



Complete Agenda

Democratic Services
Council Offices
CAERNARFON
Gwynedd
LL55 1SH



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This document is also available in Welsh.

Meeting

COMMUNITIES SCRUTINY COMMITTEE

Date and Time

10.30 am, THURSDAY, 22ND JANUARY, 2026

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 at 10:00am

Location

Siambr Hywel Dda, Swyddfeydd y Cyngor Caernarfon and virtually via Zoom

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COMMUNITIES SCRUTINY COMMITTEE

MEMBERSHIP (18)

Plaid Cymru (12)

Councillors

Elwyn Edwards
Linda Morgan
Beca Roberts
Berwyn Parry Jones

Delyth Lloyd Griffiths
Edgar Wyn Owen
Jina Gwyrfai
Elfed Williams

Annwen Hughes
Arwyn Herald Roberts
Beca Brown
Dafydd Davies

Independent (5)

Councillors

Robert Glyn Daniels
Peter Thomas
Wendy Cleaver

Elfed Powell Roberts
Gruffydd Williams

Gwynedd First (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 - 12

The Chairman shall propose that the minutes of the meeting of this Committee, held on 06 November 2025 be signed as a true record.

5. REQUEST FOR SCRUTINY FROM A MEMBER OF THE PUBLIC - 13 - 18 CLIMATE AND NATURE EMERGENCY PLAN FUNDING MATTERS

To consider:

- Request from a member of the public
- Officers' response to the points raised in the request for scrutiny
- If a specific recommendation(s) needs to be made

6. REVIEW OF THE CLIMATE AND NATURE EMERGENCY PLAN

19 - 95

To review the Climate and Emergency Plan as part of the Cyngor Gwynedd Plan 2023-28, A Green Gwynedd.

7. ACTIVE TRAVEL

96 - 120

To scrutinise the Active Travel projects as part of the Council Plan 2023-28, Green Gwynedd.

8. GWYNEDD AND ANGLESEY PUBLIC SERVICES BOARD 121 - 135 PROGRESS REPORT

To scrutinise the work of the Public Services Board.

9. COMMUNITIES SCRUTINY COMMITTEE FORWARD 136 - 137 PROGRAMME

To adopt a revised work programme for 2025/26.

COMMUNITIES SCRUTINY COMMITTEE. 06 NOVEMBER 2025

Present:

COUNCILLORS: Annwen Hughes (Chair) and Delyth Lloyd Griffiths (Vice-chair)

Beca Brown, Stephen Churchman, Wendy Cleaver, Dafydd Owen Davies, Elwyn Edwards, Jina Gwyrfai, Berwyn Parry Jones, Linda Morgan, Edgar Wyn Owen, Arwyn Herald Roberts, Beca Roberts, Elfed Powell Roberts, Peter Thomas, Elfed Williams and Gruffydd Williams.

Officers in attendance:

Bethan Adams (Scrutiny Advisor) and Rhodri Jones (Democracy Services Officer).

Present for Item 5:

Councillor June Jones (Cabinet Member for Highways, Engineering and YGC), Steffan Jones (Head of Highways, Engineering and YGC Department), Meirion Williams (Assistant Head of Department) and Nia Wyn Vaughan (Senior Executive Officer).

Present for Item 6:

Councillor Craig ab Iago (Cabinet Member for Environment), Dafydd Wyn Williams (Head of Environment), Gerwyn Jones (Assistant Head, Transport), Roland Thomas (Assistant Head of Waste and Recycling) and Gareth Jones (Assistant Head of Planning).

1. APOLOGIES

Councillor Elin Hywel, Former Chair of this Committee was thanked for her valuable contribution to the Committee's work over the past two years.

Councillors Dafydd Davies and Wendy Cleaver were welcomed to their first meeting.

An apology was received from Councillor Robert Glyn Daniels

2. DECLARATION OF PERSONAL INTEREST

No declarations of personal interest were received.

3. URGENT ITEMS

None to note.

4. MINUTES

The Chair signed the minutes of the previous meeting of this committee held on 18 September 2025, as a true record.

5. 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.

All were reminded that the Department is responsible for three of the Council's 2023-28 Plan schemes and that this report was an update on their development up to the end of September 2025.

It was confirmed that the Department has received support from the Welsh Government Play Opportunities grant to improve the quality and accessibility of playgrounds. It was explained that this development was a major development in the project 'Extending play and socialising opportunities for the County's children and young people' within the Council's Plan. It was elaborated that effective collaboration had been underway with Bangor City Council as the process of handing over the Maes Tryfan playground to them continued.

An update on the 'Action on flood risks' project was provided noting that the Local Flood Strategy had been adopted and was operational.

It was reported that a cleaning circuit optimisation system had been introduced in the Arfon area as part of the 'Clean and Tidy Communities' project. It was explained that this system was part of a pilot scheme in the Arfon area and noted that it was hoped that the arrangements will be extended to Pwllheli and Porthmadog in spring 2026. It was elaborated that the purpose of the system was to reduce the service current overspend by ensuring that an effective working order is implemented.

Attention was drawn to 29 performance measures that are operational within the Department, such as 'Corporate/departmental measures', 'Highway maintenance', 'Street lighting', 'Street Scene', 'Public Toilets' and 'Gwynedd Consultancy' and there was pride that 62.1% of these measures were in green. It was explained that this was confirmation of the service's positive work and the effective performance of services. However, it was noted that 37.9% of the measures were recorded in amber, ensuring that these measures received further attention as part of the performance challenge process. Pride was expressed that no measure had been recorded in red.

Reference was made to the Department's 2025-26 Savings schemes, which amounted to £533,500. It was confirmed that the department was on track to deliver £212,500 of these Savings schemes, recognising that there was a possibility that £321,000 will not be realised. It was also highlighted that some budgets were affected by the weather as an additional budget needs to be secured to address any unpredictable severe weather.

It was updated that the numbers of the workforce that had undertaken mandatory training had increased, and that 77.4% of staff had completed the core 'Abuse' training, 72.4% had completed the 'Safeguarding' title, and pride was expressed that over 67% of the department's staff had completed all mandatory training titles. It was acknowledged that there was room for improvement to increase these numbers in the future, but challenges had emerged as there are not many frontline staff members with access to the modules as they do not have electronic equipment. However, it was confirmed that the Department was working with the Information Technology service to come to employment centres to support staff members to complete the training during the working day.

It was recognised that the Department's staff sickness numbers were high, with the average sick days per person (Full Time Equivalent) being 4.62 days. It was detailed that several staff members are off work in the long term but that the actual sickness situation was now improving, with the hope that this will continue and there will be an improvement when the department submits a similar performance challenge report in 2026.

During the discussion, the following observations were made by the Members: -

Fleet Management

In response to an enquiry on the number of green vehicles and the increase in fuel costs, the Head of Department confirmed that 88 electric vehicles and vans are part of the fleet, with arrangements in place to introduce more vehicles as the need arises. It was acknowledged that the confidence of the workforce to use electric cars has been low as they are not used to charging cars. It was reported that electric vehicle technology was continuously evolving but there was currently no effective support for the purchase and effective charging of heavy electric vehicles. Because of this, it was confirmed that fuel costs can increase from time to time if the need arises for the use of more heavy vehicles, but it was stressed that the average figure for fuel charges decreases annually. It had been ensured that future reports from the Department to this Committee will show data over a period of years for Members to compare developments in this area.

In response to an enquiry as to whether not renewing fuel vehicles for electric ones would result in financial savings for the Council, the Head of Department confirmed that not renewing the fleet was not a consideration at this time as a depreciation plan was underway and options for the future best course of action were in place. It was elaborated that it would not be possible to buy vehicles with high carbon emissions in the near future and therefore the Council must investigate the best approaches to developing the fleet – be it hydrogen, electric or otherwise.

Lighting Services

In response to an enquiry about the observed increase in energy use of street lamps, the Head of Department explained that this derived from the fact that the Department had adopted more street lights in recent years. It was elaborated that there are around 18,000 street lights across the County and that this had increased recently following the development of the Caernarfon bypass as well as the new Dyfi bridge near Machynlleth, and the need to illuminate those roads.

Public Toilets

A request was made to receive more information about the accessibility of the public toilets to demonstrate to the public that the quality of the service was improving. In response, the Head of Department thanked the members for the comments stating that this information would be developed by the time the matter is next scrutinised by this Committee.

Sickness Rates

In response to an enquiry as to whether staff members' illness was due to workload, stress or another source, with a further enquiry on what measures are in place to ensure staff well-being, the Head of Department confirmed that they are working closely with the Human Resources service. It was explained that return-to-work panels will be held to ensure the health of staff members and receive guidance on how best to support staff on their return. It was emphasised that the levels of illness in the workforce were comparable to those of other local authorities nationally.

Water and Environment

In response to comments that a delay in the work of partners working with the Council to address flood prevention, was leading to a further delay in the Council's arrangements, the Head of Department confirmed that regular discussions were taking place with all partners. However, it was noted that the responsibilities of Natural Resources Wales and Dŵr Cymru Welsh Water were significant and that there was a permanent risk of delays to arrangements and strategies. The Assistant Head of the Department gave an assurance that this risk of delay was one that was on the Department's official risk register.

Measures

Several of the Department's performance challenge measures were considered to be amber, noting that it would be useful for Members of this scrutiny Committee to receive information on the actions and a realistic timetable to improve performance. It also

considered how the Department would proceed to measure whether the performance measures report as red, amber or green. In response to the comments, the Head of Department confirmed that consideration would be given to developing a method of scoring performance measures to receive confirmation if they report in red, amber or green. However, it was noted that the decisions on how measures currently report are based on evidence and discussions with officers. It was also noted that consideration will be given to adding a programme of work to improve the performance in the report in the future.

It was pointed out that approximately one-third of all the Department's performance challenge measures reported amber, asking whether this was acceptable and whether the Department would be able to highlight and demonstrate in future submissions to this Committee. In response to the comments, it was noted that they would look at how trends in the report could be highlighted and illustrated in the future. The Head of Department acknowledged that there was room for improvement. However, it was noted that managers and officers can be strict in reporting on measurements stating that the actual situation was better than what was reported. An example of this was shared where the numbers of highway maintenance defects were reporting amber, due to the time to resolve the defects. It had been reported that defects are resolved very quickly but that the accompanying background administrative work slowed down the process resulting in an amber colour when reporting on the measures.

Financial Savings Schemes

Concern was expressed that the Department was failing to realise around 40% of their financial savings plans this year, and it was asked how the Department was coping with its overall full budget. In response to the comments, the Head of Department noted that every effort was being made to ensure that the financial savings targets are addressed. It was confirmed that if the Department fails to address them, alternative future savings plans will need to be submitted for delivery in the next financial year. It was explained that some unforeseeable situations affect the department's budget, such as additional funding for the winter maintenance service. It was emphasised that every effort was being made to accommodate the savings plans, but it was also noted that thorough consideration was being given to ensure that quality services were delivered to the residents of Gwynedd.

Condition of Roads

It was noted that 13.1% of the County's class C roads were rated red which means that their condition is poor, and that proposed maintenance works would likely be required soon. In response to the comment, the Head of Department confirmed that all Class A-C roads are scanned for their condition, but this cannot be done for unclassified roads. It was reported that the Council had received a grant of £8,000,000 to invest in the condition of roads over the next two years. However, it was noted that statistics may remain similar the next time the Department reports to this Committee, as there are several tasks that need to be completed before addressing new defects that are identified by the scanner. It was noted that the Department was working with other Local Authorities to compare road conditions and work together on county boundary roads. The Head of Department elaborated that work was being carried out to ascertain whether artificial intelligence software could be used to collect data on the condition of unclassified roads in the County, but it was trusted that their condition was similar to that reported for Class C. The Department was thanked for keeping the County's roads to a high standard.

In response to a comment that there was a delay in resolving road defects, before the road's white lines were repainted, the Head of Department confirmed that this was due to pressure on the Department's budgets. It was elaborated that the white line laying works for the Council were carried out by an external company and that pressure was placed on them to act in a timely manner and the quality of that work was assessed by the Department. It was reported that the Council was investigating the possibility of carrying out this work in-house, recognising that it would be a significant investment in machinery, staff and

resources. It was confirmed that the Department will submit a financial bid to address this issue as it would also be beneficial to other Council departments.

It was pointed out that statistics presented in the Report indicated that there are more critical road defects in the Dwyfor area than in the Meirionnydd and Arfon areas in general. In response to an enquiry as to why this was the case and if the Department manages to resolve it within their target time of two hours, the Head of Department acknowledged that responding to critical road defects in Gwynedd was a challenge. However, it was confirmed that the Department was able to access and secure the site while carrying out initial work. It was explained that in some cases officers need to come back to complete follow-up work.

The Department was thanked for ensuring that any trees that fall across roads are cleared as quickly as possible. The Department was asked to investigate methods of being able to see which trees are likely to fall so as to ensure public safety.

Ardal Ni Tidying-up Team

In response to an enquiry which indicated that the Tidying-up Team was delivering work more slowly than the target 7-day schedule, the Assistant Head of Department stated that this was due to staffing challenges in recent months. It was confirmed that these issues have now been resolved as staff turnover has stabilised and sickness numbers have decreased indicating that the service will return to the expected standard.

In response to a further query as to whether the number of requests to the Tidying-up Team had recently decreased, the Assistant Head of Department stressed that this was not the situation. It was explained that the method of recording work applications has recently changed so that the same work is not entered more than once. An assurance was given that the Team was just as busy as they have been, but the numbers of requests are less as they are not repeated.

The members expressed their thanks for the report.

RESOLVED

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

6. PERFORMANCE REPORT OF THE CABINET MEMBER FOR THE ENVIRONMENT

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

During the debate, the following observations were made by the Members: -

Waste and Recycling

Concern was expressed that there was a financial risk to the Council if the Department fails to meet the Welsh Government's target of 70% to recycle all waste in the County. In response to the comments, the Assistant Head of Waste and Recycling confirmed that work is being done to commit to meeting this target, with the Council achieving a recycling rate of 66.6% during 2025-26 to date. It was elaborated that the Council was working with ADRA housing association to promote the benefits of recycling, as they were responsible for 7500 dwellings in the County which would have a major impact on the recycling rate. Similarly, it was pointed out that work is being done to ensure that pupils in schools in Gwynedd receive lessons on the importance of recycling and that leaflets were being prepared for distribution to every house in the County as a reminder of how to recycle correctly. It was recognised that there are only 4 members of staff in the team who teach? in relation to recycling, it was ensured that every effort was made to strive to meet the recycling target

and to ensure that any financial penalty for failing to meet the target was as small as possible.

In response to a further query as to whether the Department was confident that Gwynedd could recycle 70% of its waste, the Department's Assistant Head of Waste and Recycling confirmed that they were confident the target would be met. It was detailed that a public engagement exercise on the Waste and Recycling Strategy was currently underway and that the responses received to date had been very encouraging. It was elaborated that there had been over 700 responses to the consultation to date and that 80% of those respondents consider recycling to be an important action and agree with the need to reduce waste. They were reminded that the duty to recycle is a matter for everyone in Gwynedd and huge pressure was being placed within the department to train officers and to ensure that the act of recycling correctly is promoted with the public to ensure that everyone recycles as much as possible. It was explained that many things that can be recycled continue to be included in the residual waste bins and that work is being done to educate the public that these items can be recycled. It was ensured that delivering these actions would ensure that the Council would recycle 70% of its waste in line with the Welsh Government's target.

In response to an enquiry as to whether the Department had been too late in developing the Waste and Recycling Strategy, the Head of Department disagreed stating that the service had only been under the Department's management for 3 years and extended work had been completed to ensure that officers familiarise themselves with the service and develop a future work programme. It was clarified that the Council did not have any waste strategy in the past. It had been ensured that the council recycled around 64-65% annually and this was steadily increasing, and it was confirmed that the work of the service was going in the right direction.

In response to a question if the Department was going to introduce recycling bags in the future, rather than the recycling cart that is currently used, the Department's Assistant Head of Waste and Recycling confirmed that trials had already taken place in parts of Gwynedd. It was detailed that 78% of people who had taken part in the trials said they would be happy to use the recycling bags in the future rather than boxes and 'cartgylchu'. It was noted that this was because they are purpose-built bags with a little weight included at the bottom to ensure they are not blown away by the wind. However, it was acknowledged that the trials had not led to an increase in the number of things being recycled. It was assured that this was an option being considered by the Department to reduce the future costs of the Waste and Recycling service.

The Department was congratulated on improving this service following a challenging period when the service became part of the responsibilities of the Environment Department.

Public Transport

Reference was made to the current review underway for public transport services and it was asked whether it considered transport poverty and the diverse needs of communities. In response to the enquiry, the Assistant Head of Transport explained that the Department had shared information with Council Members at recent meetings of the Area Forums, including sharing a briefing note provided by the Welsh Government on this review. It was explained that the Government was in the process of franchising the public transport system by 2027-28 – which meant that a uniform system would be used nationally instead of reforming the regional arrangements. It was noted that it is not possible to confirm that arrangements will not change from community to community at this time, but it was likely that there would be consistency nationally in public transport ticket prices. It was recognised that it would be considered unlikely that there would be more services in the evenings and at weekends than what was offered on the current routes.

Similarly, it was highlighted that some communities in Gwynedd were at a disadvantage as they do not receive public transport services in the evenings or at weekends. In response to an enquiry if the Department was challenging the decision to withdraw these services from communities, the Department's Assistant Head of Transport confirmed that the Council was promoting the best possible service in line with the funding budget. It was assured that the wish was for these communities to receive all the services they need, recognising that there was nothing the Council could currently do to resolve the situation without an additional budget from the Welsh Government and the support of Transport for Wales. The Cabinet Member elaborated that this frustration was shared at several regional meetings but that it was difficult to find accountability between partners to ensure that additional services were scheduled.

It was pointed out that Ysbyty Gwynedd serves a very wide area and was a service that was currently under pressure. Given the numbers of people using the hospital, it was asked if any considerations are being given so that visitors to the hospital can use a shuttle bus service in the future. In response, the Department's Assistant Head of Transport acknowledged that there were currently no plans to start a shuttle bus service for the hospital, but that it would be possible to investigate the possibility of developing this. However, it was highlighted that several existing services on the public transport framework were already transporting people to hospital, and it was noted that this is not convenient for all visitors and patients at the moment. It was stressed that this balance between offering a valuable service and services that attract many users was key, noting that work needs to be done to ensure a change of mindset to attract more public transport users.

Similarly, the service was asked to investigate methods of advertising the various bus services available at the hospital. It was considered that it would be beneficial for public transport service users to have the opportunity to look at the timetables of the various journeys while they are in hospital, without having to rely on the need to get on-line or leave the building, as there was no assurance that they will be able to do so safely.

Supporting the Workforce

It was highlighted that 214 members of the Department's Staff have not currently undertaken core safeguarding training, and it was asked what work the Department was doing to ensure that all members of staff undertake the training. In response to the enquiry, the Head of Department acknowledged that this shortcoming with the training derived from the fact that frontline staff do not have access to the training as they are not provided with electronic equipment due to their job. However, it was noted that the Department was in discussions with the Corporate Services Department to address this challenge and was also in discussions with the Highways, Engineering and YGC Department to share their good practices of how they have succeeded in ensuring that their frontline staff members managed to complete the core training. It was confirmed that one option currently being discussed was for training sessions to be held at the end of working periods and adapted to ensure they are interactive and fit for purpose.

It was pointed out that several staff members were on long-term absences within the Waste and Recycling service, with assurances that two of those staff members will not return to work. Recognising that sickness rates are higher within the service as staff are unable to work from home if they are suffering from a mild illness, they were asked what support was available for staff to cope with the physical nature of work as they return to work. In response to the comments, the Department's Assistant Head of Waste and Recycling confirmed that every effort was being made to ensure that the support available to staff members while away from work, and when returning to the workplace was adequate. It was added that clear communication was being made with those individuals to understand the nature of the support they need and to ensure effective and healthy return-to-work arrangements.

Active Travel

In response to a question as to whether there are any community or environmental benefits to be seen following the recent development of several active travel routes in the County, the Department's Assistant Head of Transport confirmed that it was difficult to confirm the specific benefits of the scheme. It was elaborated that there were no specific measures to assess these factors at this time, but that work needs to be done to promote the use of the paths within communities so that greater use was made in the future. In response to a further enquiry to see if it would be possible to introduce sensitivity pads on the paths to be able to identify how much use was being made of the paths, the Department's Assistant Head of Transport noted that this had been a method to measure path use in the National Park in the past and it was intended to be used in the future on parts of the Coastal Path. It was confirmed that there were no arrangements to introduce such measures on the active travel routes, but it can be considered to collect statistics of use.

In response to comments that additional active travel routes continue to be developed without a budget to maintain them, the department's Assistant Head of Transport stated that this stems from the fact that the routes are funded by capital funding from the Welsh Government. It was specified that no additional funds are currently being provided for the maintenance of those routes. However, it was considered that it did not make financial sense to refuse any funding as there was a possibility that additional funding will be provided by the Welsh Government in the future for the maintenance of those routes. The challenge of not being able to fund maintenance work on the routes was a national challenge, and it was confirmed that regular discussions were being held to campaign for a budget for their maintenance.

Public Protection – Trading Standards and Licensing

Concern was expressed that only 27% of Trading Standards Regulations inspections have been carried out within the work programme since the start of the current financial year, and it was asked whether the department was confident that these numbers would increase. In response, the department's Assistant Head of Planning confirmed that the service was on track to deliver 100% of their inspections on time. It was explained that the figure of completed inspections was very low but that was due to their seasonal nature, stressing that most inspections are carried out within the second half of the year in to undertake them in the most effective manner for issues such as fireworks storage and animal welfare.

In response to an enquiry about the Public Protection service's workforce to complete Trading Standards Regulations inspections, the Department's Assistant Head of Planning confirmed that staff numbers were increasing. The Committee was reminded that workforce numbers had decreased in recent years, but pride was expressed that the Department had attracted new officers, as well as trainees as part of the Council's Cynllun Yfory scheme who would receive specialist training to carry out inspections. Similarly, it was noted that the Department was researching new technology, such as iPads, which would facilitate the work in the future.

Management of Holiday Accommodation and Second Homes

It was considered that several Gwynedd residents were paying a premium on second homes as they were in the process of renovating a new home before moving into it and selling their previous home, rather than owning two houses. In response to an enquiry as to whether a premium dispensation could be received in this situation, the Department's Assistant Head of Planning confirmed that the management of the premium was shared by several Council departments, and it was noted that the Finance department was the appropriate department to contact in cases similar to those described in this discussion.

Planning Enforcement

In response to comments acknowledging that the numbers of residents breaching planning conditions and being referred to the enforcement service had recently been on the rise, the

Department's Assistant Head of Planning Matters acknowledged that this was very challenging. It was explained that officer numbers within the service had been variable recently and that there had been staff changes. It was confirmed that discussions were underway to ensure that the Department's processes remained in place and were very robust to ensure that all planning conditions set were adhered to.

The members expressed their thanks for the report.

RESOLVED

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

7. COMMUNITIES SCRUTINY COMMITTEE FORWARD PROGRAMME 2025/26

The report was presented by the Scrutiny Advisor.

Members were reminded that the Community Scrutiny Committee's Forward Programme for 2025/26 had been adopted by the Committee at the meeting held on 18 September 2025.

It was explained that an item 'Review of the Climate and Nature Emergency Plan' had originally been scheduled for this meeting (06 November 2025). It was noted that a request to reschedule it to the meeting of 22 January 2026 was received to ensure that further work is completed before it is submitted to this Committee.

It was pointed out that a request had been received from a member of the public for this Committee to scrutinise issues relating to funding issues associated with the Climate and Nature Emergency Plan. It was confirmed that the Chair and Vice-chair had considered this request, and it was considered timely for consideration at the meeting of 22 January 2026 when the Committee would consider a Review of the Plan. It was highlighted that there would be four items to be discussed at that meeting if the Committee adopted the amended Work Programme.

During the discussion, the following observations were made by the Members: -

It was agreed to extend an invitation to the member of the public to attend the Committee meeting on 22 January 2026. It was confirmed that the member of the public will have up to 3 minutes to elaborate on their request if they wish to do so.

RESOLVED

To adopt the Communities Scrutiny Committee's amended work programme for 2025/26.

The meeting commenced at 10:30am and concluded at 1:15pm

CHAIR

MEETING	COMMUNITIES SCRUTINY COMMITTEE
DATE	22 January 2026
TITLE	Request for scrutiny from a member of the public - Climate and Nature Emergency Plan funding matters
PURPOSE OF THE REPORT	<p>To consider:</p> <ul style="list-style-type: none"> • Request from a member of the public • Officers' response to the points raised in the request for scrutiny • If a specific recommendation(s) needs to be made
REASON FOR SCRUTINY	Assurance in terms of funding arrangements
AUTHOR	Bethan Adams, Scrutiny Advisor

1. A request was received from a member of the public for the Committee to scrutinise funding matters in relation to the Climate and Nature Emergency Plan on 7 October 2025. See the request attached (Appendix 1).
2. The Chair and Vice-Chair considered the request and concluded that it would be timely to scrutinise the matters in question at this meeting as a review of the Climate and Nature Emergency Plan will also be considered at the meeting.
3. The Committee agreed with the intention at the Committee's meeting on 6 November 2025.
4. An invitation was extended to the individual to attend the meeting to give him an opportunity to elaborate on the application if he wished. Confirmation was received of his intention to attend the meeting in order to elaborate on his request for scrutiny. The individual will have three minutes to address the Committee.
5. Officers were asked to provide a written response to the points raised in the request. See the response attached (Appendix 2). Officers will likewise have the opportunity to elaborate further on the response at the meeting if they wish.
6. The Committee will then discuss the request and the response before reaching a conclusion if a specific recommendation(s) needs to be made.

Request for scrutiny by a member of the public

Dear Chair,

I am writing to formally object to the decision made by the Cyngor Gwynedd Cabinet on 12 March 2024 to delegate authority over the remaining £1.14 million of the Climate Plan Fund to the Chief Executive, Mr Dafydd Gibbard, in consultation with the Council Leader and the Climate and Nature Board.

I am concerned that the delegation of financial prioritisation—without further Cabinet oversight or public consultation—risks undermining transparency, accountability, and the evidential basis for public benefit.

Grounds for Objection:

1. Lack of Public Scrutiny

The decision bypasses the normal scrutiny process for significant public expenditure. Given the scale and strategic importance of the fund, I believe future allocations should be subject to Cabinet approval or, at minimum, periodic reporting to the Scrutiny Committee.

2. Insufficient Public Engagement

The Climate and Nature Emergency Plan commits to “consulting widely with the communities of Gwynedd.” Delegating authority without mechanisms for public input on future projects contradicts this principle.

3. Unclear Evidential Thresholds

The delegated authority allows for experimental and pilot schemes, including electric vehicle leasing and staff commuting incentives. These may offer incidental benefits but require robust evidence to meet the public benefit test under the Charities Act 2011. I urge the Council to publish the criteria by which future projects will be assessed.

4. Risk of Strategic Drift

Without clear parameters, there is a risk that delegated decisions may favour short-term or internal operational gains over long-term community resilience and climate impact.

Request for Action:

I respectfully request that the Scrutiny Committee:

- Reviews the governance framework surrounding the delegated authority
- Recommends the publication of a decision-making protocol for future allocations
- Ensures that all funded projects are subject to evidential review and public benefit assessment
- Considers reinstating Cabinet-level approval for allocations above a defined threshold

I submit this objection in the spirit of constructive engagement and democratic accountability.

Yours sincerely,

Philip Cook

MEETING	COMMUNITIES SCRUTINY COMMITTEE
DATE	22 January 2026
TITLE	Request for scrutiny from a member of the public - Climate and Nature Emergency Plan funding matters
PURPOSE OF THE REPORT	<p>To consider:</p> <ul style="list-style-type: none"> • Request from a member of the public • Officers' response to the points raised in the request for scrutiny • If a specific recommendation(s) needs to be made
REASON FOR SCRUTINY	Assurance in terms of funding arrangements
AUTHOR	Bethan Richardson, Climate Change Programme Manager

1. A request was received from a member of the public for the Committee to scrutinise funding issues relating to the Climate and Nature Emergency Plan on 7 October 2025. See attached application (Appendix 1).
2. Officers have been asked to provide a written response to the points raised in the application. Please see the responses below, following the order of enquiries in Appendix 1.
3. Lack of Public Scrutiny

Following a decision by Gwynedd Council's Cabinet on 2 March 2024 ([Item 7 - FUNDING FOR CLIMATE AND NATURE EMERGENCY PLAN PROJECTS.pdf](#)) expenditure out of the Climate Plan Fund has required approval by the Chief Executive in consultation with the Leader and Members of the Climate and Nature Board. The members of that Board include 5 Cabinet Members and 2 other elected members, namely the Biodiversity Champion and a representative from the scrutiny committees along with a number of senior officials.

An application needs to be submitted with thorough information about the need for the funding, and the benefit that will come from carrying out the work in question. A copy of the application form used can be found at the end of this appendix.

Expenditure from the Climate Plan Fund is subject to regular financial reviews through the Council's internal arrangements, and budgets in turn are also subject to review by the Governance and Audit Committee, Cabinet and Council.

The Climate and Nature Plan Annual Report is scrutinised by the Communities Scrutiny Committee before being submitted to Cabinet, and that report contains information on the projects receiving funding.

4. Insufficient Public Engagement

Between 12 June and 31 July a public consultation was held on the Climate and Nature Emergency Plan. The results are being shared at this meeting (Communities Scrutiny Committee 22 January 2026), and the results have fed into the review of the Climate and Nature Plan: Version 2, which is also being discussed at this meeting.

5. Unclear Evidentiary Thresholds

All applications for funding to support pilot and innovative schemes must follow the process described in 3 above, and therefore must be leading to a reduction in Gwynedd Council's carbon emissions in order to receive support.

6. Risk of Strategic Drift

See answers to 3 and 5 above.

Climate and Nature Board funding application form

APPLICATION DETAILS		
1.	Title	
2.	Department	
3.	Project Officer (and telephone and email)	
4.	Application amount (£)	
5.	What other funding sources are available?	
6.	Is there match funding? (please provide details of the amount, if secured, or the timetable of any other funding applications)	
BUSINESS CASE		
7.	Outline of the need / project	
8.	Identify the likely annual carbon saving or likely impact on biodiversity.	
9.	Estimated financial savings	
10.	What is the risk of not responding	
11.	Is the issue on the Department's risk register?	
12.	Equality and sustainability aspects of the application	

**** Part 1 – 13 will be submitted to the Climate and Nature Board so it should be ensured that it is concise, but a separate Business Case could be submitted to justify the application****

AUTHORIZE

13. Climate and Nature Board Approval	Date of meeting	
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Agenda Item 6

MEETING	Communities Scrutiny Committee
DATE	22 January 2026
TITLE	Review of the Climate and Nature Emergency Plan
REASON TO SCRUTINISE	Scrutiny Forward Programme / The Cyngor Gwynedd Plan 2023-28 – A Green Gwynedd
AUTHOR	Dylan Owen, Statutory Director of Social Services Bethan Richardson, Climate Change Programme Manager
CABINET MEMBER	Cllr. Craig ab Iago

1. Why it needs scrutiny?

The Climate and Nature Emergency Plan Annual Report for 2023/24 was scrutinised at the Committee's meeting on 23 January 2025.

It was reported to the Committee that there was a proposal to undertake a review of the Plan. Part of the Committee's decision was:

"That the committee scrutinise the conclusions of a review of the Climate and Nature Emergency Plan before it is considered by Cabinet."

2. What exactly needs scrutiny?

- Proposed modifications to the Scheme
- Response to the public consultation
- What sources of funding have been identified?

3. Summary of the Key Matters

During 2025/26 the Council has been reviewing our Climate and Nature Emergency Plan to ensure it remains current and fit for purpose.

As a first step the Plan was reviewed by officials and members of the Climate and Nature Board, and some updates were suggested.

As a second step a public consultation was undertaken on the current Plan and proposals for updates, and the results of the consultation can be found at Appendix 1.

At the request of a meeting of the Communities Scrutiny Committee on 18 September 2025, the Cabinet Member for Environment and members of the Climate and Nature Board considered the Committee's recommendation – "that the Council's ambition to be net zero carbon by 2030 needs to be revisited and a realistic target for reducing carbon emissions should be considered".

Further information is provided in section 4 below which explains how this review of the Plan has considered the timetable and costs of delivering projects in order to achieve the ambition to be a net zero council.

The responses to the public consultation have been used, along with further comments from the Climate and Nature Board, to produce a new draft of the Plan – Version 2 – which can be found at Appendix 2. This draft is submitted to the Communities Scrutiny Committee for further scrutiny, before a final draft is submitted to a Cabinet meeting.

4. Background / Context

The Council adopted the [Climate-and-Nature-Emergency-Plan.pdf](#) following a meeting of the Cabinet on 8 March 2022. "Responding to the climate change crisis" is also one of the Council's 8 Improvement Priorities within [The Cyngor Gwynedd Plan 2023-28](#).

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.

The Plan became operational in April 2022 and the 3 annual reports evaluating the Plan's performance can be seen [here](#).

It was recognised from the outset that the current Plan focuses on the Council's internal operations, in order to contribute to the Welsh Government's target for the collective public sector to reach net zero. But when Gwynedd Council's Cabinet adopted the current Plan on 8 March 2022, it was stated that 'Phase 1' would be planning how to decarbonise the Council's own operations, and that 'Phase 2' would be planning how to support Gwynedd communities to reduce carbon emissions across the county as well as providing more information on how to respond to flood risk.

Phase 1, namely the implementation of the current Climate and Nature Emergency Plan, has been in place since April 2022, and will be ongoing work as far as we can see. In order to reach Phase 2 the Council's Climate and Nature Board decided that the Plan needed to be reviewed, and the residents of Gwynedd consulted on its content, in order to draw up a new work programme for the coming years up to 2030.

As the current Plan had been in place for 3 years by April 2025, the Climate and Nature Board (Board of elected members and officers) wanted to look specifically at the list of projects in chapters 8-14 to see if some of those projects needed to be modified or removed, or new ones added.

The content of the Plan was considered, and draft changes to the list of projects were proposed. On the basis of the new proposals a public consultation was carried out between 12 June and 31 July 2025 to seek views on:

- Do residents think climate change is important, and should it be a priority for the Council?
- Content of the current Plan
- Proposals on changes to existing projects and the addition of new projects

- What can Gwynedd Council do to support Gwynedd residents to reduce carbon emissions?

Response to the public consultation

The results of the consultation can be found in Appendix 1, but briefly the results show:

- 84% of respondents believe climate change is important to them
- 83% of respondents believe that Gwynedd Council should be taking action on climate change
- The majority of respondents agreed that the current Plan was understandable, with a clear vision and timetable, and that the aim was ambitious enough (between 56-75% agreed with the various statements)
- A majority (52%) disagreed that the Council is doing enough to support residents to adopt sustainable living and working habits
- The majority of respondents agreed that 10 new projects should be added to the Scheme (support for individual projects ranging between 59% and 79%)
- The projects with the highest percentages supported were 'continuing to implement Gwynedd Council's Flood Strategy' (79.5%), and 'working with community organisations to produce and distribute renewable energy' (78.8%)
- The projects with the highest percentages of disagreement were 'developing and implementing Gwynedd Council's Charging Strategy to develop the Council's public charging network and for the Council's fleet (21.2% disagree but 71.2% agree) and 'researching and measuring blue carbon absorption on our coastline (20.5% disagree but 59.6% agree)
- The topic of climate change placed as a top priority was 'reducing household fuel poverty' (63.3%)
- The additional benefit that follows from the highest scoring climate change action was 'access to public transport'.

Given the results of the consultation, some key points stand out – there is support for Gwynedd Council to be active in the area of climate change; there is support for the proposed changes to the CNEP; the Council needs to be doing more to help residents adopt sustainable living and working practices.

Proposed modifications to the Plan

On 18 September 2025 the Council's Communities Scrutiny Committee considered the Climate and Nature Emergency Plan Annual Report 2024/25. Following a wide-ranging discussion about the past and future of the Plan, the Committee's recommendation to the Cabinet Member for Environment was – "that the Council's ambition to be net zero carbon by 2030 needs to be revisited and consideration should be given to setting a realistic target for reducing carbon emissions".

In order to act on this recommendation the Climate and Nature Board reconsidered the CNEP in its entirety once again, but this time challenging the ambition of the original

Plan, which was "Gwynedd Council will be net zero carbon and ecologically positive by 2030".

This is an extremely challenging ambition, especially because there are so many factors affecting it which are beyond the control of the Council. One key factor is how the electricity generated and distributed through the National Grid is generated. The British government has announced their plan to ensure that 95% of Britain's electricity needs are generated through renewable means by 2030 - [Clean Power 2030 Action Plan - GOV.UK](#). If this plan is realised then it will directly lead to a significant reduction in Gwynedd Council's carbon emissions, particularly as we move towards a fleet of electric vehicles and electrify heat. Indeed, we depend on the British and Welsh governments to realise such national plans if we are to realise the ambition of net zero.

In the meantime, through the current projects of our Climate and Nature Emergency Plan, we as a Council are preparing to be ready to make the most of net zero energy provision. We are investing significantly in reducing Scope 1 emissions, which are the areas over which we have control, and have been doing so for over 15 years. Continuing to implement the projects described in the 'Buildings and Energy' and 'Mobility and Transport' chapters will primarily put us in the strongest possible position to take advantage of renewable energy electricity when it comes.

Finance

The realisation of all the old and new projects in Version 2 of the Plan will call for significantly higher investment than what is currently available to the Council. Our intention is to continue to pressure governments to increase existing investment. We will also explore all other possible sources, collaborating with the community sector and other public organisations in order to maximise what we can achieve together.

Welsh Government grants are a vital source to fund the work of the CNEP. They are mostly capital grants rather than revenue, so it is easier to fund infrastructure work and harder to find funding to cover running costs, maintenance, and staffing costs.

Between 2019/20 and 2024/25 we successfully attracted grants of £13.5m to support the work of the CNEP.

Project Review

As noted above, the first step taken in reviewing the Plan was to review the lists of projects in chapters 8 to 14. It is reasonable that some projects need to be adapted in order to respond to a changing world, or that some other projects have reached the end of their life and are therefore 'archived'.

Archived Projects:

1. Increasing our carbon 'credit' by installing solar farms to produce energy that the Council can use or sell
2. Electrification of building heating systems to reduce carbon emissions
3. Installing EC ventilation fans in buildings to reduce the energy required to run them compared to normal fans

4. Installing individual room heating regulations to reduce the energy required to heat a building
5. Upgrading street lights and traffic signs to reduce energy use
6. Maximising the benefits of implementing our energy and heating policies
7. Identify the steps we need to take to protect nature's habitats and biodiversity for the future
8. Protecting Nature's Valuable Habitats

Further details on the reason for archiving these projects can be found in section 15 of the Plan, but in a nutshell the most common reason is because a number of projects have been combined as they work towards the same goal. This means that the work is ongoing but that there is no need to describe the work as two separate projects.

New Projects

1. Review the potential for use of heat networks across Gwynedd, dependent on feasibility studies
2. Working with community organisations to produce and distribute renewable energy for the benefit of Gwynedd communities
3. Developing and encouraging active travel in Gwynedd's school catchment area
4. Implementing Gwynedd Council's Waste Strategy
5. Developing a Climate and Nature Adaptation Strategy
6. Gwynedd Council staff to implement the Sustainable Procurement Guidance to reduce carbon emissions through the supply chain
7. Provide market support, particularly to local providers, to take action that will reduce their emissions or increase carbon absorption levels
8. Recognising the carbon capture value of our landfill sites
9. Recognising the value of 'blue carbon' absorption on our coast
10. Implementing Gwynedd Council's Flood Strategy

Further details on each of the above projects can be found in chapters 8-14 of the Plan, with information on the reason for their inclusion, costs, timetable and potential carbon savings.

Measuring success

We will continue to collect data on Gwynedd Council's annual carbon emissions and submit them to the Welsh Government in accordance with the arrangements in place since 2021.

Those results are published in annual reports, which can be found [here](#).

5. Consultation

A public review of Gwynedd Council's Climate and Nature Emergency Plan was carried out between 12 June and 31 July 2025. See the results of the consultation at Appendix 1.

The results of the consultation were used to review the Climate and Nature Emergency Plan, as described in section 4 above. The results of the consultation and the current plan in its entirety were considered by the Climate and Nature Board (a committee of officers, Cabinet Members, a Biodiversity Champion and an elected member representing the scrutiny committees).

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

Have you **included** residents / service users? If not, when and how do you intend to consult with them?

See 5 above.

Have you considered **collaboration**?

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.

The new review of the CNEP lists new projects where it will be absolutely essential to collaborate with community organisations and residents in order to achieve them – eg. 'collaborating with community organisations in order to produce and distribute renewable energy'.

What has been done or will be done to **prevent** problems arising or worsening in the future?

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.

How have you considered the **long-term** and what will people's needs be in coming years?

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.

To ensure **integration** have you considered the possible impact on other public bodies?

A large number of CNEP projects are planned or implemented in collaboration with other public bodies or with the voluntary sector and communities. There is ongoing collaboration with other local authorities across north Wales, the Welsh Local Government Association, the Welsh Government's Energy Service, and Transport for Wales which has resulted in joint planning and commissioning.

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'.

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

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.

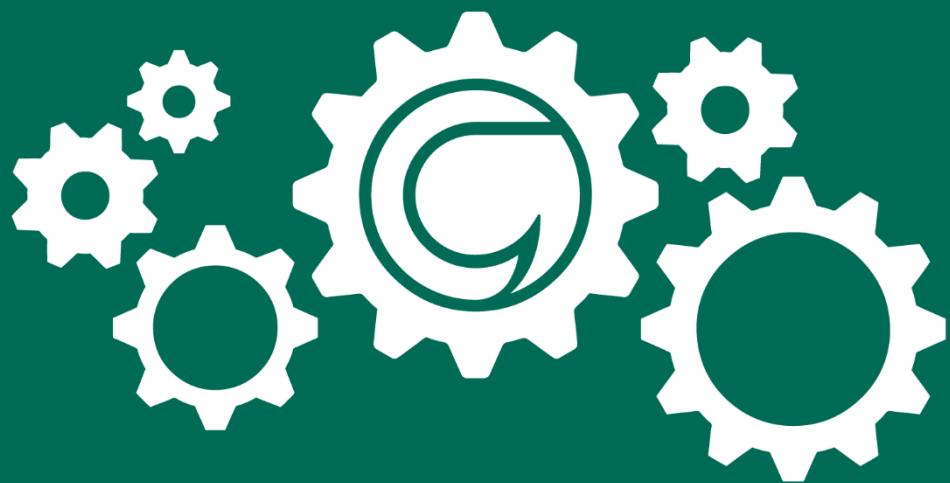
8. Next Steps

Having received 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.

9. Appendices

Appendix 1 – Results of Public Consultation on the Climate and Nature Emergency Plan

Atodiad 2 – Gwynedd Council's Climate and Nature Emergency Plan 2022/23 – 2029/30:
Version 2



Results of the Consultation on the Climate and Nature Plan 2025



GWASANAETHAU
CORFFORAETHOL
CYNGOR GWYNEDD

1. Introduction

This report will analyse responses to the survey on the Climate and Nature Emergency Plan 2025. The public consultation was launched on 12 June and was open until 31 July. The questionnaire was placed on the Council's website, with paper copies available at the County libraries. It was promoted through a 'pop up' on the Council's website and through social media accounts.

2. Responses to the consultation

There were 305 responses to the consultation. Most of them (98.4%, N=300) were from individuals, 1.3% from an organisation (N=4) and 0.3% from business (N=1).

2.1 Have you read the Climate and Nature Emergency Plan or visited the website?

Almost half of respondents (47.9%, N=146) had read the Plan or visited the website, while just over half (52.1%, N=159) had not read the Plan or visited the website.

Those who had indicated that they had read the Plan or visited the website were asked to answer this question:

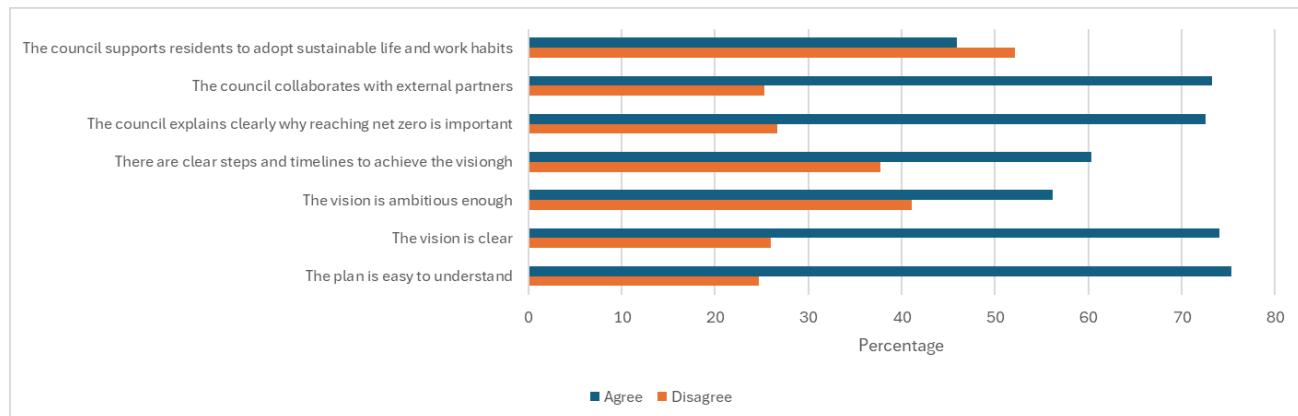
2.2 Do you agree or disagree with the below?

It can be seen from the graph below that a higher percentage of respondents agree with the statements:

- The plan is easy to read;
- The council clearly explains why it is necessary to reach net zero;
- The Council works with external partners; and
- The vision is ambitious enough.

A higher percentage of respondents disagree with the statements:

1. The Council supports residents to adopt sustainable living and working practices;
2. There is a clear vision; and
3. There are clear steps and timetable to achieve the vision



See detailed figures in the table below.	Agree		Disagree		No reply	
	Number	%	Number	%	Number	%
The Plan is easy to read	110	75.3	36	24.7	0	0.0
The Council clearly explains why we need to reach net zero	108	74.0	38	26.0	0	0.0
A clear vision	82	56.2	60	41.1	4	2.7
There are clear steps and timetable to achieve the vision	88	60.3	55	37.7	3	2.1
The vision is ambitious enough	106	72.6	39	26.7	1	0.7
The Council works with external partners	107	73.3	37	25.3	2	1.4
The Council supports residents to adopt sustainable living and working practices	67	45.9	76	52.1	3	2.1

Respondents who had disagreed with any statement were asked to explain why they had disagreed. This was a loose text question. There was a response from 85 of the respondents. Here are the main points and themes raised from the responses:

- The plan is too vague and full of words
- Lack of measurable targets and clear time limits
- Poor communication with residents
- Limited support for residents to adopt sustainable practices
- Public transport and cycling infrastructure are inadequate
- Too much packaging and poor recycling systems
- Biodiversity efforts too focused on tree planting

- Some respondents reject concept on climate crisis
- The scheme focuses too much on the council's operations
- Respondents want clearer and simpler guidance

2.3 Technology advancements and many changes have taken place since the start of the Climate and Nature Emergency Plan in March 2022. Some projects have been completed, and some have been modified. New needs have arisen so the Council proposes to add the following projects. Give your opinion.

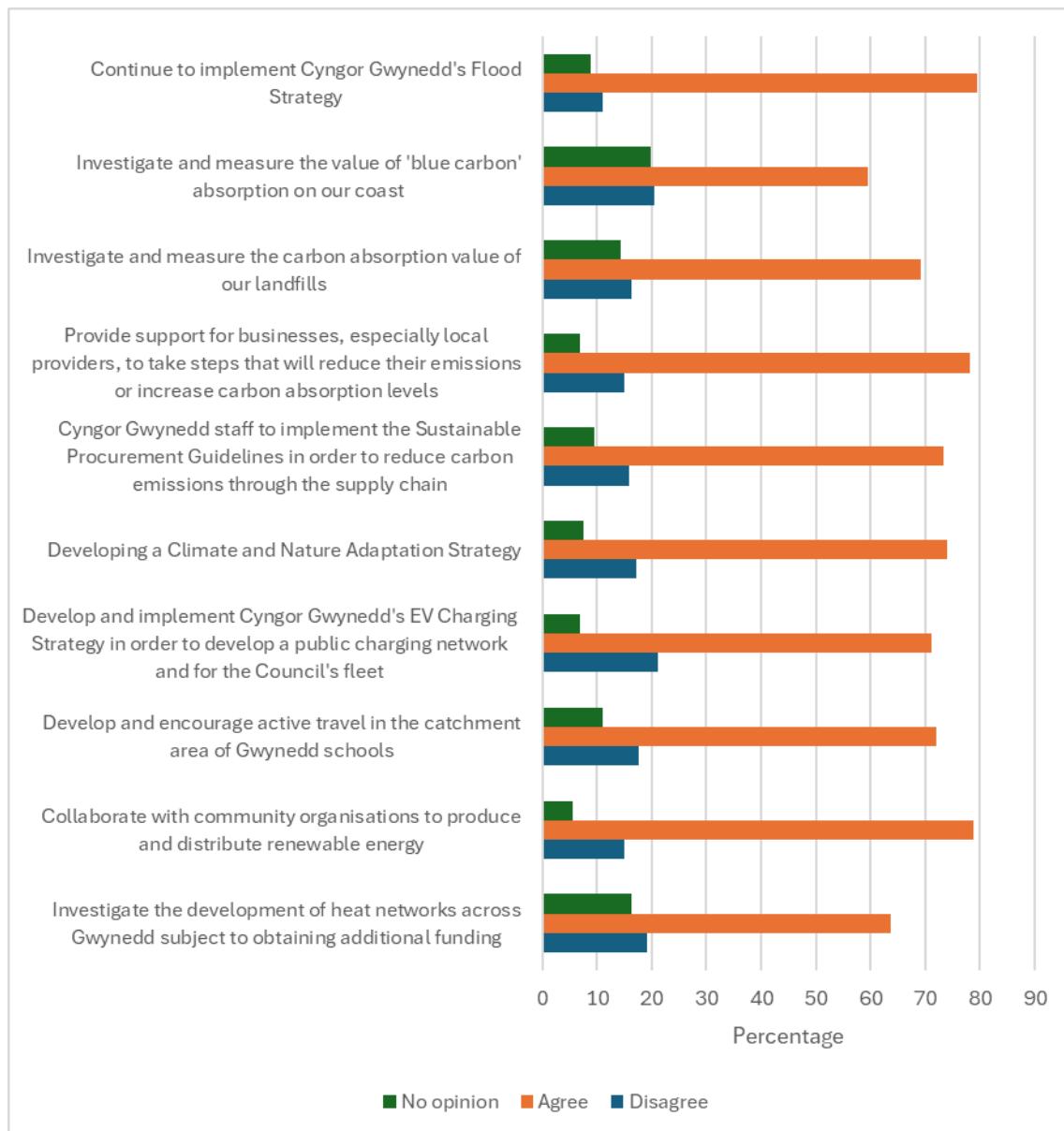
It can be seen from the graph below that a large proportion of respondents agree with the plans. The schemes with which the lowest number of respondents agreed were:

- Researching and measuring 'blue carbon' absorption on our coast (59.6%, N=87 agree); and
- To investigate the development of heat networks across Gwynedd subject to additional funding (63.7%, N=93 agree).

The schemes with which the highest number of respondents disagreed were:

- Develop and implement Gwynedd Council's Charging Strategy to develop a public charging network and for the Council's fleet (21.2%, N=31 disagreed); and
- Researching and measuring 'blue carbon' absorption on our coast (20.5%, N=30 disagree)





See the detailed figures in the table below.

	Disagree		Agree		No opinion		No reply	
	Number	%	Number	%	Number	%	Number	%
To investigate the development of heating networks across Gwynedd subject to the availability of additional funding	28	19.2	93	63.7	24	16.4	1	0.7
Working with community organisations to produce and distribute renewable energy	22	15.1	115	78.8	8	5.5	1	0.7
Developing and encouraging active travel in Gwynedd's school catchment area	25	17.7	105	71.9	16	11.0	0	0.0
Develop and implement Gwynedd Council's Charging Strategy to develop a public charging network and for the Council's fleet	31	21.2	104	71.2	10	6.8	1	0.7
Developing a Climate and Nature Adaptation Strategy	25	17.1	108	74.0	11	7.5	2	1.4
Gwynedd Council staff to implement the Sustainable Procurement Guidance to reduce carbon emissions through the supply chain	23	15.8	107	73.3	14	9.6	2	1.4
Providing support to businesses, particularly local providers, to take action that will reduce their emissions or increase carbon absorption levels	22	15.1	114	78.1	10	6.8	0	0.0
Researching and measuring the carbon absorption value of our landfill sites	24	16.4	101	69.2	21	14.4	0	0.0
Researching and measuring the value of 'blue carbon' absorption on our coast	30	20.5	87	59.6	29	19.9	0	0.0
Gwynedd Council's Flood Strategy continues to be implemented	16	11.0	116	79.5	13	8.9	1	0.7



Respondents who disagreed with any of the plans were asked to explain why they disagreed. This was a loose text question. There was a response from 61 of the respondents. The most common themes are cost concerns, skepticism about climate change, and criticism of electric vehicle infrastructure. There are many in favour of practical, local and better public transport solutions over large-scale projects.

Here are the main points and themes raised from the responses:

- Climate change scepticism
- Concerns about cost/value for money
- Flood management issues
- Criticism of active travel
- Concerns about electric vehicle charging infrastructure
- Scepticism about the heat network
- Practical local solutions needed
- Improvements to public transport
- Consultation on community engagement
- Implementation / planning

2.4 Is there another project or task that the council should add to the plan?

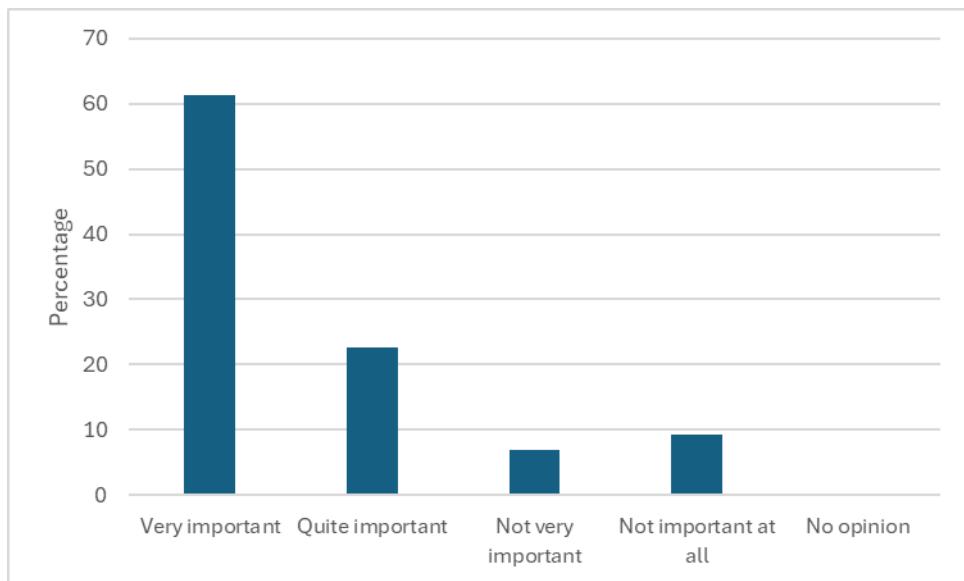
This was a loose text question. There was a response from 77 of the respondents. Here are the main points and themes raised from the responses.

- Biodiversity and nature conservation – calls to protect wildlife and tree planting
- Electric vehicle infrastructure and transport – the need for reliable electric vehicle charging and better public transport
- Waste and recycling – concerns about plastic waste and better recycling systems
- Climate change skepticism / policy criticism – questions about net zero policies
- Housing and social issues – Affordable housing and homelessness solutions
- Community engagement – more public meetings and collaboration
- Renewable energy and technology – tips for solar, wind, hydrogen projects
- Flood and pollution management – action on river/sea pollution and flood resilience.
- Education and awareness – environmental education and cultural engagement.
- Implementation / planning – frustration with delays; choose to act.

2.5 Ydi newid hinsawdd yn bwysig i chi?

As can be seen from the graph below, the majority (83.9%, N=256) of respondents indicated that climate change was important to them (very important and quite important). 16.1% (N=49) of respondents stated that climate change was not important to them (not very important and not at all important).



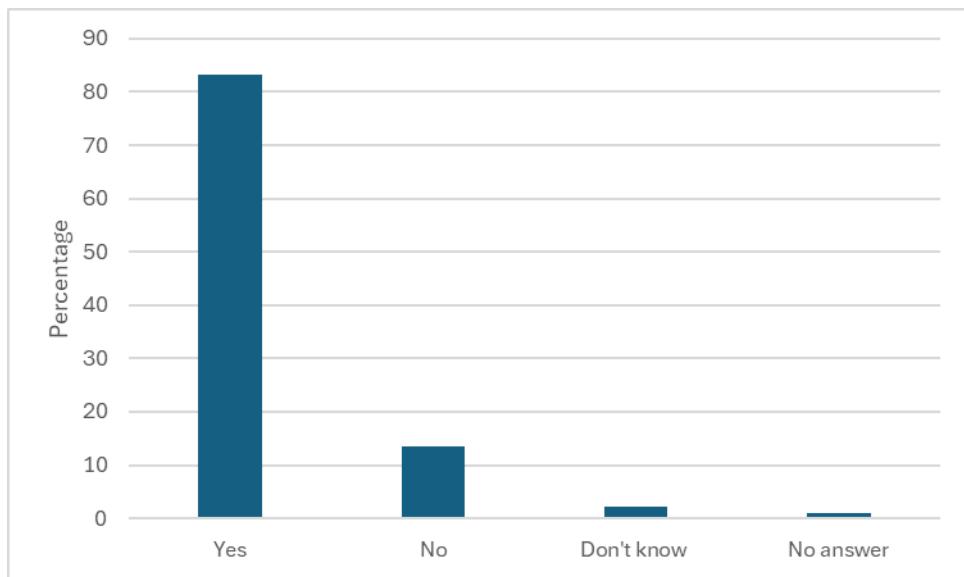


Mae'r tabl isod yn manylu ar y canrannau a'r niferoedd.

	Number	%
Very important	187	61.3
Quite important	69	22.6
Not really important	21	6.9
Not important at all	28	9.2
No opinion	0	0.0
Total	305	100.0

2.6 Should Gwynedd Council be taking action on climate change?

As can be seen from the graph below, the majority (83.3%, N=254) of respondents thought that Gwynedd Council should be taking action on climate change, while 13.4% (N=41) of respondents thought it should not be taking action on climate change.



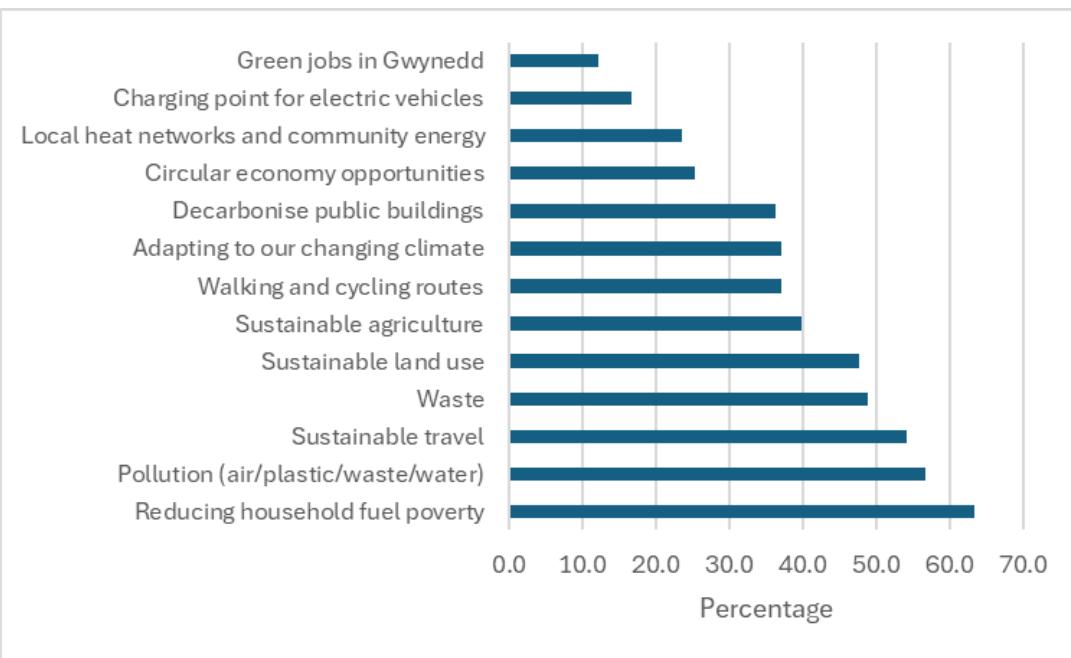
The table below details the percentages and numbers.

	Number	%
Yes	254	83.3
No	41	13.4
Don't know	7	2.3
No answer	3	1.0
Total	305	100.0

2.7 Put the climate change topics below in order from most important to least important to you as an individual.

229 of the respondents had answered the question in a way that was in line with the rules of the question (e.g. they only chose 5 options and gave them a score of 1 to 5), so the next section analyses these answers.

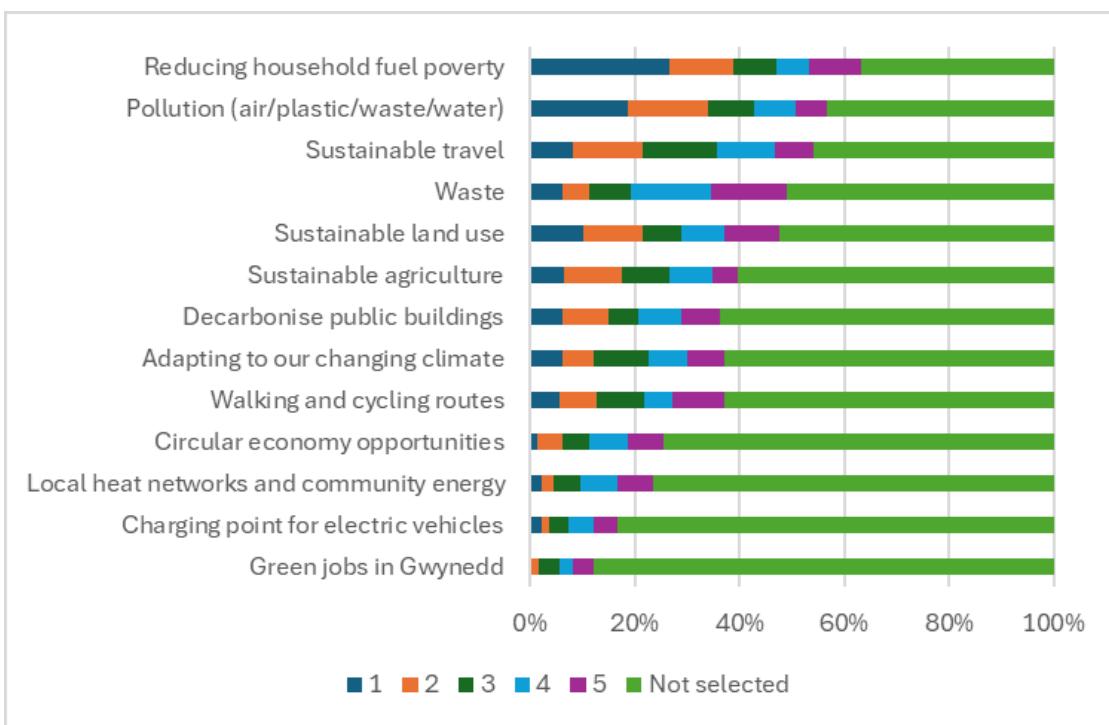
First, let's look at how much has put climate change topics within their 'top 5' at all. See of the 229 respondents, 63.3% (N=145) placed 'Reducing household fuel poverty' within their top 5, 56.8% (N=130) indicated 'Pollution', and 54.1% (N=124) indicated 'Sustainable travel'.



Subject	Number	%
Reducing household fuel poverty – e.g. improved insulation, smart heating systems, smart appliances, ensuring the most affordable energy supply and home energy efficiency schemes	145	63.3
Pollution (air/plastic/waste/water)	130	56.8
Sustainable travel - public transport (bus, train)	124	54.1
Waste – recycling and overall waste reduction	112	48.9
Sustainable land use – maintaining habitats, enhancing biodiversity, planting trees	109	47.6
Sustainable agriculture (the production of crops and animals by means that will not harm the land or the climate into the future)	91	39.7
Walking and cycling routes	85	37.1
Adapting to our changing climate e.g. Flood and wildfire management	85	37.1
Decarbonisation of public buildings – switching the energy source of construction from a fossil fuel source to a renewable source e.g. solar, wind, hydropower, and heat pumps	83	36.2
Circular economy opportunities – cafes repaired, food redistribution	58	25.3
Local heat networks and community energy	54	23.6
Charging points for electric vehicles	38	16.6
Green jobs in Gwynedd	28	12.2
<i>Denominator=229</i>		



Next, let's look at the order in which the respondents placed the topics within their top 5, where 1 meant most important and 5 meant least important. The graph below shows that all categories follow the main trend, except for 'Waste', where fewer people have indicated that it matters to them compared to the others who have been selected as one of the top 5.



76 of the respondents answered this question in a way that did not fit the rules of the question (e.g. chose more than 5 answers or gave more than one of the same score), so they cannot be analysed with the cohort above. We still wanted to include their opinions, so the next part states which of the climate change topics were chosen by the 76 respondents, but doesn't take into account their score.

You can see that the order of the subjects comes out quite similar to the previous cohort who had answered the question within the rules, with the exception of 'electric vehicle charging points' and 'green jobs in Gwynedd' higher up in the list this time.

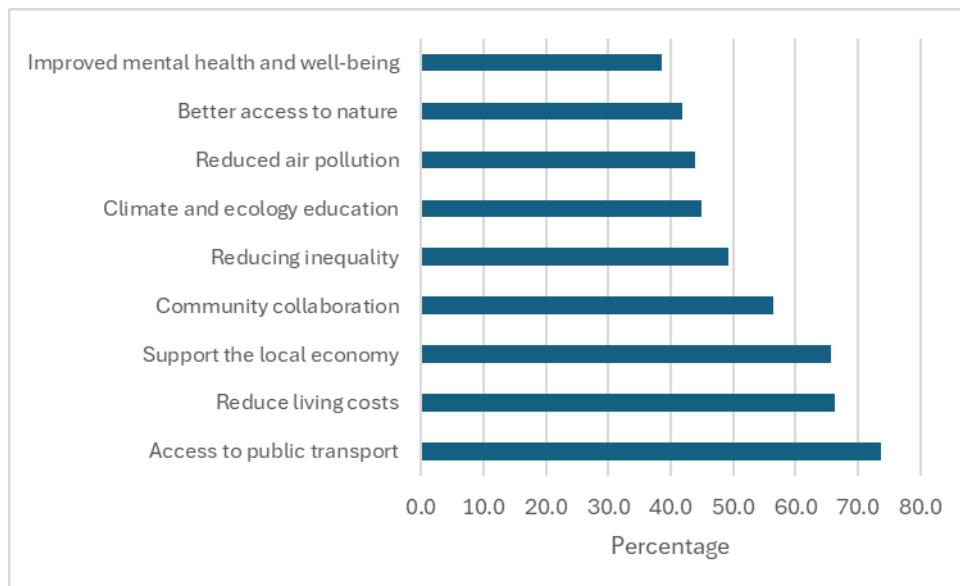
Subject	Number	%
Reducing household fuel poverty - e.g. improved insulation, smart heating systems, smart appliances, ensuring the most affordable energy supply and home energy efficiency schemes	53	69.7
Pollution (air/plastic/waste/water)	56	73.7
Sustainable travel - public transport (bus, train)	56	73.7
Waste – recycling and overall waste reduction	41	53.9
Sustainable land use – maintaining habitats, enhancing biodiversity, planting trees	41	53.9
Sustainable agriculture (the production of crops and animals by means that will not harm the land or the climate into the future)	38	50.0
Walking and cycling routes	44	57.9
Adapting to our changing climate e.g. Flood and wildfire management	44	57.9
Decarbonisation of public buildings – switching the energy source of construction from a fossil fuel source to a renewable source e.g. solar, wind, hydropower, and heat pumps	41	53.9
Circular economy opportunities – cafes repaired, food redistribution	20	26.3
Local heat networks and community energy	21	27.6
Charging points for electric vehicles	31	40.8
Green jobs in Gwynedd	24	31.6
<i>Denominator=76</i>		

2.8 What additional benefits would you like to see from taking action on climate change? Put the topics below in order from most important to least important to you as an individual.

225 of the respondents had answered the question in a way that was in line with the rules of the question (e.g. only chose 5 options and gave them a score of 1 to 5), so the next section analyses these answers.

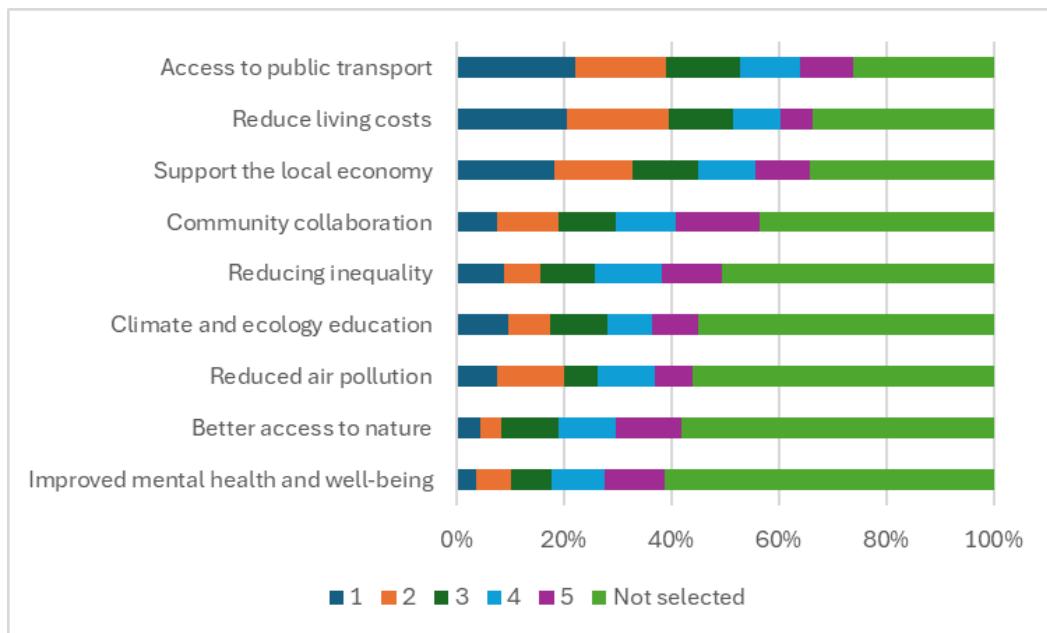
First, let's look at how much the subjects have put additional benefits within their 'top 5' at all. See of the 225 respondents, 73.8% (N=166) placed 'Access to public transport' within their top 5, 66.2% (N=149) indicated 'Reduce the cost of living', and 65.8% (N=148) indicated 'Support the local economy'.





Subject	Number	%
Access to public transport	166	73.8
Reducing the cost of living	149	66.2
Supporting the local economy	148	65.8
Community collaboration – the community's ability to respond and adapt to climate change	127	56.4
Reducing inequality ('just transition' - that low emission options are equally available to all)	111	49.3
Climate and ecology education	101	44.9
Air pollution	99	44.0
Better access to nature	94	41.8
Improving mental health and wellbeing	87	38.7
<i>Denominator=225</i>		

Next, let's look at the order in which the respondents placed the topics within their top 5, where 1 meant most important and 5 meant least important. The graph below shows that most of the categories follow the same trend, but not 'air pollution'. While fewer people have been selected in their top 5, more of them have been selected in the most important categories (1 and 2) compared to the number selected.



80 of the respondents answered this question in a way that did not fit the rules of the question (e.g. chose more than 5 answers or gave more than one of the same score), so they cannot be analysed with the above cohort. We still wanted to include their opinions, so the next part states which of the climate change topics were chosen by the 80 respondents, but doesn't take into account their score.

Subject	Number	%
Access to public transport	64	80.0
Reducing the cost of living	68	85.0
Supporting the local economy	70	87.5
Community collaboration – the community's ability to respond and adapt to climate change	58	72.5
Reducing inequality ('just transition' - that low emission options are equally available to all)	52	65.0
Climate and ecology education	54	67.5
Air pollution	55	68.8
Better access to nature	52	65.0
Improving mental health and wellbeing	52	65.0
<i>Enwadur=80</i>		

2.9 Any further comments

This was a loose text question. There was a response from 97 of the respondents. Here are the main points and themes raised from the responses.

- Overall support / multiple priorities
- Living costs / concern about affordability
- Skepticism about climate change/anti-net-zero
- Renewable energy and energy efficiency
- Active travel (walking / cycling)
- Nature conservation and biodiversity
- Concern about costs

2.10 What do you think will be the impact of the Climate and Nature Emergency Plan on the Welsh language, the opportunities to use it and its status within the community?

The majority of respondents (55.1%, N=168) thought the Scheme would have a neutral impact on the community, with 29.2% (N=89) thinking it would have a positive impact, and 7.9% (N=24) thinking it would have a negative impact.

	Number	%
Positive impact	49	16.1
Little positive impact	40	13.1
Neutral	168	55.1
Little negative impact	5	1.6
Negative impact	19	6.2
No reply	24	7.9
Total Amount	305	100.0

Do you have any comments about your preference above, for example, are there opportunities to adapt the scheme in order to have a more positive impact on the Welsh language and its use, or to remove any negative effects?

This was a loose text question. There was a response from 101 of the respondents. Most of the responses questioned the relevance of the Welsh language to action on climate change, or highlighted opportunities to strengthen the language through education, community and economic initiatives. Here are the main points and themes raised from the responses.



- Irrelevance of Welsh to climate / nature
- Economic resilience and jobs – maintaining the Welsh language
- Opportunities to learn/use Welsh – e.g. free classes or linking learning Welsh to climate projects
- Housing and tourism pressures - concerns about second homes and tourism affecting Welsh speaking communities
- Education policy – issues around school closures, Welsh-medium education and STEM subjects
- Bilingual provision – calls for resources in Welsh and English
- Community initiatives
- Opposition to climate policy.

2.11 What do you think will be the impact of the Climate and Nature Emergency Plan on people facing socio-economic disadvantage?

The majority of respondents (39.7%, N=121) thought the scheme would have a positive impact, 30.8% (N=94) thought it would have a neutral impact, and 21.0% (N=64) thought it would have a negative impact.

	Nifer	%
Positive impact	53	17.4
Little positive impact	68	22.3
Neutral	94	30.8
Little negative impact	36	11.8
Negative impact	36	11.8
No reply	26	8.5
Total Amount	305	100.0

Do you have any comments about your selection above?

This was a loose text question. There was a response from 85 of the respondents. Here are the main points and themes raised from the responses.

- Energy costs and fuel poverty
- Optimistic/pros
- Public transport and active travel
- Zero suspicion / criticism
- Equality and fairness



- Nature and health
- Homes and insulation



3.0 About you

This section will look at the respondents' 'About You' results, which indicate their equality characteristics.

3.1 Sex

	Number	%
Woman / Female	157	51.5
Man / Male	103	33.8
No reply	26	8.5
I prefer not to say	18	5.9
I identify in a different way	1	0.3
Total	305	100.0

3.2 Enter your age group

54.4% (N=166) of respondents were aged 55 or over.	Number	%
Aged 15 oed or younger	0	0.0
16 – 24	11	3.6
25 – 34	17	5.6
35 – 44	26	8.5
45 – 54	42	13.8
55 – 64	70	23.0
65 – 74	72	23.6
75 – 84	23	7.5
85+	1	0.3
I prefer not to say	18	5.9
No reply	25	8.2
Total	305	100.0

3.3 How would you describe your skills in Welsh?

	Number	%
Speak, read and write fluently	111	36.4
Speaking, reading and writing – learning	45	14.8



Speaking, reading and writing, but not very confident	35	11.5
Unable to speak or understand Welsh	29	9.5
I prefer not to say	27	8.9
No reply	25	8.2
Other	19	6.2
Speaking, but not reading or writing	14	4.6
Total	305	100.0

3.4 Nationality or national identity?

	Number	%
Welsh	138	45.2
British	79	25.9
English	33	10.8
No reply	25	8.2
I prefer not to say	18	5.9
Other	9	3.0
Scottish	3	1.0
Total	305	100.0

3.5 What is your race?

	Number	%
White	245	80.3
I prefer not to say	28	9.2
No reply	25	8.2
Mixed/multi-ethnic groups	5	1.6
Other	2	0.7
Total	305	100.0

3.6 What is your religion?

	Number	%
No religion	128	42.0
Cristian	109	35.7
I prefer not to say	31	10.2
No reply	27	8.9
Other	8	2.6
Buddhist	1	0.3
Jewish	1	0.3
Total	305	100.0



3.7 Which of these best describes you? (You don't need to answer this question if you're under 16).

	Number	%
Heterosexual / Straight	210	68.9
I prefer not to say	44	14.4
No reply	28	9.2
Bisexual	12	3.9
Gay woman / lesbian	5	1.6
Other	4	1.3
Gay man	2	0.7
Cyfanswm	305	100.0

3.8 Has your gender identity changed from what was determined at birth (for example are you transgender or trans etc). (You don't need to answer this question if you're under 16).

	Number	%
No	237	77.7
No reply	31	10.2
I prefer not to say	30	9.8
Yes	7	2.3
Total	305	100.0

3.9 Section 6 (1) of the Equality Act 2010 states that an individual is disabled if:

- a. That person is physically or mentally impaired, and
- b. The impairment has a significant and long-term impact on the individual's ability to carry out normal day-to-day activities.

Using this definition, do you consider yourself a disabled person?

	Number	%
Yes	48	15.7
No	198	64.9
I prefer not to say	30	9.8
No reply	29	9.5
Total	305	100.0



Results of the Consultation on the Climate and Nature Plan 2025

Research Team
October 2025



**GWASANAETHAU
CORFFORAETHOL**
CYNGOR GWYNEDD



Climate and Nature Emergency Plan

2022/23 – 2029/30

Cyngor Gwynedd

Version 2

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1. Introduction

Climate change is one of the biggest challenges of our times, and calls for co-ordinated action from each one of us. As a result of the dramatic change in temperature seen world-wide since the 1950s we are experiencing serious effects such as receding glaciers, rising sea levels and changes in the seasons. Extreme weather resulting in drought or flooding are also becoming regular occurrences. One of the main contributors to this rise in temperature is the high levels of carbon released into the atmosphere by human activity.

In March 2019 Gwynedd Council declared a climate emergency, and vowed to take definitive steps to reduce carbon emissions and to work towards a carbon-free future. We now believe that we also need to give equal weight to the nature emergency since both co-

exist in parallel. Changes to temperature and rainfall as a result of climate change can lead to loss of habitat for nature and wildlife, and the loss of such habitat in turn increases the carbon levels in the atmosphere. It is vicious circle that must be broken.

We acknowledge that the long-term ambition of Gwynedd Council is to reach the ideal scenario of being a carbon-free council. In order for us to achieve this we need to plan how to respond and overcome the challenges facing us.

The aim of the Climate and Nature Emergency Plan is to outline the steps that we will take to try and achieve our ambition of being a net zero council.



2. Reviewing the Climate and Nature Emergency Plan

By February 2026 4 years will have passed since Cyngor Gwynedd adopted the Climate and Nature Emergency Plan, and in each year since then we have published an Annual Report evaluating our success in delivering the plan.

Today's circumstances are very different from March 2022, and international politics, technological advances and costs have changed significantly in a short time.

It is therefore timely for us as a Council to review our plan to ensure that we continue to operate effectively, and to evaluate if we need to change what is being achieved.

During 2025/26 we took a closer look at all aspects of the work to see if we are progressing on the right track, and during the summer of 2025 we also carried out a public consultation to understand what the priorities of Gwynedd residents are in the area of climate and nature, and to seek views on some new schemes to consider.

We have assessed each of the projects in chapters 8 – 14 to see if they are still relevant and effective. Most of them remain active; 8 of them have been moved to the 'Archive' section because they have already been realised, or they are duplicating work taking place under other projects; and 10 new projects have been added.

Work has also been done to estimate as accurately as possible what the financial costs would be to deliver the projects and how much carbon emissions they would save. The information is set out in chapters 8 to 14 but further work is to be done in the future in order to continue to have as accurate figures as possible.

By revisiting the costs of these projects over the next year, we will also be in a much stronger position to gauge when we will approach net zero.

3. Foreword - Cabinet Member for the Environment

To follow after comments from the Communities Scrutiny Committee.

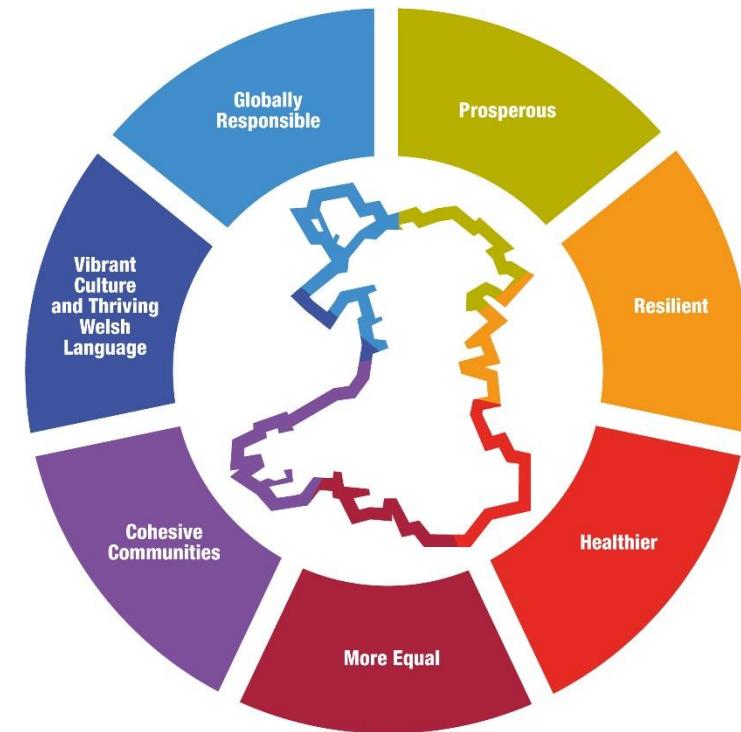
4. Reaching Net Zero

We have drawn up the Climate and Nature Emergency Plan in order to share how we will try and realise our ambition of being a net zero council.

This ambition is in keeping with the Welsh Government's target for the public sector as a whole in Wales to be net zero, and more can be found about this target in their document published in 2019 [Prosperity for All: A Low Carbon Wales](#) and in 2021 [Net Zero Wales: Carbon Budget 2 \(2021-2025\)](#).

The Government has extended its target beyond the public sector since the [Environment \(Wales\) Act 2016 \(Environment Act\)](#) makes it a legal obligation for the Welsh Government to reduce greenhouse gas emissions in Wales by at least 80% by 2050. The Environment Act also places new obligations in relation to the decrease in biodiversity in Wales, and our hope is that this plan will also contribute to the ambition of maintaining healthy ecological systems and biodiversity for the future.

Similar to other public bodies in Wales, the council has committed to implementing the [Well-being of Future Generations \(Wales\) Act 2015](#), and ensuring a healthy net zero carbon future will contribute to all the well-being goals in the Act.



One of the 7 well-being objectives in [Gwynedd-Council-Well-being-Statement](#) is to 'take advantage of the beauty of the county's natural environment'; and 'responding to the climate change emergency' is one of 8 Improvement Priorities in the [The Cyngor Gwynedd Plan 2023-28](#)

We need to be reminded that Gwynedd Council's commitment to reducing our carbon emissions is not a new statement. The council published its first Carbon Management Plan in 2010, and its Carbon Management Plan 2 in 2015. The Climate and Nature Emergency Plan is therefore an evolution of both its predecessors.

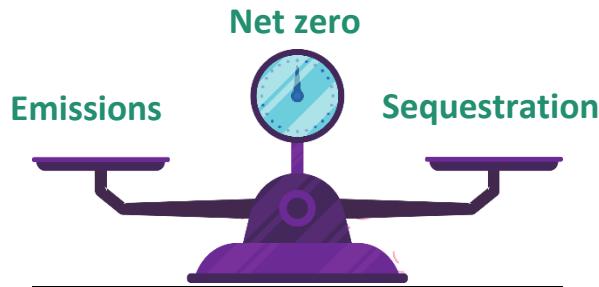
2005/06 was chosen as the baseline year for both Carbon Management Plans, and at that time the total carbon emissions from our buildings, street lighting, waste, fleet and business transport was 31,155 tCO₂e (further information on the meaning of tCO₂e in 'What is net zero carbon and why is it important?').

The council committed to reducing carbon emissions by 40% by 2021 compared with its baseline year, but indeed exceeded this target by going further and faster. By 2020 the council's carbon emissions were 13,003 tCO₂e, a reduction of 58%. The Welsh Government methodology that we must now follow means that this total has changed – more about this in 'Planning to achieve net zero carbon'.

The council is committed to working towards realising the ambition of being a net zero carbon council and it is clear that we will have halved our own output by 2030 and that we will continue to reduce our emissions over the next few decades until we reach the net zero target.



5. What is net zero carbon and why is it important?



It's inevitable that there will be some carbon emissions from activities that cannot be avoided, and therefore if we want to see a world without any damaging carbon in our atmosphere then that carbon needs to be destroyed or absorbed and stored safely. This is the meaning of carbon sequestration (or 'carbon removal').

Research and new technologies are being developed in order to understand how best to store carbon, but the most effective means of doing so at the moment are the natural methods where the carbon is stored in trees, plants, land and plankton.

If the total amount of carbon released into the atmosphere is equal to the carbon absorbed back into the earth then we have reached a position of being 'net zero carbon' (also known as 'carbon neutral').

Why do we need to reach net zero carbon?

The increase in levels of greenhouse gas (GHG) emissions in the atmosphere is the main reason why the average temperature of the planet has increased, especially over the last half century. Both graphs below show the average yearly temperatures for the world, and for Wales:

World average temperature 1850 - 2020



Wales average temperature 1884 - 2020



(Range of : blues = cold / reds = heat)

In turn, an increase in temperature leads to far-ranging implications that are very damaging for the environment, nature and for us as humans. The average temperature in Britain is now 1°C higher than it was a century ago, and sea levels are rising 3mm each year (UK Climate Change Risk Assessment 2017: HM Government). This may not appear to be significant, but we must remember that the

Intergovernmental Panel on Climate Change (IPCC) states that insects, which are vital for pollination of crops and plants, will lose half their habitats following an increase of 1.5°C, but the probability will double with an increase of 2°C. An increase of 1.5°C will lead to rising sea levels that will affect 6 million people living in coastal areas around the world, but an increase of 2°C will affect 10 million people.

The target to limit global warming to “well below 2°C” compared to pre-industrial levels was set as part of the United Nations Paris Agreement 2015, and further strengthened at the COP26 conference in November 2021. The COP26: The Glasgow Climate Pact declares:

“The aim of the UK COP26 Presidency was to keep alive the hope of limiting the rise in global temperature to 1.5C, and the Glasgow Climate Pact does just that. Combined with increased ambition and action from countries, 1.5C remains in sight, but it will only be achieved if every country delivers on what they have pledged”.

Even considering the minor differences in both timeline stripe graphs above, they clearly show the tendency towards a hotter climate is as true here in Wales as it is for the rest of the world. The need to keep the increase in temperature to 1.5°C or lower, and to reduce the effect of climate change already underway, is just as important here in Wales as it is in the Amazon rainforest or the deserts of Australia.

If an increase in greenhouse gases in the atmosphere is the main reason for the increase in temperature, then it follows that we need to decrease the level of those gases in order to halt further temperature increases. The 3 greenhouse gases which have the biggest effect on climate change are:

Most damaging greenhouse gases -

- Carbon Dioxide (CO₂)
- Methane (CH₄)
- Nitrous Oxide (N₂O)

...measured together as one unit, and called CO₂e

Method of measuring carbon emissions –

- Per kg – kgCO₂e
- Per tonne – tCO₂e

‘Releasing greenhouse gases’ or ‘greenhouse gas emissions’ are usually called ‘carbon emissions’, and by using terminology such as ‘carbon reduction’ what is meant is the reduction in the levels of all greenhouse gases, and not only carbon dioxide.

In order to be consistent with the measuring and reporting methods of the Welsh Government, UK Government and the IPCC, this plan will refer to ‘carbon emissions’, ‘CO₂e’ and ‘net zero carbon’.

6. Responding to the Effects of Climate Change

Thus far we have considered the importance of slowing down or stopping the process of global warming, and the need to reduce carbon emissions in the future. But what about the effects that global warming is already having on us here in Gwynedd?

Adapting to the effects of climate change that are already in place is absolutely necessary, often in order to protect people. This new edition of the plan puts more emphasis on doing work on **climate adaptation**.

The scientific consensus, largely informed by the UK Climate Change Projections 2018 (UKCP18), points to a future of hotter, drier summers and warmer, wetter winters, along with an increased frequency of extreme weather events and rising sea levels. This can lead to devastating consequences for people, homes, nature and agricultural land.

One of the actions for 2026/27 is to produce a regional Climate Change Risk Assessment for north Wales. This work is being led by the Gwynedd and Anglesey Public Services Board, and the final assessment will give us a description of the main risks facing the people and lands of Gwynedd due to the impacts of climate change.

The first step is to understand the risk, and the following step is to take action to reduce its effect.

Flooding

The Coast

Gwynedd's coastline is one of its most endearing attractions, but there are far reaching implications to protecting all of its 180 miles. The responsibility to protect the coastline and to respond to coastal flooding lies with Natural Resources Wales and Gwynedd Council. During the autumn of 2020 the Welsh Government published its National Strategy for Flood and Coastal Erosion Risk Management in Wales (FCERM), and its aim is to reduce the risks for people and communities from flooding coastal erosion.

This is a ten-year strategy and we as a council are committed to its implementation, and it steers our work for the future.

Inland

As a Local Lead Flood Authority, we as a council have a responsibility to control the risk of flooding from surface water, ground water and from smaller streams known as common watercourses. In accordance with this responsibility we have worked together with Welsh Government, Natural Resources Wales and other local authorities to develop a Local Flood Risk Management Strategy.

Its main objective is to try and stop flooding incidents, and to respond effectively if they occur, but its other aim is to positively contribute to biodiversity and create access for residents to green spaces.



7. This Plan

This plan sets a target of net zero carbon for the activities and services that we as Cyngor Gwynedd are responsible for.

We intend to improve the way we provide services and run our organisation, and we'll be able to measure this since most of the work is under our control. The Climate and Nature Emergency Plan will therefore include the actions we intend to take in order to directly change the services we provide, and to collaborate or support others to work towards the same goal.

The activities and projects that we will undertake, if we receive sufficient funding, to try and become a net zero council have been listed under the themes: Building and Energy, Mobility and Transport, Waste, Governance, Procurement, Land Use, Ecology, and all can be explored in chapters 8 - 14.

Reaching our ambition of net zero carbon will be a significant challenge and we are honest in our prediction that we don't have all the answers at the moment. More work needs to be undertaken by ourselves and others in order to find the most effective and successful ways of working in some areas. It is essential, therefore, to have an open mind and to learn about new developments, and to adapt this plan and our ways of working if evidence comes to light that warrants such changes.

The Climate and Nature Emergency Plan is a document that will be developed and adapted regularly. This is the second iteration of the plan following conducting a consultation on the original version.

On the other hand, there are several activities that we believe should be completed but that we have very little control over, or that we don't have the finances to fund at the moment. Additional resources will be needed to address our ambition, and we hope that further funding opportunities arise from Welsh Government and other sources.

We will co-operate and contribute towards realising ambitious plans, but we cannot fulfil them on our own.

Partners

It will be impossible for us as a council to achieve our ambition without working in partnership with a wide range of individuals and organisations. We provide services for, and alongside, so many other people and it is vital that we work together for everyone's benefit. We will try to best of our ability to influence individuals and organisations to come with us on our journey. We will consult with our partners and with the communities of Gwynedd to measure the success of this plan and to see how best we can

support them so that they may operate in as low carbon a way as possible.

A list of our partners can be seen in chapter 16. It isn't comprehensive, nor in order of priority, and we are open to discuss with any partner who also shares our ambition.

How will we measure success?

This plan will be monitored regularly as part of the council's internal performance monitoring process, and information about the plan's development will be shared publicly by the Cabinet Members Performance Reports and the Climate and Nature Emergency Plan Annual Report to Scrutiny meetings.

We also have a Climate and Nature Board which provides strategic guidance, and includes the Cabinet Members, Corporate Director, Chief Officers, Biodiversity Champion and a representative of the Communities Scrutiny Committee.

One element of regular monitoring is data collection of carbon emissions and sequestration, and we do this by following Welsh Government's methodology ([Welsh Public Sector Net Zero Carbon Reporting Guide](#)). The results of annual data collation will be published in Gwynedd Council's Annual Performance Report, and following publication we will also review this plan to ensure that we are on the right track or to make any necessary changes.

Data on carbon emissions is collected to measure activities in 3 areas, or 'scopes':

Scope 1 – Direct Emissions

e.g. producing electricity or heat with assets owned by the council such as boilers; travelling in council owned fleet.

Scope 2 – Indirect Emissions from Energy

e.g. electricity, heat or cooling systems produced by third parties but used by the council.

Scope 3 - Indirect Emissions

e.g. goods produced by third parties and purchased by the council; staff commute or staff using their own vehicles for business travel.

The Climate and Nature Emergency Plan runs concurrent with many other council strategies and policies, and indeed it is essential that the principles of this plan are entrenched across all the council's activities. Many of the action points for the future are likely to sit within other strategies or action plans. A current list of active strategies is listed in chapter 17, but it is open to constant adaptation.

Measuring carbon emissions and sequestration

As already mentioned, we won't know if we have reduced our carbon emissions and increased our capacity to absorb carbon unless we regularly measure both and compare the data with our baseline.

This is not a new activity for the council. As mentioned previously, the council have had two Carbon Management Plans since 2010 which were successful since we reduced our carbon emissions by 58% between 2005/06 and 2019/20, bringing the total down to 13,003 tCO₂e. Successes include changing 90% of street lighting to LED lamps so far, insulating buildings and installing PV solar panels.

Under both Carbon Management Plans we measured our carbon emissions from buildings, street lighting, waste generated by the council, council fleet and staff business travel. By today all local authorities must follow data collection methodology as set by Welsh Government, which leads us to measure many more activities in addition to those we measured up until 2019 – e.g. water use, biomass, emissions further up the supply chain (well to tank), staff commute, working from home; emissions from the process of producing goods or services we purchase (procurement), and we also cannot claim credit for PV energy exported to the National Grid.

Even though the council doesn't control many of these additional activities, we must now report on all the emissions generated by them. The emissions generated by procurement are calculated based on the monetary value of the goods or services we purchase. Put simply, the more we spend the higher our carbon emissions, regardless of what the goods are or how they are produced.

It is therefore inevitable that the new data sets we collect will be much higher than those under both Carbon Management Plans.

The following table shows the data collected for the baseline year of 2019/20 and for 2025/26 following Welsh Government reporting guidance:

Total Operational Carbon Emissions:

	2019/20 Total tCO ₂ e	2050/26 Total tCO ₂ e
Buildings and PV (photovoltaic)	11,549	9,964
Street lighting	1,101	704
Fleet	5,145	5,225
Waste	7,331	
Business travel	1,944	1,283
Staff commute	5,623	3,723
Total	32,693	21,225
Procurement	40,639	54,726
Total including procurement	73,332	75,980

There are several reasons why the total has already fallen by 2020/21: stopping waste going to landfill and changes in working practices as a result of Covid-19 are examples.

The following charts show the total and percentages of emissions across several fields:

Measuring total carbon sequestration

We also follow Welsh Government methodology to measure the total carbon that land owned by the council is able to absorb. The table below shows the different types of land to be measured, and the total carbon absorbed (sequestration).

Lands	2019/20 Total tCO ₂ e	2025/26 Total tCO ₂ e
▪ Forest land		
▪ Grassland	5,893*	3,123
▪ Wetlands		
▪ Settlements		

*based on 2020/21 figures

Gap that needs to be closed to achieve net zero carbon:

2019/20	$32,693 - 5,893 =$	26,800 tCO₂e	(67,439 tCO ₂ e with procurement)
2025/26	$21,255 - 3,123 =$	18,132 tCO₂e	(72,857 tCO ₂ e with procurement)

Planning to achieve net zero carbon

We need to close the gap of around 18,132 tCO₂e by a combination of reducing our emissions and increasing our capacity to absorb carbon. Regardless of the potential to increase carbon sequestration (more on this in [13. Land Use](#)) it is true that we need to concentrate on substantially decreasing our emissions, and our activities and projects intended for achieving this are outlined in the following chapters (mainly scopes 1 & 2):

[8. Buildings and Energy](#)

[9. Mobility and Transport](#)

[10. Waste](#)

We can support all the work in these areas by strengthening our internal procedures, and more on this can be found in the [11. Governance](#) chapter.

The [12. Procurement](#) chapter outlines our plans to begin the substantial challenge of reducing the carbon emissions within the supply chain, or the goods and services that the council purchases (scope 3).

Lastly, the [13. Land Use](#) ac [14. Biodiversity](#) chapters outlines our responsibilities to use our land to its maximum potential for carbon sequestration from the atmosphere, and to support nature and to increase biodiversity so that we build a green Gwynedd for the future.



Finance

Chapter 7. **This Plan** has already explained that we don't have, at this moment in time, the total funds needed to fulfil all the projects in this plan. Some projects have already begun and therefore we already have the costs and funding details. Others can be partially developed whilst we seek additional funding, and others are dependent on continued grant funding.

There are also other projects that, for various reasons, we do not know what the full costs will be. We will need to undertake further work, or to co-operate with others, to calculate those costs.

Nevertheless, our current financial position does not stop us from starting or continuing to implement the projects outlined in this plan. Information about the estimated costs can be seen in chapters 8 – 14.

Timetable

Chapters 8 - 14 lists the projects we aim to realise and sets a timetable for their implementation. Here's a summary:

Short term	2026/27	Year 1
Medium term	2026/27 – 2028/29	Years 1 - 3
Long term	2026/27 – 2028/29	Years 1 - 4

8. Buildings and Energy

As the Carbon Management Plan 2 came to its conclusion in 2020 the Welsh Government Energy Service (WGES) were appointed to assess the opportunities to reduce carbon emissions across the council's estate. A desk-top revision of current energy management practices was undertaken, along with a quantitative evaluation of the efficiency of council owned buildings, and further potential to save energy, reduce carbon emissions and costs.

Our carbon emissions from buildings and PV in 2019/20 was 11,549 tCO₂e. The following projects will contribute towards reducing this figure, but substantial financial investment is needed in some areas, such as solar farms, in order to bring this figure down to zero and beyond.

Key to Projects

New	
Cost:	
£	£0 - £100,000
££	£100,000 - £500,000
£££	£500,000 - £2,000,000
££££	£2,000,000 - £450,000,000
£££££	£450,000,000 - £750,000,000

Planned projects -

	Ambition	Activity	Timetable	Projected costs £	Projected tCO ₂ e savings – whole life cycle
7.1	Aim for long term benefits when planning building work or renovating buildings	Drawing up a policy which will give guidance on the minimum technical standards for energy efficiency in new buildings or when	Short term, then continuous	No additional costs	No direct savings

		extending an existing building. We will price work based on a 'whole life cycle' principle.			
7.2	Save 5% of carbon emissions from buildings by bringing them up to CIBSE 'good practice' standards	Plan and implement a work programme to upgrade buildings.	Short term, then continuous	Savings -225,000	488
7.3	Decarbonise the council's electricity supply	Continue to receive electricity supply from a provider offering energy generated through renewable processes	Short term	Cost neutral	Carbon savings not counted as part of the Council's carbon footprint
7.5	Reduce our carbon emissions by expanding our use of PV to generate renewable energy	Expand our current programme for installing PV systems (or solar panels) to more of the council's assets. We will draw up business plans per asset but they may include offices, schools, care homes, leisure centres and car parks.	Medium term	£££	7,234
7.6	Use <i>Passivhaus</i> low carbon building practices for developing our innovative housing pilot	We will continue to operate, and then evaluate, our pilot project to provide temporary accommodation in low carbon 'pods' – further information in our Housing Action Plan.	Short term	£££	Further work needed to measure carbon savings
7.7	Provide information and advice to Gwynedd residents about the advantages and opportunities to use low carbon building practices	Via the housing 'one stop shop' on the council's website we will promote the opportunities available to save energy and costs by using low carbon methods of building	Short term, then continuous	£	No direct savings

	when building homes, and about low carbon heating/energy systems	and heating homes to try and avoid fuel poverty. We will also continue to work in partnership with community organisations who offer similar support in order to spread the message as widely as possible.			
7.8	Improve the fabric of council owned buildings to make them as energy efficient as possible	Much has already been accomplished (eg. insulation, triple glazing) but such work needs to continue, especially on sites where heat pumps will be installed.	Continuous	££	4,120
7.12	Upgrade specialised lighting in leisure centres in order to use less energy	New technology allows us to use LED lighting in swimming pools and open-air playing areas. We will run work programme to upgrade the current lamps.	Medium term	££££	254
7.14	Stop the over-development of fossil fuel energy plans	Act according to the Replacement Joint Local Development Plan and the Supplementary Planning Guidance on renewable energy or low carbon technologies, water preservation, and protecting biodiversity.	Continuous	No additional costs	Dependent on plans which would have been submitted
7.16	Equipment used within council buildings to be as energy efficient as possible	Implement the Energy and Heating Policies and ensuring that bought 'white goods' have a A+++ rating. When hiring electrical equipment, priority will be given to those that can be switched off when not in use.	Continuous	££	Dependent on total sum of equipment purchased/leased

7.17	Support the Local Area Energy Plan in order to decarbonise the energy systems in Gwynedd	We will contribute towards implementing a Local Energy Plan under the leadership of Ambition North Wales	Long term	£fffff	Dependent on how many projects will be implemented
7.18	Review of potential for use of heat networks across Gwynedd dependent on feasibility studies	This project is part of the Gwynedd Local Area Energy Plan and is dependent upon receipt of additional funding	Long term	£ - £fffff	Dependent on how many projects will be implemented
7.19	Working with community organisations to produce and distribute renewable energy for the benefit of Gwynedd communities	This project is part of the Gwynedd Local Area Energy Plan and is dependent upon receipt of additional funding	Long term	£ - £fffff	Dependent on how many projects will be implemented

9. Mobility and Transport

There is great potential for the council to reduce the carbon emissions of our own fleet of vehicles, and we have commissioned studies to offer guidance on which new vehicles to buy in a time of ever-changing technological advances. We intend to move towards having a fleet of ULEV (Ultra-low Emission Vehicle).

Carbon emissions from our fleet (which includes refuse and recycling vehicles) was 5,145 tCO₂e in 2019/20, and emissions from business travel was 1,944 tCO₂e. Both of these are within scope 2, but the total emissions from staff commuting (scope 3) was 5,623 tCO₂e.

The following project will contribute greatly to reducing these emissions, and many are running in conjunction with energy projects which will increase our capacity to produce our own

renewable energy (e.g. solar farm) or are dependent on expanding regional or national energy networks.

Key to Projects

New	
Cost:	
£	£0 - £100,000
££	£100,000 - £500,000
£££	£500,000 - £2,000,000
££££	£2,000,000 - £450,000,000
£££££	£450,000,000 - £750,000,000

Planned projects -

	Ambition	Activity	Timetable	Projected costs £	Projected tCO ₂ e savings – whole life cycle

8.1	Move away from using fossil fuel vehicles to a ULEV fleet (cars and vans)	We will implement our Green Fleet Strategy, buying new vehicles when they become available.	Short term	£££	877
8.2	Installing vehicle electrical charging points for council fleet	Continue the current programme to install charging points to sustain the Council's green fleet Develop and implement Gwynedd Council's Charging Strategy.	Short term	£££	Savings made from the fleet
8.3	To have a low carbon, or carbon free fuel option for the council's heavy vehicle fleet	We are dependent on new technology developments and the provision from vehicle manufacturers. In the meantime we will be piloting electric sweeping vehicles and heavy gritting vehicles in order to move away from the use of fossil fuel vehicles. We will also be collaborating with Ambition North Wales which is researching the development of hydrogen as an energy for transport.	Long term	Further work needed to measure financial costs or savings	Further research needs to be undertaken to measure carbon savings
8.4	Installing vehicle electrical charging points for Gwynedd residents	We will install vehicle electrical charging points across Gwynedd for residents and visitors, dependent on receiving additional finance. Develop and implement Gwynedd Council's Charging Strategy.	Short term	££	No direct savings to the Council unless used by fleet vehicles
8.5	Reduce business travel	We will continue to encourage staff and elected members to prioritise holding	Long term	Could be up to -550,000	Could be up to 445, but further

		<p>meetings virtually, and to minimise the number of occasions where travel by car is required.</p> <p>We will also be working towards a situation where business trips are carried out through active modes of travel or using the Council's electric vehicle fleet, rather than the use of personal vehicles.</p>		<p>financial savings, but further research needs to be undertaken following changes in working practices during the Covid-19 pandemic</p>	<p>research needs to be undertaken to measure carbon savings</p>
8.6	Reduce the carbon emissions of staff commuting	<p>Action the Council's Active Travel Charter.</p> <p>The council has formed a partnership with the Tusker company to offer a 'green car' plan, with the majority of staff members eligible. The plan offer staff the opportunity to drive a brand-new car, including maintenance and insurance costs, for three years for a set monthly sum</p> <p>We will promote this option to become an electric car owner, especially when vehicle electrical charging points are installed on the council's estate.</p> <p>We will also encourage staff to use public transport or walk or cycle to work where possible.</p>	Continuous	<p>Further work needed to measure financial costs or savings</p>	<p>Further research needs to be undertaken to measure carbon savings</p>

8.7	Encourage active travel amongst staff – for health and well-being benefits and to reduce carbon emissions	<p>Action the Council's Active Travel Charter.</p> <p>The council has formed a partnership with 11 companies in Gwynedd to offer most staff the opportunity to hire a bike, which can include electrical bikes, on condition that they are used 50% of the time for work commute. The bike can also be used for leisure which will bring additional health and well-being benefits for staff.</p>	Continuous	£	Further research needs to be undertaken to measure carbon savings
8.8	Encourage active travel for Gwynedd residents and tourists - for health and well-being benefits and to reduce carbon emissions from short car journeys	<p>The council has invested in many cycle routes over the past few years, and we will promote these to encourage residents and tourists to use them for walking or cycling to work, to shop or for leisure.</p> <p>We will also promote and encourage the use of public transport, walking and cycling as we develop our sustainable tourism strategy.</p>	Continuous	££	No direct savings for the Council
8.9	Reduce carbon emissions and parking problems in areas popular with tourists	Work in partnership with Snowdonia National Park on a travel plan for popular hot-spots - e.g. foot of Snowdon, Dyffryn Ogwen – in order to reduce car journeys and encourage the use of public transport.	Short term	Further work needed to measure financial costs or savings	No direct savings for the Council

8.10	Increase the opportunities for community organisations to have access to EV or ULEV vehicles	<p>Supporting and collaborating with community organisations to deliver low emission community transport.</p> <p>Our programme, Arloesi Gwynedd Wledig, will support individual community organisations or umbrella organisations to experiment with new low carbon technologies or use low carbon vehicles.</p>	Continuous	£	No direct savings for the Council
8.11	Developing and encouraging active travel in Gwynedd's school catchment area	Developing a Safe Travel Network	Medium term	Further work needed to measure financial costs or savings	Further research needs to be undertaken to measure carbon savings

10. Waste

It has already been explained that we calculate our carbon emissions by following Welsh Government methodology. The figure of 7,331 tCO₂e of carbon emissions from council waste in 2019/20 stems from the practice at the time to send waste to landfill. By 2020/21 no waste was sent to landfill, with all the council's waste being sent for safe burning, hence the emissions figure for 'waste' in 2020/21 was down to zero. The carbon emissions from waste sent for recycling or burning is accounted for under the figures for 'fleet'.

We will always seek opportunities to go beyond the target of net zero carbon, and therefore the following projects have been planned so as to maintain our target and also to promote the principles of a circular economy. Here we hope to reduce waste as much as possible whilst simultaneously encouraging economic activities and community regeneration.

Key to Projects

New	
Cost:	
£	£0 - £100,000
££	£100,000 - £500,000
£££	£500,000 - £2,000,000
££££	£2,000,000 - £450,000,000
£££££	£450,000,000 - £750,000,000

Planned projects -

	Ambition	Activity	Timetable	Projected costs £	Projected tCO ₂ e savings – whole life cycle

9.1	Repair, adapt and sell goods which would otherwise be disposed of as waste	This project is part of Cyngor Gwynedd's Waste Strategy.	Continuous	A potential fine of £200 per tonne if we don't meet the 70% recycling target. This equates to £750,000 based on 2022/23 tonnes.	Further research needs to be undertaken to measure carbon savings
9.2	Reduce the amount of goods deposited as waste by encouraging residents to repair and re-use	This project is part of Cyngor Gwynedd's Waste Strategy.	Short and medium term	A potential fine of £200 per tonne if we don't meet the 70% recycling target. This equates to £750,000 based on 2022/23 tonnes.	Further research needs to be undertaken to measure carbon savings
9.3	Promote a circular economy in order to reduce the	This project is part of Cyngor Gwynedd's Waste Strategy.	Short term	A potential fine of £200	Further research needs to be

	amount of goods sent to waste sites, and the carbon emissions in the supply chain from buying new goods			per tonne if we don't meet the 70% recycling target. This equates to £750,000 based on 2022/23 tonnes.	undertaken to measure carbon savings
9.4	Reducing food waste by supporting community projects that share surplus supermarket food	Continue to support the existing 11 community food hubs by providing information and advice	Continuous	A potential fine of £200 per tonne if we don't meet the 70% recycling target. This equates to £750,000 based on 2022/23 tonnes.	No direct savings
9.5	Reduce the street waste sent for disposal and increase street waste sent to be recycled.	As part of our Clean and Tidy Communities plan, and our street cleaning programme, we will start a new pilot programme to install recycling bins in our communities.	Short term	£	Will be measured at the end of the pilot project

9.6	Reduce paper use	A new contract to provide printers is in place and will reduce the amount of paper used in our offices.	Continuous	Further work needed to measure financial costs or savings	Further research needs to be undertaken to measure carbon savings
9.7	Implement Cyngor Gwynedd's Waste Strategy		Continuous		

11. Governance

This chapter outlines the changes we believe need to be made in order to support the rest of the activities in this plan. By making changes to internal practices we as a council can create the best possible circumstances for our elected members and staff to take decisions and to act for the sake of our planet.

Much of the planning work behind this plan, and its revision in the future, is done in partnership with other organisations and communities. This underlying principle supports the projects listed below, and for many others outlined in this plan.

Key to Projects

New	
Cost:	
£	£0 - £100,000
££	£100,000 - £500,000
£££	£500,000 - £2,000,000
££££	£2,000,000 - £450,000,000
£££££	£450,000,000 - £750,000,000

Planned projects -

	Ambition	Activity	Timetable	Projected costs £	Projected tCO ₂ e savings – whole life cycle
10.1	Elected members and staff who: <ul style="list-style-type: none">Understand the consequences of climate change	The council needs a workforce informed about climate change and ecology in order to take responsible decisions, and to act to reduce carbon emissions. We will introduce a continuous training programme for elected members and staff on	Short and medium term	No additional costs – funded by central training costs or provided by	No direct savings

	<ul style="list-style-type: none"> • Take decisions based on information about the consequences • Operate in the most positive manner possible in order to alleviate the effects of climate change and to be ecologically positive 	<p>the fundamental principles of this plan, and will investigate the need for further information or training in specific areas.</p> <p>The training will reinforce the clause already in staff job descriptions that states they will act according to the Carbon Management Plan.</p>		Welsh Government	
10.2	Encourage staff to develop their careers in fields which will lead to reducing the effects of climate change or are ecologically positive.	We will use the council's successful apprenticeship and graduate programme to encourage more new apprentices to follow careers in fields such as biodiversity and energy.	Continuous	No additional costs – funded by the Apprenticeship Scheme	No direct savings
10.3	Review current policies and strategies so that reducing carbon emissions or alleviating the effects of climate change are factors when making decisions	Implement a continuous programme of reviewing decision making and policy guidance, giving advice on which conditions can be set.	Short term, then continuous	No additional costs	No direct savings
10.4	Sharing information publicly about the council's work to reduce carbon emissions in order to influence others to do the same	Maintain the 'one stop shop' on our website which will include all the information about the council's activities on this topic, and links to useful information on outside websites. This will be reviewed and updated regularly. We will share information and examples of good practice via our social media platforms	Set up – short term Maintain - continuous	No additional costs	No direct savings

		in order to try and influence residents to change their practices.			
10.5	Develop a Climate and Nature Adaptation Plan	A climate change risk assessment will be carried out in 2026/27 under the auspices of the Gwynedd and Anglesey Public Services Board, and following its publication we will then develop the Gwynedd Climate and Nature Adaptation Strategy based upon it.	Medium term	No additional costs	No direct savings



12. Procurement

Welsh Government data collection guidance leads us to collect data about council expenditure on goods and services provided by outside suppliers. These vary widely from auditing services or advertising costs to purchased goods such as food or personal protection equipment for schools and care homes.

Our carbon emissions under the 'procurement' heading is measured solely on expenditure, and not on any efforts to reduce costs or carbon emissions by ourselves or our suppliers as part of the process of setting contracts.

The total carbon emissions from all our procurement activity, by following the methodology explained above, was 40,639 tCO₂e in 2019/20, which comes under scope 3.

Gwynedd Council has operated its Sustainable Procurement Policy since 2011, where we consider the possible social, economic and environmental effect of our procurement decisions, and which steps we can take to make best use of council spend for the

We will continue to implement the Sustainable Procurement Policy, and will develop the following projects -

	Ambition	Activity	Timetable	Projected costs £	Projected tCO ₂ e savings – whole life cycle
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county's benefit. 'Reducing the negative environmental effects by better choice and use of goods, services and work' is an aim within the policy.

Key to Projects

New	
Cost:	
£	£0 - £100,000
££	£100,000 - £500,000
£££	£500,000 - £2,000,000
££££	£2,000,000 - £450,000,000
£££££	£450,000,000 - £750,000,000

11.1	Provide support for the market, especially local companies, to be able to measure the effect of their actions on their carbon footprint	We will continue to work with Busnes Cymru and others to introduce a programme of information to support businesses. This will help them reduce their carbon emissions without impairing their ability to submit tenders for work.	Continuous	No additional costs	No direct savings
11.2	Understand and measure carbon emissions when delivering contract in the supply chain	We will continue to review our own processes to set criteria for assessing tenders so that we can be sure that we are measuring the environmental impact of contracts.	Continuous	No additional costs	No direct savings
11.3	Cyngor Gwynedd staff to implement the Sustainable Procurement Guidance to reduce carbon emissions through the supply chain	Ensure that Council staff receive support and training to implement the new Sustainable Procurement Guidelines	Continuous	No additional costs	No direct savings
11.4	Provide market support, particularly to local providers, to take action that will reduce their emissions or increase carbon absorption levels	As a follow-up to 11.1, we will offer practical support to reduce emissions which in turn will reduce the Council's emissions. An assessment would have to be made on a case-by-case basis if a financial contribution towards the work would be required	Continuous	Further work needed to measure financial costs or savings	No direct savings



13. Land Use

Responsible management of council owned land will reap many benefits. Not only can it offer life to many species by protecting or even saving them, but our land is also a natural carbon absorbing machine and we should maximise its potential.

Our assessment to measure the carbon sequestration capacity of all the council's land in 2020/21 showed that it could absorb 5,893 tCO₂e. This assessment is based on the following types of land:

Forest land	A combination of different trees: native, evergreen etc. Some will be dense, and other will be populated by less trees.
Grassland	Combination of land where grass grows – some are not cut whilst others are cut regularly, e.g. playing fields, school grounds or road verges.
Wetlands	Land containing peat; land regularly covered in water; lakes and rivers.
Settlements	Any developed land that doesn't already appear under another category, e.g. buildings. They may include: multipurpose playing fields, transport infrastructure, 'grey' pre-industrial land.

We acknowledge that further work needs to be done in order to fully and correctly measure the carbon sequestration potential of our lands – e.g. types of trees, constitution of soil etc. This is a very common problem for many local authorities and organisations and we will therefore work with others to form a programme to collect data and manage our land for the future.

Flooding

Another element of the work needed to treat and protect our lands are the steps needed to alleviate the effects of flooding. The council has already partaken in many projects in coastal areas, e.g. Fairbourne, and has responded to many occurrences of flooding in inland areas. Climate change has of course contributed to most of the increase in flooding and therefore unfortunately those instances are likely to increase.

We have been working with Welsh Government, Natural Resources Wales and other local authorities to draw up a Local Flooding Strategy. Its main aim will be to try and stop instances of flooding and to respond effectively if flooding occurs, but it also has a purpose to positively encourage biodiversity and provide access for residents to green spaces.

The work to respond to flooding will tie closely with our work to maintain our land and biodiversity, since changes in one could

adversely affect the other. For example, maintaining wetlands or planting trees high up in a valley could reduce the amount of water flowing down into rivers and causing floods lower down the valley. Many of the projects in this chapter, and the following 'Biodiversity' chapter will contribute to alleviating the effects of flooding.

Key to Projects

New	
Cost:	
£	£0 - £100,000
££	£100,000 - £500,000
£££	£500,000 - £2,000,000
££££	£2,000,000 - £450,000,000
£££££	£450,000,000 - £750,000,000

Planned projects -

	Ambition	Activity	Timetable	Projected costs £	Projected tCO ₂ e savings – whole life cycle
12.1	Identifying the contribution that council owned trees can make to carbon sequestration and reducing the possibility of flooding	Accelerate our programme to correctly measure data from council owned trees for their success, or not, in carbon sequestration	Short and medium term	£	Each hectare of forest absorbs 5.4 tCO ₂ e
12.2	Develop a Land Management Policy that will measure the carbon value of different lands and make the best use of them	Accelerate our programme to correctly measure data from council owned lands for their success, or not, in carbon sequestration.	Short and medium term	Further work needed to measure financial	3,612+

	to protect their carbon value			costs or savings	
12.3	Create tree nurseries to grow trees ready for planting	Work in partnership with other organisations and educational institutions to create tree nurseries	Medium term	Further work needed to measure financial costs or savings	Each hectare of forest absorbs 5.4 tCO2e
12.4	Identify opportunities to plant trees as part of the National Forest for Wales initiative	Work in partnership with Welsh Government on their National Forest for Wales initiative and increase the numbers of trees to be planted	Medium term	Further work needed to measure financial costs or savings	Each hectare of forest absorbs 5.4 tCO2e
12.5	Manage Ash Dieback in trees and to make good for any carbon emissions as a result of cutting down trees	Continue with our programme to identify and treat ash dieback. Ensure, if a tree needs to be felled, that another tree is planted in its place, in conjunction with other tree management projects in this plan	Continuous	No additional costs	Carbon neutral

12.6	Forest land owned by the council are protected so that we maximise their potential to absorb carbon and be habitats for nature	Improve our management of the current 4 forest lands, and any other new forests the council may plant, so that they are healthy and robust for the future	Continuous	Further work needed to measure financial costs or savings	Each hectare of forest absorbs 5.4 tCO2e
12.7	Protect agricultural land in Gwynedd to be used for suitable purposes, and to contain forestation projects	<p>At its meeting on 2 December 2021 Gwynedd Council adopted the following:</p> <p>The Council calls on the Welsh Government to:</p> <ul style="list-style-type: none"> • Urgently amend the eligibility of their Glastir (GWC) grant so that only active farmers in Wales are able to apply. • Introduce planning development legislation to enable local planning authorities such as Gwynedd to control afforestation projects. • It is vital the Welsh Government moves to protect Wales' rural environment and resources for the benefit of a new Green circular economy and to strengthen Welsh industries, communities and services. 	Medium term	No additional costs	No direct savings
12.8	Recognising the carbon capture value of our former landfill sites	2 of the Council's former landfill sites, Ffridd Rasus and Llwyn Isaf, have been converted into flower meadows and nature sites. By measuring the carbon absorption value of the sites we will	Medium term	£	

		then plan to develop them further or to evaluate if we can extend the provision to other sites			
12.9	Recognising the value of 'blue carbon' absorption on our coast	Carbon absorbed by plants on our site (e.g. seagrass) is not counted towards the Council's carbon absorption levels, although the Council manages the growing sites. We will be looking to work with other organisations and the Welsh Government to increase and measure the carbon absorbed	Medium term	Further work needed to measure financial costs or savings	
12.10	Implement Cyngor Gwynedd's Local Flooding Strategy	Implementing the strategy in line with our responsibility as a flood authority	Continuous	Further work needed to measure financial costs or savings	

14. Biodiversity

Cyngor Gwynedd declared a climate emergency in 2019, but we now believe that we also need to give equal weight to the nature emergency since both co-exist in parallel. Losing natural habitats for wildlife can increase the carbon levels in the atmosphere and changes in temperature and rainfall can affect the distribution of wildlife habitat.

It is evident that the result of global warming is having a detrimental effect on the natural world, even here in Wales, and that we need deliberate action if we are to protect our fragile eco-systems for the future.

Our ambition is to not only protect the natural world and biodiversity in our county from the harmful effects of climate change, but also to strengthen it so that nature can positively contribute to the battle for carbon sequestration, as explained in the chapter [13. Land Use](#).

We want to be an 'ecologically positive' council, not only in a climate change context but because we believe that nature has an immeasurable worth of its own. One of seven of the council's well-being aims is to 'take advantage of the beauty of the county's natural environment', and the 'importance of protection of the natural environment' and 'promoting the use of natural resources to improve health and well-being in the long term' are two out of

nine key messages in the Gwynedd and Anglesey Well-being Plan (Public Service Board).

In June 2021 Welsh Government declared a Biodiversity Emergency and noted: "There is an inherent value in biodiversity and the benefits it offers people through eco-systems such as flood alleviation and food production. We therefore believe that biodiversity loss leads to a risk to public safety and well-being".

Key to Projects

New	
Cost:	
£	£0 - £100,000
££	£100,000 - £500,000
£££	£500,000 - £2,000,000
££££	£2,000,000 - £450,000,000
£££££	£450,000,000 - £750,000,000

Planned projects -

	Ambition	Activity	Timetable	Projected costs £	Projected tCO₂e savings – whole life cycle
13.2	Identify valuable species and habitats and which measures need to be taken to protect and restore them	Adopt and implement the Gwynedd Nature Restoration Plan based on the Wales Nature Restoration Plan published by the Welsh Government.	Short term	No additional costs	Dependent on the content of the Nature Restoration Plan for Gwynedd
13.3	Increase the number of pollinators by protecting habitats or creating new habitats	<p>Use the Local Places for Nature programme to maximise the potential of schools' land by planting flowers and plants suitable for pollinators (insects/bees).</p> <p>We will continue with our programme to maintain grass verges on our roads and to control the frequency and locations of grass cutting in order to support biodiversity, where it's safe for drivers and pedestrians.</p>	Medium term	£££	Further research needs to be undertaken to measure carbon savings
13.4	Support voluntary and community organisations, and town and community councils who wish to protect or promote wildlife	Use the Local Places for Nature programme to kick-start new projects and to continue with others – e.g. getting rid of alien species in the Ffestiniog area; manage the Lôn Cob Bach nature reserve in Pwllheli	Medium term	No additional costs Grant funding will be needed	Further research needs to be undertaken to measure carbon savings

				to support projects	
13.5	To nurture and maintain the interest of Gwynedd residents in ecological issues so that they want to help protect nature	<p>Improve our engagement programmes about ecological issues and the work the council does in the field.</p> <p>Working with schools to build interest among pupils.</p>	Continuous	Further work needed to measure financial costs or savings	Further research needs to be undertaken to measure carbon savings

15. Archived Projects

Original Code	Aim	Action	Reason for archive
	Buildings and Energy		
7.4	Increase our carbon 'credit' by creating solar farms to create energy that the council can use or sell	Further investigate the sites already identified for potential solar farms, and draw up business plans based on the best carbon and financial benefits.	There are currently no opportunities to build a solar farm that can directly feed one of the council's sites and therefore the scheme is not financially viable and would not reduce the council's carbon emissions
7.9	Electrification of heating systems in buildings to reduce carbon emissions	We will investigate the feasibility of installing electrification systems – or heat pumps – in buildings. Since substantial financial investment is needed for installation, further work needs to be done before choosing if they will be installed and which sites will benefit most.	Projects 7.9 and 7.10 are combined with project 7.8 as they are part of the same process
7.10	Installing EC air fans in buildings in order to reduce the energy needed to run them in comparison to other air fans	Electrical current (EC) air fans run on DC current rather than AC, and are managed digitally which leads to more efficient and quieter performance. We will investigate which of the council's assets they will be	Projects 7.9 and 7.10 are combined with project 7.8 as they are part of the same process

		suitable for and build a work programme accordingly.	
7.11	Install individual room heating systems in order to reduce the energy needed to heat a building	<p>Wireless technology enables us to manage individual radiators without the need for expensive wiring. This will ensure that rooms can be heated at different temperatures and also to turn off the heat when the room is empty.</p> <p>We will build a work programme, and prioritise installation in care homes.</p>	This project has been combined with project 7.2 as the Monitoring and Targeting system already in place fulfils the same purpose as individual room heating wireless technology
7.13	Upgrade street lighting and traffic signs in order to use less energy	<p>We have been running a programme to exchange the lamps from old SOX lanterns to new LED lanterns since 2015/16, leading to nearly halving the carbon emissions.</p> <p>We will continue with the remaining work programme and also investigate the need and advantages of dimming lights and its effect on biodiversity.</p> <p>Lastly, we will evaluate the project to learn lessons for the future and to plan a maintenance programme.</p>	This project has been completed. If new street lamps come to the Council's ownership they will be replaced with LED
7.15	Maximise the benefits gained from implementing our energy and heating policies	By monitoring the application of policies by our staff, and monitoring the technologies which operate the systems,	This work takes place as part of projects 7.2, 7.5, 7.6, 7.8, 7.12, so is archived due to duplication

		<p>we can target where improvements need to be made.</p> <p>We will use Energy Management Software to monitor electricity data, and make improvements where needed.</p> <p>We will offer training to staff to implement these policies.</p>	
	Biodiversity		
13.1	Identify the steps we need to take to protect nature habitats and biodiversity for the future	Review the Biodiversity Action Plan by the end of 2022	This is happening as part of the work on project 13.2
13.6	Protect valuable habitats for nature	Work in partnership with Natural Resources Wales, town and community councils and the RSPB to maintain 8 nature reserves across Gwynedd.	This is happening as part of the work on projects 13.3 and 13.4

16. Partners

As has been noted several times, Gwynedd Council cannot fulfil all the work that needs to be done to achieve our ambition of being a net zero carbon council on our own. Many of the projects mentioned in this plan should be planned and implemented in conjunction with other organisations. We as a council are also prepared to contribute to developing ideas or undertaking projects which are led by other organisations.

Below is a list of partners with whom we will be working to realise this plan. The list isn't in priority order and we will be adding to it and changing it often –

- Gwynedd and Anglesey Public Services Board
- Ambition North Wales
- Energy Service (Welsh Government)
- Gwynedd Community and Town Councils
- Anglesey County Council
- Conwy County Borough Council
- Denbighshire County Council
- Flintshire County Council
- Wrexham County Borough Council
- Natural Resources Wales
- Welsh Local Government Organisation
- Snowdonia National Park
- Natur Gwynedd
- RSPB
- Gwynedd Community Energy Organisations

17. Strategies and Policies

Further information about some of the action points mentioned in this plan already exists in other published documents. Rather than repeating this information here you can turn to the following documents for further reading (not all are published on our website) -

[The Cyngor Gwynedd Plan 2023-28](#)

[Gwynedd Council Annual Performance Report](#)

[Gwynedd Housing Strategy 2019-24](#)

[Gwynedd Council Housing Action Plan 2020/21 – 2026/27](#)

[Green Fleet Plan 2023-29](#)

[Gwynedd and Anglesey Well-being Plan \(link to Public Services Board website\)](#)

[Gwynedd Local Development Plan \(the new Plan\)](#)

[Sustainable Procurement Policy and Guide](#)

[Tree Preservation Order](#)

[Energy Policy](#)

[Heating Policy](#)

[Lighting Policy](#)

[Green Fleet Strategy](#)

[Corporate Assets Strategy](#)



MEETING	Community Scrutiny Committee
DATE	22 January 2026
TITLE	Active Travel
REASON FOR SCRUTINY	Council Plan 2023-28 – Green Gwynedd
AUTHOR	Gerwyn Jones, Assistant Head of Environment Department
CABINET MEMBER	Councillor Craig ab Iago

1.0 Why does it need to be scrutinised?

This priority project involves improving the county's existing walking and cycling routes and introducing new active travel routes to facilitate more walking and cycling in our communities.

A request was received from the Dwyfor Area Committee to scrutinise the matter. The need to receive revenue funds was noted in order to maintain them in a safe and suitable condition following their development. It was concluded at the informal meeting of this Committee on 7 October 2024 to be considered as a potential item for scrutiny during 2025/26.

2.0 What exactly needs to be scrutinised?

2.1. Project progress

Active travel projects are being developed and implemented on an ongoing basis. A series of active travel schemes have been completed in recent years or are in the process of being introduced under the guidance of Environment Department officers. These include:

- Ysgol Treferthyr, Cricieth – creation of a new walking and cycling route for the school which includes the introduction of a crossing in front of the school and the installation of a bicycle shelter.
- Ysgol Rhostryfan – create a ramp and tidy up the car park to create a safe, rear access for children and parents.
- Ysgol Y Garnedd, Bangor – installation of bicycle and scooter shelters in the school.
- Ffordd Penrhos, Bangor – construction of a multi-use footpath and crossings along Ffordd Penrhos road continues.
- Bicycle shelters at Ysgol Cymerau, Pwllheli.
- Ysgol Godre'r Berwyn, Bala – improvements to walking and cycling routes.
- Chwilog – Afonwen Active Travel Route (Phase 1).
- Improvements to Lôn Las Ogwen.
- Ysgol Foel Gron, Mynytho – Safe Routes In Communities scheme.

In addition to the above, the following active travel projects have been delivered by other stakeholders:

- A multi-use route between Zip World and Blaenau Ffestiniog.

- A multi-use path as part of the Hirael Flood Prevention Scheme.
- Multi-use route to Aldi supermarket, Pwllheli.
- A55 Multi-use route between Abergwyngregyn and Tal y Bont.

2.2 How are schemes prioritised?

The realisation of significant active travel schemes has been largely dependent on securing financial support through Welsh Government and/or Transport for Wales. With that, the plans to be developed have been prioritised on the basis of how strongly they satisfy and meet the criteria set by the Welsh Government.

Moving forward from 2026/27 this will be done as part of the development and delivery of the North Wales Regional Transport Plan (RTP) 2025-30 and the associated Delivery Plan.

2.3 What schemes are being developed?

In addition to the schemes already identified above (2.1), developmental work is underway on the following active travel schemes:

Short Term

- Cob Crwn Porthmadog
- Tywyn to Aberdyfi
- Chwilog to Afonwen (Phase 2)
- Ffordd Penrhos, Bangor (Phase 4)
- Ysgol Maenofferen and Ffordd Glyndŵr
- Llanystumdwy to Cricieth
- Continue with the Llanbedr project seeking to solve the area's transport problems which include improved active travel options

Mid Term

- Llanrug to Caernarfon
- Bethel to Caernarfon
- Y Ffor to Pwllheli

Long Term

- Pistyll to Nefyn
- Caeathro to Caernarfon

Ongoing

- New infrastructure in communities
- Bicycle shelters in schools
- Improvements to existing active travel routes (to include Lonydd Las)

Further projects are included in the Regional Transport Plan Delivery Plan.

2.4 What is the intention for the future?

The following sums up the intention for the future:

- Continue to maximise the opportunities available to deliver active travel projects by developing and delivering strong and robust plans that meet strategic expectations and aspirations and relevant criteria (see list above – 2.3). This includes having a programme of schemes that are at different

levels of development and maturity. The aim is to strike a reasonable and fair balance in terms of locations, nature and type of projects across Gwynedd.

- Continuing in the efforts to influence the historic challenge that capital funds are available to develop and build new infrastructure but not the ongoing revenue money needed to maintain that.
- Launch a package that will support and equip schools to promote and encourage the use of active modes of travel to and from school. This will help to establish healthy and positive lifelong behaviours and is a practical solution to the problems experienced in the vicinity of schools during peak morning and afternoon periods.
- To look to positively influence the travel modes of Council staff for commuting and work/business journeys as part of the work of the Active Travel Working Group.
- To work with the other partners who are members of the Public Services Board to facilitate, promote and encourage active modes of travel as a means of accessing services including health. A clear example of this is in the Penrhos area of Bangor where significant investment has been made in improving the infrastructure. The intention now is to see that this has a positive influence on travel modes in the area where there are traffic congestion and parking problems on the Ysbyty Gwynedd site as well as the local area.

2.5 How can the walking and cycling routes be ensured in a safe and suitable condition?

Most of the infrastructure that is being built/installed under the banner of active travel routes is being adopted as part of the highway. It is therefore subject to the relevant inspection and remediation arrangements in accordance with its status in the Highway Asset Maintenance Plan. There is no additional revenue money for maintenance when the asset is expanded through active travel capital schemes.

There is currently no specific programme, system or resource for greeting and achieving this on Lonydd Las. We work at most on a reactive basis when issues are identified by Council officers and have received reports from stakeholders that can include politicians at all levels and the public. An internal bid has been prepared and submitted for this for 2026/27.

3.0 Additional Questions

3.1 Can a map be provided showing current active travel routes?

Gwynedd Active Travel Maps

The Department has been working on introducing changes to Gwynedd's Active Travel maps since 2021. In 2021, Gwynedd residents were consulted to see what active travel schemes members of the public wanted to see within their communities.

Over 2,000 responses to the consultation were received. In 2022, a further consultation was carried out on the proposed network and then our Active Travel maps were submitted to Government in September 2022.

According to our maps, there are approximately 120km of multi-use routes already established in the County, and to complete the network we are looking to develop over 200 new walking and cycling routes as well as upgrading some existing routes.

A layer of the network can be viewed on the Gwynedd Map.

Active Travel Maps

Comprehensive active travel maps across Wales can be found on the MapData Cymru website.

[Active Travel Network Maps | DataMapWales](#)

The following is a screenshot of the provision. You can zoom in and see more local detail on the website.



Home > Data catalogue > Active Travel Network Maps

Active Travel Network Maps

Display in map viewer >

Type: Map

Publication date: 07 November 2022

Licence: Public Sector Geospatial Agreement (PSGA) >

Point of contact: Data@gov.wales

Read full metadata

Legend:

- Existing walking routes
- Existing cycling routes
- Existing walking and cycling routes
- Future walking routes
- Future cycling routes
- Future walking and cycling routes

As the network is constantly developing and expanding, the full active travel network is not one that it is easy to provide comprehensive paper versions of them because they are constantly changing.

Lonydd Las Maps

There is information about the following Lonydd Las:

- Lôn Las Ogwen
- Lôn Las Menai
- Lôn Las Peris
- Lôn Gwyrfai
- Lôn Eifion
- Trawsfynydd Trail
- Mawddach Trail

to include maps to be searched via the following website:

[Gwynedd Recreational Routes | Visit Snowdonia](#)

The Lôn Eifion map is provided as an example below.



Transport Information Pack for Gwynedd Schools

As part of a wider pilot scheme active travel maps are currently being developed for:

- Ysgol Y Garnedd, Bangor
- Ysgol Treferthyr, Cricieth
- Ysgol Godre'r Berwyn, Bala.

In the future, maps will be provided to schools where we are installing new infrastructure in their areas. It will also be intended to create an information pack, to include maps, for schemes that have been delivered in recent years. The scope to achieve this will depend on the availability of resources. This is in the context that the vast majority of the work in this area is carried out by two officers as part of their wider duties.

3.2 What plans are in the pipeline?

See response to question 2.3 above and 3.5 below.

3.3 Has the department applied for revenue to the Welsh Government for the maintenance of these routes? If a request has been made, when is a response expected and how much money has been requested?

There is no specific stream to apply for the maintenance of the active travel infrastructure, including Lonydd Las, to the Welsh Government.

Once in place, maintenance is a matter of consideration and prioritisation by local authorities.

3.4 Has a risk assessment been prepared for a situation where maintenance funding is not being received from the Welsh Government?

No specific risk assessment has been completed.

No specific funds are provided for maintenance. This is a national weakness in the current arrangements where capital funding is available to provide and improve infrastructure but no additional revenue funding for the ongoing maintenance. While this is a cause for concern, the desire to continue with the construction and installation of this type of infrastructure remains strong from a stakeholder perspective.

This is an issue that has, and continues, to be raised with the Welsh Government.

Following storms already experienced this winter, officers are looking at ways to fund damage restoration work on Lôn Eifion between Penygroes and the Inigo Jones roundabout near Groeslon.

3.5 Does the department submit applications for grants within this area?

Historically we have developed plans and applications with the intention of winning funding from the Welsh Government's annual Transport Grant programmes. These included:

1. Active Travel Fund, Local Transport Fund
2. Safe Routes in Communities

A summary of the situation for 2025/26 is provided in the Table below.

Grant	Project	£
Active Travel Grant	Core Funding <ul style="list-style-type: none">• Afonwen to Golchdy Afonwen• Tywyn to Aberdyfi• Llanrug to Caernarfon• Llanystumdwy to Cricieth• Bike Parking Further information required*: <ul style="list-style-type: none">• Pwllheli to Y Ffor• Small Works	500,000
	Penrhos/Ffordd Penchwintan Phase 3	1,400,000
		1,900,000
Safe Routes in Communities		
	Ysgol Foel Gron, Mynytho	160,000
		160,000

*There will be further contact in relation to the projects for which further information has been sought to ensure that the maximum £500,000 of 'Core' Active Travel Funding can be fully secured and deployed.

For 2026/27 this process changes as schemes will be funded on the basis of the North Wales Regional Transport Plan and through the Corporate Joint Committees.

3.6 Do town and community councils have a responsibility to maintain the active travel routes?

As such, the responsibility for the maintenance of the active travel routes sits with the County Council. There are some exceptions where communities have developed and completed their own routes or where Eryri National Park is responsible.

A distinction needs to be made between the active travel routes, Lonydd Las and public rights of way as the arrangements and responsibilities for maintaining these are different. Arrangements vary in different locations and situations and this is influenced by a number of factors.

Some Community Councils and/or members of the local communities undertake some maintenance work. This can include removing obstacles (e.g. twigs) or litter picking. This often happens on an informal organic basis as people use the routes as well as more formal or organised events.

3.7 What plans are in the pipeline for the Dwyfor area?

The following plans are on track and/or with developmental works underway in Dwyfor:

- Afonwen to Chwilog
- Ysgol Foel Gron, Mynthro
- Cob Crwn, Porthmadog
- Llanystumdwy to Cricieth
- Pwllheli to Y Ffor

The intention is to deliver these in the short/medium term with Pistyll to Nefyn in the longer term.

A comprehensive list of all schemes is included in the North Wales Regional Transport Plan Delivery Plan.

3.8 What engagement is being done with users in order to receive feedback?

We receive feedback from stakeholders on an ongoing basis. This is used to influence priorities and plans and improvements for the future.

As indicated in the answer to question **3.1** there has been significant engagement and consultation in the development of the Active Travel maps. As set out in this report **(6.)**, there has been general consultation in the development of the North Wales Regional Transport Plan during 2025.

Consultation and engagement work is a core part of the development of specific plans.

4. Summary and Key Issues

4.1 Demand, Desire and Expectation

Unfortunately the demand, desire and expectation for improvements to active travel infrastructure are far beyond the funding available to deliver them. It is estimated that,

based on the schemes that have already been identified following public engagement and the annual grants allocated, that it would now take over 250 years to deliver the active travel schemes in Gwynedd.

4.2 Maintenance

The ongoing lack of revenue funding for the maintenance of the once-in-place infrastructure is a major and growing concern. This is given that the impact of more volatile, exceptional and frequent periods of severe weather causes significant and very costly damage to repair.

This extends and includes maintenance levels in terms of grass cutting/growth and sweeping and expectations in relation to this. This in turn can influence route usage.

4.3 Priorities

While there has been significant expenditure, unfortunately, this does not appear to have had a significant and ongoing influence on the modes of travel people choose for their daily journeys including to attend school, work and access to services.

This inevitably raises questions from the perspective of return on investment and value for money which in turn can influence and change public spending priorities in an extremely challenging financial climate. A growing number seem to feel that more focus and spending should be on road improvement, maintenance in general rather than active travel infrastructure in particular.

5. Background / Context

5.1 Introduction

The term active travel is used generally and in its broadest form to refer to traveling in modes rather than the single occupied car with only one person in it. In this context we consider active travel to mean routes that enable walking, cycling and now wheeling.

Active travel aims to ensure that walking, cycling and wheeling, become the normal choice for daily commutes, helping to improve personal health, air quality and make communities more desirable to live and work in. This is seen as a practical way of responding to problems such as traffic congestion and those relating to parking.

Historically, the schemes that have been implemented to provide and build such infrastructure have usually been funded through the Welsh Government's 'Active Travel' and 'Safe Routes in Communities' grants.

In addition to the infrastructure that has been installed through Active Travel and Safe Routes In Communities schemes, in Gwynedd, we have a network of Lonydd Las as set out in 3.1.

The following Lonydd Las have also been designated as active travel routes as they connect communities:

- Lôn Las Ogwen - Bangor - Glasinfryn - Tregarth - Bethesda
- Lôn Las Menai - Caernarfon - and Felinheli
- Lôn Eifion - Caernarfon - Groeslon - Penygroes - Bryncir

5.2 Link to the Council Plan 2023-28

Cyngor Gwynedd has declared a climate emergency, and we aim to be a net zero carbon and ecologically positive council by 2030. With this, Active Travel is a project that has been identified as part of one of the Green Gwynedd projects in the Council's Plan 2023-28.

Our ambition, from an active travel perspective, is to ensure an excellent network of routes for residents to have the choice of active travel to their place of work, education or leisure.

Active travel aims to ensure that walking and cycling become the normal choice for everyday commutes, in order to improve personal health, air quality and make places more pleasant to live and work in.

We will be improving the county's existing walking and cycling routes and introducing new active travel routes to facilitate more walking and cycling in our communities.

5.3 Ffordd Gwynedd Considerations

Active travel issues directly and indirectly touch on many of the principles that underpin Ffordd Gwynedd.

Providing infrastructure that encourages, promotes and facilitates active travel can have a major benefit in terms of:

- public health (mental and physical) and reducing obesity and other conditions
- responding positively to climate change
- reducing problems associated with traffic congestion and parking
- reducing a sense of loneliness and social
- reducing travel costs

All of these can have a positive influence on the living experience of Gwynedd's communities and residents.

The following reflects the comments of the officers working on active travel projects:

"The work we are carrying out is practically realising ambitions and objectives that have been set out in various strategies. Facilitating and promoting active modes of travel is beneficial to our communities in many ways and it is great to be able to play a part in the development and implementation of projects that are welcomed across Gwynedd".

"I love working on projects that enable the community to travel on a day-to-day basis by foot or bike/scooter, which in turn helps the environment and keeps the residents healthy. However, it is a challenge to carry out the work in a limited timeframe, as part of such a small team and with so much resistance from motorists".

5.4 Legislative context

Active Travel (Wales) Act 2013

The [**Active Travel \(Wales\) Act 2013**](#) ('the Act') makes provision—

- for approved maps of existing active travel routes and related facilities in a local authority's area,

- for approved integrated network maps of the new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in a local authority's area,
- requiring local authorities to have regard to integrated network maps in preparing transport policies and to secure that there are new and improved active travel routes and related facilities,
- requiring the Welsh Ministers to report on active travel in Wales,
- requiring the Welsh Ministers and local authorities, in the performance of functions under the [Highways Act 1980](#), to take reasonable steps to enhance the provision made for walkers and cyclists and to have regard to the needs of walkers and cyclists in the exercise of certain other functions, and
- requiring the Welsh Ministers and local authorities to exercise their functions under the Act to promote active travel journeys and secure new and improved active travel routes and related facilities.

5.5 Possible options for the future

It's an option to work in a positive way with communities. This can mean communities bringing forward plans of their own and looking at alternative ways of developing, delivering and maintaining these.

Securing grants in the field requires high standards which are reflected in high costs. It is possible in some scenarios that a lower quality infrastructure would be perfectly reasonable, practical, acceptable and useful and could be delivered for a fraction of the cost.

5.6 Risks

There are a number of risks associated with this area of work which include:

1. Capital expenditure on the provision of new infrastructure but no revenue for maintenance. It's a significant asset that continues to expand as new projects are delivered. A variety of risks apply and this includes claims for damage and injuries resulting from inadequate maintenance systems.
2. That the numbers using the provision are insufficient and reflect a change in the way people travel away from the car. This is a strategic ambition from the point of view of climate change issues, public health (mental and physical) but also on practical issues such as traffic congestion and parking problems especially in village/town centres, school neighbourhoods, hospitals etc. The public sector can lose credibility and public support as a result.
3. Public and political priorities are changing. Some feel that more investment is needed in improving and maintaining highways rather than active travel provision.
4. That Lonydd Las must be closed if they are not presumed safe to use which will deprive the public of their use.

5.7 Financial position

The main mechanism to deliver projects that have been initiated and/or new in the field over the period 2025-30 is likely to be through the Regional Transport Plan Delivery Plan. The level of provision and investment will be a reflection of the funding through this source that can be won/secured.

The tables in **Appendix 1** show the current situation by Local Authority allocations in North Wales and give a comparison of this with the historical allocations for information and context.

Of the total £5,700,000 allocated to Gwynedd for 2026/27, £2,440,000 has been set aside for active travel schemes. This compares with £2,060,000 in 2025/26.

Here's how the 2026/27 funding has been allocated:

Project	£
Ffordd Penrhos, Bangor	650,000
Cob Crwn Porthmadog	150,000
Chwilog to Afonwen Phase 2	900,000
Active Travel Core Funding	500,000
Ysgol Maenofferan, Blaenau Ffestiniog	240,000
	2,440,000

Work will now be underway to develop programmes to use the £500,000 Active Travel core funding for 2026/27.

Inevitably with schemes of this type their development is monitored on an ongoing basis and this includes from a fiscal point of view. With this it is possible that the programs and expenditures will change over time. Officers are in constant contact with counterparts in Transport for Wales and the Welsh Government to monitor and manage this.

5.8 Good practice in the field

The following are examples of schemes in Gwynedd that have been the subject of case studies on the basis that they are deemed to reflect good practice.

5.8.1 Ysgol Rhostryfan – Case Study by Sustrans

Welsh Government proposes to Sustrans our Safe Routes in Communities bid as a good example of working with Sustrans:

"Sustrans is looking at how schools' active travel plans support SRIC applications.....we thought your Ysgol Rhostryfan application was a great example of where the school had a plan, the school was clearly engaged in the process and the pupils' voice fed into the application, and therefore strengthened it." (Welsh Government)

The case study on the Sustrans website:

[Resources for your active travel school plan - Walk Wheel Cycle Trust - Download the case study: Active Journeys](#)
[case-study_active-journeys.pdf](#)
[astudiaeth-achos_teithiau-llesol.pdf](#)

5.8.2 Ysgol Cymerau, Pwllheli - Transport for Wales case study

Shelters for 30 bikes and 20 scooters in the school:

[Lle diogel i feiciau yn yr ysgol | Trafnidiaeth Cymru](#)

5.8.3 Ysgol Treferthyr, Cricieth - Welsh Government case study

"We have received an urgent request for examples of a case study of Welsh Government support for projects that support the rural economy and wondered if we could use Ysgol Treferthyr's SRIC scheme, Cricieth from 24-25" (Welsh Government)

The Welsh Government Case Study:

The quiet lane provided by Gwynedd Council as part of the SRIC funded 2024–25 scheme for Ysgol Treferthyr in Cricieth, offers a compelling rural example of accessible and sustainable travel designed with children at its heart. Relocating the school to the outskirts of the town initially posed challenges to active travel, but early scrutiny of the proposals – through collaboration between the Welsh Government's Active Travel team, Sustainable Communities for Learning colleagues, the local authority, Transport for Wales, and with the support of the Active Journeys Officer of the Walking Wheel Cycle Trust – enabled the development of a bespoke walk, wheels, and a cycle path linking the new site to a large residential estate, Cricieth library and the high street. One of the key features of the scheme was to designate a local country road as a quiet lane, with limited motor vehicle access at the beginning and end of the school day to prioritise safety and encourage active travel.

Complementary infrastructure improvements included new crossings, widened footways, narrow junctions, dropped curbs, and a bicycle shelter and scooter rack – all elements carefully designed to support safe and inclusive journeys for children and improve accessibility for all users. The scheme has already received positive feedback regarding the number of learners actively travelling to the school. Gwynedd Council's quiet lane initiative demonstrates how thoughtful planning, cross-sector collaboration, and inclusive design can deliver meaningful improvements in rural transport, setting a benchmark for child-friendly infrastructure and sustainable travel in less urban communities.

5.9 Regional and National Developments

As part of a wider shift to working on a regional basis future active travel projects will be developed and realised under the banner of the North Wales Regional Transport Plan and Corporate Joint Committee.

There are Senedd Cymru elections during 2026, and that could mean a change in focus and political priorities, and consequently budgets. Obviously it is not possible to predict what the influence of this will be in general and/or in relation to this area of work but we will monitor and respond to the situation in a timely manner.

5.10 Performance data

As part of the requirements of the Active Travel Act, local authorities are required to report performance to the Welsh Government.

A comprehensive performance data update is presented in **Appendix 2**. This shows the progress that has been made and what has been achieved in recent years.

5.11 Priorities for the future

The plans for the future have been identified and prioritised in the Regional Transport Plan Delivery Plan. It needs to be noted that the Delivery Plan is a framework and that there are a number of factors that can influence when/if certain plans are delivered. These factors include the availability of land, the securing of the budget and the cost of the scheme in relation to the level of budget available.

In line with many other Council services it is not always possible to meet the wants and desires of stakeholders. This is due to a lack of capacity and resources which include the funds available to realise plans and staff time required to facilitate and realise projects.

It is predicted that if the availability of funding were to continue similar to what we have received in recent years then it would take over 250 years to realise active travel schemes that have already been identified in Gwynedd.

Despite the challenges and recognising the frustration the very small team continues to work hard to maximise the projects that can be delivered for the benefit of the communities of Gwynedd.

6. Consultation

Consultation processes have formed part of the development of:

- The active travel network map in Gwynedd
- The Regional Transport Plan

Feedback ranged from the strategic and principled to very parochial and/or local issues and demands. This information was fed and influenced the development of the documents and plans. It must of course be acknowledged:

- not all comments or requests will be responded to positively
- projects must be prioritised
- we need to consider a level of geographical fairness across the County and also from the perspective of rural/urban communities
- probability that a scheme meets the criteria in order to be successful in winning/securing the funding to achieve it

During 2026 a further consultation process will engage with residents' views on current active travel routes as well as active travel plans for the future. This will be included as part of a report to be submitted to the Welsh Government by December 2026.

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

7.1 Have you included residents/service users? If not, when and how do you plan to consult with them?

Residents engage with the Council on an ongoing basis on issues relating to this area.

Public consultation work was undertaken in the development of the active travel map and the Regional Transport Plan.

During 2026 a further consultation process will engage residents' views on current active travel routes as well as active travel plans for the future. This will be included as part of a report to be submitted to the Welsh Government by December 2026.

7.2 Have you considered working together?

The Regional Transport Plan has been developed by Ambition North Wales – as the region's Corporate Joint Committee, in partnership with other North Wales local authorities, Transport for Wales and the Welsh Government.

The RTP was approved by Ken Skates MP, Cabinet Secretary for Transport and North Wales, on 28 October 2025 and work will commence on the implementation of the schemes during 2026-27.

We work closely and on an ongoing basis with stakeholders including:

1. Walking, Cycling and Wheeling Trust (Sustrans)
2. Transport for Wales
3. Welsh Government
4. Trunk Road Agency
5. Public Services Board Members
6. Community Councils
7. Other Council Departments
8. Parc Cenedlaethol Eryri

7.3 What has been done or will be done to prevent problems from arising or worsening in the future?

We are looking to deliver plans in line with the framework set out in the Regional Transport Plan and are looking at ways to secure revenue funding for maintenance as well as capital funding to build and install new active travel infrastructure.

7.4 How have you considered the long term and what will people's needs be in years to come?

Providing infrastructure that enables and facilitates alternative modes of travel to the car can:

1. Mitigating the impact of climate change
2. Improving public health
3. Establish healthy trends and behaviours throughout life
4. Alleviating problems related to traffic congestion and parking

7.5 To ensure integration, have you considered the potential impact on other public bodies?

The active travel plans have been considered and included as part of the Regional Transport Plan which has been developed in conjunction with the 5 other North Wales local authorities.

There has been extended engagement and consultation associated with this.

As part of commitments related to the signing of the Active Travel Charter, the Council works collaboratively with other partners on the Public Services Board.

8. Impact on Characteristics of Equality, Welsh Language and Economic Duty

This is part of the consultation and assessment process associated with the development of each scheme individually.

9. Next Steps

The next steps will be:

1. Deliver the projects in accordance with the North Wales Regional Transport Plan Delivery Plan.
2. Be alive to opportunities to win and secure funding from other sources that will enable the delivery of projects in the field.
3. Update stakeholders if/when there are developments and/or change to delivery programs.
4. During 2026 consult on the current active travel routes as well as active travel plans for the future and report to the Government by December 2026.

10. Additional Information

1. Report to Cyngor Gwynedd Cabinet 11.03.2025 Item 9 page 47-80

Regional Transport Plan - Update

[\(Public Pack\)Agenda Document for The Cabinet, 11/03/2025 13:00](#)

2. Ambition North Wales Strategic Transport

[Ambition North Wales | Strategic Transport](#)

2.1 Regional Transport Plan North Wales

[Regional Transport Plan North Wales](#)

2.2 Regional Transport Plan North Wales: Easy Read

[Easy Read Our plan for transport in North Wales](#)

2.3 Regional Transport Plan North Wales: Delivery Plan

[regional-transport-delivery-plan.pdf](#)

2.4 Regional Transport Plan North Wales: Integrated Wellbeing Appraisal Non-Technical

[integrated-well-being-appraisal-non-technical-summary.pdf](#)

2.5 Regional Transport Plan North Wales: Monitoring and Evaluation Plan

[monitoring-and-evaluation-plan.pdf](#)

2.6 Regional Transport Plan North Wales: Consultation Report
[consultation-report.pdf](#)

3. Active Travel (Wales) Act 2013
[Active Travel \(Wales\) Act 2013 | Law Wales](#)

4. Nabod Ni: Projects
[Nabod Ni - Projects Team](#)

Appendix 1

Table 1 sets out the proposed allocations, capital and revenue, by local authority of the North Wales region for 2026/27. These include funding for a wide range of transport schemes and services which include active travel.

Table 1
Summary

	RTP Year 1 FY2026-27		
	Capital	Revenue	TOTAL
Local Authority			
Conwy	£5.21M	£0.06M	£5.27M
Denbighshire	£3.95M	£0.06M	£4.01M
Flintshire	£3.57M	£0.08M	£3.65M
Gwynedd	£5.70M	£0.15M	£5.85M
Ynys Môn	£3.78M	£0.00M	£3.78M
Wrexham	£5.32M	£0.07M	£5.39M
North Wales Corporate Joint Committee	£0.85M	£0.00M	£0.00M
Total	£28.37M	£0.43M	£27.95M

Table 2 shows the percentage of capital and revenue budget per local authority for 2026/27.

Table 2

	RTP Year 1		
	FY2026-27	Capital	Revenue
Local Authority			
Conwy	18%	15%	19%
Denbighshire	14%	13%	14%
Flintshire	13%	19%	13%
Gwynedd	20%	36%	21%
Ynys Môn	13%	0%	14%
Wrexham	19%	16%	19%
North Wales Corporate Joint Committee	3%	0%	0%
Total	100%	100%	100%

Table 3 shows the percentage split by local authority for 2026/27 compared to the average of the previous six years.

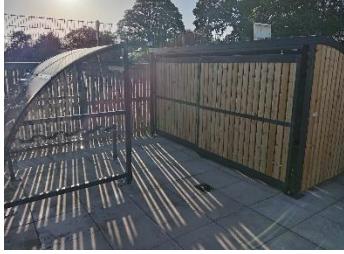
Table 3

<i>Percentage Split - Comparison to previous six year average</i>	Capital %	
	RTP Yr1: FY 2026-27	Average of 2020-2026
Conwy	18.3%	25.9%
Denbighshire	13.9%	11.0%
Flintshire	10.8%	20.0%
Gwynedd	20.3%	14.1%
Ynys Môn	16.3%	11.1%
Wrexham	17.5%	18.0%
North Wales Corporate Joint Committee	3.0%	
Total	100.0%	100.0%

Appendix 2

Active Travel Performance Data

<p>Lôn Las Ogwen, Bangor</p>	<ul style="list-style-type: none"> Improvements were made to a section of multi-use route of 650 metres Replaced 3 bridges in Porth Penrhyn <p><i>Further information:</i></p> <p>Replacement bridges installed near Porth Penrhyn on Lon Las Ogwen Cegin Viaduct restoration, Porth Penrhyn, Bangor YGC - Ymgynghoriaeth Gwynedd Consultancy</p>
<p>Ffordd Penrhos, Bangor</p>	<p>A multi-year construction programme to upgrade the existing footpath into a multi-use active travel route on Penrhos Road between Treborth roundabout and the Belmont Road roundabout in Bangor.</p> <ul style="list-style-type: none"> Approximately 2km length of footway upgraded to multi use path Installed 4 crossings along the 2km of road close to: Coed Mawr Ysgol Y Garnedd Ysbyty Gwynedd Ysgol Faenol <p><i>Further information:</i></p> <p>Active travel Ymgynghoriaid Darpariaethau Teithio Llesol ar Ffordd Penrhos Penrhos Road Active Travel Scheme, Bangor, Gwynedd YGC - Ymgynghoriaeth Gwynedd Consultancy</p> 
<p>Ysgol Y Garnedd, Bangor</p>	<p>At Ysgol Y Garnedd connecting to Ffordd Penrhos, installed new:</p> <ul style="list-style-type: none"> Bike shelter for 10 bikes Scooter shelter for 20 scooters <p><i>Further information:</i></p>

	
Lôn Las Menai, Caernarfon	<p>Widen the multi-use path to active travel standards near Waterloo Port</p> <ul style="list-style-type: none"> • 120 metres length <p><i>Further information:</i></p> <p>Active Travel – Waterloo Port, Caernarfon YGC - Ymgynghoriaeth Gwynedd Consultancy</p> 
Ysgol Treferthyr, Cricieth	<p>Improve and extend the existing active travel infrastructure connecting with the new school, enhancing accessibility and safety for pedestrians and cyclists.</p> <ul style="list-style-type: none"> • Upgraded 388 metres of footway to a multi-use path • 1 toucan crossing (pedestrians and cyclists) • 1 raised crossing • Quiet Lane • Bike Shelter for 10 bikes at Ysgol Treferthyr • Scooter rack for 10 scooters at Ysgol Treferthyr <p><i>Further information:</i></p> <p>New Active Travel route to the new Ysgol Treferthyr primary school Cricieth and for public use YGC - Ymgynghoriaeth Gwynedd Consultancy</p> 

		
Ysgol Rhostryfan, Rhostryfan	<p>Installed an accessible ramp linking the community car park to the rear entrance of the primary school, improving safe and convenient access for pupils and parents. The ramp structure was designed using concrete blocks and precast concrete walls, creating a vital connection between the car park, the school, and adjacent playing fields, ensuring inclusive access for all users.</p> <ul style="list-style-type: none"> • 1 ramp – 60m length <p><i>Further information:</i></p>  	
Bala	<p>Completed a route to facilitate walking and cycling to access the Ysgol Godre'r Berwyn safely and actively.</p> <ul style="list-style-type: none"> • 650 metres of improved walking route for better access to Ysgol y Godre'r Berwyn • Move an existing crossing point • Changes to traffic management to improve pedestrian safety <p><i>Further information:</i></p> <p>Ysgol Godre'r Berwyn sees benefit of active travel improvements YGC - Ymgynghoriaeth Gwynedd Consultancy</p>   	

<p>Ysgol Cymerau, Pwllheli</p>	<p>Installed Bike and Scooter shelters at the school for:</p> <ul style="list-style-type: none"> • 30 bikes • 20 scooters <p><i>Further information:</i></p> <p>A safe place for bikes at school Transport for Wales</p> <p><i>Before:</i></p>  <p><i>After:</i></p> 
<p>Abergwyngregyn</p>	<p>Provide a new multi-use path connecting Abergwyngregyn and Tal y Bont, Llanfairfechan and National Cycle Network 5.</p> <ul style="list-style-type: none"> • 4 kilometre of new multi-use path <p><i>Further information:</i></p> <p>Gwelliannau A55 Abergwyngregyn i Tai'r Meibion YGC - Ymgynghoriaeth Gwynedd Consultancy</p> 
<p>Blaenau Ffestiniog</p>	<p>As part of a North and Mid Wales Trunk Road Agent development on the A470(T) footways were upgraded to multi-use path.</p>

	<ul style="list-style-type: none"> • 1.05 kilometres multi-use path <p><i>Further information:</i></p> <p>Blaenau Ffestiniog Link Path to Llechwedd Quarry YGC - Ymgynghoriaeth Gwynedd Consultancy</p> 
Hirael, Bangor	<p>The Hirael Flood Prevention scheme included a new footway and cycle path.</p> <ul style="list-style-type: none"> • New footway and cycle path approximately 400metres length <p><i>Further information:</i></p> <p>Hirael Flood Prevention Scheme YGC - Ymgynghoriaeth Gwynedd Consultancy</p> <p>Hirael </p> 
Aldi, Pwllheli	<p>As part of the construction for Aldi in Pwllheli Cyngor Gwynedd secured a multi-use path in front of the existing supermarket as well as land and funding to build additional multi-use path towards Y Ffor on the A499.</p> <ul style="list-style-type: none"> • New multi-use path of 260 metres length
Byw'n lach Electric Bike Scheme	<p>Provides an opportunity for the local community to experience using an electric bike for the first time. The e-bikes are available to hire, or the public can attend guided sessions and take part in a tour of the surrounding areas.</p> <ul style="list-style-type: none"> • Byw'n lach Bangor • Byw'n lach Arfon, Caernarfon • Byw'n lach Plas Silyn • Byw'n lach Penllyn, Y Bala • Byw'n lach Plas Ffrancon, Bethesda <p><i>Further information:</i></p> <p>E-Bikes - Byw'n lach</p>
Road Safety Unit	2024-25

	<p>Officers from the Road Safety Unit co-ordinated with Officers at Living Streets to begin the WAW scheme,</p> <ul style="list-style-type: none"> • A total of 12 Schools (2 Secondary School and 10 Primary Schools) were nominated <p><i>Further information:</i> Uned Diogelwch Ffyrrd Gwynedd Road Safety Unit Facebook.</p> <p>Officers from the Road Safety Unit launched the “Carys Ofalus – Teithio Llesol” book in 3 primary schools (Chwilog, Cae Top Bangor and Penybrynn Tywyn). Conducted story time and craft to Key Stage 1 and Scooter Session to Key Stage 2</p> <p>Living Streets Officer visited the Ysgol Friars Secondary School Year 6 parents open evening to speak to parents about active travel to school options (no data collected at this event). The school was due to take part in a Walking Challenge next academic year where data would be collected on how Year 7 pupils travel to school before and after the challenge</p> <p>Living Streets Cymru 01/07/23 – 31/03/25</p> <p>11 primary schools involved in the WOW Walk to School Challenge</p> <ul style="list-style-type: none"> • 63.3% of the 197,000 journeys recorded were active travel • 15.8% increase in active travel • 13.1% decrease in driving the whole journey <p>2 Next Steps to Secondary Schools recruited</p> <ul style="list-style-type: none"> • both completed a Transition event and 1 a challenge week. • 48% reported walking more and 17.4% increase in pupils actively travelling to school because of the challenge. <p>1 school joined the Winter Walking in Wales online assembly.</p> <p>Living Streets visited Ysgol Penybrynn Tywyn to celebrate their commitment to leading healthy and active lifestyles and achieving number 4 in the WOW Top Ten.</p> <p><i>Further information:</i> Gwynedd Walk to School Wales 23-25 end of project report.pdf</p>
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Name	Baseline active travel %	Journeys logged active travel %	Active travel change from baseline (p.pts.)	Walk/wheel all the way change from baseline (p.pts.)	Driven all the way change from baseline (p.pts.)
<u>Ysgol Gynradd Penybrynn</u>	41.23%	83.89%	42.66 ↑	15.27 ↑	-35.28 ↓
<u>Ysgol Cefn Coch</u>	43.67%	69.19%	25.52 ↑	12.92 ↑	-25.07 ↓
<u>Ysgol Y Garnedd</u>	51.96%	62.94%	10.98 ↑	12.53 ↑	-11.12 ↓
<u>Ysgol Gynradd Nefyn</u>	34.92%	57.88%	22.96 ↑	6.57 ↑	-13.66 ↓
<u>Ysgol Bro Lieu</u>	47.19%	53.12%	5.93 ↑	4.75 ↑	-4.98 ↓
<u>Ysgol y Traeth</u>	56.07%	70.99%	14.92 ↑	3.59 ↑	-10.19 ↓
<u>Borth y Gest</u>	15.63%	56.90%	41.27 ↑	3.37 ↑	-16.21 ↓
<u>Ysgol Gynradd Talyssam</u>	52.87%	61.67%	8.80 ↑	2.49 ↑	-7.88 ↓
<u>Ysgol Yr Hendre</u>	51.63%	63.76%	12.13 ↑	1.76 ↑	-11.45 ↓
<u>Ysgol Cae Top</u>	32.02%	46.52%	14.50 ↑	1.57 ↑	-12.86 ↓

Schools involved in the projects have seen **an increase (from baseline) of 19.4% in walking/wheeling** all the way to school and an **increase of 33.3% in active journeys to school**.

Ysgol Borth Y Gest arranged a walking bus for Park and Stride and **active travel increased from 16% to 59%. 20% of journeys in June 2024 were Park and Stride** with parents participating even on days when Park and Stride were not arranged.

2023-24

Living Streets Cymru (www.livingstreets.org.uk):

- **10 Primary Schools** recruited and launched WOW [WOW - the walk to school challenge \(livingstreets.org.uk\)](http://www.livingstreets.org.uk)
- 1,605 pupils recorded 30,191 journeys (1/09/23 – 31/03/24)
- 2 Next Steps to Secondary Schools recruited
- All schools received WOW set-up meetings
- All WOW schools received a 'Walking through Winter' assembly
- At WOW schools there has been 22% increase in active travel and driving all the way to WOW schools decreased by 16%

Public Health Hands Up Surveys ([Travel to School Hands Up Survey - Public Health Wales \(nhs.wales\)](http://Travel to School Hands Up Survey - Public Health Wales (nhs.wales))):

- 12 schools took part in the survey
- 545 pupils participating
- 327 (60%) Active Travel pupils
- 218 (40%) non-active travel pupils
- 45.8% walked to school
- 3.9% cycled to school
- 2.2% scoot to school
- 8.1% used a Mixed Mode to school

MEETING	Communities Scrutiny Committee
DATE	22 January 2026
TITLE	Gwynedd and Anglesey Public Services Board Progress Report
REASON FOR SCRUTINY	The Committee's role to scrutinise the work of the Public Services Board
AUTHOR	Sandra Thomas. Programme Manager Gwynedd and Anglesey PSB
CABINET MEMBER	Councillor Menna Trenholme, Deputy Leader of the Council

1. Why it needs scrutiny?

The Communities Scrutiny Committee has a role to monitor the Public Service Board's progress in implementing the Gwynedd and Anglesey Wellbeing Plan 2023-28.

The Wellbeing Plan sets out how the Public Service Board will meet its responsibilities under the Well-being of Future Generations (Wales) Act 2015.

By scrutinising the governance structure and delivery arrangements of the Board as well as scrutinising the implementation of the scheme the Committee will be satisfied or recommended for improvement.

2. What exactly needs scrutiny?

- Governance structure
- What are the monitoring arrangements?
- What progress has been made in realising the Wellbeing Plan?

3. Summary of the key highlights for 2025 (See Appendix 1 for detail):

3.1 The PSB is in year 3 of the current 5-year Well-being Plan, most of the objectives have either been completed or there is a workplan in place with a proposed timescale for completion. Face to face quarterly meetings are very well attended and give members an opportunity to network and collaborate on a wide number of issues affecting our communities. The meeting agendas are focussed on decision making and prioritising action as opposed to being an information sharing forum. Whilst the PSB is a strategic forum, it is fair to say that the Gwynedd and Anglesey PSB has developed to have an operational perspective with many examples of partners jointly collaborating, sharing good practice, learning lessons and moving forward together.

3.2 This year, the PSB has collaborated more closely with the Welsh Government, the Future Generations Commissioner, the Welsh Language Commissioner, and the Children's Commissioner for Wales to achieve its objectives. Examples include:

3.2.1 Leading on collaborating with the Children's Commissioner to pilot delivering masterclasses on **Children's Rights** to all PSB member organisations in north Wales. The sessions are aligned with those planned for Cyngor Gwynedd members in February. Proposed dates in March 2026 and location confirmed as Neuadd Reichel, Bangor University.

3.2.2 The **Welsh Language** sub-group has completed the Good Recruitment Practices Project and is working with partners on the "Busting the Myths About Working in Welsh Project" – to be launched at the Urdd Eisteddfod in May.

3.2.3 **Healthy Travel Charter:** 6 members of the Board co-signed the Charter in the presence of Ken Skates, Minister for Transport, Welsh Government in March. 4 other members are in the process of committing to the Charter – including North Wales Police, BCUHB and Grŵp Llandrillo-Menai. The PSB Sub-Group in Gwynedd and Anglesey is seen as an excellent example in terms of collaboration and progress and sets the way for similar groups across the north. Members of the group have created case studies within their organisations showing examples of good practices in implementing the Charter and are open to sharing ideas and resources to avoid duplication.

3.2.4 **Being a Trauma Informed PSB:** A bespoke workshop on what it means to be Trauma Informed was held for all Board Members, delivered by Anglesey Council experts. This was followed by a baseline questionnaire shared to assess current understanding and practice. There are plans in place to replicate this workshop with PSB partners across north Wales in 2026. Jane Hutt, the Cabinet Secretary for Health and Social Services, Welsh Government, presented the development as "*an innovative one reflecting cultural and systemic change, fostering environments responsive to trauma and adversity. It is also an example of the emphasis of the Act on partnership, with public bodies working together to build resilience and improve outcomes for communities across Gwynedd and Anglesey*".

3.2.5 Derek Walker, the **Future Generations Commissioner for Wales**, attended the PSB's September meeting in person and was pleased with the level of collaboration and innovation shown by PSB members in Gwynedd and Anglesey. He was also enthusiastic about the examples put forward of engaging with our communities on wellbeing matters.

4. **Background and Context:**

4.1.1 The [Well-being of Future Generations \(Wales\) Act 2015](#) places a duty on public bodies to improve the social, economic, environmental and cultural well-being of Wales. The Act is based on the sustainable development principle and places a duty on public bodies to set and publish well-being objectives and to take every reasonable step to achieve these objectives. The Act also established Public Services Boards with representation from key public and voluntary bodies in each county. Gwynedd and Anglesey's public organisations have come together to collaborate on one Board. Every five years, Public Services Boards must prepare

and publish an assessment of the state of the economic, social, environmental and cultural well-being of their areas and use this as a basis for the Well-being Plan for the next five years.

4.1.2 One of the main challenges for the Board is to establish where we can add the most value and make a difference together, with the limited resources and capacity available to us. In developing the Well-being Plan, we had conversations about where we can make the biggest contribution without duplicating the good work already underway in other partnerships and organisations. The Board has learned from experience and adapted its structures over the period.

4.1.3 **Well-being Plan Objectives 2023-28:**

The Gwynedd and Anglesey Well-being Plan 2023-28 was published in May 2023. There are **three specific Well-being Objectives, namely:**

- *We want to work together to mitigate the impact of **poverty** on the well-being of our communities.*
- *We want to work together to safeguard and improve the well-being and success of our **children and young people** to realise their full potential.*
- *We want to work together to support our services and communities to shift towards **Net Zero Carbon**.*

4.1.4 The **Welsh Language** is a permanent priority for the Board and we will promote it in all aspects of our work.

4.1.5 The methodology of **Whole System Healthy Weight: Healthy Wales** has been adopted as a way of working through this work. This approach puts the spotlight on leadership and enabling change through local collaboration and participation. It means working jointly with everyone (professionals and local communities) that could influence the flow of healthy and affordable food choices and create opportunities to allow people to move more and keep fit.

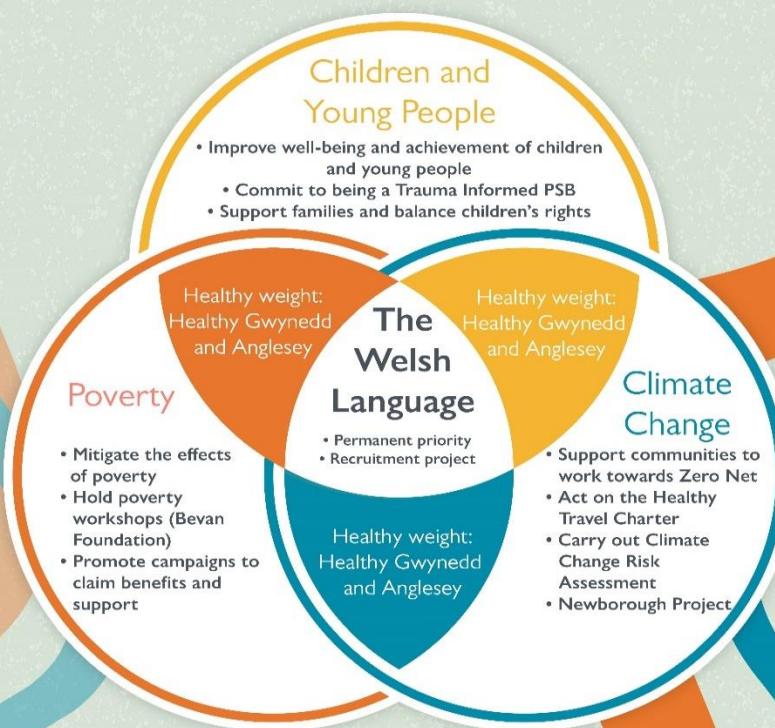
4.2.1 **2025 Delivery Plan:**

The Board has set its general objectives and direction for the work over the period of the Plan and a detailed plan has been put in place for the initial period, 2023-2025, which is reviewed annually.

The diagram below shows how the Board prioritises achieving the objectives as well as showing the relationship with Healthy Weight and the Welsh Language:

Gwynedd and Anglesey Public Services Board

2023-2025 Priorities



Website - www.llesiantgwynneddamon.org
Email - post@llesiantgwynneddamon.org

4.2.2 Delivery Structures:

Due to previous successes and an ongoing focus in the Welsh Language Sub-group, the PSB agreed that it should continue in its current form – with Dr Lowri Hughes from Bangor University as the Chair. Following an independent academic assessment of the efficiency of other PSB sub-groups, it was resolved to proceed with the recommendation to establish a Task and Finish Group with more of an operational focus for the other actions. Therefore, all the actions prioritised under

the three main objectives are implemented by a Task and Finish Group with operational staff from PSB member organisations working together to reach the short-term goal.

4.2.3 Regional support and collaboration:

The PSB is supported regionally by the North Wales Insight Partnership (NWIP), which includes officers from across the public sector and connects organisations and communities across the region. NWIP encourages regional partnership work to align priorities and identify opportunities across Public Services Boards, the Regional Partnership Board, and the North Wales Economic Ambition Board.

The Welsh Government provides a Regional Support Grant to the North Wales PSB which is managed by Cyngor Gwynedd on behalf of the region's PSBs. The purpose of this support is to encourage collaboration and innovation between the three PSBs. This grant supports the development of some innovative approaches to engagement and co-production, which have already helped support the delivery of the local well-being objectives.

The Wales Co-production Network provides long-term support for engagement and co-production across North Wales. The PSB uses the support of this Network to help engage locally with communities.

4.2.4 Monitoring:

The Welsh Language Sub-group and the Task and Finish groups are accountable to the Public Service Board in relation to the delivery of any commissioned work. They will update the Board on progress every quarter, and their submitted progress reports will be challenged and discussed at Board meetings. The Board's support team also has a role to play between Board meetings to support and sustain the work of the sub-groups. In addition, an annual report will be published by the Board summarising progress as the Board works towards achieving its strategic aims.

The Board's work will be checked regularly by the Scrutiny Committees of Cyngor Gwynedd and Anglesey Council. The Well-being Act and the associated national guidelines note three roles for scrutiny committees of Local Authorities when providing democratic accountability for the Public Services Board:

- Reviewing the governance arrangements of the PSB
- Statutory consultee on the Well-being Assessment and the Well-being Plan
- Monitoring progress of the efforts of the PSB in the implementation of the Well-being Plan

4.3 Progress to date in 2024/2025: See Appendix 1

5. Consultation

The Public Services Board formally consults with communities on the Wellbeing Assessments as well as the Wellbeing Plan. We also hold engagement sessions with community groups and with schools.

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

The Gwynedd and Anglesey Public Services Board operates in line with seven leading principles. Five of these are the national sustainable development principles (**the five ways of working**) and two have been added by the Board locally. These principles will help us to work together, avoid repeating past mistakes and get to grips with some of the challenges we will face in the future.

6.1 Have you **included** residents / service users? If not, when and how do you plan to consult them?

Our residents and our communities have an important role to play when planning services for the future and we will ensure that their perspectives and experiences are central to the process of planning the work of the Board. We will adopt the National Participation Standards for all ages and ensure that the Board works within those standards. We will ensure that people can communicate with us in their preferred language and medium.

6.2 Have you considered **collaborating**?

We will try to remove the barriers which prevent effective collaboration. We will also share information and good practice between Board members and our residents about what is being done to realise objectives and priorities. We will consider the Board's membership regularly and will ensure that the right partners are included in order to achieve our objectives.

6.3 What has been done or will be done to **prevent** problems arising or getting worse in the future?

We will use trends data to identify the problems which will face our communities in the future and will develop and implement plans to prevent them. We will work with communities to enable them to do more to prevent issues from developing, and support programmes that can make a real difference in the long term.

6.4 How have you considered the **long term** and what people's needs will be in years to come?

We will continue to gather data to ensure a better understanding of how communities look now and how they will look in the future as a result of factors such as demographic changes. We will also look at which national and regional changes are on the horizon and try to analyse the effect on our communities. By doing so, we can work together as partners and residents to plan services for the future.

6.5 To ensure **integration**, have you considered the potential impact on other public bodies?

We will work in a way that will contribute to more than one goal where appropriate and in accordance with Welsh Government's national wellbeing objectives. We will try to integrate services if evidence shows that this gets the best results for our communities. We will consider other local and regional strategies and plans that work towards the same or similar goals and work together in order to achieve them.

7. Impact on Equality Characteristics, the Welsh Language and the Social Economic Duty

A comprehensive impact assessment was carried out with the adoption of the Wellbeing Plan in 2023. It included assessments on equality characteristics, the Welsh language and the socio-economic duty (Equality Act 2010). We support the Board's partners with Impact Assessments as needed.

8. Next Steps

Following reporting to the Communities Scrutiny Committee the report will be shared with PSB Members with any recommendations. The report will also be scrutinised by Anglesey County Council's Scrutiny Committee.

APPENDIX 1 – 2025 in detail

1. The Welsh Language:

Challenging and Myth Busting Project:

Tylwyth were commissioned to create a supportive and useful resource which would bust myths about working locally through the medium of Welsh, and within the public sector. Comments such as 'My Welsh isn't good enough to work within a public organisation' or 'The ability to speak Welsh is not an advantage' are often heard when discussing job opportunities within organisations. By conducting the sessions and delving deeper into the myths and their origins, the visual and digital resource will serve as a means to dispel the myths by showing the true picture of working within a public organisation in north Wales through the medium of Welsh. The support available and the structures that are in place within the organisations are shown to ensure that opportunities are available, regardless of the employee's Welsh Language ability.

This project explores and identifies the myths that exist about the Welsh Language, whether in the workplace or within the community, and seeks to challenge them by identifying processes that can be put in place to dismantle these myths. There is also an emphasis on the experience of employees and the public regionally, and their ideas, comments and opinions are gathered during focus groups, interviews and sessions with the aim of using them as a basis for digital/visual output.

Focus groups have already been held with the graduates and apprentices within Cyngor Gwynedd before Christmas in order to gather their views, comments and impressions of learning Welsh and working in a Welsh-medium workplace. The Welsh Language Unit also shared the 12 Myths about the Welsh Language on social media platforms to raise awareness of the project. A session has also been delivered with pupils at Ysgol Brynrefail, Llanrug in partnership with Careers Wales, again to gather their views, impressions and their ideas about working in a Welsh-medium workplace.

Form of Delivery:	Welsh language Sub-group
Membership of the Sub-group:	Bangor University (Chair); Isle of Anglesey County Council, Cyngor Gwynedd, North Wales Police, North Wales Fire and Rescue Service, Natural Resources Wales, Parc Cenedlaethol Eryri, BCUHB
Collaborate with:	ARFOR, Welsh Language Commissioner
Funding	£22k from the Regional PSB Fund
Completed	To be completed by the end of April 2026 and launched at Eisteddfod yr Urdd in Anglesey (May 2026)
Outcomes:	<ul style="list-style-type: none">Understand key issues regarding the recruitment of Welsh speakers by dispelling myths that exist about working within public organisations.Convince current employees, prospective employees and the community that there are quality job opportunities available within local

	<p>public organisations and that their ability in Welsh makes them eligible to work there, whether they are fluent or learners.</p> <ul style="list-style-type: none"> • A multi-use digital resource that is useful for public organisations to use when recruiting and promoting opportunities. • A library of social media assets in the form of video clips, posts etc.
Next steps:	<ul style="list-style-type: none"> • Run a marketing campaign using digital and visual resources. • Launch the resource at Eisteddfod yr Urdd in Anglesey, May 2026. • Share resources with the Public Services Boards beyond North Wales. • Ensure the resource is used during the recruitment process, promotion of opportunities, and collection of feedback.
Next project:	Dependent on availability of regional grant funding
How we will measure progress:	<ul style="list-style-type: none"> • Organisations will use the resource for advertising and recruiting for jobs. • Organisations will note an increase in the number of local workers applying for jobs. • The Welsh Language will be more visible within services and communities. • There will be better understanding by organisations of the key issues regarding the recruitment of Welsh speakers. • The resource will dispel the myths that exist regarding the Welsh Language.

2. Healthy Weight:

Healthy Weight:

Membership of the Healthy Weight Task & Finish Group continues to grow, with leading organisations being represented.

The Whole Team System Healthy Weight Team has commissioned 'Food Active' and they're working with the Isle of Anglesey County Council to co-produce the guide and checklist for the pilot: Promoting Active Environments and Healthier Food: Good practice guide and checklist. The purpose of the checklist is to:

- Provide a resource for organisations to review their policies and internal activities in order to promote healthier weight and demonstrate good practices.
- Offer suggestion on areas for improvement and prioritizing their efforts.
- Lead on developing and agreeing potential additional actions for the organisation to support a Whole System Approach to healthy weight.
- Provide opportunities for organisations to consider how they can work with partners within the local system by adopting a Whole Systems Approach.

Many resources have already been developed with more being developed to support the pilot. The aim is to introduce this pilot to the rest of north Wales and Wales.

A link has been made with the Healthy Travel Charter Sub-Group as there are aspects of both groups that overlap, and members of the Healthy Weight group will receive a presentation from a member of Isle of Anglesey County Council staff who has been key in mapping walking routes for staff during lunchtime, promoting wellbeing and staying healthy. It is cited as an example of good practice. Similarly, a member of the Healthy Weight Sub-Group will give a presentation to the Healthy Travel Charter Sub-Group on the Active Workplace toolkit – Active North Wales, which includes a policy, and videos of activities staff can do at their desks.

Form of Delivery:	Healthy Weight Task & Finish Group
Membership of the Sub-group:	Isle of Anglesey County Council, Public Health Team BCUHB, Cyngor Gwynedd, Grŵp Llandrillo-Menai, Byw'n Iach, Actif North Wales, BCUHB
Collaborate with:	Healthy Weight Regional Strategic Partnership Group
Funding	No additional funding beyond current member budgets
Timetable	Well-being Plan Period 2023-2028

Outcomes:	<ul style="list-style-type: none"> Use the National Indicators and Milestones to create a dashboard, goal and focus for the group's work. Collect existing data regarding Healthy Weight and identify where the group can make a difference. The Public Health Team to continue providing feedback on planning applications in Gwynedd and Anglesey.
Next steps:	<ul style="list-style-type: none"> Develop a detailed action plan for the group focusing on short-and-medium-term work that can be carried out within the organisations, with measurable achievable steps. The Public Health Team to extract data for Gwynedd and Anglesey from the System Mapping & Change and the ripple effect in order to collect what is happening within the region and use it for pre-planning.
How we will measure progress:	<ul style="list-style-type: none"> Working with the Public Health Team and Regional Partnership to ensure that the impact of the Task & Finish Group's work can be seen.

3. Climate Change Objective:

3.1 Implementing the Healthy Travel Charter:

Since March 2025, 5 members of the Board have individually signed the Healthy Travel Charter, with North Wales Fire & Rescue Service joining the 5 to co-sign the Charter as members of the Gwynedd and Anglesey Public Services Board, in the presence of Ken Skates, Minister for Transport, Welsh Government. We are the first Board in Wales to co-sign the Healthy Travel Charter. Members collaborate, share ideas and good practices, and progress is seen in the overall member score on the baseline assessment completed each quarter. The score at the end of quarter 2 (September) was 20. A minimum score of 30 is required to pass Level 1 of the Charter, and 2 years given to complete it.

The Sub-Group in Gwynedd and Anglesey is seen as an excellent example in terms of collaboration and its development, and it leads the way with similar groups across the north. The group members have created case studies within their organisations that show examples of good practice, the implementation of the Charter, and are open to sharing ideas and resources to avoid duplication. Everything will be posted on the Board's website and is already being shared with other public organisation across north Wales.

Arrangements are underway to hold a special meeting of the Healthy Travel Charter Sub-Group in March 2026 to celebrate the year since the signing of the Charter, but also to congratulate other organisations on the Board that will sign the Charter individually and as members of the Board. An invitation is extended to Derek Walker, Future Generations Commissioner to the event and to receive feedback from the Learners' Voice session with students from Grŵp Llandrillo-Menai held at the beginning of December. This included students from across Gwynedd.

Form of Delivery:	Task and Finish Group
Membership:	Isle of Anglesey County Council, Cyngor Gwynedd, Bangor University, BCUHB, Natural Resources Wales, North Wales Fire & Rescue Service, Grŵp Llandrillo-Menai, Medrwn Môn & North Wales Police.
Collaborate with:	Public Health Wales, Walk, Wheel, Cycle Trust (formally Sustrans)
Funding	No additional funding beyond current member budgets
Timetable	Two years (September 2024 – August 2026)
Outcomes:	<ul style="list-style-type: none"> Promote and implement the North Wales Healthy Travel Charter. Discussions and consultation with Transport for Wales regarding proposed changes to public transport in 2028. Hold a celebration to mark a year since signing the Charter and welcome new members to sign and co-sign.
Next steps:	<ul style="list-style-type: none"> Continue to work together as PSB organisations to complete the Charter. Support new organisations to sign the Healthy Travel Charter. Establish a partnership with Transport for Wales to respond to the challenges faced by public sector staff in commuting healthily to the workplace.

How we will measure progress:	<ul style="list-style-type: none"> Noticeable increase in the overall score for the Board's baseline assessment for the Healthy Travel Charter. Report on the number of new PSB organisations that have committed to the Charter and are implementing it. Increase the number of staff in organisations who commute by any means other than traveling by car (not EV) to the workplace.
Welsh Language Action:	We will implement and commit to the Charter in Welsh. All resources will be available bilingually.
Implement the Healthy Weight Approach	Support and promote staff of all Board organisations to make more beneficial choices when commuting to work, when travelling during work and in their leisure hours, by sharing good practices and up-to-date information about schemes such as the Cycle-to-work scheme, EV cars and walking maps/routes.

3.2 Climate Change Risk Assessment:

The Future Generations Act 2015 includes a recommendation that *by the end of 2027, Public Services Boards should assess climate risks for their communities and update their findings every five years as part of their well-being assessments. Public bodies must integrate these findings into their corporate and strategic planning.*

The three north Wales PSBs have agreed to work together to provide one joint assessment with options to drill down to county level

Form of Delivery:	Task and Finish Group
Membership:	6 x North Wales LAs, North Wales Fire and Rescue Service, Bangor University, Wrexham University, BCUHB, Natural Resources Wales, Parc Cenedlaethol Eryri
Collaborate with:	North Wales PSBs
Funding	Regional PSB Fund (£35k over two years)
Timetable	2 years September 2024 – August 2026
Outcomes:	<ul style="list-style-type: none"> Complying with the Future Generations Act to carry out a Climate Change Risk Assessment A gap analysis comparing the new North Wales CCRA with CCRA Cymru A comprehensive North Wales CCRA at both regional and county levels A user-centric report summarising risks and recommendations for short-, medium-, and long-term planning Input into next Well-being Assessments in 2026/27.
Next steps:	<p>The work on collating and coordinating all information with existing reports in the field has begun.</p> <p>Wrexham University have been unable to host the graduate researchers without amending the specification, the qualifications and the research brief. Bangor University has stepped in with PHD students and procurement is underway for the Lead Writer role. This has pushed the timeline back with the final report due to be submitted in June 26. This will still ensure the final report can feed into the Wellbeing Assessments in 2026.</p> <p>**We have learned that working together regionally on operational issues places a number of obstacles in front of us. Nevertheless, the desire from officers across all the partners to persevere and ensure the success of the project is evident**</p>
How we will measure progress:	<ul style="list-style-type: none"> There will be a complete assessment of the impact of climate change and the well-being and obituaries of that, with and identified response actions to mitigate impact and proactively respond. Risk assessment completed Well-being plans respond to the risks and identify outputs and outcomes.
Welsh Language Action:	All output is bilingual

Implement the Healthy Weight Approach	The assessment will analyse feedback and data from residents highlighting how climate issues are also having an impact on their well-being
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3.3 Newborough Project:

This is a pilot, and the intention is to develop a model or good practice that could be applied across the area of partnership working to respond to a problem. We are trialling a different, collaborative approach to addressing access and traffic problems in the Newborough and Llanddwyn area of Anglesey. It's a new way of working where the organisations around the table share challenges and solutions, collaborate on one plan, share resources and communicate as one voice with the stakeholders.

Form of Delivery:	Task and Finish Group
Membership:	Anglesey Council, Natural Resources Wales, Medrwn Môn, North Wales Police
Collaborate with:	Wales Co-Production Network, Menter Môn, Bro Aberffraw Alliance
Funding	£8.5k from the Regional PSB Fund in 2023/24 £15k from the Regional PSB Fund in 2024/25
Timetable	Pilot: 2 years (March 2024 – April 026)
Outcomes:	<ul style="list-style-type: none"> • Taking concerns and solution ideas from the local community, officers have already undertaken some interim measures and are working on a project plan that includes short, medium and long-term actions. • Closer collaboration between the agencies on community safety issues such as parking, access, beach fires, and consequently earlier implementation of solutions. • Open communication lines with the community with protests averted. • Undertook a review of the pilot to date to share regionally as a potential solution for community well-being issues.
Next steps:	<ul style="list-style-type: none"> • Reporting back on progress to the local community in the hope that they will see a genuine difference by Easter 2026 • Council officers are assessing the solutions that require capital expenditure and researching specific funding sources • Undertake a review of the pilot to date with the intention of sharing it regionally and offering it as a potential solution for community well-being issues and a rare example of implementing the Five Ways of Working.
How we will measure progress:	<ul style="list-style-type: none"> • Measures such as traffic and visitor data in the area • Questionnaire for local people measuring satisfaction and well-being improvements
Welsh Language Action:	Have secured bilingual specialists and facilitators in the public sessions and have specifically enabled local people to take part and express their concerns and ideas in Welsh. All communication is bilingual.
Implement the Healthy Weight Approach	Local people have reported that they do not use the forest or the beach during the summer months as it is so busy and over-tourism. The situation is having a detrimental effect on their day-to-day lives and well-being. This project addresses the lack of access to natural resources such as Llanddwyn for local people.

4. Children and young people objective:

4.1 Committed to being a Trauma-Informed PSB:

There is a framework in place in Wales to help ensure that:

- Officers in organisations are aware of adversity and trauma and understand how they affect children and young people.
- Organisations are aware of how to step in and prevent adversity and trauma from happening.
- That organisations are aware of how to support someone that has been affected by trauma.

This is an example of one PSB partner, Isle of Anglesey County Council, who is pioneering in the field, using their experience and expertise to support and empower partners to improve their services to the communities of Gwynedd and Anglesey.

- ✓ *"A special session. Thank you! I didn't think this was relevant to our organisation, but it really made me think"*
- ✓ *"It would be great to collaborate on the next steps to make this a reality in our institutions"*
- ✓ *"Great session, a follow-up course would be very beneficial for the future"*
- ✓ *"Let's ask ourselves if we are supporting our staff sufficiently. If not, what can we do better or differently?"*

Regular discussions are held between the Public Services Board and Cyngor Gwynedd to ensure that the development is carried out in terms of being Trauma-Informed, by responding to the outcomes of the baseline assessment produced for Cyngor Gwynedd.

Form of Delivery:	Hold specific sessions with experts on Trauma to Regional PSB members
Collaborate with:	Isle of Anglesey County Council and Trauma informed UK
Funding	The first session was supported by staff and resources from Isle of Anglesey County Council. A sum of money has been earmarked for the Regional PSB Grant to commission Trauma informed Wales to hold further sessions (£5k).
Timetable	Initial training sessions held in June 2025. PSB Members have undertaken a baseline assessment of their organisation with a view to collaborating on a further bespoke training sessions.
Outcomes:	<ul style="list-style-type: none"> • All Board members will be knowledgeable about trauma and the impact of trauma on the lives of children and young people • PSB organisations are aware of adversity and trauma and understand how they affect people. • That PSB organisations are aware of how to step in and prevent adversity and trauma from happening. • That PSB organisations are aware of how to support someone that has been affected by trauma. • That members get direct experience of the professional development that can be delivered within the workplace. • These sessions will be open to partners from the three PSBs and will have spaces for additional representatives from each organisation. • It will be possible to organise a follow up for those who attended the first session.
Next steps:	<ul style="list-style-type: none"> • Confirm brief and outcomes for the expanded training workshops • Arrange and hold the workshops by May 2026 • Open the training workshops to public sector colleagues across the region.
How we will measure progress:	<ul style="list-style-type: none"> • All Board members will be knowledgeable about trauma and the impact of trauma, ensuring that the PSBs respond proactively in the Wellbeing Plans. • PSB organisations across N Wales will be trauma informed

	<ul style="list-style-type: none"> • We will know this by monitoring members who have attended the training.
Welsh Language Action:	<i>All resources and sessions will be fully bilingual</i>
Significant national development:	
The Cabinet Secretary for Social Justice, Trefnydd and Chief Whip (CSSJTCW) is giving evidence to the ESJ Post-legislative inquiry into the Well-being of Future Generations Act at the end of the year. A key theme of the inquiry is the implementation of the Act in practice and the following case study was presented by Welsh Government staff:	
<p>Case Study: Gwynedd and Anglesey PSB's Collaborative Journey to Becoming Trauma-Informed</p> <p><i>Gwynedd and Anglesey Public Services Board (PSB) is actively embedding the principles of the Well-being of Future Generations Act through its commitment to becoming a trauma-informed PSB. This strategic direction reflects the PSB's wellbeing objectives around prevention, long-term thinking, and integration. The approach is being developed collaboratively across member organisations, beginning with a bespoke workshop <u>delivered by trauma informed experts from Anglesey Council and their partners in Trauma Informed Wales</u>. This was followed by a shared baseline questionnaire to assess current understanding and practice. Insights from this exercise will inform a co-produced work plan, to be presented later this year, ensuring that future actions are shaped by collective evidence and lived experience. This initiative demonstrates how wellbeing planning can drive cultural and systemic change, fostering environments that are responsive to trauma and adversity. It also exemplifies the Act's emphasis on partnership, with public bodies working together to build resilience and improve outcomes for communities across Gwynedd and Anglesey.</i></p>	

4.2 Children's Rights:

The Future Generations Commissioner and the Children's Commissioner have stated that PSB's play a vital role in embedding children's rights across Wales. The Gwynedd and Anglesey PSB has a specific aim in the current Wellbeing Plan in relation to children's rights. The Children's Commissioner, in collaboration with Welsh Government have offered to trial delivering specific sessions to PSB members on the Children's Rights Framework, to include:

A Children's Rights Approach that means:

- Organisations will prioritise children's rights in their work with children and families to improve children's lives
- All children are given the opportunities to make the most of their talents and potential
- All children are given access to information and resources to enable them to take full advantage of their rights
- Children are provided meaningful opportunities to influence decisions about their lives
- Authorities and individuals are accountable to children for decisions, and for outcomes that affect children's lives

The Children's Rights Masterclass session will be held at Neuadd Reichel, Bangor University on 16th March for PSB members across north Wales. The Support Team is working closely with Cyngor Gwynedd to ensure that there's an alignment between this session and the session that is to be held within Cyngor Gwynedd on 2nd February.

The Right Way-A Children's Rights Approach: <https://www.childcomwales.org.uk/the-right-way>

Form of Delivery:	Pilot new sessions in collaboration with the Children's Commissioner and Welsh Government
Collaborate with:	The Children's Commissioner for Wales and Welsh Government. PSB Organisations across north Wales
Funding	Funded by the Children's Commissioner for Wales
Timetable	Delivery by May 2026

Outcomes:	<ul style="list-style-type: none"> Further understand how the approach can be used through education, through social care and how it's used in Wales as a framework when working with children. Deepen understanding of the United Nations Convention on the Rights of the Child and children's rights in Wales. Explore statutory duties and principles of a rights-based approach. Enable PSBs to self-assess current practice against the five principles (Embedding, Discrimination, Empowering, Participation, Accountability). Agree on key actions and next steps for embedding children's rights.
Next steps:	<ul style="list-style-type: none"> Confirm brief and outcomes Arrange and hold in-person workshops – to be delivered in Gwynedd and Anglesey, open to the public sector across the region Agree the actions and identify opportunities to work together following the workshops
How we will measure progress:	<ul style="list-style-type: none"> All PSB members will be knowledgeable about children's rights ensuring that the Boards respond proactively in the Wellbeing Plans. We will know this by monitoring members who have attended the training.
Welsh Language Action:	<i>All provision will be bilingual</i>
<p>Significant national development:</p> <p>This is a unique opportunity for Gwynedd and Anglesey PSB to lead the way in north Wales to collaborate with the Children's Commissioner to deliver this workshop. It is timely because it follows a series of meetings that the Children's Commissioner has held with each local authority in Wales.</p>	

5. Mitigating Poverty objective:

<p>Purpose: To understand what poverty really looks like in the communities of Anglesey and Gwynedd</p> <p>We are working with the PSB member organisations who are in the field of poverty in Anglesey and Gwynedd to ensure that public services in the area have a shared understanding of poverty and to help organisations think more strategically about their role when providing solutions.</p>	
Form of Delivery:	Sharing of poverty data dashboards from the wellbeing assessments. Workshops for Board Members and officers working in the poverty fields in their organisations
Collaborate with:	Isle of Anglesey County Council, Cyngor Gwynedd, Citizen's Advice Bureau, ADRA, Medrwn Môn, Mantell Gwynedd
Funding	No additional funding beyond current member budgets
Timetable	Slipped to Summer 2026
Outcomes:	<ul style="list-style-type: none"> Up to date information and access to local data dashboards by partners By the end of the session participants will have: <ul style="list-style-type: none"> A deeper understanding of which of their services users live in poverty and the implications of this for management and operational decisions for the services provided by them. The skills to undertake their own analysis of which of their service users live in poverty. Have developed ideas about the best way of managing their services in a way which provides answers to poverty in Gwynedd and Anglesey.
Next steps:	<ul style="list-style-type: none"> Confirm brief and required outcomes Arrange and hold Workshops Agree the actions and identify opportunities to work together following the Workshops
How we will measure progress:	<ul style="list-style-type: none"> Board Members and officers will understand the impact of poverty on residents and communities.

	<ul style="list-style-type: none"> • Board members and officers will plan based on evidence and research, to make informed decisions and ensure services are proactive to save and mitigate the impact of poverty.
Welsh Language Action:	<i>To be agreed</i>
Implement the Healthy Weight Approach	<i>To be agreed</i>

End



MEETING	COMMUNITIES SCRUTINY COMMITTEE
DATE	22 January 2026
TITLE	Communities Scrutiny Committee Forward Programme
PURPOSE OF THE REPORT	To adopt a revised work programme for 2025/26
AUTHOR	Bethan Adams, Scrutiny Advisor

1. A revised forward work programme for 2025/26 was adopted at the Committee's meeting on 6 November 2025.
2. The items 'Implementation of Article 4 Direction' and 'New Local Development Plan – Strategic Options, Vision and Objectives' were scheduled for discussion at this meeting.
3. Justice Eyre confirmed an order to quash the Article 4 Direction at a hearing in the High Court on 27 November 2025. The Council's verbal request for permission to appeal the decision was refused. A written request is submitted to appeal the decision. Should permission to appeal the decision be granted, the case will be heard at the Court of Appeal. As the legal proceedings are ongoing, it would be inappropriate for the Committee to scrutinise this matter, therefore it is recommended to monitor the situation, noting it as a matter to be scrutinised when timely.
4. A request was received to slip the 'New Local Development Plan – Strategic Options, Vision and Objectives' item and to note it as an item to be programmed during 2026/27. The work programme for this item has slipped for reasons beyond the Environment Department's control, including waiting for current data such as household growth projections from the Welsh Government.
5. As a result of the above, the 'Gwynedd and Anglesey Public Services Board Progress Report' item was brought forward to this meeting from the 19 March 2026 meeting.
6. See the revised work programme for 2025/26 attached, as an appendix to the report.
7. **The Communities Scrutiny Committee is asked to adopt a revised work programme for 2025/26.**

COMMUNITIES SCRUTINY COMMITTEE FORWARD PROGRAMME 2025/26

Date	Items	Reason to scrutinise
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 	Scrutiny of the performance of Council departments
22/1/26	<ul style="list-style-type: none"> Request for scrutiny from a member of the public – Climate and Nature Emergency Plan funding matters Review of the Climate and Nature Emergency Plan Active Travel Gwynedd and Anglesey Public Services Board Progress Report 	Assurance in terms of funding arrangements Pre-decision scrutiny / Council Plan 2023-28 – A Green Gwynedd The Council Plan 2023-28 – A Green Gwynedd The Committee's role to scrutinise the Public Services Board's work
19/3/26	<ul style="list-style-type: none"> Annual Update by the Gwynedd and Anglesey Community Safety Partnership Waste Collection and Recycling Services Public Footpaths 	The Committee's role as a Crime and Disorder Committee The Council Plan 2023-28 – A Green Gwynedd Assurance in terms of implementation

Items to be programmed in 2026/27 – New Local Development Plan – Strategic Options, Vision and Objectives

Items to be programmed when timely to scrutinise – New Local Development Plan – Preferred Strategy, Article 4 Direction