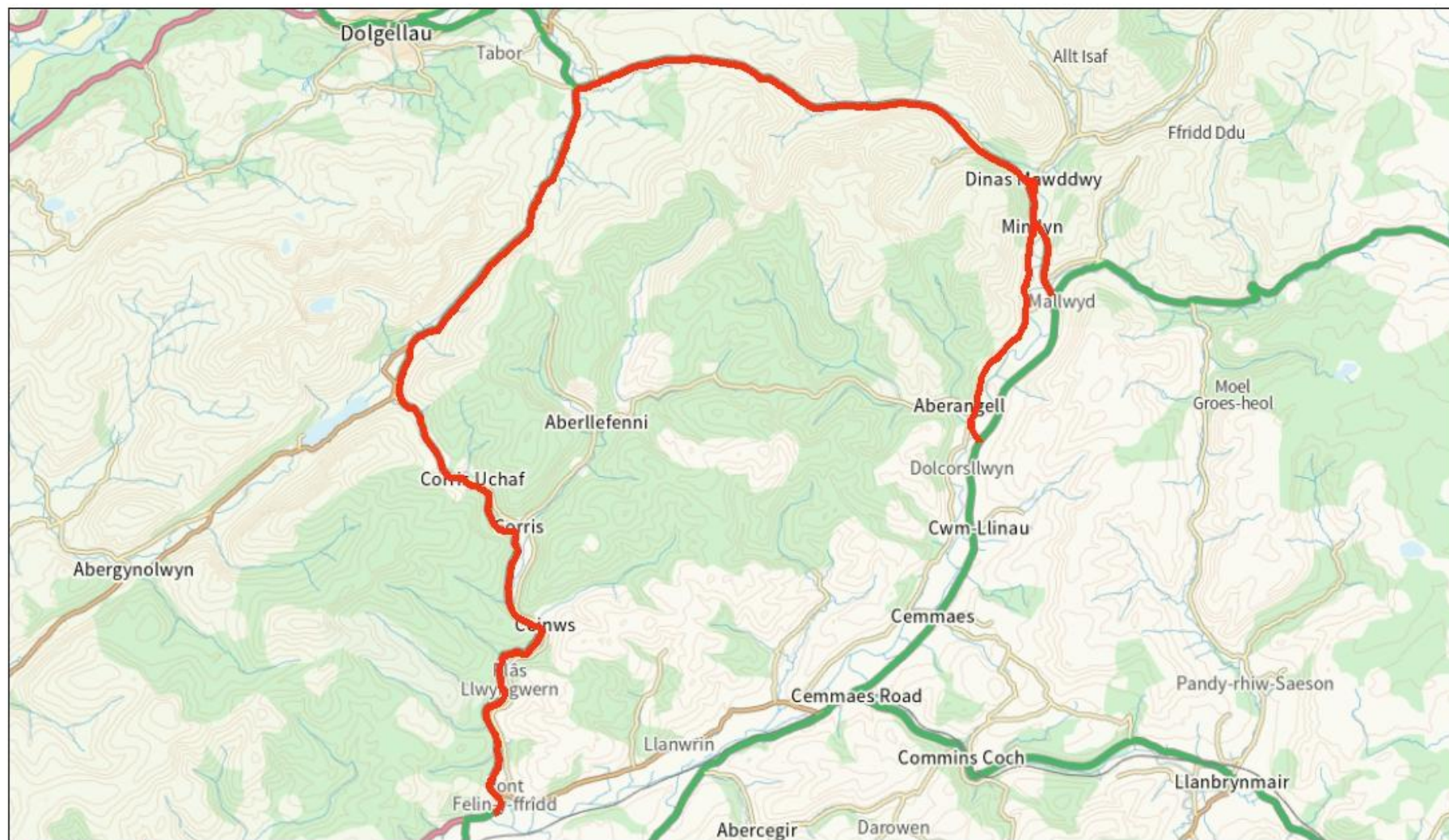


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Cylchdaith/Route 14 (Ucheldir/High Routes)

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
Dos/Class 3	Bala Road Depot to junc A494		880
A470	Junct A494 to Junct A487 Cross Foxes		4402
A487	Cross Foxes Junction - Bwlch Llyn Bach	3675	
A487	Bwlch Llyn Bach - Dyfi Bridge	16176	
A470	Dyfi Bridge - Aberangell Junction		16100
Dos/Class 3	Aberangell Junction - Junction A470 Minllyn	4866	
A470	Junction A470 Minllyn - Mallwyd Roundabout	1675	
A470	Mallwyd Roundabout - Minllyn		1675
A470	Minllyn - Junction Dinas Mawddwy	450	
A470	Old Garage – Beyond Dolhir Lodge	1425	
Dos/Class 3	Junction Dinas Mawddwy - Red Lion Junction		495
Dos/Class 3	Red Lion Junction - A470 (Wylecop St)	210	
A470	Dolhir Lodge – Penantigi Isaf	3420	
A470	Penantigi Isaf – Cross Foxes junction	5516	
A470	Cross Foxes Junction - Depot		4882
		37413	24034

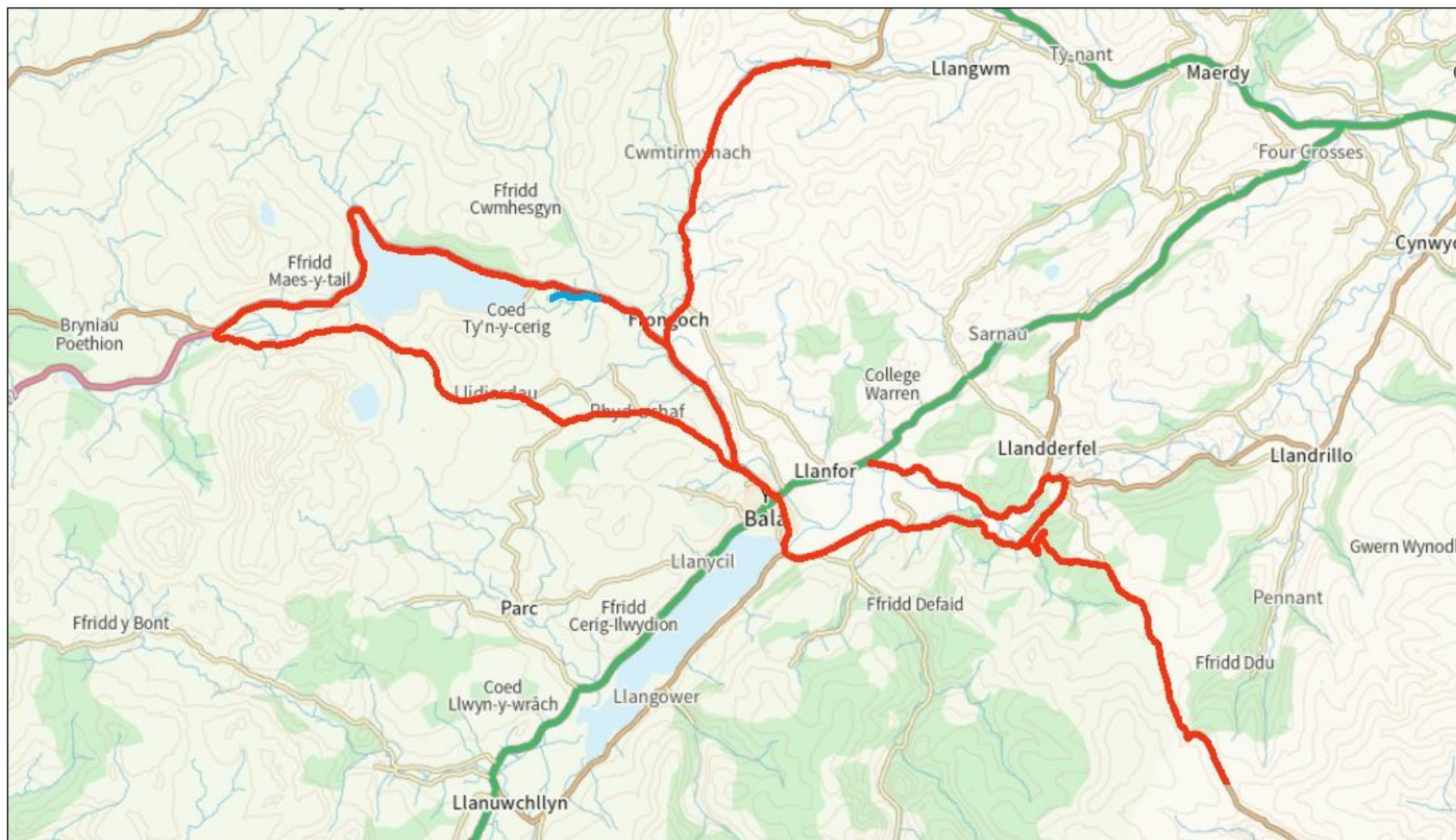


Llwybr Graeanu 14 - Gritting Route 14

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Cylchdaith/Route 15 (Ucheldir/High Routes)

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
B4391	Salt Barn Bala - A494 Junction	1380	
A4212	A494 Junction – Junction Arenig to temporarily include road from Canoe Centre to Ty Uchaf, Frongoch during Welsh Water construction work	15905 + 1004	
Dos/Class 3	Junction Arenig - Rhyduchaf - Junction Ffrydan Road	11920	
A4212	Junction Ffrydan Road - Frongoch		2965
B4501	Frongoch - Gellioedd Chapel	6431	
B4501	Gellioedd Capel - Frongoch		7071
A4212	Frongoch - Junction A494 Bala		3990
B4391	A494 Junction Bala - Berwyn	14136	
B4391	Berwyn - Junction towards Bryntirion		7968
B4402	Junction - Bryntirion	1622	
B4401	Bryntirion to A494 Melin Meloch	4866	
A494	Melin Meloch to Bala		1980
B4391	A494 Junction - Depot		410
		57264	24384

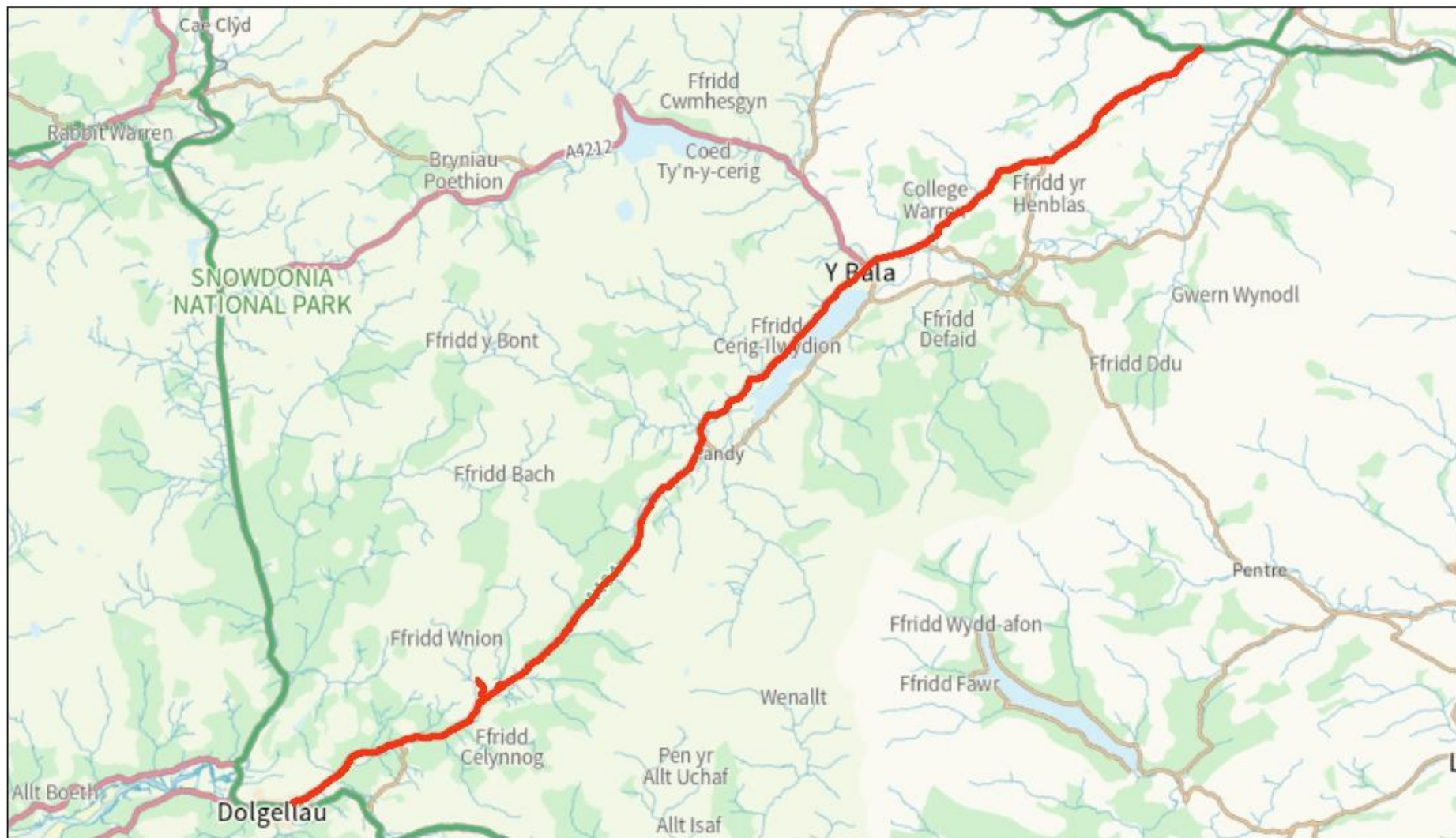


Llwybr Graeanu 15 - Gritting Route 15

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Cylchdaith/Route 16 (Ucheldir/High Routes)

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
Di-ddos / U/C	Bala Depot – B4391	169	
B4391	B4391 – A494		193
A494	Bala – Dolgellau By Pass	28339	
A494	Dolgellau By Pass – Junction U/C Road Aran Hall		7794
Di-ddos / U/C	Aran Hall	881	881
A494	Aran Hall Junction - Bala		20545
A494	Bala - Druids	14244	
A494	Druids - Bala		14244
B4391	Bala Juntion A494 - B4391		193
Di-ddos / U/C	B4391 - Depot		169
		43633	44019

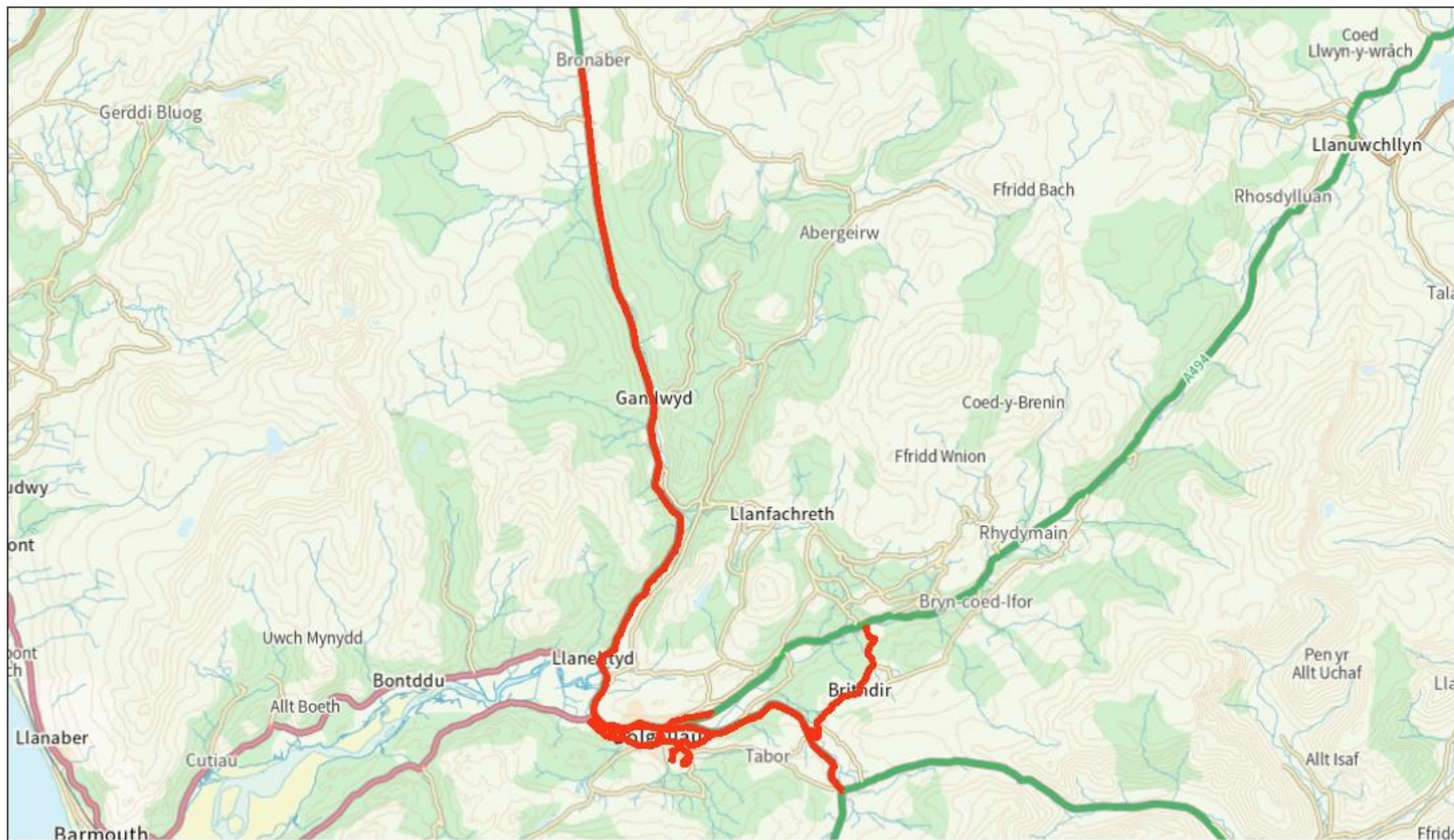


Llwybr Graeanu 16 - Gritting Route 16

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Cylchdaith/Route 17 (Ucheldir/High Routes)

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Coed Ffridd Arw Depot - Cross Foxes	4002	
A470	Cross Foxes - Coed Ffridd Arw		4002
A470	Coed Ffridd Arw - End Dual Carriageway	2870	
A470	End Dual Carriageway - Maes Mawr narrow section (including Roundabout)	3100	
A470	Maes Mawr narrow section - Bronaber	11543	
A470	Bronaber - Storehouse (start Dolgellau By-Pass)		14330
A470	Storehouse - beyond Junction Coleg Meirion	753	
A470	Coleg Meirion - A494 Junction		1380
A470	Bala Junction - A470 Fly Over	234	
Dos/Class 3	Junction Ready Mix, Arran Road, Eldon Square, Bridge St, Smithfield St, Pandyr Odyn - Junc A493	3470	
A493	Junction A493 - Junction By Pass	170	
A470	A493 Junction (Filter Lanes)	150	
A470	A493 Junction - College Junction		300
A470	College Junction (Filter Lanes)	150	
Dos/Class 3	College Junction - Barmouth Road, Pont Fawr (check Footbridge)	1330	
Dos/Class 3	Smithfield St, Arran Road		515
Dos/Class 3	Hospital Drive, Hospital Car Park, Penycaeau, Uwch y Maes	1987	
Dos/Class 3	Penycaeau, Arran Road, Eldon Sq, Bont Fawr		1150
Dos/Class 3	Bont Fawr - Junc A494 (include Slip Roads)	1175	
A494	Junc A494 - Bontnewydd		3877
B4416	Bontnewydd - Top Torrent	3246	
A470	Top Torrent - Salt Barn		2516
		33545	28070

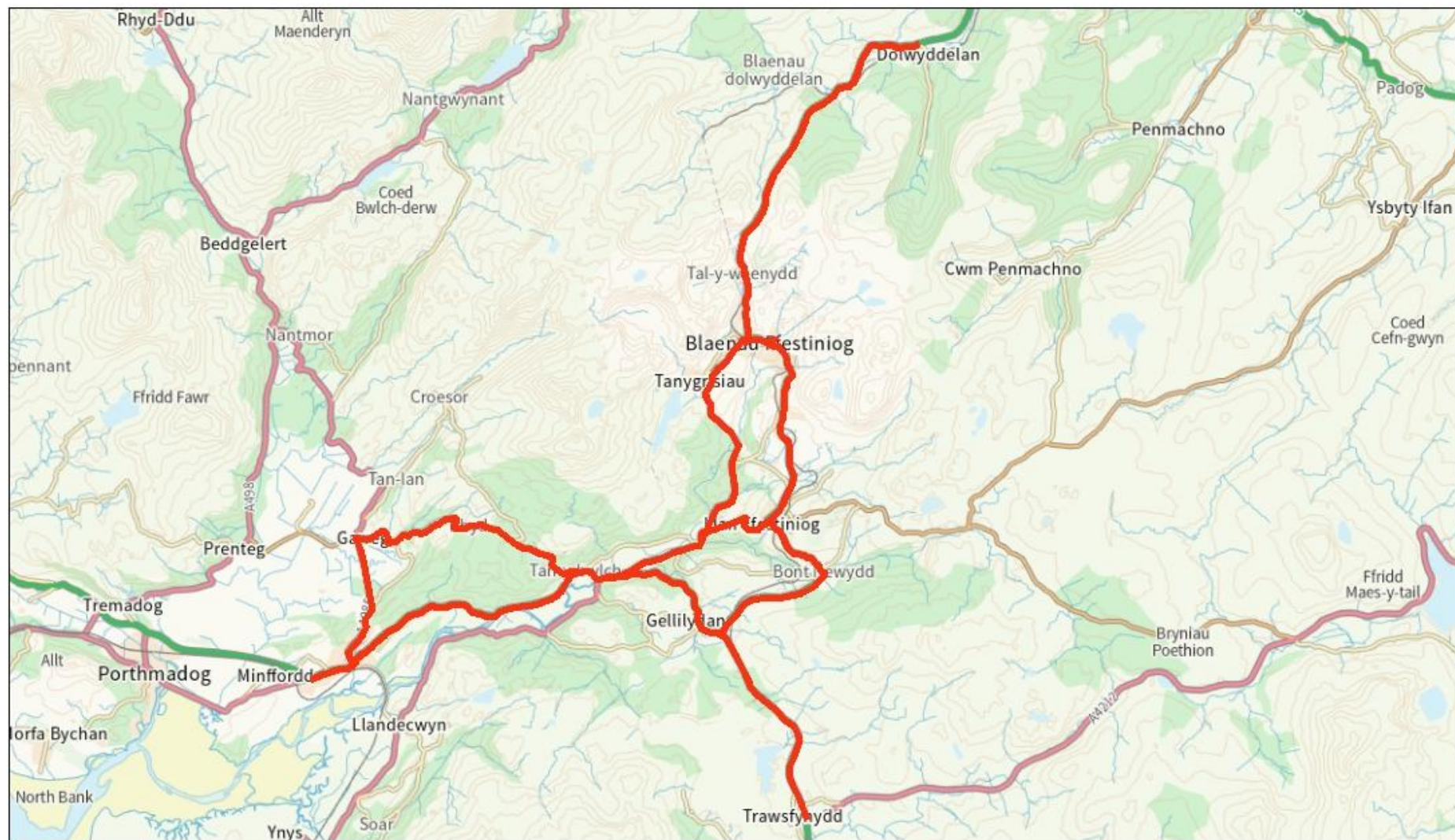


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Cylchdeithiau Prif Dosbarthwyr/Main Distributor Routes 1

Ffordd/Road	Disgrifiad/Description	Halenu/Salting (m)	Teithio Rhydd/ Free Travel
A470	Junction Depot to Square Dolwyddelan	7805	
A470	Dolwyddelan to Blaenau Depot		7805
A470	Junction Depot to Roundabout	700	
A496	Roundabout to Junction A487 Oakley Drive	8000	
A487	A487 Oakley Drive to Penrhyndeudraeth Roundabout	7062	
A487	Penrhyndeudraeth Roundabout to A4085 Jct Penrhyndeudraeth		400
A4085	Jct A487 Penrhyndeudraeth to Jct B4410 Llanfrothen	3045	
B4410	Llanfrothen to Jct A487 Oakeley Arms (Including slope into Morfa Gaseg, and bus stop pull-in Oakeley Arms)	6583	
A487	Junction A496 Bottom of Oakley Drive to Junction A470 Ty Nant	3369	
A470	Junction Ty Nant to Junction A4212 Trawsfynydd	5989	
A470	A4212 Junction to Junction A470 Ty Nant		5898
A470	Junction Ty Nant to Llan Ffestiniog	5795	
B4391	Allt Goch	1848	
B4391	Bottom Allt Goch to Llan Ffestiniog		1848
A470	Llan Ffestiniog to Depot (including access to Police Station, Dolgarregddu)	5080	
		55276	15951

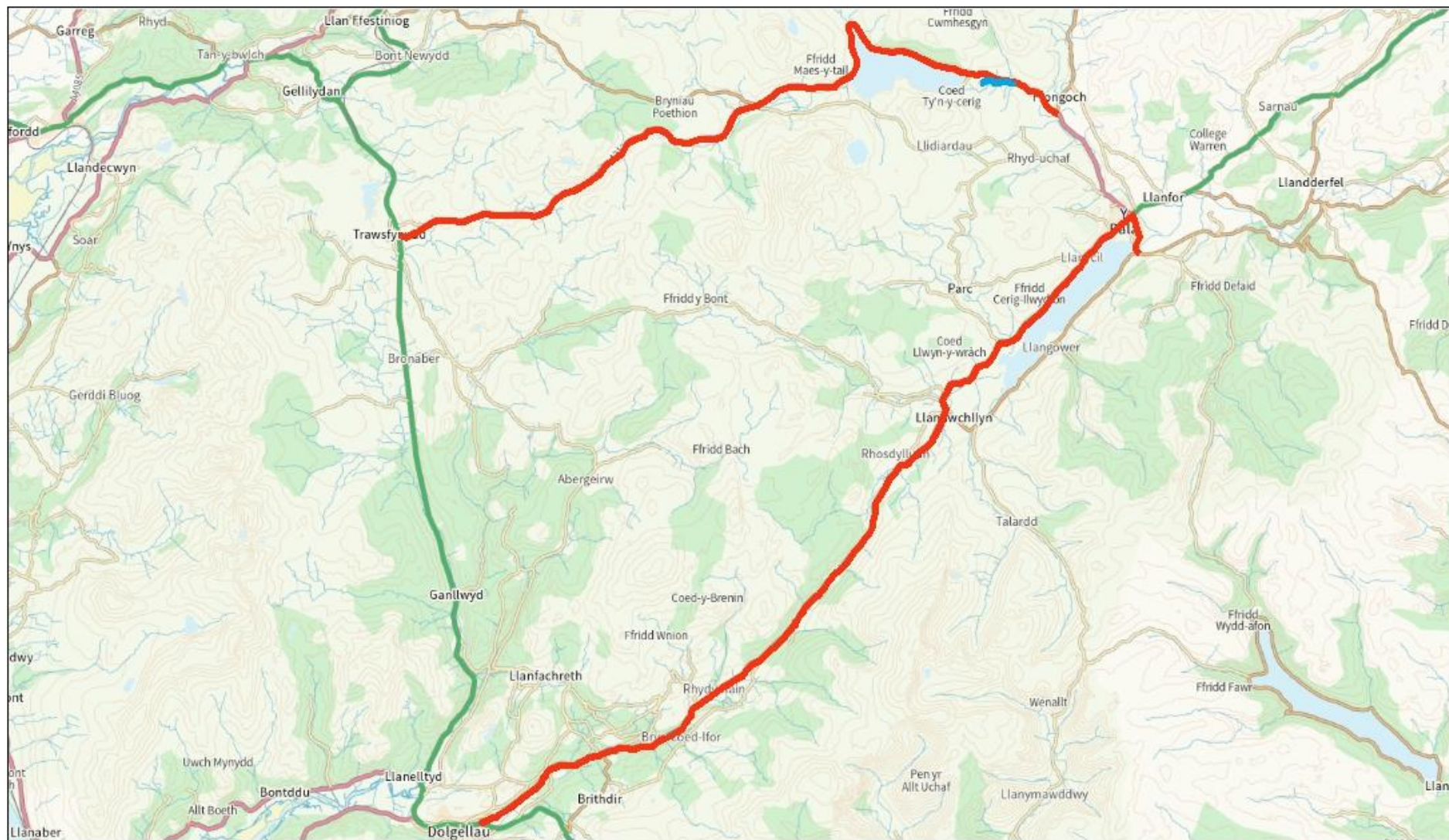


Llwybr Mewndir 1 - Inland Route 1

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Cylchdeithiau Prif Dosbarthwyr/Main Distributor Routes 2

Ffordd/Road	Disgrifiad/Description	Halenu/Salting (m)	Teithio Rhydd/ Free Travel
B4391	Salt Barn Bala to A494 Junc	1380	
A494	Bala to A470 Dolgellau Roundabout	28339	
A470	A470 Dolgellau Roundabout to A4212 Junc Trawsfynydd		19348
A4212	Trawsfynydd to Junc B4501 Frongoch to temporarily include road from Canoe Centre to Ty Uchaf, Frongoch during Welsh Water construction work	23922 + 1004	
A4212	Junct B4501 Frongoch to Junct A494 Bala		3990
		54645	23338

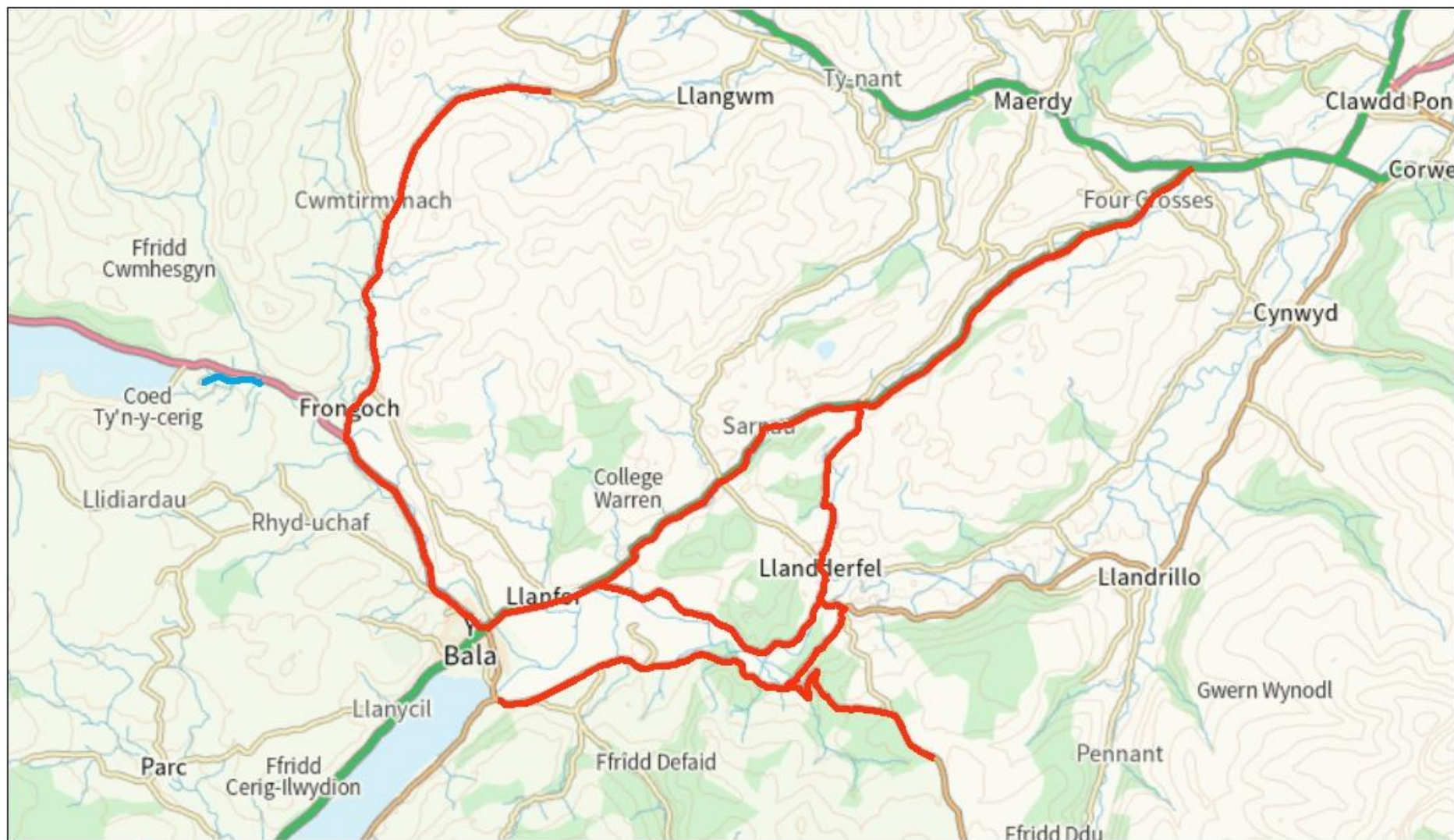


Llwybr Mewndir 2 - Inland Route 2

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Cylchdeithiau Prif Dosbarthwyr/Main Distributor Routes 3

Ffordd/Road	Disgrifiad/Description	Halenu/Salting (m)	Teithio Rhydd/Free Travel
B4391	Salt Barn Bala to A494 Junc		1380
A494	Bala to Druids A5	14244	
A5	Druids to Cerrig B4501		15420
B4501	Gellioedd to Frongoch	7071	
A4212	Frongoch to A494 Bala	3990	
B4391	Salt Barn Bala to top Berwyn (Including Denbighshire and Powys area)	14136	
B4391	Top Berwyn to Bryn Tirion junc		7968
B4402	Berwyn to Bryn Tirion	1622	
B4402	Bryn Tirion to Junc A494 Bethel	3924	
A494	Bethel to Junc Ty Croes Cefn Ddwysarn		2764
Dos/Class 3	Ty Croes Cefn Ddwysarn to B4402 Junc Llandderfel		2050
B4402	Llandderfel to Bryn Tirion Junc		695
B4401	Bryn Tirion to Melin Meloch	4866	
A494	Melin Meloch to Bala Depot		3123
		49,853	33,400

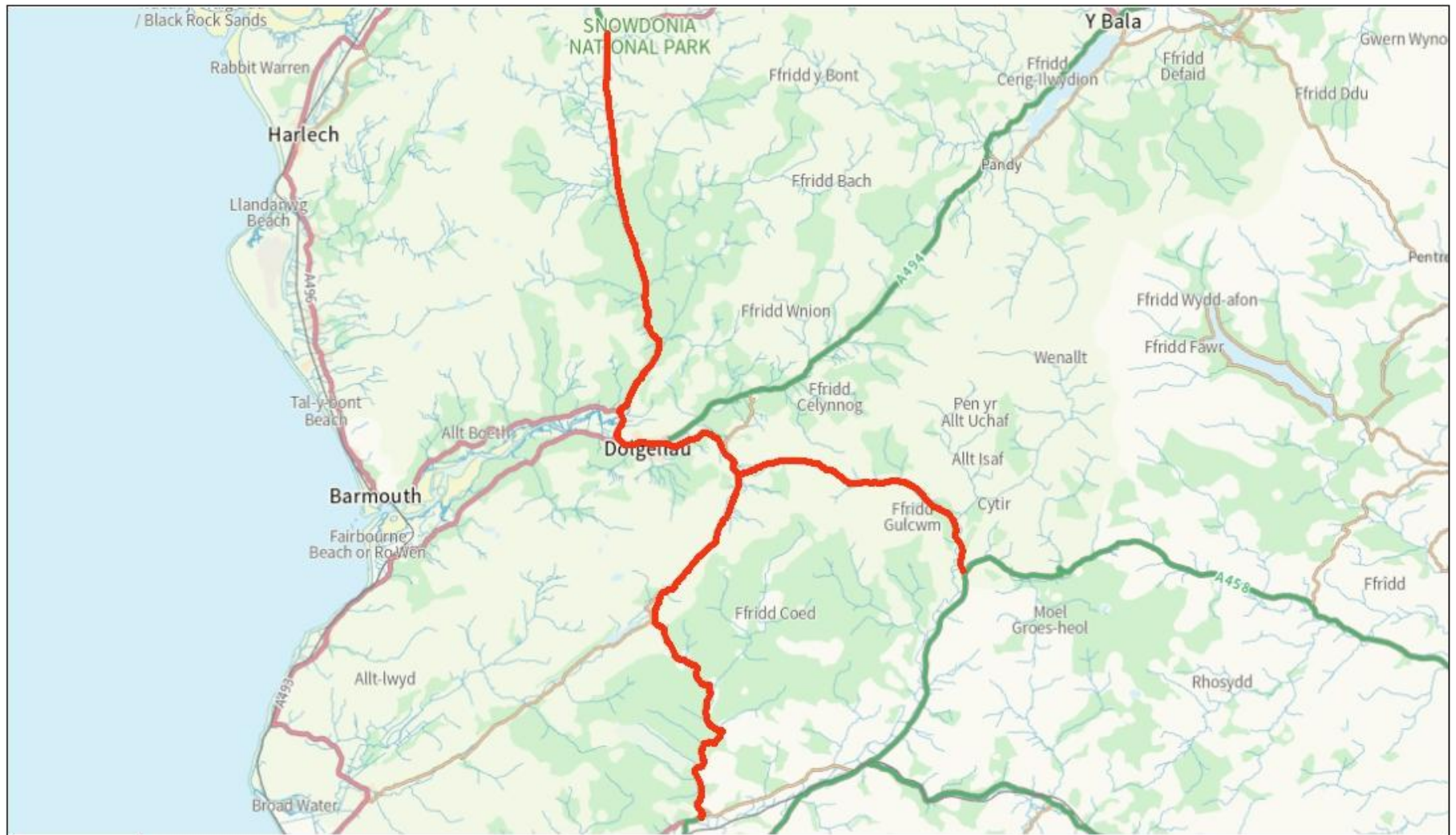


Llwybr Mewndir 3 - Inland Route 3

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Cylchdeithiau Prif Dosbarthwyr/Main Distributor Routes 4

Ffordd/Road	Disgrifiad/Description	Halenu/Salting (m)	Teithio Rhydd/Free Travel
A470	Depot to Junction A487 Cross Foxes	4402	
A470	Cross Foxes to Mallwyd Roundabout	10361	
A470	Mallwyd to Dyfi Bridge via Cemaes Road		18110
A487	Dyfi Bridge to Cross Foxes	19851	
A470	Cross Foxes to A494 Dolgellau Roundabout		
A470	A494 Dolgellau Roundabout to Junction A4212 Trawsfynydd	19348	
A470	A4212 Trawsfynydd to Dolgellau Depot		19348
		53962	37458



Llwybr Mewndir 4 - Inland Route 4

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Atodiad/Appendix VI (ii)

Llwybrau Graeanu Ardal Arfon
2024/2025

Arfon Area Gritting Route

Cylchdaith Graeanu Cibyn 1/Cibyn Gritting Route 1

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Di-ddos / u/c	Depo Cibyn - Ffordd Llanberis	0.55	
A4086	Cyffordd Cibyn - Cylchfan Penllyn gan gynnwys Cylchfan Cae Sêl	1.85	
A4871	Cylchfan Penllyn - Eagles - Cylchfan Dewi Sant - Cylchfan Penllyn	1.67	
A4086	Cylchfan Penllyn - Cylchfan Cae Sêl		0.31
B4366	Cylchfan Cae Sêl - Cyffordd Maesincla	0.15	
Di-ddos / u/c	Cyffordd Maesincla - Ysgol Maesincla	0.42	
Di-ddos / u/c	Ysgol Maesincla - Cyffordd Ala Las		0.42
B4366	Cyffordd Ala Las - Cylchfan Canolfan Hamdden	0.70	
Di-ddos / u/c	Cylchfan Canolfan Hamdden - Ysgol y Gelli	0.21	
Di-ddos / u/c	Ysgol y Gelli - Cylchfan Canolfan Hamdden Arfon		0.21
B4366	Cylchfan Canolfan Hamdden Arfon - Cylchfan Tyddyn Hen	2.32	
Dos/Class 3	Cylchfan Tyddyn Hen - Cylchfan Plas Menai	1.27	
A487	Cylchfan Plas Menai	0.18	
Dos/Class 3	Cylchfan Plas Menai - Cyffordd Tafarnygrisiau, Y Felinheli	1.64	
Di-ddos / u/c	Cyffordd Tafarnygrisiau - Y Wern	0.30	
Di-ddos / u/c	Y Wern - Cyffordd ger Ciosg Ffôn Y Wern	0.20	
Di-ddos / u/c	Y Wern - Cyffordd Ffordd Caernarfon		0.50
Dos/Class 3	Cyffordd Tafarnygrisiau - Cyffordd Nant y Garth	2.61	
B4547	Cyffordd Nant y Garth - Cylchfan Y Faenol		0.63
A487	Cylchfan Y Faenol - Cylchfan Parc Menai	1.92	
Di-ddos / u/c	Parc Menai	1.43	
Di-ddos / u/c	Parc Menai - Cylchfan Parc Menai		0.27
A487	Cylchfan Parc Menai - Cylchfan Treborth		0.51
Dos/Class 3	Cylchfan Treborth - Cylchfan Modurdy Dafarn Newydd	0.23	
Dos/Class 3	Cylchfan Modurdy Dafarn Newydd - Allt Faenol	0.76	
A487	Allt Faenol - Cylchfan Y Faenol		0.90
A487	Ffordd osgoi Y Felinheli	5.27	
A4871	Cylchfan Plas Menai - Cylchfan Dewi Sant	2.63	
A4871	Cylchfan Dewi Sant - Cylchfan Morrisons (Lôn tua'r Gogledd)	0.21	
A4871	Cylchfan Morrisons - Cylchfan Dewi Sant (Lôn tua'r De)		0.21
A4871	Cylchfan Dewi Sant - Pontffordd Caernarfon - Gorsaf betrol Caer	0.79	
A4871	Gorsaf betrol Caer - Cyffordd Dinas, Llanwnda	3.98	

Dos/Class 3	Cyffordd Dinas - Ysgol Felinwnda	2.00	
Dos/Class 3	Ysgol Felinwnda - Cyffordd Dinas		2.00
A4871	Cyffordd Dinas - Cylchfan Ffingar	0.50	
A4871	Cylchfan Ffingar - Cyffordd Menai View		0.40
Dos/Class 3	Cyffordd Menai View - Rhos Isaf	1.20	
Dos/Class 3	Rhos Isaf - Rhostryfan	1.01	
Dos/Class 3	Rhostryfan - Rhos Isaf		1.01
Dos/Class 3	Rhos Isaf - Maes Tryfan - Capel Bryn Rodyn	2.48	
Dos/Class 3	Capel Bryn Rodyn - Cylchfan Ffingar		1.64
A4871	Cylchfan Ffingar - Cylchfan Goat.	0.60	
A499	Cylchfan Goat - Ffin Arfon/Dwyfor (Cyffordd Coed Hywel)	4.68	
Dos/Class 3	Cyffordd Coed Hywel - Hen A487 Penygroes	3.43	
Dos/Class 3	Hen A487 Penygroes - Cyffordd Coed Hywel		3.43
A499	Cyffordd Coed Hywel - Cyffordd Dinas Dinlle		1.15
Dos/Class 3	Cyffordd Dinas Dinlle – The Surfer	2.22	
Dos/Class 3	The Surfer - Cyffordd Dinas Dinlle		2.22
A499	Cyffordd Dinas Dinlle - Cyffordd Llandwrog		0.57
Dos/Class 3	Cyffordd Llandwrog - Llandwrog	0.60	
Dos/Class 3	Llandwrog - Saron - Llanfaglan -Caernarfon	7.29	
A4871	Pont Saint - Cylchfan Penllyn		1.16
A4086	Penllyn - Safle Bws Penllyn - Bont Bridd	0.18	
B4419	Penllyn - Y Maes - o amgylch y Castell	0.74	
Di-ddos / u/c	Ffordd Santes Helen	1.07	
Dos/Class 3	Cylchfan Pont Saint - Ysbyty Eryri	0.13	
Dos/Class 3	Ysbyty Eryri - Cylchfan Pont Saint		0.13
A4871	Cylchfan Pont Saint - Cylchfan Penllyn		1.22
A4086	Penllyn - Safle Bws Penllyn - Bont Bridd		0.18
B4419	Bont Bridd - Stryd Bangor - Cylchfan Dewi Sant	0.42	
A4871	Cylchfan Dewi Sant - Bontnewydd		3.29
Dos/Class 3	A4871 - Ysgol Bontnewydd	0.26	
Dos/Class 3	Ysgol Bontnewydd - A4871		0.26
A4871	Cyffordd Ysgol Bontnewydd - Cylchfan Bontnewydd		0.37
Dos/Class 3	Bontnewydd - Caeathro	2.60	
A4085	Caeathro - Ffordd Eryri, Caernarfon	1.85	
Di-ddos / u/c	Ffordd Eryri - Cae Corn Hir - Cefn Hendre	1.47	
A4085	Ffordd Eryri - Cyffordd A487	0.48	

A4871	Gorsaf betrol Caer - Cylchfan Penllyn		0.59
A4086	Cylchfan Penllyn - Cibyn		1.85
Di-ddos / u/c	Cibyn - Cyffordd ger Milfeddygfa Cibyn		0.10
Di-ddos / u/c	Stad Ddiwydiannol Cibyn	1.68	
Di-ddos / u/c	Cibyn- Depo Cibyn		0.42
		68.63	26.13

Cylchdaith Graeanu Cibyn 2/Cibyn Gritting Route 2

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Di-ddos / u/c	Depo Cibyn - Ffordd Llanberis		0.55
A4086	Stad Ddiwydiannol Cibyn – A487 Cylchfan Cibyn		0.45
A487	Cylchfan Cibyn – Cylchfan Plas Menai – Cylchfan Cibyn – Cylchfan Bontnewydd – Cylchfan Goat (Llanwnda) – Cylchfan Bontnewydd – Cylchfan Cibyn	19.75	
A4086	Cylchfan Cibyn - Pontrug		0.87
Dos/Class 3	Pontrug - Tyddyn Hen		1.56
B4366	Tyddyn Hen - Cylchfan Tŷ Mawr		6.09
A4244	Cylchfan Tŷ Mawr - Cylchfan Llys y Gwynt		4.71
A55	Llys y Gwynt - Ymgyfnewidfa Madryn	8.32	
A55	Ymgyfnewidfa Madryn	0.56	
A55	Ymgyfnewidfa Madryn - Abergwyngregyn	1.60	
Di-ddos / u/c	Abergwyngregyn (hyd at y Safle Bws)	0.30	
A55	Abergwyngregyn - Llys y Gwynt	6.91	
A55	Llys y Gwynt - Ffordd Caernarfon		3.72
A4087	Cylchfan Ffordd Caernarfon - Cylchfan Tesco		0.31
A4087	Cylchfan Tesco - Ffordd ymuno A55		0.27
A55	Ffordd Caernarfon - Llys y Gwynt		3.72
A55	O dan Ymgyfnewidfa Llys y Gwynt	1.00	
A55	Ymgyfnewidfa Llys y Gwynt - Ty'n Lon		2.53
A55	Ffordd ymuno tua'r Gorllewin Ty'n Lon	0.86	
A55	Ty'n Lon - Ymgyfnewidfa Llys y Gwynt		3.00
A55	Ffordd ymadael tua'r Gorllewin Ymgyfnewidfa Llys y Gwynt	0.50	
A55	Ymgyfnewidfa Llys y Gwynt - Ty'n Lon		3.46
Dos/Class 3	Ty'n Lon - Mynedfa Castell Penrhyn, Llandegai	1.40	
Di-ddos / u/c	Mynedfa Castell Penrhyn, Llandegai - Ysgol Llandegai	0.24	
Di-ddos / u/c	Ysgol Llandegai - Mynedfa Castell Penrhyn, Llandegai		0.24
Dos/Class 3	Mynedfa Castell Penrhyn, - Cylchfan Castell Penrhyn	0.09	
A5	Cylchfan Castell Penrhyn - Llys y Gwynt	1.46	
A5	Llys y Gwynt - Cylchfan Castell Penrhyn		1.41

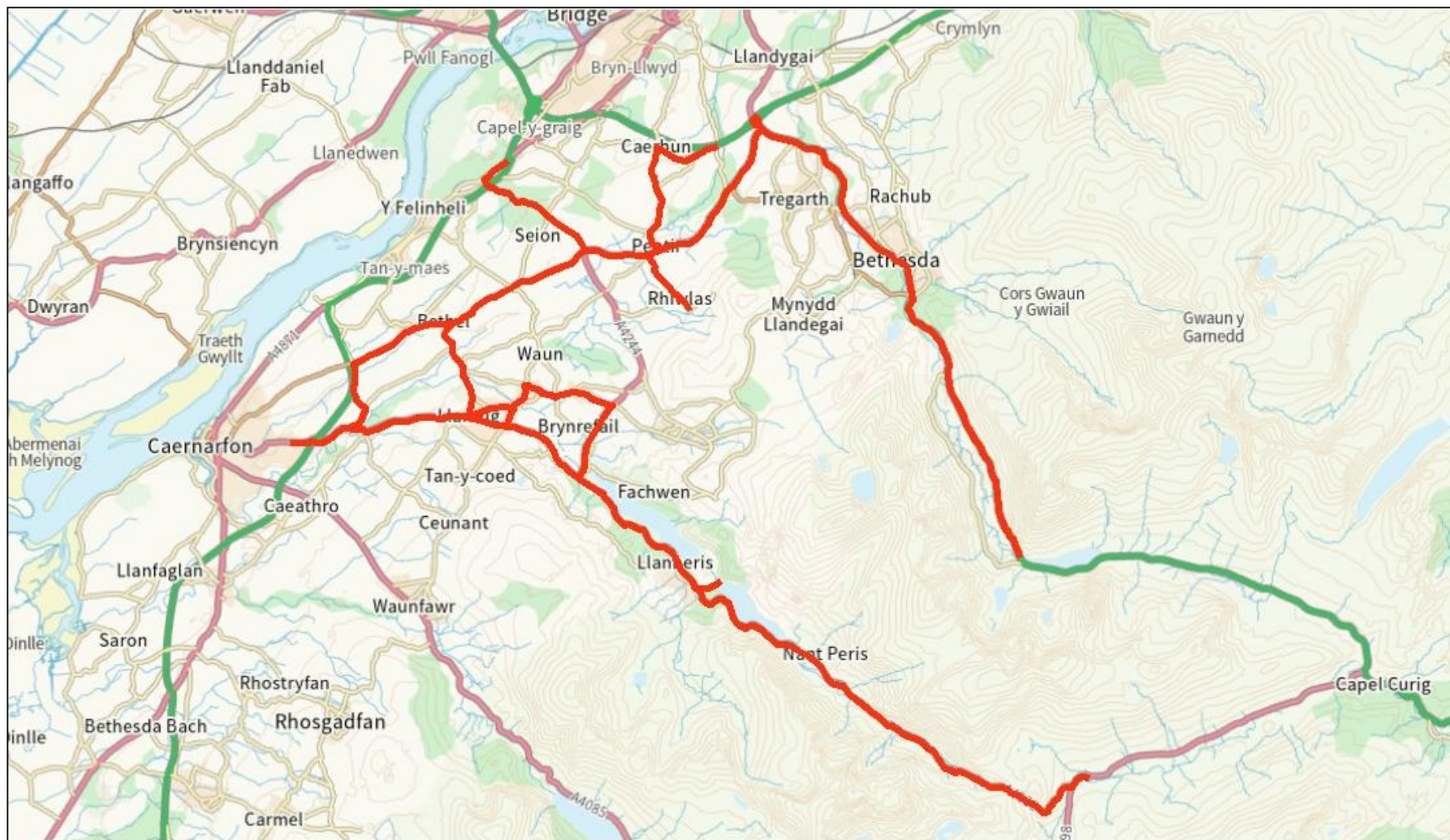
A5	Cylchfan Castell Penrhyn - Cylchfan Stad Ddiwydiannol Llandegai	0.36	
Di-ddos / u/c	Stad Ddiwydiannol Llandegai	1.12	
Di-ddos / u/c	Stad Ddiwydiannol Llandegai		1.12
A5	Cylchfan Stad Ddiwydiannol Llandegai - Maesgeirchen	1.00	
Di-ddos / u/c	Rhodfa Penrhyn - Rhodfa'r Frenhines, Maesgeirchen	1.34	
Di-ddos / u/c	Rhodfa Penrhyn - Ffordd y Castell, Maesgeirchen		0.28
Di-ddos / u/c	Ffordd y Castell - Ysgol Glancegin - Ffordd Tan y Bryn, Maesgeirchen	0.73	
Di-ddos / u/c	Maesgeirchen - A5		0.09
A5	Maesgeirchen - Tan y Fynwent (Gorsaf Heddlu)	1.95	
Di-ddos / u/c	Tan y Fynwent (Gorsaf Bws)	0.38	
A5	Ffordd Deiniol (Gorsaf Bws - Gorsaf Heddlu)		0.12
A5	Tan y Fynwent (Gorsaf Heddlu) - Gorsaf Rheilffordd - Ffordd Caergybi - Cylchfan Antelope	3.91	
A5	Antelope - Cyffordd Ffordd y Coleg		2.02
Di-ddos / u/c	Ffordd y Coleg - Lôn Cariadon	1.05	
A5	Cylchfan Lôn Cariadon - Cylchfan Morrisons		1.61
Di-ddos / u/c	Ffordd Ffriddoedd - Cyffordd Ysgol Tryfan	0.95	
Di-ddos / u/c	Ffordd Ffriddoedd - Ysgol Tryfan	0.19	
Di-ddos / u/c	Ysgol Tryfan - Ffordd Ffriddoedd		0.19
Di-ddos / u/c	Cyffordd Ysgol Tryfan - Ffordd Belmont	0.14	
Di-ddos / u/c	Ffordd Belmont - Ysgol Friars	0.88	
Di-ddos / u/c	Ysgol Friars - Cyffordd Ffordd Ffriddoedd		0.66
Dos/Class 3	Ffordd Belmont - Trem Elidir	0.36	
Di-ddos / u/c	Trem Elidir	0.57	
Di-ddos / u/c	Ffordd Ffriddoedd - Morrisons		0.68
A5	Morrisons - Gorsaf Rheilffordd		0.37
A5	Gorsaf Rheilffordd - Cyffordd Ffordd Farrar	0.14	
A5	Ffordd Farrar - Pont Rheilffordd		0.30
A4087	Pont Rheilffordd - Ffordd Hendrewen	0.65	
Dos/Class 3	Ffordd Hendrewen	1.14	
Dos/Class 3	Ffordd Hendrewen		1.14
A4087	Ffordd Hendrewen - Tesco	1.54	
A4087	Tesco - Ffordd Penchwintan		1.74
Dos/Class 3	Ffordd Penchwintan - Ffordd Penrhos hyd at Coed Mawr	1.10	
Di-ddos / u/c	Coed Mawr	0.26	
Di-ddos / u/c	Coed Mawr		0.26

Dos/Class 3	Ffordd Penrhos	0.49	
Di-ddos / u/c	Ffordd Mynediad i Ysgol Y Garnedd	0.09	
Di-ddos / u/c	Ffordd Mynediad i Ysgol Y Garnedd		0.09
Dos/Class 3	Ffordd Penrhos	0.45	
Di-ddos / u/c	Ffordd Mynediad i Ysbyty Gwynedd	0.37	
Di-ddos / u/c	Ffordd Mynediad i Ysbyty Gwynedd		0.10
Dos/Class 3	Ffordd Penrhos - Dafarn Newydd	0.78	
Dos/Class 3	Ffordd Penrhos		0.76
A487	Allt Faenol - Ffordd osgoi Y Felinheli – Cylchfan Cibyn		9.34
A4086	Cylchfan Cibyn - Cibyn		0.45
Di-ddos / u/c	Cibyn - Depo Cibyn		0.55
		64.93	54.82

Cylchdaith Graeanu Cibyn 3/Cibyn Gritting Route 3

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Di-ddos / u/c	Depo Cibyn - Ffordd Llanberis		0.55
A4086	Cyffordd Cibyn – cyffordd Lôn Glai (Felin Wen / Sopna)	1.28	
Dos/Class 3	Lôn Glai – Clychfan Tyddyn Hen	1.56	
B4366	Tyddyn Hen – cyffordd Ffordd Crawia, Bethel	2.46	
Dos/Class 3	Ffordd Crawia – Sgwar Llanrug	2.34	
Dos/Class 3	Station Road – Penbont Pub – A4086 Glyntwrog Pub	1.41	
A4086	Glyntwrog Pub – Ffordd Glanmoelyn	0.82	
Di-ddos / u/c	Ffordd Glanmoelyn – Ffordd Glanffynnon – Lon Minffordd – Ffordd Glanmoelyn	1.48	
Di-ddos/ u/c	Ffordd Glanffynnon junction – A4086		0.10
A4086	Sgwar Llanrug – Glyntwrog Pub		0.82
A4086	Glyntwrog Pub - Ffordd osgoi Cwm-y-Glo – cyffordd Stryd Fawr Cwm-y-Glo (Skate Park)	1.87	
Dos/Class 3	Stryd Fawr Cwm-y-Glo	0.62	
A4086	Ffordd osgoi Cwm-y-Glo		0.62
A4086	Cyffordd Cwm-y-Glo (Skate park) – cyffordd A4244	0.48	
A4244	A4086 – cyffordd Brynrefail (Cae chwarae)	0.81	
Dos/Class 3	Stryd Fawr Brynrefail	0.53	
A4244	Cyffordd deheuol Brynrefail – cyffordd Brynrefail (Cae chwarae)		0.43
A4244	Cyffordd Brynrefail (cae chwarae) – cyffordd Racca	0.89	
Dos/Class 3	Cyffordd Racca – Ysgol Gynradd Penisarwaun – Tan Gaer – Pont Rhythallt – Penbont Pub	2.51	
Dos/Class 3	Penbont Pub – A4086 Glyntwrog Pub		0.44
A4086	Glyntwrog Pub – cyffordd A4244		2.35
A4086	Cyffordd A4244 – safle bws Canolfan Llanberis	3.13	
Di-ddos/ u/c	Ffordd Pont y Bala	0.52	
Di-ddos/ u/c	Ffordd Pont y Bala		0.52
A4086	Ffordd Pont y Bala – cyffordd Stryd Fawr		0.12
Dos/Class 3	Stryd Fawr, Llanberis	1.10	
A4086	Cyffordd Stryd Fawr – Stad Ddiwydiannol Y Glyn		0.03
Di-ddos/ u/c	Stad Ddiwydiannol Y Glyn	0.31	
Di-ddos/ u/c	Stad Ddiwydiannol Y Glyn		0.31

A4086	Ffordd osgoi Llanberis – cyffordd Ffordd Pont y Bala		1.01
A4086	Cyffordd Ffordd Pont y Bala – Nant Peris – Pen y Grwyd – ffin Gwynedd/Conwy	10.84	
A4086	Ffin Gwynedd/Conwy – Capel Curig		6.35
A5	Capel Curig – Ffin Gwynedd/Conwy (Ogwen Cottage)		8.22
A5	Ffin Gwynedd/Conwy (Ogwen Cottage) – Bethesda – J11 cylchfan Llys y Gwynt – cylchfan One Stop	12.27	
A4244	A5 cylchfan One Stop – cyffordd Rhiwlas	4.1	
Dos/Class 3	Ffordd Rhiwlas – Ysgol Rhiwlas – cyffordd Cae Glas	1.30	
Dos/Class 3	Cyffordd Cae Glas – A4244		1.30
A4244	Cyffordd Rhiwlas – cylchfan Groeslon Ty Mawr	1.35	
B4547	Nant y Garth – cylchfan A487 Y Faenol	3.38	
B4547	Cylchfan Y Faenol – cylchfan Ty Mawr		3.38
B4366	Cylchfan Ty Mawr – cyffordd Ffordd Crawia	3.33	
Dos/Class 3	Ffordd Crawia – A4086 sgwar Llanrug		2.34
A4086	Sgwar Llanrug – cyffordd Lon Glai	2.59	
A4086	Cyffordd Lon Glai – Depot Cibyn		1.83
		63.28	30.72



Llwybr Graeanu 3 - Gritting Route 3

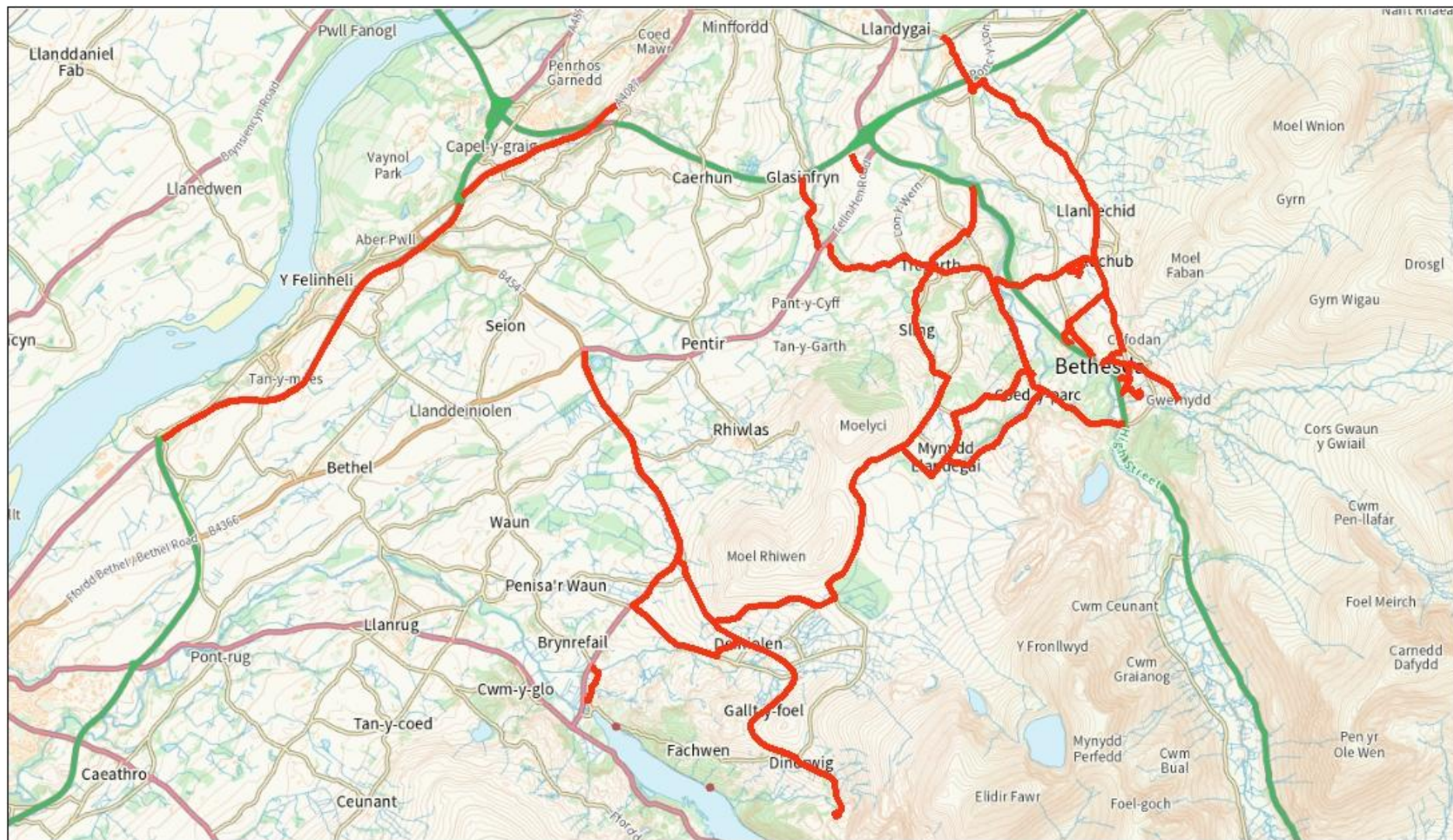
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Cylchdaith Graeanu Cibyn 4/Cibyn Gritting Route 4

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Di-ddos/ u/c	Depo Cibyn - Ffordd Llanberis		0.55
A4086	Cibyn – Pontrug		1.28
Dos/Class 3	Pontrug – Tyddyn Hen		1.56
Dos/Class 3	Lon Crug, Llanfairisgaer		1.45
A487	Ffordd osgoi Y Felinheli	5.27	
A4087	Cylchfan Y Faenol – Cylchfan Tesco	2.45	
A4087	Cylchfan Tesco – Cylchfan Ffordd Caernarfon	0.50	
A4087	Cylchfan Ffordd Caernarfon – Cylchfan Tesco		0.50
A55	Ffordd Caernarfon – Llys y Gwynt		3.80
A5	Llys y Gwynt – Castell Penrhyn		1.45
Dos/Class 3	Castell Penrhyn – Tal y Bont		0.67
Dos/Class 3	Tal y Bont - Llanllechid - Rachub - Stad Ddiwydiannol Pant Dreiniog	4.88	
Di-ddos/ u/c	Stad Ddiwydiannol Pant Dreiniog	0.14	
Di-ddos/ u/c	Stad Ddiwydiannol Pant Dreiniog		0.14
Dos/Class 3	Ffordd Ffrydlas – Ffordd Penybryn – Ysgol Penybryn – Ffordd Pant Glas	0.48	
Di-ddos/ u/c	Ffordd Pant Glas – Gerlan	1.09	
Di-ddos/ u/c	Gerlan – Garneddwen		0.84
Dos/Class 3	Garneddwen – Adwy'r Nant – A5	0.33	
A5	Adwy'r Nant – Ffordd Pant		0.17
Dos/Class 3	Ffordd Pant – Glan Ogwen	0.09	
Di-ddos / u/c	Glan Ogwen – Abercaseg – Ysgol Abercaseg	0.36	
Di-ddos / u/c	Ysgol Abercaseg – Abercaseg – Glan Ogwen		0.36
Dos / Class 3	Ffordd Pant – Adwy'r Nant	0.15	
Dos/Class 3	Adwy'r Nant – Ffordd Gerlan		0.16
Di-ddos/ u/c	Ffordd Gerlan – Ffordd Pant Glas		0.25
Di-ddo/ u/c	Ffordd Pant Glas	0.14	
A5	Ffordd Pant Glas – Lon Newydd Coetmor		0.48
Dos/Class 3	Lon Newydd Coetmor – Ffordd Coetmor	0.32	
Di-ddos/ u/c	Ffordd Coetmor – Ysgol Dyffryn Ogwen – Rhes Victoria – A5	0.54	
A5	Rhes Victoria – Pont Twr		1.01

B4409	Pont Twr - Stad Ddiwydiannol Coed y Parc	1.40	
Di-ddos/ u/c	Stad Ddiwydiannol Coed y Parc	0.10	
Di-ddos/ u/c	Stad Ddiwydiannol Coed y Parc		0.10
B4409	Stad Ddiwydiannol Coed y Parc - Cyffordd Hen Durnpike	1.19	
Dos/Class 3	Hen Durnpike – Bryn Bella – Maes Bleddyn	1.24	
Di-ddos/ u/c	Maes Bleddyn – Ysgol Llanllechid	0.33	
Di-ddos/ u/c	Ysgol Llanllechid – Maes Bleddyn		0.13
Di-ddos/ u/c	Maes Bleddyn – Ffordd Llwyn Bleddyn	0.21	
Dos/Class 3	Maes Bleddyn - Sgwâr Rachub	0.28	
Dos/Class 3	Sgwâr Rachub – Ffordd Newydd Coetmor		0.42
Dos/Class 3	Ffordd Newydd Coetmor hyd at Cyffordd Ffordd Coetmor	0.59	
Dos/Class 3	Ffordd Coetmor i A5		0.32
A5	Ffordd Newydd Coetmor i Ffordd Y Stesion		1.08
Di-ddos / u/c	Ffordd y Stesion – Canolfan Meddygol Yr Hen Orsaf	0.06	
Di-ddos / u/c	Canolfan Meddygol Yr Hen Orsaf – A5		0.06
A5	Ffordd y Stesion – Bryn Bella		1.14
Dos/Class 3	Bryn Bella - Hen Durnpike		0.41
B4409	Hen Durnpike - St Annes		1.06
Dos/Class 3	St Annes - Mynydd Llandegai - Ysgol Bodfeurig - Sling - Tregarth	5.36	
B4409	Cyffordd Sling – A4244 Felin Hen	1.61	
Dos/Class 3	Felin Hen – Glasinfryn – Waun Wen – Caerhun – A4244 Pentir	4.76	
A4244	Cyffordd Pentir – Lon Coed Hywel		3.41
Di-ddos/ u/c	Lon Coed Hywel at Safle Heddlu	0.26	
Di-ddos/ u/c	Safle Heddlu – A4244		0.26
A4244	Lon Coed Hywel – A5		0.33
A5	A5 Rhan Ddeuol – Cyffordd Tyddyn Iolyn	0.72	
A5	Cyffordd Tyddyn Iolyn – Pont y Pandy		0.58
Dos/Class 3	Pont y Pandy – Tal y Cae – B4409	1.33	
B4409	Tal y Cae – Ysgol Tregarth – Hen Durnpike	1.00	
B4409	Hen Durnpike – Allt Occar		1.40
Dos/Class 3	Allt Occar – Ffordd Hermon, Mynydd Llandegai	1.70	
Dos/Class 3	Ffordd Hermon – Tan y Bwlch Jct		0.81
Dos/Class 3	Mynydd Llandegai - Deiniolen	4.09	
Dos/Class 3	Deiniolen – Gallt y Foel – Dinorwig	3.96	

Dos/Class 3	Dinorwig – Gallt y Foel – Deiniolen		3.96
Dos/Class 3	Deiniolen – Beran	0.95	
A4244	Cyffordd Beran – Cyffordd Racca	0.84	
Dos/Class 3	Cyffordd Racca – Clwt y Bont - Deiniolen	1.63	
Dos/Class 3	Deiniolen – Cyffordd Beran		1.29
A4244	Beran - Tŷ Mawr	2.94	
B4366	Tŷ Mawr - Tyddyn Hen		5.65
Dos/Class 3	Tyddyn Hen – Pontrug		1.56
A4086	Pontrug – Cibyn		1.28
Di-ddos/ u/c	A4086 – Depo Cibyn		0.55
		53.29	40.47



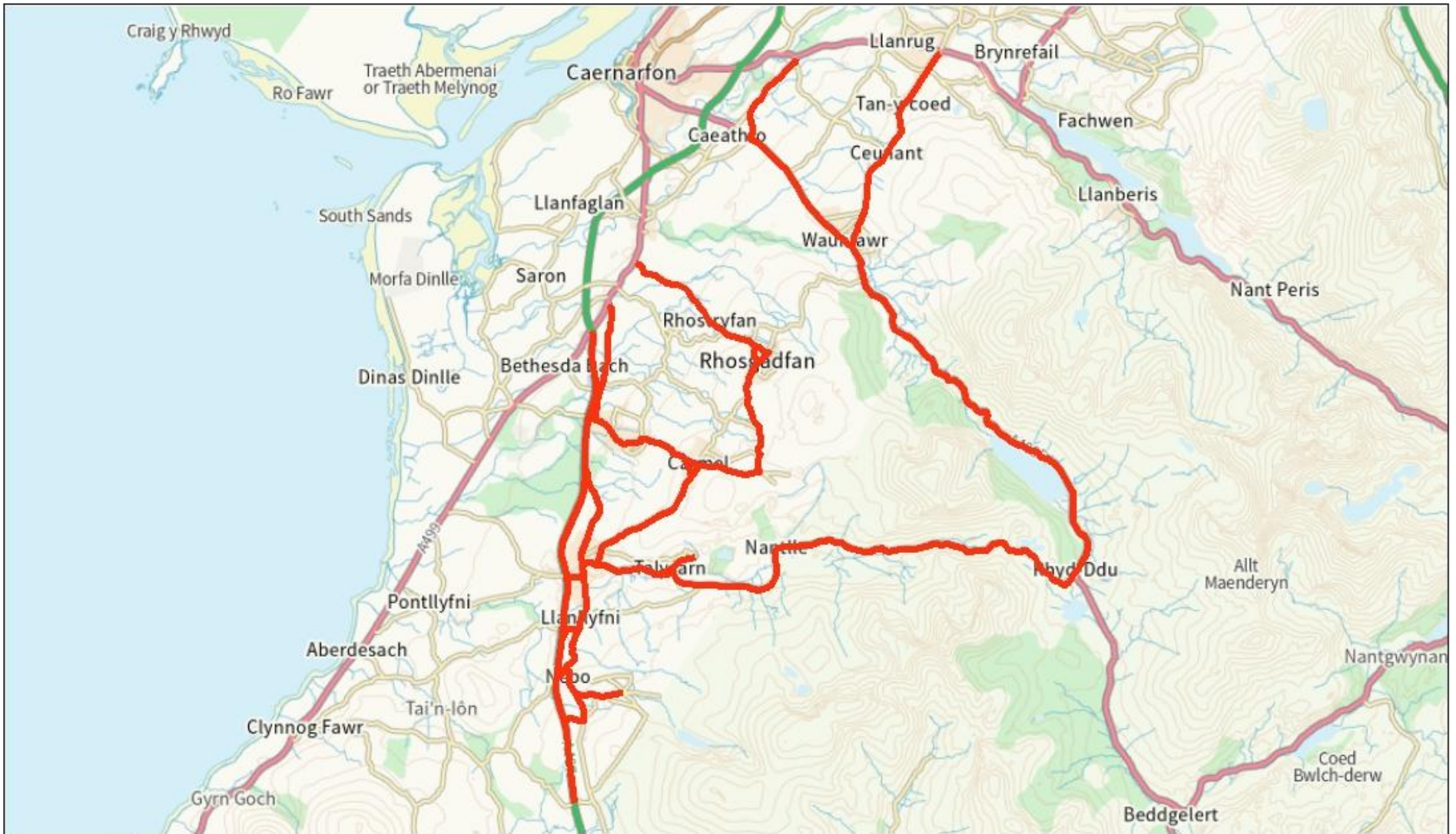
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Cylchdaith Graeanu Cibyn 5/Cibyn Gritting Route 5

Ffordd/Road	Disgrifiad o'r rhan/Description of section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Di-ddos / u/c	Depo Cibyn - Ffordd Llanberis		0.55
A4086	Ffordd Llanberis - Cylchfan Penllyn		1.70
A487	Caernarfon - Cylchfan Goat, Llanwnda.		5.39
A487	Cylchfan Goat ,Llanwnda - Cefn Graeanog (Terfyn Arfon / Dwyfor)	9.65	
A487	Cefn Graeanog (Terfyn Arfon / Dwyfor) - Cyffordd Nasareth		3.46
Dos/Class 3	A487 - Nasareth - Nebo - Ysgol Nebo	1.93	
Dos/Class 3	Ysgol Nebo - Nebo - Nasareth		0.99
Dos/Class 3	Nasareth - Llanllyfni - Stad Ddiwydiannol Penygroes	2.52	
Di-ddos / u/c	Stad Ddiwydiannol Penygroes	0.61	
Di-ddos / u/c	Stad Ddiwydiannol Penygroes		0.61
Dos/Class 3	Stad Ddiwydiannol Penygroes - Inigo Jones	2.40	
Dos/Class 3	Inigo Jones - Heol Buddug, Penygroes		2.11
B4418	Heol Buddug - Cyffordd Ffordd Y Brenin	0.37	
Dos/Class 3	Ffordd Y Brenin – Groesffordd Carmel	3.02	
Dos/Class 3	Carmel - Y Groeslon	2.04	
Di-ddos / u/c	Ysgol Y Groeslon	0.22	
Di-ddos / u/c	Ysgol Y Groeslon		0.22
Dos/Class 3	Ysgol Y Groeslon - Cylchfan Y Groeslon (A487)	0.65	
Dosbarth 3	Hen A487 Y Groeslon - Dolydd - Llanwnda	2.33	
A487	Llanwnda - Ffrwd Cae Du		1.16
Dos/Class 3	Ffrwd Cae Du - Rhostryfan - Rhosgadfan - Y Fron	6.57	
Dos/Class 3	Y Fron - Croesffordd Carmel	1.25	
Dos/Class 3	Croesffordd Carmel - Llidiart y Mynydd		0.85
Di-ddos / u/c	Llidiart y Mynydd - Maes Hyfryd	0.35	
Dos/Class 3	Carmel - Penygroes		2.76
B4418	Penygroes - Talysarn	1.54	
Di-ddos / u/c	Talysarn	0.44	
Di-ddos / u/c	Talysarn		0.44
B4418	Talysarn - Nantlle - Rhyd Ddu	9.68	
A4085	Rhyd Ddu - Betws Garmon - Waunfawr – Cylchfan Caeathro	11.80	
Dos/Class 3	Caeathro - Pontrug	1.97	

A4086	Pontrug - Llanrug		2.98
Dos/Class 3	Llanrug - Ceunant - Waunfawr	4.47	
A4085	Waunfawr - Cylchfan Caeathro		3.05
Dos/Class 3	Caeathro - Pontrug		1.97
A4086	Pontrug - Cibyn		1.28
Di-ddos / u/c	A4086 - Depo Cibyn		0.55
		63.81	29.07



Llwybr Graeanu 5 - Gritting Route 5

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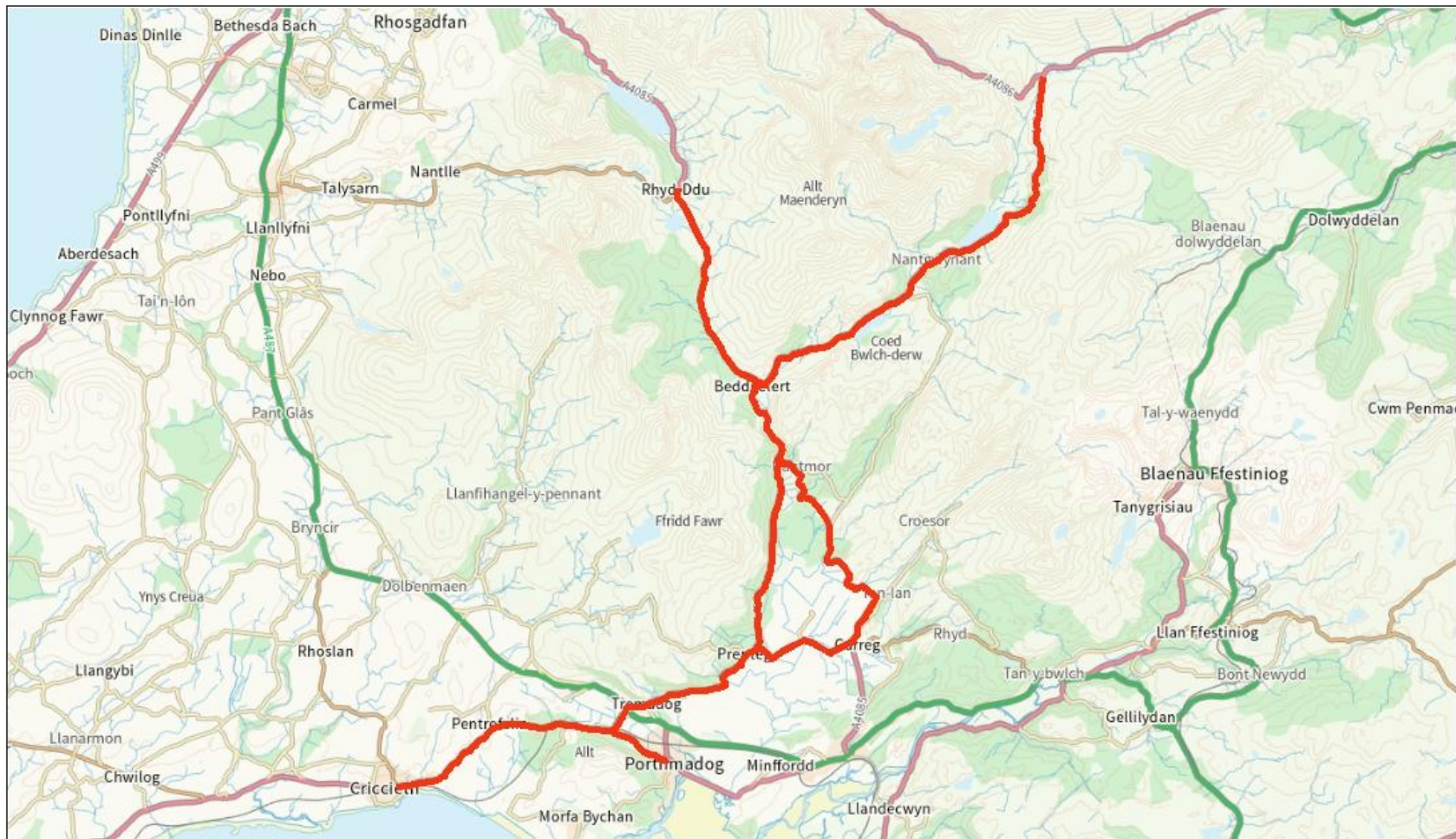
Llwybrau Graeanu Dwyfor 2024/25 Dwyfor Gritting Routes

Cylchdeithiau Blaenoriaeth Cyntaf

First Priority Routes

Cylchdaith Prif Flaenoriaeth/Main Priority Route - D1/1

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
A497	Afonwen - Sgwar Criccieth		6.6
A498	Sgwar Criccieth - Cylchfan Porthmadog	5.8	
A498	Cylchfan Porthmadog - Cyffordd Penamser		1.6
A498	Cyffordd A498 Penamser - Cyffordd A487 Tremadog	0.6	
A498	A487 Tremadog - Beddgelert – Pengwryd	23.3	
A498	Pengwryd - Beddgelert		12.2
A4085	Beddgelert - Rhyd Ddu at Cyffordd yr B4418	5.8	
A4085/A498	Rhyd Ddu - Bont Aberglaslyn		8.2
A4085	Bont Aberglaslyn - Nantmor - Garreg - Cyffordd yr A498 Prenteg	9.4	
Amrywiol/Various	Prenteg - Cylchfan Tremadog - Cyffordd Penamser - Pentrefelin - Criccieth - Depo Afonwen		18.1
		44.9	46.7



Llwybr Graeanu 1 - Gritting Route 1

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Cylchdaith Prif Flaenoriaeth/Main Priority Route - D1/2

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Dos/Class 3	Afonwen - Cylchfan A497 Afonwen		0.3
A497	Cylchfan A497 Afonwen - Sgwar Criccieth	6.3	
B4411	Sgwar Criccieth - Cyffordd A487 Glandwyfach	7.1	
A487	Cyffordd A487 Glandwyfach - Caerau (ffin Dwyfor), Pantglas	5	
A487	Caerau (ffin Dwyfor) - Cyffordd A487 Glandwyfach		5.1
A487	Cyffordd Glandwyfach - Cylchfan Minffordd (sicrhau graeanu'r holl gylchdro)	13.5	
A497	Cyffordd Minffordd - Swyddfa'r Dreth Incwm, Porthmadog		3.2
A497	Swyddfa'r Dreth Incwm - Cyffordd Swyddfa'r Post, Porthmadog	0.5	
Dos/Class 3	Swyddfa'r Post - Morfa Bychan	3.7	
Dos/Class 3	Morfa Bychan - Cyffordd Borth y Gest		3.2
Di-ddos/ u/c	Cyffordd Borth y Gest - Ysgol Borth y Gest (Sicrhau bod oll o gyffordd Borth y Gest wedi ei drin)	1	
Di-ddos/ u/c	Ysgol Borth y Gest - Stad Tan y Foel, Borth y Gest		0.1
Di-ddos/ u/c	Stad Tan y Foel	0.2	
Di-ddos/ u/c	Stad Tan y Foel - Cyffordd Swyddfa'r Post, Porthmadog		0.5
A497	Cyffordd Swyddfa'r Post - Cylchfan Porthmadog	1.6	
A4971	Cylchfan Porthmadog - Cylchfan Bodawen (sicrhau graeanu'r holl gylchdro)	0.8	
A487	Cylchfan Bodawen - Cyffordd Stryd yr Eglwys, Tremadog		0.4
Dos/Class 3	Cyffordd Stryd yr Eglwys, Tremadog - Cyffordd A498, Sgwar Tremadog	0.4	
Dos/Class 3	Cyffordd A498, Tremadog - Cylchfan A487, Tremadog		0.4

A487	Cylchfan A487, Tremadog - Cyffordd Ysbyty Alltwen		0.4
GIG Cymru/NHS Wales	Ffordd breifat at Ysbyty Alltwen	0.5	
GIG Cymru/NHS Wales	Ysbyty Allt Wen - Cyffordd A487		0.4
A487	Cyffordd A487 - Cyffordd Golan		2.0
Dos/Class 3	Golan Loop - Cyffordd A487 Ysgubor Gerrig	3.5	
A487	Cyffordd A487 Ysgubor Gerrig - Cyfnewidfa Ffôn (telephone exchange)		1.3
Dos/Class 3	Cyfnewidfa Ffôn - Pentre Garndolbenmaen - Cyffordd A487, Noddfa	2.3	
A487	Cyffordd Noddfa - Cyffordd Glandwyfach		0.9
B4411	Cyffordd Glandwyfach - Cyffordd Ynys Heli, Rhoslan		3.4
Dos/Class 3	Cyffordd Ynys Heli Rhoslan - Cyffordd Ael y Bryn, Llanystumdwy	2.6	
Dos /Class 3 - A497	Ael y Bryn, Llanystumdwy - Sgwar Criccieth		3.5
Di-ddos / u/c	Sgwar Criccieth - Marine - Cyffordd Lôn Fel A497	1.3	
A497	Cyffordd Lôn Fel A497 - Cyffordd Pentref Llanystumdwy		1.7
Dos/Class 3	Penterf Llanystumdwy - Cyffordd Tyddyn Siannel	1.1	
A497 + Dos/Class 3	Cyffordd Tyddyn Sianel - Depo Afonwen		3.4
		51.4	30.2



Llwybr Graeanu 2 - Gritting Route 2

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Cylchdaith Prif Flaenoriaeth/Main Priority Route – D1/3

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Dos/Class 3	Afonwen - Cylchfan A497	0.3	
A497	A497 - Rodyn, Abererch (Sicrhau graeanu'r 4 Cylchfan)	4.9	
Dos/Class 3	Pentref Abererch	1.2	
A497	Bodreiala - Rodyn		0.9
A497 - A499	Rodyn drwy Bwllheli - Roundabout Pulrose (Sicrhau graeanu'r 4 Cylchfan)	3.9	
A499	Cylchfan Pulrose i gyffordd Ffordd Caerdydd		0.9
Di-ddos / u/c	Ffordd Caerdydd - Ffordd y Mela - Ffordd y Cob	2.3	
A499	Pencob - Cyffordd Stryd Fawr a Lôn Dywod		0.3
Di-ddos / u/c	Stryd Fawr - Whitehall - Allt Salem - Coleg - Cyffordd Lon Pengwern, Efailnewydd	1.9	
Di-ddos/ u/c	Cyffordd Lôn Pengwern, Efailnewydd - Whitehall		1.6
Di-ddos/ u/c	Whitehall - Maes	0.2	
A499	Maes - Cylchdro Black Lion		0.5
A499	Cylchdro Black Lion - Y Ffor	4.5	
B4354	Y Ffor – Pandy Garage	5.6	
A497	Pandy Garage A497 - Roundabout Afonwen A497 - Mynedfa Depo Afonwen		1.4
Dos/Class 3	Mynedfa Depo Afonwen - B4354 Cyffordd Chwilog	0.7	
B4354	Cyffordd B4354 Chwilog - Cyffordd Llanarmon		1
Dos/Class 3	Cyffordd B4354 Llanarmon – Ty Newydd – Llangybi – Lon Gwernallt – Llanarmon	6.3	
Dos/Class 3	Llanarmon – Groeslon Ty Newydd		1.8
Dos/Class 3	Groeslon Tŷ Newydd - Cyffordd A499 Lodge Trallwyn	2.7	
A499/B4417	A499 Lodge Trallwyn - Cylchfan Allt y Llan, Llanaelhaearn - Sgwar Llithfaen		7.3
Di-ddos/ u/c	B4417 Groes Llithfaen - Nant Gwrtheyrn (maes parcio)	1	
Di-ddos/ u/c	Nant Gwytheyrn - B4417 Sgwar Llithfaen		1
Dos/Class 3	Sgwar Llithfaen - B4354 Tan y Fron, Pentreuchaf	4	
Amrywiol/ Various	B4354 Tan y Fron, Pentreuchaf - Y Ffor - Chwilog - Afonwen		9.3
		39.5	26



Llwybr Graeanu 3 - Gritting Route 3

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Cylchdaith Prif Flaenoriaeth/Main Priority Route D1/4

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Dos/Class 3	Afonwen i B4354 Chwilog	0.7	
B4354	B4354 Chwilog i A499 Y Ffor		3.4
A499	A499 Y Ffor i waelod cyffordd Allt Goch, Penygroes	17.7	
A499	Gwaelod Allt Goch i Clynnog		5.2
Dos/Class 3	Clynnog Cyffordd Bryn Ifan - Groes Foel - A499 Pontllyfni	7.3	
A499	A499 Pontllyfni - Lôn Newydd, Trefor		7.9
Dos/Class 3	Pentref Trefor	2.9	
A499	Penlon Trefor A499 i Gyffordd B4417 Allt y Llan, Llanaelhaearn		0.9
B4417	Allt Llan - Llithfaen - Pistyll - Nefyn	10.1	
A497	Nefyn - Bryncynan	1.6	
B4412	Bryncynan - Cae Coch - Morfa Nefyn		1.5
B4412	Cae Coch Linksway	0.5	
Amrywiol/Various	Linksway - B4417 Lon Terfyn - Cae Coch		0.7
B4417	Cae Coch - Nefyn	2.00	
A497	Nefyn Bryncynan - Cyffordd B4354 Tan Graig Boduan		3.2
B4354	B4354 Tan Graig - Cyffordd A499 Y Ffor	9.0	
Amrywiol/Various	Cyffordd A499 Y Ffor - Afonwen		4.5
		51.9	27.3



Llwybr Graeanu 4 - Gritting Route 4

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Cylchdaith Prif Flaenoriaeth/Main Priority Route D1/5

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Dos/Class 3 + A497	Afonwen i A497 Tyrpeg Pulrose		8.7
A499	A497 Tyrpeg Pulrose i Abersoch	9.8	
A499	Stryd Fawr, Abersoch		0.2
Di ddos/ u/c Dos/Class 3 + Di-ddos/ u/c	Cyffordd Lôn Gwydryn - Sarn Bach - Bwlchtocyn	2.5	
Di-ddos/ u/c	Bwlchtocyn i Cyffordd Tan Bryn		0.8
Di-ddos/ u/c	Cyffordd Tan Bryn - Cyffordd Erw Deg, Cilan	1.8	
Di-ddos/ u/c	Cyffordd Erw Deg, Cilan - Sarn Bach		2.0
Dos/Class 3+ Di-ddos/ u/c	Sarn Bach-Capel Bwlch-Llanengan-Llangian-Cyffordd Allt Sychnant - Cyffordd Land and Sea, Abersoch	6.1	
Dos/Class 3	Cyffordd Land and Sea - Cyffordd Allt Sychnant		1.7
Dos/Class 3	Cyffordd Allt Sychnant - Cyffordd B4413	1.6	
B4413	Cyffordd B4413 - Cyffordd cyntaf i'r Ysgol (ger y maes picnic)		0.8
Dos/Class 3 + Di-ddos/ u/c	Cyffordd y maes picnic heibio'r Ysgol i gyffordd y garej	0.2	
B4413	Cyffordd y garej i Swyddfa Post Mynytho		0.4
Dos/Class 3	Swyddfa Post Mynytho - Coed y Fron	1.4	
Dos/Class 3 + B4413	Coed y Fron - Rhyd Galed		1.9
B4415	Rhydgaled - Pont Inkerman - Felin Newydd	3.0	
Dos/Class 3	Felin Newydd - Pont Inkerman		1.2
Dos/Class 3 + Di-ddos/ u/c	Pont Inkerman - Dinas - Llaniestyn - Groeslon Tŷ Newydd - Eglwys Botwnnog	14.9	
Dos/Class 3	Eglwys Botwnnog - Groeslon Tŷ Newydd		2.3
Dos/Class 3	Groeslon Tŷ Newydd - Penbodlas - Garnfadryn - Glan Beuno	3.3	
Dos/Class 3	Glan Beuno - Groeslon Tŷ Newydd - Penbodlas		1.6
Dos/Class 3	Penbodlas - Penygongl	2.0	
Dos /Class 3	Penygongl - Bodgadle		1.3
B4415	Bodgadle - Efailnewydd	4.5	
B4415	Efailnewydd - Tai'n Lôn (Cyffordd Llannor)		0.3
Dos/Class 3	Tai'n Lôn - Llannor - Pentreuchaf - Tan Fron	2.9	
Amrywiol/Various	Tan Fron - Ffor - Chwilog - Afonwen		9.3
		54.0	32.5



Llwybr Graeanu 5 - Gritting Route 5

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Cylchdaith Prif Flaenoriaeth/Main Priority Route D1/6

Ffordd/Road	Disgrifiad o'r Rhan/ Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Dos/Class 3 + A497 + A499	Afonwen i A497 Tyrpeg Pulrose		8.7
A497	A497 Tyrpeg Pulrose i Gylchdro Bryncynan	8.2	
B4412 + B4417	Bryncynan - Morfa Nefyn - Cyffordd Lôn Rhos Edern - Ysgol Edern	3.4	
Di-ddos/ u/c	Ysgol Edern - B4417		0.4
B4417 + Dos/Class 3	Edern - Beudy Pigin - Sarn Meyllteyrn	10.1	
Dos/Class 3	Sarn Melltyrn - Beudy Pigin		3.0
B4417 + B4413	Beudy Pigin - Pengroeslon	4.8	
B4413 + Dos/Class 3	Pengroeslon - Aberdaron - Lôn Uwchmynydd - Minafon - Cyffordd Stad Bro Hywyn	8.8	
B4413	Srad Bro Hywyn - Pentref Aberdaron		1.2
Dos/Class 3	Aberdaron - Rhiw - Treheli	7.9	
Dos/Class 3	Treheli - Rhiw		2.1
Dos/Class 3 + Di-ddos/ u/c	Rhiw - Pengroeslon - Gyffordd Capel Tŷ Mawr - Bryncroes	7.0	
Dos/Class 3	Bryncroes - Cyffordd Capel Tŷ Mawr		0.6
B4413	Cyffordd Capel Tŷ Mawr - Botwnnog (Swyddfa'r Post)	4.2	
Dos/Class 3	Swyddfa'r Post - Ysgol Botwnnog	0.5	
Dos/Class 3	Ysgol Botwnnog - Swyddfa'r Post		0.5
B4413	Botwnnog - Llanbedrog (Cyffordd Glyn y Weddw)	7.9	
Amrywiol/Various	Llanbedrog - Pwllheli - Afonwen		13.1
		62.8	27.5



Llwybr Graeanu 6 - Gritting Route 6

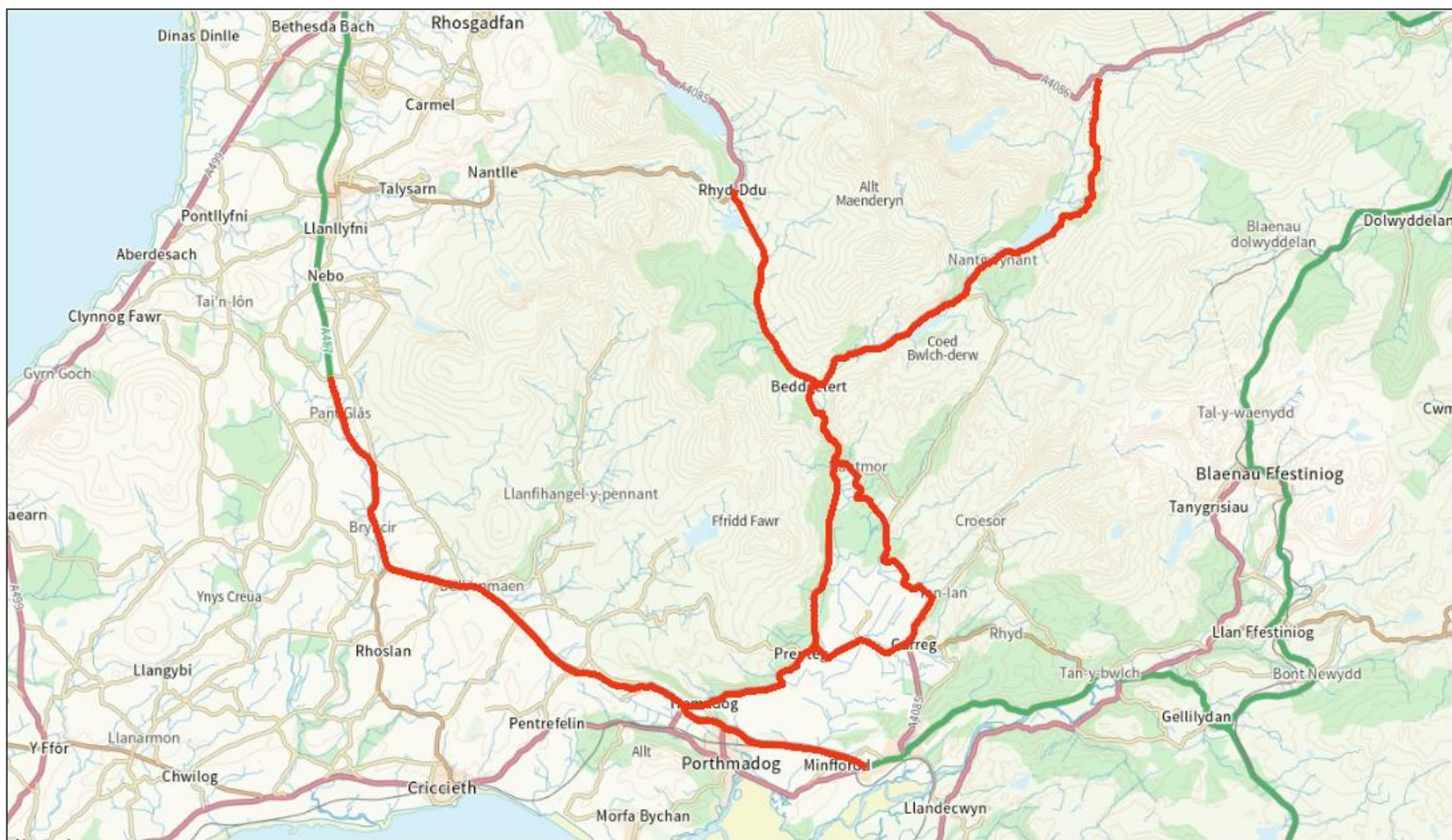
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Cylchdeithiau Uchel Dwyfor

Dwyfor High Routes

Cylchdaith Uchel/High Route DH/1

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Amrywiol/Various	Afonwen - Llanystumdwy - Glandwyfach		9.6
A487	Glandwyfach - Caerau (ffin Dwyfor)	4.9	
A487	Caerau (ffin Dwyfor) - Glandwyfach		4.9
A487	Glandwyfach - Cylchfan Minffordd A487	13.5	
A497	Cylchfan Minffordd A487 - Cylchfan Tremadog A497		4.9
A498	A498 Cylchfan Tremadog - Beddgelert - Penygwryd	23.3	
A498	Penygwryd i Beddgelert		12
A4085	Beddgelert - Rhyd Ddu at gyffordd Penygroes B4418	5.8	
A4085 + A498	Rhyd Ddu - Pont Aberglaslyn		8.2
A4085	Bont Aberglaslyn - Nantmor - Garreg - Cyffordd yr A498 Prenteg	9.4	
Amrywiol/Various	Prenteg - Cylchfan Tremadog - Cyffordd Penamser - Pentrefelin - Criccieth - Depo Afonwen		18.1
		56.9	57.7



Llwybr Ucheldir Graeanu 1 - Gritting High Route 1

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Cylchdaith Uchel/High Route DH/2

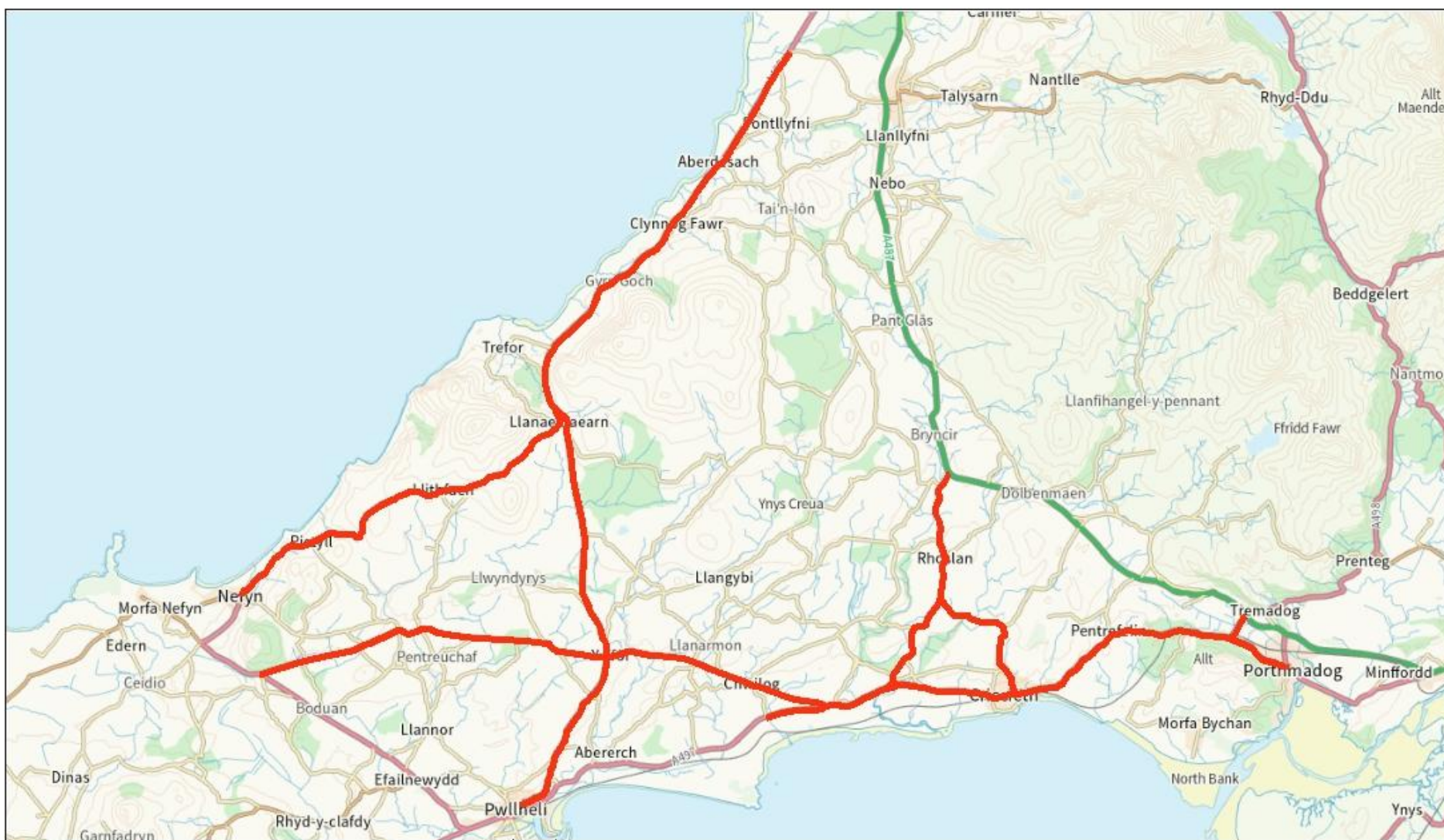
Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Amrywiol/Various	Afonwen - Y Ffôr - Llanaelhaearn		10.7
B4417	Llanaelhaearn - Llithfaen - 30 Nefyn	9.7	
Amrywiol/Various	30 Nefyn - Bryncynan - Boduan -Y Ffôr - Afonwen		17.2
		9.7	27.9

Cylchdaith Prif Dosbarthwyr/Main Distributor Route – DMD/1

Ffordd/Road	Disgrifiad Rhan/Description Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Dos/Class 3	Depo Afonwen - Cylchfan A497 Afonwen		0.3
A487	Cylchfan Afonwen - Tyddyn Sianel - Rhoslan – Cyffordd Glandwyfach A487		2.8
A487	A487 Glandwyfach - Caerau, Pantglas (ffin Dwyfor)	4.9	
A487	A487 Caerau, Pantglas - Glandwyfach		4.9
A487	Glandwyfach - Cylchfan Minffordd A487	13.5	
Amrywiol/Various	Cylchfan Minffordd - Tax Office A497		3.2
A497	Tax Office - Cylchfan Porthmadog A497	2.1	
A4971	Cylchfan Porthmadog A4971 - Cylchfan Bodawen A487	0.8	
A487	Cylchfan Bodawen - Cylchfan Tremadog A498		0.8
A498	Cylchfan Tremadog A498 - Beddgelert A498 - Cyffordd A4086 Penygwryd	23.3	
A498	Cyffordd A4086 Penygwryd - Beddgelert		12.2
A4085	Beddgelert - Rhyd Ddu at Cyffordd B4418	5.8	
A4085 + A498	Rhyd Ddu - Beddgelert - Pont Aberglaslyn		8.2
A4085	Pont Aberglaslyn - Llanfrothen	6.6	
B4410	Llanfrothen - Prenteg	2.7	
A498 + A497	Prenteg - Cylchfan Tremadog - Cyffordd Penamser - Pentrefelin - Criccieth - Depo Afonwen		18.1
		59.7	50.5

Cylchdaith Prif Ddosbarthwyr/Main Distributor Route – DMD/2

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Dos/Class 3	Depo Afonwen - Cylchfan A497 Afonwen		0.3
A487	Cylchfan A497 Afonwen - Cylchfan Porthmadog	20.5	
A4971 + A487	Cylchfan Porthmadog - Cylchfan Bodawen A4971 - Cylchfan Tremadog		1.6
A498	Cylchfan Tremadog A487 - Cyffordd Penamser A498/A497	0.7	
A497	Cyffordd Penamser A487 - Sgwar Criccieth A497		12.6
B4411	Sgwar Criccieth B4411 - Cyffordd Glandwyfach A487	7.1	
B4411	Glandwyfach - Ynys Heli, Rhoslan		3.3
Dos/Class 3	Ynys Heli, Rhoslan - Cyffordd A497, Tyddyn Sianel	2.9	
A497	A497, Tyddyn Sianel - Cylchfan Black Lion, Pwllheli		10.1
A499	Cylchfan Black Lion, Pwllheli - Y Ffor - Cylchfan Llanaelhaearn (cynnwys holl cylchfan Allt y Llan - gwaelod Allt Goch (cynnwys holl o gyffordd Allt Goch)	22.4	
A499	Allt Goch - Cylchfan Allt y Llan, Llanaelhaearn		11.2
B4417	Cylchfan Allt y Llan - Llithfaen - Cylchfan Nefyn	10.4	
A497	Cylchfan Nefyn - Bryncynan - Tan y Graig, Boduan		3.2
B4354	Tan y Graig, Boduan - Y Ffor	9.1	
B4354	Y Ffor - Chwillog - Modurdy Pandy	5.8	
A497 + Dos/Class 3	Modurdy Pandy - Depo Afonwen		1.8
		78.9	44.1



Llwybr Mewndir 2 - Inland Route 2

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Cylchdaith Prif Ddosbarth/Main Distributor Route – DMD/3

Ffordd/Road	Disgrifiad o'r Rhan/Description of Section	Halenu/Salting (km)	Teithio Rhydd/Free Travel (km)
Dos/Class 3	Depo Afonwen - R'bout A497 Afonwen		0.3
A497	Cylchfan A497 Afonwen (graeau'r 4 cylchfan) - Cylchfan Black Lion, Pwllheli	6.9	
A497	Cylchfan Black Lion, Pwllheli - Cylchfan Turnpike, Pwllheli (graeau'r 3 cylchfan)	1.6	
A499	Cylchfan Turnpike, Pwllheli - Abersoch (yn cynnwys y sustem unffordd)	9.9	
A499	Riverside, Abersoch - Glyn y Weddw, Llanbedrog		4.3
B4413	Glyn y Weddw, Llanbedrog - Pengroeslon - Tŷ Newydd, Aberdaron	20.5	
B4413	Tŷ Newydd, Aberdaron - Pengroeslon		6.5
B4417	Pengroeslon - Cae Coch, Morfa Nefyn	13.8	
B4412	Cae Coch, Morfa Nefyn - Cylchfan Bryncynan (cynnwys yr holl gylchfan)	1.4	
A497	Cylchfan Bryn Cynan - Nefyn	1.6	
B4417	Nefyn - Cae Coch, Morfa Nefyn	2.1	
B4412 +Dos/Class 3	Cae Coch, Morfa Nefyn - Linksway - Terfyn, Morfa Nefyn	0.8	
B4417 + B4412	Terfyn, Morfa Nefyn - Cylchfan Bryn Cynan		1.9
A497	Cylchfan Bryn Cynan - Turnpike, Pwllheli	8.2	
A497	Turnpike, Pwllheli - Efailnewydd		1.8
B4415	Efailnewydd - Nanhoron	9.9	
B4413 + A499 + A497	Nanhoron - Mynytho - Llanbedrog - Pwllheli - Depo Afonwen		19.0
		76.7	33.8



Llwybr Mewndir 3 - Inland Route 3

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MEETING	COMMUNITIES SCRUTINY COMMITTEE
DATE	18 September 2025
TITLE	Communities Scrutiny Committee Forward Programme 2025/26
PURPOSE OF THE REPORT	To submit the Committee's draft work programme for 2025/26 for adoption
AUTHOR	Bethan Adams, Scrutiny Advisor

1. All Council members, co-opted members, Cabinet Members, Heads of Department and the public were given an opportunity to propose possible items to be scrutinised during 2025/26.
2. At the Committee's informal meeting on 10 July 2025, possible items to scrutinise during 2025/26 were considered.
3. Information about the potential items was provided in advance to committee members. The items included those suggested at the Chair and Vice-Chair's liaison meetings with the relevant Heads of Department and Cabinet Members, scrutinised items in need of follow-up and annual items. There were also two items that had been suggested by Council members, one by a member of this Committee.
4. Items were prioritised at the meeting bearing in mind the purpose of scrutiny in Gwynedd, namely to:

CONTRIBUTE TO DRIVING IMPROVEMENT IN SERVICES FOR THE PEOPLE OF GWYNEDD

This will be done constructively by:

- Investigating concerns regarding the quality of our services
- Acting as a Critical Friend, ensuring that appropriate attention is given to the citizen's voice
- Identifying good practice and weaknesses
- Holding the Cabinet and its members to account
- Reviewing or scrutinising decisions made or actions that are not the responsibility of the Cabinet

5. Members were asked to consider the following factors when prioritising items:

- ❖ *Does the matter affect the residents of Gwynedd?*
- ❖ *Can scrutiny make a difference / have an influence? (people / service / performance)*
- ❖ *Is it timely to scrutinise the matter?*
- ❖ *Is the matter a priority for the Council?*
- ❖ *Are we clear about what we are trying to improve?*

6. An effort was made to prioritise a maximum of three items per meeting to ensure that matters receive due attention and that scrutiny adds value. That was not possible on every occasion with four items scheduled for one meeting. All members are expected to ensure their attendance for the morning and afternoon session.
7. The item 'New Local Development Plan – Preferred Strategy' was identified as a reserve item.
8. The Committee has a role to scrutinise the work of the Gwynedd and Anglesey Public Services Board. Members prioritised two items for scrutiny during 2025/26, namely:
 - Annual Report 2024/25 - Gwynedd and Anglesey Public Services Board (18 September 2025)
 - Gwynedd and Anglesey Public Services Board Progress Report (19 March 2026)
9. After sending a reminder to the relevant officers of the reporting timetable for the items to be scrutinised at this meeting, a response was received by the Gwynedd and Anglesey Public Services Board Programme Manager noting that the annual report would be submitted to the Board meeting in December. Therefore, it was not possible to submit the annual report as scheduled to this meeting.
10. Should an item slip from the 22 January 2026 meeting, the Committee may consider rescheduling the progress report scheduled for the March meeting.
11. See attached as an appendix to the report, the Committee's draft work programme.
12. The scrutiny forward programme is a live programme which will be reviewed regularly during the year to ensure that the correct matters are addressed. Consideration will be given to prioritising matters that will arise during the year e.g. matters arising in the scrutiny of performance and items on the Cabinet's forward programme.
13. **The Communities Scrutiny Committee is asked to adopt the work programme for 2025/26.**

COMMUNITIES SCRUTINY COMMITTEE FORWARD PROGRAMME 2025/26

Date	Items	Reason for scrutiny
5/6/25	<ul style="list-style-type: none"> Performance Report of the Cabinet Member for the Environment Performance Report of the Cabinet Member for Highways, Engineering and Gwynedd Consultancy 	Scrutiny of the performance of Council departments
18/9/25	<ul style="list-style-type: none"> Climate and Nature Emergency Plan: 2024/25 Annual Report Salt Bins and Gritting Arrangements 	The Council Plan 2023-28 - A Green Gwynedd Follow-up following scrutiny at the 28 September 2022 meeting
6/11/25	<ul style="list-style-type: none"> Performance Report of the Cabinet Member for Highways, Engineering and Gwynedd Consultancy Performance Report of the Cabinet Member for the Environment Review of the Climate and Nature Emergency Plan 	Scrutiny of the performance of Council departments Pre-scrutiny / Council Plan 2023-28 - A Green Gwynedd
22/1/26	<ul style="list-style-type: none"> Implementation of Article 4 Direction New Local Development Plan - Strategic Options, Vision and Objectives Active Travel 	Council Plan 2023-28 - A Homely Gwynedd A role to scrutinise the Local Development Plan / Council Plan 2023-28 - A Green Gwynedd The Council Plan 2023-28 - A Green Gwynedd
19/3/26	<ul style="list-style-type: none"> Annual Update by the Gwynedd and Anglesey Community Safety Partnership Gwynedd and Anglesey Public Services Board Progress Report Waste Collection and Recycling Services Public Footpaths 	The Committee's role as a Crime and Disorder Committee The Committee's role to scrutinise the Public Services Board's work The Council Plan 2023-28 - A Green Gwynedd Assurance in relation to implementation