

Meeting of:	CABINET
Date of Meeting:	21 OCTOBER 2025
Report Title:	REINSTATEMENT OF BUS SERVICE VIA MAWDLAM/KENFIG POOL
Report Owner / Corporate Director:	CORPORATE DIRECTOR COMMUNITIES & CABINET MEMBER FOR REGENERATION, ECONOMIC DEVELOPMENT AND HOUSING.
Responsible Officer:	MARTIN MORGANS INTERIM HEAD OF OPERATIONS COMMUNITY SERVICES
Policy Framework and Procedure Rules:	Extension of provision on existing bus Service No. 63, funded through the Welsh Government's Bus Network Grant in accordance with Contract Procedure Rule 3.6A
Executive Summary:	MODIFICATION OF CONTRACT No. B879, IN ORDER TO REINSTATE A BUS SERVICE VIA MAWDLAM/KENFIG POOL, USING THE EXISTING SERVICE No. 63 NETWORK, CURRENTLY OPERATING UNDER CONTRACT, FUNDED BY THE WELSH GOVERNMENT'S BUS NETWORK GRANT (BNG).

1. Purpose of Report

- 1.1 The purpose of this report is to seek approval to modify the Supported Public Bus Routes Contract for the Bridgend to Porthcawl Service No. 63, in order to reinstate a bus service via Mawdlam/Kenfig Pool, which ceased operating in August 2019.

2. Background

- 2.1 Requests have been received from Cornelly ward members and residents, for the reintroduction of a bus service via Mawdlam/Kenfig Pool.
- 2.2 The previous bus service that operated via Mawdlam/Kenfig Pool was Service No. 861, operated by Peyton Travel Ltd, which was part funded by Bridgend County Borough Council (BCBC). Although Service No. 861 still continues to operate, the BCBC funded element of the route via Mawdlam/Kenfig Pool ceased operating in August 2019, due to Council approving a budget reduction proposal for Subsidised Bus Routes as part of the Medium Term Financial Strategy 2019-20 to 2022-23. As a result, Peyton Travel Ltd cancelled this section of the route, as it was not deemed commercially viable.
- 2.3 Prior to this, Service No. 63B operated hourly via Mawdlam/Kenfig Pool, as part of the Service No. 63 network, operated by First Cymru Buses Ltd, with part funding

from BCBC to operate hourly via Mawdlam/Kenfig Pool. This service ceased in November 2019, based on an operational decision by First Cymru Buses Ltd.

- 2.4 Despite efforts by Officers to encourage other bus operators to take over the route, at present, no other bus operator has registered to operate a local bus service via Mawdlam/Kenfig Pool, deeming it as non-commercially viable.

3. Current situation/ proposal

- 3.1 Following the request to reintroduce a bus service via Mawdlam/Kenfig Pool, the Cabinet Member for Regeneration, Economic Development and Housing and Officers approached First Cymru Buses Ltd to see if there would be any scope to reinstate a bus service via Mawdlam/Kenfig Pool. As a result, First Cymru Buses Ltd identified an opportunity to reinstate Service No. 63B, using the current Service No. 63 network/timetable, which is operated under the Supported Public Bus Routes Contract. See Appendix 1 and Appendix 3.
- 3.2 The proposal from First Cymru Buses Ltd is to divert an hourly journey via Mawdlam/Kenfig Pool, between the hours of 09:41 to 15:39 (Monday to Saturday). See Appendix 2 and Appendix 4.
- 3.3 The Supported Public Bus Routes Contract was awarded to First Cymru Buses Ltd following an open procurement process carried out under the Public Contracts Regulations 2015. The contract commenced on 1st April 2024 for an initial term of three years and an option to extend for a further two years. The estimated value of the contract over the potential five year term is £6,600,000 and is funded through the Welsh Government Bus Network Grant (BNG).
- 3.4 Rule 3.6A of the Council's Contract Procedure Rules provides that, subject to the prior approval of the Monitoring Officer, an existing contract procured under the Public Contracts Regulations 2015 may be modified in accordance with the regulatory grounds available under regulation 72 of the Public Contracts Regulations 2015. One such ground would be regulation 72(1)(b) which permits a modification of a procured contract where all of the following conditions are satisfied:
- additional services have become necessary and were not included in the initial procurement;
 - a change of contractor cannot be made for economic or technical reasons (such as requirements of interchangeability or interoperability);
 - a change of contractor would cause significant inconvenience or substantial duplication of costs for the contracting authority; and
 - any increase in price does not exceed 50% of the value of the original contract.

Where a contracting authority relies upon the above ground to modify a public contract it must publish a contract modification notice after the modification is made in accordance with regulation 51 of the Public Contracts Regulations 2015.

- 3.5 It is considered that the modification meets all of the conditions in 3.4 for the following reasons:

- The addition of service provision has been identified as an improvement to the bus network, which had not been identified in the initial procurement of bus services funded by the Welsh Government's Bus Network Grant (BNG).
- As an existing contractor is already providing the majority of the route, the introduction of a separate contract would not be practical in operational terms.
- To cease the existing contract and introduce a bespoke new service would cause substantial inconvenience for the Local Authority and the travelling public, and come at an increased cost to the Local Authority.
- The increase in contract cost does not exceed 50% of the original value of the contract.

3.6 First Cymru Buses Ltd have advised that the additional cost to reinstate the service is £64,566.00 per annum (£211.00 per day), which equates to £214,798.00 from 01 December 2025 to 31 March 2029 (remaining term of the contract). The current cost per annum for Service No. 63 is £421,580.30, operating Monday to Saturday. Officers approached the South East Wales Region for additional BNG funding, which has been granted for the remaining 2025-2026 financial year, and for the length of the current contract, which ends on 31 March 2029.

3.7 The proposal is to reinstate the route as soon as feasibility possible, with the commencement date to be confirmed and publicised, allowing sufficient time for Officers to agree a start date with First Cymru Buses Ltd, and allowing for the statutory 56 days' notice for First Cymru Buses Ltd to register the changes with the Office of the Traffic Commissioner.

4. Equality implications (including Socio-economic Duty and Welsh Language)

4.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA on this policy or proposal.

5. Well-being of Future Generations implications and connection to Corporate Well-being Objectives

5.1 This modification meets the five ways of working under the Well-being of Future Generations (Wales) Act 2015.

- **Long Term.**

Reinstating a bus service which currently doesn't exist, provides a community with numerous benefits for short term and long-term future generations, by promoting social equity, improving environmental quality, and fostering economic development.

- **Prevention**

A bus service aims to create a more sustainable, accessible, and efficient mode of transport, improving network planning and integration.

- **Integration**

A bus service creates well-connected neighbourhoods where people can easily access essential services and amenities. Also, aims to create a more sustainable, accessible, and efficient mode of transport, improving network planning and integration.

- **Collaboration and Involvement**

Working with First Cymru Buses Ltd, Welsh Government and Ward Members to develop a bus service which creates well-connected neighbourhoods where people can easily access essential services and amenities create.

5.2 The Council's Wellbeing Objectives:

- **Wellbeing Objective One - A County Borough where we protect our most vulnerable:**

A bus service contributes to safeguarding and well-being of passengers, especially children, young people and adults, as well as creating a safer environment for vulnerable individuals.

- **Wellbeing Objective Two – A County Borough with fair work, skilled, high-quality jobs and thriving towns:**

Reinstating a bus service links communities and local businesses for employment, training and education.

- **Wellbeing Objective Three – A County Borough with thriving valleys communities:**

Reinstating a bus service in a community offers numerous benefits for future generations by promoting social equity, improving environmental quality, and fostering economic development. It provides accessible and affordable transportation options, connecting people to essential services and opportunities while reducing reliance on private motor vehicles, thus contributing to a healthier and sustainable planet.

- **Wellbeing Objective Four – A County Borough where we help people meet their potential:**

A bus service creates a sustainable and accessible transport system that reduces its environmental impact and promotes social equity, both locally and regionally. This involves integrating modes of public transport, reducing carbon emissions, and ensuring affordability and accessibility for all.

- **Wellbeing Objective Five – A County Borough that is responding to the climate and nature emergency:**

A bus service creates a sustainable and accessible transport system that reduces its environmental impact, while reducing reliance on private motor vehicles.

- **Wellbeing Objective Six – A County Borough where people feel valued, heard and part of their community:**

The reintroduction of this bus service has been a result of requests received from Ward Members and residents.

- **Wellbeing Objective Seven – A County Borough where we support people to live healthy and happy lives:**

A bus service creates well-connected neighbourhoods where people can easily access essential services and amenities.

6. Climate Change and Nature Implications

- 6.1 Reintroducing a bus service through Mawdlam/Kenfig Pool provides an alternative means of travel, instead of the reliance on private motor vehicles and their associated emissions.

7. Safeguarding and Corporate Parent Implications

- 7.1 Reintroducing a bus service in Mawdlam/Kenfig Pool contributes to safeguarding and well-being of passengers, especially children, young people and adults, as well as creating a safer environment for vulnerable individuals.

8. Financial Implications

- 8.1 The South East Wales Region have approved additional BNG funding, which has been granted for the remaining 2025-2026 financial year, and for the length of the current contract, which ends on 31 March 2029. There are therefore no financial implications for BCBC as a result of this proposal.

9. Recommendation(s)

- 9.1 It is recommended that Cabinet:
- considers the content of the report and approve the modification of the existing contract for Service No. 63;
 - delegate authority to the Corporate Director for Communities, in consultation with the Head of Finance and Section 151 Officer and Chief Officer - Legal & Regulatory Services, HR & Corporate Policy, to agree the terms of and enter into any documents or deeds necessary to effect the modification.

Background Documents

- None