

# Pecyn Dogfennau



Mark James LLM, DPA, DCA  
Prif Weithredwr,  
Chief Executive,  
Neuadd y Sir, Caerfyrddin. SA31 1JP  
County Hall, Carmarthen. SA31 1JP

**DYDD MERCHER, 4 GORFFENAF 2018**

**AT: HOLL AELODAU'R CYNGOR SIR**

YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD O'R  
**CYNGOR SIR A GYNHELIR YN SIAMBR, NEUADD Y SIR, CAERFYRDDIN**  
AM **9.30 AM**, **DYDD MERCHER, 11<sup>EG</sup> GORFFENAF, 2018** ER MWYN  
CYFLAWNI'R MATERION A AMLINELLIR AR YR AGENDA SYDD YNGHLWM.

*Mark James* DYB

**PRIF WEITHREDWR**



**AILGYLCHWCH OS GWELWCH YN DDA**

<b>Swyddog Democraidd:</b>	<b>Janine Owen</b>
<b>Ffôn (llinell uniongyrchol):</b>	<b>01267 224030</b>
<b>E-bost:</b>	<b>JanineOwen@sirgar.gov.uk</b>
<b>Cyf:</b>	<b>AD016-001</b>



**EICH CYNGOR arleinamdani**  
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Gadewir y dudalen hon yn wag yn fwriadol

# AGENDA

1. YMDDIHEURIADAU AM ABSENOLDEB
2. DATGANIADAU O FUDDIANNAU PERSONOL.
3. CYHOEDDIADAU'R CADEIRYDD.
4. LLOFNODI YN GOFNOD CYWIR COFNODION CYFARFOD Y CYNGOR A GYNHALIWDYD AR YR 13<sup>EG</sup> MEHEFIN 2018 5 - 20
5. CWESTIYNAU GAN Y CYHOEDD (NID OEDD DIM WEDI DOD I LAW).
6. CWESTIYNAU GAN AELODAU:-

**6.1 CWESTIWN GAN Y CYNGHORYDD TINA HIGGINS I'R CYNGHORYDD PHILIP HUGHES, YR AELOD O'R BWRDD GWEITHREDOL DROS DDIOGELU'R CYHOEDD**

“A allai'r Aelod o'r Bwrdd Gweithredol sydd â chyfrifoldeb dros ddiogelu'r cyhoedd roi datganiad ynghylch y camau gweithredu y mae'r Cyngor wedi'u cymryd i fynd i'r afael â'r pla o glêr yn Llanelli, gan gynnwys pryd gafodd y Cyngor wybod am y broblem i gychwyn, pryd wnaeth ymateb, a manylion unrhyw gyngor arbenigol a gafwyd ynghylch y broblem?”

**6.2 CWESTIWN GAN Y CYNGHORYDD BILL THOMAS I'R CYNGHORYDD GLYNOG DAVIES, YR AELOD O'R BWRDD GWEITHREDOL DROS ADDYSG Y PHLANT**

“Dros ddwy flynedd, talodd darparwr athrawon cyflenwi mwyaf Cymru bron i £1 miliwn i ddau gyfarwyddwr. Eto, mae cyflogau ac amodau athrawon cyflenwi gryn dipyn yn is nag ar gyfer staff parhaol. O ganlyniad i'r annhegwch hwn cynhelir gwrthdystiad yng Nghaerdydd ar y 7<sup>fed</sup> o Orffennaf.

Beth mae'r Aelod o'r Bwrdd Gweithredol dros Addysg a Phlant yn ei wneud i drefnu bod athrawon cyflenwi yn cael eu comisiynu a'u cyflogi trwy drefniadau eraill, gan gynnwys eu cyflogi'n uniongyrchol?”

7. TAITH PRYDAIN 2018 21 - 24
8. YSTYRIED Y RHYBUDD O GYNNIG CANLYNOL:-

**8.1 CYNNIG A GYFLWYNWYD GAN Y CYNGHORYDD ANDRE MCPHERSON**

“Gofynnaf i'r Cyngor hwn gadarnhau'r cynnig hwn bod bagiau glas ar gyfer ailgylchu'n cael eu gwneud yn fwy trwchus a chryf.” Byddai hyn yn fwy cost effeithiol ac yn fwy addas i'r diben.”

9. YSTYRIED ARGYMHELLION Y BWRDD GWEITHREDOL O RAN Y MATERION CANLYNOL:-
- 9.1 CYNLLUN RHEOLI ASED AU PRIFFYRDD 25 - 76
- 9.2 ADRODDIAD BLYNYDDOL YNGYLCH RHEOLI'R TRYSORLYS A'R DANGOSYDD DARBODAETH 2017-2018 77 - 94
10. YSTYRIED ARGYMHELLAD Y PWYLLGOR GWASANAETHAU DEMOCRATAIDD O RAN Y MATER CANLYNOL:-
- 10.1 GWEITHIO'N DDI-BAPUR 95 - 102
11. DERBYN ADRODDIAD CYFARFOD Y BWRDD GWEITHREDOL A GYNHALIWDYD AR Y 4 MEHEFIN 2018 103 - 116
12. AELODAETH PWYLLGORAU:
- 12.1 NODI BOD Y GRWP LLAFUR WEDI ENWEBU'R CYNGHORYDD FOZIA AKHTAR I GYMERYD LLE'R CYNGHORYDD ANDRE MCPHERSON AR Y PWYLLGOR TRWYDDEDU
13. RHOI RHYDDFRANT SIR GAERFYRDDIN I MR DAVID TOM DAVIES OBE, BERLLAN FACH, DRYSLWYN, CAERYFYRDDIN [BYDD YR EITEM YMA YN CAEL EI GYMRYD AM 11:30 A.M.]
14. COFNODION ER GWYBODAETH (AR GAEL AR Y WEFAN)
- 14.1 PWYLLGOR CRONFA BENSIWN DYFED - 14 MAWRTH, 2018
- 14.2 PWYLLGOR CRONFA BENSIWN DYFED - 4 MAI, 2018
- 14.3 PWYLLGOR CRAFFU CYMUNEDAU - 11 MAI, 2018
- 14.4 PWYLLGOR CRAFFU ADDYSG A PHLANT - 14 MAI, 2018
- 14.5 PWYLLGOR CYNLLUNIO - 15 MAI, 2018
- 14.6 CYFARFOD AR Y CYD Y PWYLLGORAU CRAFFU DIOGELU'R CYHOEDD A'R AMGYLCHEDD & GOFAL CYMDEITHASOL AC IECHYD - 21 MAI, 2018
- 14.7 PWYLLGOR CRAFFU GOFAL CYMDEITHASOL AC IECHYD - 21 MAI, 2018
- 14.8 PWYLLGOR TRWYDDEDU - 24 MAI, 2018
- 14.9 PWYLLGOR CYNLLUNIO - 31 MAI, 2018
- 14.10 PWYLLGOR GWASANAETHAU DEMOCRATIADD - 11 MEHEFIN, 2018
- 14.11 PWYLLGOR SAFONAU - 15 MEHEFIN, 2018

DS: Mae adroddiadau yn cael eu hargraffu mewn du a gwyn yn unig er mwyn arbed costau. Fodd bynnag mae pob adroddiad ar gael ar-lein fel y gall aelodau o'r Pwyllgor / Cyngor Sir a'r cyhoedd weld lluniau/graffiau mewn lliw.

## DYDD MERCHER, 13 MEHEFIN 2018

**YN BRESENNOL:** Cyngorydd J.M. Charles (Cadeirydd)

Y Cynghorwyr:-

S.M. Allen	L.R. Bowen	K.V. Broom	C.A. Campbell
D.M. Cundy	S.A. Curry	C.A. Davies	T.A.J. Davies
G. Davies	H.L. Davies	I.W. Davies	J.A. Davies
S.L. Davies	W.R.A. Davies	E. Dole	J.S. Edmunds
P.M. Edwards	H.A.L. Evans	L.D. Evans	R.E. Evans
W.T. Evans	A.L. Fox	S.J.G. Gilasbey	C.J. Harris
P. Hughes-Griffiths	T.M. Higgins	J.K. Howell	P.M. Hughes
A. James	J.D. James	R. James	D.M. Jenkins
J.P. Jenkins	G.H. John	C. Jones	B.W. Jones
D. Jones	G.R. Jones	H.I. Jones	A. Lenny
M.J.A. Lewis	K. Lloyd	K. Madge	S. Matthews
A.S.J. McPherson	E. Morgan	A.G. Morgan	D. Nicholas
B.D.J. Phillips	J.S. Phillips	D. Price	J.G. Prosser
B.A.L. Roberts	E.M.J.G. Schiavone	H.B. Shepardson	A.D.T. Speake
L.M. Stephens	B. Thomas	D. Thomas	E.G. Thomas
G.B. Thomas	J. Tremlett	A.Vaughan Owen	D.T. Williams
D.E. Williams	J.E. Williams		

**Yr oedd y swyddogion canlynol yn gwasanaethu yn y cyfarfod:-**

M. James, Prif Weithredwr  
 J. Morgan, Cyfarwyddwr y Gwasanaethau Cymunedau  
 C. Moore, Cyfarwyddwr Gwasanaethau Corfforaethol  
 Mrs R. Mullen, Cyfarwyddwr yr Amgylchedd  
 G. Morgans, Cyfarwyddwr Addysg a Phlant  
 W. Walters, Cyfarwyddwr Adfywio a Pholisi  
 L.R. Jones, Pennaeth Gweinyddiaeth a'r Gyfraith  
 P.R. Thomas, Prif Weithredwr Cynorthwyol (Rheoli Pobl a Pherfformiad)  
 H. Morgan, Rhelwr Datblygu Economaidd  
 L. Quelch, Y Pennaeth Cynllunio  
 R Llewellyn, Performance, Governance and Policy Officer  
 K. Thomas, Swyddog Gwasanaethau Democraidd

**Siambwr, Neuadd y Sir - 10.00 am - 1.35 pm**

**1. YMDDIHEURIADAU AM ABSENOLDEB**

Cafwyd ymddiheuriadau am absenoldeb gan y Cynghorwyr C. Evans, D. Harries, J. Jones, S. Najmi a G. Thomas

**2. DATGANIADAU O FUDDIANAU PERSONOL.**

Y Cynghorydd	Rhif y Cofnod	Y Math o Fuddiant
M.J.A. Lewis	8.1 – Y Fersiwn Ddrafft o'r Canllawiau	Mae ganddi dyrbinau gwynt ar ei thir

	Cynllunio Atodol – Ynni Gwynt ac Ynni'r Haul – Cynllun Datblygu Lleol Sir Gaerfyrddin	
M.J.A. Lewis	8.2 – Newid enwau Cyngor Cymuned Trelech a Chyngor Cymuned Cwarter Bach	Mae ei gŵr yn aelod o Gyngor Cymuned Trelech
Glynog Davies	8.2 – Newid enwau Cyngor Cymuned Trelech a Chyngor Cymuned Cwarter Bach	Aelod o Gyngor Cymuned Cwarter Bach
H.A.L. Evans	8.5 – Cartrefi Croeso Ltd – Gofynion Ariannu, Penodi Cyfarwyddwyr a dirprwyo materion Cytundeb y Cyfranddalwyr	Ei chwaer yw Prif Weithredwr Cymdeithas Tai Bro Myrddin
H.B. Shepardson	8.7 – Y Rhaglen Moderneiddio Addysg – Cynnig i ddarparu darpariaeth feithrin yn Ysgol Parc y Tywyn drwy gynyddu'r ystod oedran o 4-11 i 3-11	Personol – Un o lywodraethwyr yr ysgol
A Vaughan Owen	8.1 – Y Fersiwn Ddrafft o'r Canllawiau Cynllunio Atodol – Ynni Gwynt ac Ynni'r Haul – Cynllun Datblygu Lleol Sir Gaerfyrddin	Mae'n gweithio yn y sector ynni
A Vaughan Owen	8.6 – Rhaglen Moderneiddio Addysg – Cynnig i gynyddu nifer lleoedd Ysgol Gymunedol Gors-las o 4-11 i 3-11	Aelod o Gyngor Cymuned Gors-las ac ynghlwm wrth werthu'r tir i'r Cyngor Sir
K. Madge	7.1 – Rhybudd o Gynnig a Gyflwynwyd gan y Cynghorydd K. Lloyd	Mae ei ferch yn gweithio ym maes Gofal Cymdeithasol
J.D. James	8.7 – Y Rhaglen Moderneiddio Addysg – Cynnig i ddarparu darpariaeth feithrin yn Ysgol Parc y Tywyn drwy gynyddu'r ystod oedran o 4-11 i 3-11	Un o lywodraethwyr yr ysgol
A Fox	8.7 – Y Rhaglen Moderneiddio Addysg – Cynnig i ddarparu darpariaeth feithrin yn Ysgol Parc y Tywyn	Un o lywodraethwyr yr ysgol

	drwy gynyddu'r ystod oedran o 4-11 i 3-11	
D. Price	8.6 – Rhaglen Moderneiddio Addysg – Cynnig i gynyddu nifer lleoedd Ysgol Gymunedol Gors-las o 4-11 i 3-11	Aelod o Gyngor Cymuned Gors-las ac ynghlwm wrth werthu'r tir i'r Cyngor Sir
B. Jones	8.7 – Y Rhaglen Moderneiddio Addysg – Cynnig i ddarparu darpariaeth feithrin yn Ysgol Parc y Tywyn drwy gynyddu'r ystod oedran o 4-11 i 3-11	Mae ei mab yn athro ym Mharc y Tywyn
J. Morgan – Cyfarwyddwr yr Adran Cymunedau	8.5 – Cartrefi Croeso Ltd – Gofynion Ariannu, Penodi Cyfarwyddwyr a dirprwyo materion Cytundeb y Cyfranddalwyr	Un o Gyfarwyddwyr y Cwmni
W. Walters – y Cyfarwyddwr Adfywio a Pholisi	8.5 – Cartrefi Croeso Ltd – Gofynion Ariannu, Penodi Cyfarwyddwyr a dirprwyo materion Cytundeb y Cyfranddalwyr	Un o Gyfarwyddwyr y Cwmni

### 3. CYHOEDDIADAU'R CADEIRYDD.

Cydymdeimlwyd â theulu'r diweddar Gynghorydd Alun Davies.

Cododd holl aelodau'r Cyngor i gofio'n dawel am y Cynghorydd Davies ac wedi hynny cafwyd teyrngedau gan y Cynghorwyr E. Dole, L.M. Stephens a K. Madge ar ran pob plaid wleidyddol.

Cydymdeimlwyd â'r cyn-Gynghorydd Sir, D. Williams, ar farwolaeth ei wraig.

Estynnwyd llongyfarchiadau i:-

- Meinir Lloyd o Gaerfyrddin (adnabyddir hi hefyd fel Meinir Hughes Griffiths) a fydd yn derbyn Medal T.H. Parry-Williams yn yr Eisteddfod Genedlaethol
- Y bobl ganlynol a fydd yn cael eu derbyn i Orsedd y Beirdd yn yr Eisteddfod Genedlaethol:
  - Elaine Edwards, Caerfyrddin – cyn-lywydd UCAC
  - Huw Edwards, Llangennech – Darlledwr
  - Margarette Hughes – Hendy-gwyn ar Daf – ei chyfraniad i'r Gymraeg a'r diwylliant
  - Eric Jones – Pencader – Stiward ac Arolygydd yn yr Eisteddfod Genedlaethol a'r Urdd er 1984
  - Dr Rhys Thomas – New Inn Llandeilo – cyfraniad i feddygaeth
  - Rosemary Williams – Crucywel – (o Llandeilo'n wreiddiol) – cyfraniad at y Gymraeg a'r diwylliant yn ardal y Fenni.
- Y bobl ganlynol sydd wedi cael cydnabyddiaeth Frenhinol:

- Yr MBE  
Dr Gareth Collier – Dryslwyn – Meddyg Ymgynghorol yr Anadl yn Ysbyty Glangwili am ei wasanaeth i drin canser yr ysgyfaint yng Nghymru;

Tracy Pike – Llanelli – Prif Weithredwr Cymdeithas Ieuencid a Phlant Sir Gaerfyrddin – Gwasanaeth i bobl ifanc (Llanelli);

Michael James Worthington Williams, Cenarth am ei wasanaeth i'r diwydiant moduro;

- Medal yr Ymerodraeth Brydeinig – BEM  
William Henry Gerwyn Jenkins, Llanelli am ei wasanaeth i'r Samariaid yn Abertawe

- Tafarn y Cottage ger Llandeilo ar ennill gwobr 'Tafarn y Flwyddyn' y Gynghrair Cefn Gwlad
- Ysgol Gymraeg Brynsierfel, sef yr ysgol Gymraeg gyntaf yn Sir Gaerfyrddin i gael Gwobr Arian y Siarter Iaith
- Staff yr Adran Gynllunio am ennill gwobr 'Rhagoriaeth wrth gynllunio ar gyfer yr Amgylchedd Naturiol' yng ngwobrau'r Sefydliad Cynllunio Trefol Brenhinol a hynny yn achos Ardal Cadwraeth Arbennig Caeau'r Mynydd Mawr – y Canllawiau Cynllunio Atodol a Phrosiect Britheg y Gors.
- Y Cynghorydd Ann Davies ar gael Gradd Meistr mewn Addysg ac ar gael ei phenodi'n ddarpar Gadeirydd Undeb Amaethwyr Cymru yn Sir Gaerfyrddin.

Cyfeiriodd y Cadeirydd at nifer o ddigwyddiadau yr oedd wedi'u mynychu ers dechrau ar ei gyfnod yn y swydd, yn enwedig Ras Goffa Robert Hobbs yng Nghaerfyrddin a enillwyd gan Marcin Białobłocki o Wlad Pwyl.

Diolchodd y Cadeirydd i bawb a oedd yn bresennol yn ei Wasanaeth Dinesig diweddar lle codwyd dros £1,000 i'w elusennau – Ambiwlans Awyr Cymru a Chymdeithas Alzheimer Cymru.

Rhoddodd yr Aelod o'r Bwrdd Gweithredol dros Ddiwylliant, Chwaraeon a Thwristiaeth wybod i'r Cyngor am y cyhoeddiad diweddar y byddai Sir Gaerfyrddin yn cynnal *Grand Départ* ras feicio Taith Prydain OVO Energy 2018 a fydd yn dechrau ym Mharc Gwledig Pen-bre ac yn ymlwybro drwy Sir Gaerfyrddin ar ei ffordd i Gasnewydd. Cyfeiriodd at yr amrywiaeth o ddigwyddiadau a gynhelir i nodi'r digwyddiad ac anogodd bob cymuned, yn enwedig y rheiny y bydd y daith yn mynd trwyddynt, i nodi'r digwyddiad yn yr un modd ac i arddangos Sir Gaerfyrddin i'r gynulleidfa deledu fyd-eang.

Rhoddodd yr Aelod o'r Bwrdd Gweithredol dros Ddiogelu'r Cyhoedd wybod i'r Cyngor am yr anawsterau a gafwyd yn ddiweddar gyda'r pla o bryfed yn Ne Llanelli ac am darddiad tebygol y pla, sef safle ailgylchu metel yng nghyffiniau Seaside yn Ward Glanymôr. Disgrifiodd y camau a gymerwyd gan staff a phartneriaid y Cyngor wrth fynd i'r afael â'r achos a rhoddodd wybod y byddai Cyfoeth Naturiol Cymru, sef y corff sy'n gyfrifol am roi trwydded i'r safle, bellach yn cymryd cyfrifoldeb llawn am oruchwylio'r gwaith o drin a thynnu ymaith wastraff y safle ac am gymryd unrhyw gamau gorfodi, os oes angen. Cadarnhaodd fod perchnogion y cwmni wedi gweithredu i unioni'r anawsterau ac i ymdrechu i atal achos o'r fath yn y dyfodol.



**4. LLOFNODI YN GOFNODION CYWIR COFNODION CYFARFODYDD Y CYNGOR A GYNHALIWYD AR Y DYDDIADAU CANLYNOL:**

**4.1. 18FED EBRILL, 2018**

**PENDERFYNWYD YN UNFRYDOL** Iofnodi bod cofnodion cyfarfod y Cyngor a gynhaliwyd ar 18 Ebrill, 2018 yn gywir.

**4.2. 16EG MAI, 2018**

**PENDERFYNWYD YN UNFRYDOL** Iofnodi bod cofnodion cyfarfod y Cyngor a gynhaliwyd ar 16 Mai, 2018 yn gywir.

**5. CWESTIYNAU GAN Y CYHOEDD (NID OEDD DIM WEDI DOD I LAW).**

Dywedodd y Cadeirydd nad oedd dim cwestiynau wedi dod i law gan y cyhoedd

**6. CWESTIYNAU GAN AELODAU:-**

**6.1. CWESTIWN GAN Y CYNGHORYDD ROB EVANS I'R CYNGHORYDD GLYNOG DAVIES - AELOD Y BWRDD GWEITHREDOL DROS ADDYSG A PHLANT**

Rhoddodd y Cynghorydd R. Evans wybod ei fod yn tynnu ei gwestiwn yn ôl.

**PENDERFYNWYD YN UNFRYDOL** nodi bod y cwestiwn wedi cael ei dynnu yn ôl.

**7. YSTRIED Y RHYBUDDION O GYNNIG CANLYNOL:-**

**7.1. CYNNIG A GYFLWYNWYD GAN Y CYNGHORYDD COUNCILLOR KEN LLOYD**

(NODER: Roedd y Cynghorydd K. Madge wedi datgan buddiant yn yr eitem hon yn gynharach a pharhaodd yn y cyfarfod tra oedd yr eitem yn cael ei thrafod)

Ystyriodd y Cyngor y Rhybudd o Gynnig canlynol a gyflwynwyd gan y Cynghorydd Ken Lloyd:

“Yn unol ag Amcan Llesiant 10 y Cyngor

**‘Heneiddio’n Dda – Cefnogi’r nifer gynyddol o bobl hŷn er mwyn iddynt gadw’u hurddas a’u hannibyniaeth wrth iddynt heneiddio’**

gofynnwn i'r Cyngor edrych ar y posibilrwydd o wneud Sir Gaerfyrddin yn sir sy'n cefnogi pobl â dementia yn debyg i raglen y Gymdeithas Alzheimer - Cymunedau sy'n cefnogi pobl â dementia. Rhwng bod poblogaeth fwyfwy hen yn y sir a bod pwyslais cynyddol ar ofal a thriniaeth yn y gymuned yn hytrach nag mewn ysbyty neu gartref gofal, mae mwy o bobl yn byw yn ein cymunedau yn Sir Gaerfyrddin â dementia; felly mae angen inni nodi beth yn union yw 'cefnogi pobl â dementia' a beth yw'r meysydd allweddol ar gyfer gweithredu wrth weithio tuag at Sir Gaerfyrddin sy'n cefnogi pobl â dementia.”

Eiliwyd y Cynnig.

Rhodddwyd cyfle i gynigydd ac eilydd y Cynnig siarad o blaid y Cynnig a bu iddynt amlinellu'r rhesymau dros ei gyflwyno, fel y'u nodwyd yn y Cynnig.

Gwnaed nifer o ddatganiadau yn mynegi cefnogaeth i'r Cynnig.

**PENDERFYNWYD YN UNFRYDOL fod y Rhybudd o Gynnig yn cael ei gefnogi.**

## **7.2. CYNNIG A GYFLWYNWYD GAN Y CYNGHORYDD GARETH JOHN**

Ystyriodd y Cyngor y Rhybudd o Gynnig canlynol a gyflwynwyd gan y Cynghorydd Gareth John:

“Rydym yn galw ar Lywodraeth Cymru i gydnabod o'r diwedd fod Bwrdd Iechyd Hywel Dda yn methu ymdopi â'r heriau y mae'n eu hwynebu a bod ei sefyllfa bellach yn anghynladwy. Serch y bu cyllid ychwanegol gan y llywodraeth, mae'r gwasanaethau allweddol wedi mynd yn gynyddol fregus, sy'n bwrw amheuaeth ar ba mor ddiogel yw'r cleifion.

Byddai gofal cymunedol integredig yn ffordd effeithiol o leddfu llawer o'r pwysau ar ein hysbytai, ond er gwaetha'r consensws o blaid y newid hwn bu'r symud tuag ato yn rhwystredig o araf.

Nid yw strwythurau rheoli ar wahân yn cefnogi dull integredig o'r fath ac, fel y profwyd, ni all maes lechyd na'r awdurdodau lleol gyflawni'r newid sydd ei angen ar eu pen eu hunain.

Er mwyn gwireddu gofal integredig, rhaid cynyddu'r gallu yn sylweddol ym meysydd gofal sylfaenol, gofal cymunedol a gofal cymdeithasol, a rhaid iddynt weithio'n hwylus ar draws ffiniau. Byddai timau gofal iechyd sylfaenol a thimau iechyd y cyhoedd integredig, sy'n cynnwys ystod gynhwysfawr o weithwyr proffesiynol clinigol, anfeddygol a gofal cymdeithasol, mewn sefyllfa lawer gwell i fynd i'r afael â'r heriau a ddaw yn sgil poblogaeth sy'n heneiddio na natur anghyson y trefniadau sefydliadol presennol.

Felly galwn ar Lywodraeth Cymru i greu gwasanaeth lechyd a Gofal Cymunedol a fyddai'n darparu ac yn rheoli model cymdeithasol integredig ar gyfer iechyd a gofal ledled ardal Hywel Dda.

Byddai'r gwasanaeth yn atebol yn ddemocrataidd i'r etholwyr drwy'r tri awdurdod lleol ac yn atebol i'r bwrdd iechyd a fyddai'n cadw'r cyfrifoldeb statudol am ei swyddogaethau a'i staff.”

Cynigiwyd y gwelliant canlynol i'r cynnig gan y Cynghorydd R. James ac fe'i heiliwyd:

“Dileu paragraffau 1 i 4 a rhoi'r canlynol yn eu lle:

Ar 26 Mawrth, pleidleisiodd y Bwrdd Gweithredol yn unfrydol dros drefniadau rhanbarthol newydd ar gyfer y cronfeydd ar y cyd a Chynllun Ardal Gorllewin Cymru 2018-23 i ddarparu gwasanaethau di-dor rhwng iechyd a gofal cymdeithasol.

Mae nifer o heriau ynghlwm wrth ofal sylfaenol yng Ngorllewin Cymru, oherwydd mesurau cyni parhaus Llywodraeth y Deyrnas Unedig ynghyd â tharged mudo'r Prif Weinidog o ran gweithwyr medrus sy'n effeithio ar ein gallu i recriwtio, ac mae angen inni sicrhau bod byrddau iechyd yn y sefyllfa orau posibl i ymdrin â'r heriau hyn.

Ym mharagraff 5, dileu'r hyn sy'n dilyn 'Felly rydym yn galw ar Lywodraeth Cymru i' a rhoi'r canlynol yn ei le:

Cynnal adolygiad brys i asesu gallu pob bwrdd iechyd i gyflawni amcanion Llywodraeth Cymru”.

Gofynnodd y Cadeirydd i'r Pennaeth Gweinyddiaeth a'r Gyfraith roi cyngor cyfreithiol am y newid a rhoddodd wybod nad newid oedd hwn yn ei barn hi a'i fod, i bob diben, yn gynnis ynddo'i hun.

Ar ôl ystyried y cyngor, barnodd y Cadeirydd fod y gwelliant yn amhriodol ac nad oedd modd ei dderbyn.

Rhoddwyd cyfle i gynigydd ac eilydd y Cynnig siarad o blaid y Cynnig a bu iddynt amlinellu'r rhesymau dros ei gyflwyno, fel y'u nodwyd yn y Cynnig.

Gwnaed nifer o ddatganiadau o blaid ac yn erbyn y Cynnig, ac ar ôl hynny

### **PENDERFYNODD y Cyngor gefnogi'r Cynnig.**

## **8. YSTYRIED ARGYMHELLION Y BWRDD GWEITHREDOL O RAN Y MATERION CANLYNOL:-**

### **8.1. Y FERSIWN DRAFFT O'R CANLLAWIAU CYNLLUNIO ATODOL – YNNI GWYNT AC YNNI'R HAUL CYNLLUN DATBLYGU LLEOL SIR GAERFYRDDIN**

(NODER: Roedd y Cynghorwyr M.J.A Lewis ac A. Vaughan Owen wedi datgan buddiant yn yr eitem hon yn gynharach a gadawsant Siambr y Cyngor tra oedd y Cyngor yn ystyried yr eitem)

Rhoddwyd gwybod i'r Cyngor bod y Bwrdd Gweithredol, yn ei gyfarfod ar 30 Ebrill, 2018 (gweler Cofnod 9) wedi ystyried adroddiad ar y Canllawiau Cynllunio Atodol Drafft ynghylch Ynni Gwynt ac Ynni'r Haul a baratowyd i ategu ac ymhelaethu polisiâu a darpariaethau Cynllun Datblygu Lleol Cyngor Sir Caerfyrddin cyn iddo gael ei fabwysiadu'n ffurfiol, gan adlewyrchu'r ymrwymiad a nodir yn y Cynllun Datblygu Lleol.

### **PENDERFYNWYD YN UNFRYDOL fabwysiadu argymhellion canlynol y Bwrdd Gweithredol:**

**“ cymeradwyo bod y fersiwn ddrafft o'r Canllawiau Cynllunio Atodol a nodir yn yr adroddiad yn destun ymgynghori cyhoeddus ffurfiol am chwe wythnos;**

**Cymeradwyo cyhoeddi'r Canllawiau o ran Effaith Gronnol Tyrbinau Gwynt ar Amwynder Gweledol a Thirwedd a'r Astudiaethau Sensitifrwydd a Chynhwysedd Tirwedd fel dogfennau ategol i'r Canllawiau Cynllunio Atodol a'r Cynllun Datblygu Lleol Diwygiedig sydd ar ddod;**

**awdurdodi'r Pennaeth Cynllunio i gywiro gwallau argraffu, gwallau cartograffig neu wallau gramadegol a gwneud diwygiadau er mwyn gwella'r cywirdeb a gwneud yr ystyr yn gliriach.”**

## **8.2. NEWID ENW CYNGOR CYMUNED TRE-LECH AC ENW SAESNEG CYNGOR CYMUNED CWARTER BACH**

(NODER: Roedd y Cynghorwyr G. Davies a M.J.A Lewis wedi datgan buddiant yn yr eitem hon yn gynharach a bu iddynt barhau yn Siambr y Cyngor tra oedd y Cyngor yn ystyried yr eitem)

Rhodddwyd gwybod i'r Cyngor bod y Bwrdd Gweithredol, yn ei gyfarfod ar 30 Ebrill, 2018 (gweler Cofnod 10) wedi ystyried adroddiad ar geisiadau a gafwyd gan glerc Cod Cyngor Cymuned Cwarter Bach a Chyngor Cymuned Tre-lech i newid yr enwau i Gyngor Cymuned Cwarter Bach (yn y Saesneg) a Chyngor Cymuned Tre-lech a'r Betws.

**PENDERFYNWYD YN UNFRYDOL fabwysiadu'r argymhelliad canlynol gan y Bwrdd Gweithredol i'r Cyngor**

**“ei fod yn cymeradwyo newid enwau Cyngor Cymuned Cwarter Bach (yn y Saesneg) o *Quarter Bach Community Council* i *Cwarter Bach Community Council* a Chyngor Cymuned Tre-lech i Gyngor Cymuned Tre-lech a'r Betws.”**

## **8.3. BARGEN DDINESIG BAE ABERTAWE**

Rhodddwyd gwybod i'r Cyngor bod y Bwrdd Gweithredol, yn ei gyfarfod ar 4 Mehefin, 2018 (gweler Cofnod 6) wedi ystyried adroddiad ar sefydlu'n ffurfiol Gyd-bwyllgor Bargaen Ddinesig Bae Abertawe a'r ffrydiau cyllido cysylltiedig.

Atgoffwyd y Cyngor ei fod eisoes, ar y cyd â thri awdurdod lleol Abertawe, Castell-nedd Port Talbot, a Sir Benfro, wedi llofnodi Cytundeb y Fargaen Ddinesig (Penawdau'r Telerau) - sy'n werth cyfanswm o £1.3bn - a oedd wedi'i lofnodi gan lywodraeth y Deyrnas Unedig a Llywodraeth Cymru ar 20 Mawrth 2018. Wedi hynny roedd Bargaen Ddinesig Bae Abertawe wedi bod yn gweithredu ar ffurf gysgodol ac roedd yr adroddiad cyfredol yn nodi fframwaith cyfreithiol y Cyd-bwyllgor gan ymgorffori trefniadau llywodraethu a ffrydiau cyllido cysylltiedig i'r Cyngor eu cymeradwyo. Os byddai'r adroddiad yn cael ei fabwysiadu gan y Cyngor, nodwyd y byddai angen hefyd i'r tri awdurdod lleol arall ei gymeradwyo a hynny erbyn diwedd Gorffennaf 2018.

Wrth ystyried yr adroddiad, cyfeiriwyd at ran 5.0 ohono a oedd yn ymwneud ag aelodaeth y Cyd-bwyllgor, sef 12 aelod, tri o bob un o'r awdurdodau lleol sy'n rhan ohono. Gofynnwyd am sicrwydd – ac fe'i rhodddwyd – y byddai cynrychiolaeth Sir Gaerfyrddin ar y Cyd-bwyllgor yn wleidyddol gytbwys gydag un aelod o bob grŵp gwleidyddol.

## **PENDERFYNWYD YN UNFRYDOL fabwysiadu argymhellion canlynol y Bwrdd Gweithredol:**

**“Cymeradwyo sefydlu Cyd-bwyllgor Bargen Ddinesig Bae Abertawe a'r trefniadaeth llywodraethu cysylltiedig;  
Cymeradwyo Cytundeb Drafft y Cyd-bwyllgor a dirprwyo awdurdod i'r Prif Weithredwr, a fyddai'n ymgynghori â'r Arweinydd, i wneud newidiadau bychain ac angenrheidiol i'r Cytundeb, gyda sêl bendith yr awdurdodau partner a llywodraethau'r Deyrnas Unedig a Chymru, i gwblhau'r Cytundeb;  
Cymeradwyo sefydlu Cyd-bwyllgor Craffu Bargen Ddinesig Bae Abertawe;  
Cymeradwyo'r cynnig bod Cyngor Sir Caerfyrddin yn cyfrannu £50k y flwyddyn dros 5 mlynedd i dalu am gostau swyddogaethau'r Cyd-bwyllgor, y Bwrdd Strategaeth Economaidd, Bwrdd y Rhaglen, y Cyd-bwyllgor Craffu, y Corff Atebol a'r Swyddfa Ranbarthol a chymeradwyo'r egwyddor bod rhagor o gyllid yn cael ei ddarparu sy'n cyfateb i frigidoriad o 1.5% o ddyraniad ariannol y Fargen Ddinesig. Dirprwyo'r gwaith o gytuno ar sylfaen y ddarpariaeth ariannu hon i Gyfarwyddwr y Gwasanaethau Corfforaethol gan ymgynghori â'r Aelod o'r Bwrdd Gweithredol dros Adnoddau;  
Awdurdodi Cyfarwyddwr y Gwasanaethau Corfforaethol (Swyddog Adran 151) i archwilio a gweithredu'r benthyciad cymesur mwyaf priodol i ariannu'r prosiectau rhanbarthol a gyflwynir yn ardal y Cyngor;  
Awdurdodi Cyfarwyddwr y Gwasanaethau Corfforaethol i drafod â'i gyd-gyfarwyddwyr y dyraniad mwyaf priodol o ran cadw trethi annomestig rhanbarthol yn achos yr 11 prosiect.”**

### **8.4. FERSIWN DDRAFFT O STRATEGAETH GORFFORAETHOL NEWYDD 2018-23**

Rhoddwyd gwybod i'r Cyngor bod y Bwrdd Gweithredol, yn ei gyfarfod ar 4 Mehefin, 2018 (gweler Cofnod 7) wedi ystyried Strategaeth Gorfforaethol ddrafft newydd y Cyngor ar gyfer 2018-23. Os caiff ei fabwysiadu gan y Cyngor bydd yn cymryd lle'r Strategaeth bresennol a gyhoeddwyd yn 2015 a bydd yn cyfuno'r cynlluniau canlynol i un ddogfen:

- Strategaeth Gorfforaethol 2015-20;
- yr Amcanion Gwella, yn unol â gofynion Mesur Llywodraeth Leol 2009;
- yr Amcanion Llesiant, fel sy'n ofynnol o dan Ddeddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 – nid oedd angen i'r rhain newid bob blwyddyn, na gorfod eu rhoi ar waith o fewn blwyddyn, ac roedd yn hollol gymwys gosod amcanion sy'n para mwy na blwyddyn;
- prosiectau a rhaglenni allweddol Bwrdd Gweithredol Cyngor Sir Caerfyrddin am y 5 mlynedd nesaf, fel y nodir yn “Symud Ymlaen yn Sir Gaerfyrddin: y 5 mlynedd nesaf”.

**PENDERFYNWYD YN UNFRYDOL fabwysiadu argymhellion canlynol y Bwrdd Gweithredol:-**

**“Cyflwyno Strategaeth Gorfforaethol newydd i gymryd lle'r Strategaeth Gorfforaethol bresennol a gyhoeddwyd yn 2015, er mwyn cynnwys yr Amcanion Llesiant a'r Amcanion Gwella ac ymgorffori'r prosiectau a'r rhaglenni allweddol a nodir yn Symud Ymlaen yn Sir Gaerfyrddin: y 5 mlynedd nesaf; Cadw'r un set o Amcanion Llesiant ar gyfer 2018/19 ynghyd ag amcan ychwanegol ynghylch Adeiladu Gwell Cyngor a Gwneud Gwell Defnydd o Adnoddau”.**

**8.5. CARTREFI CROESO CYF GOFYNION ARIANNU, PENODI CYFARWYDDWYR A DIRPRWYO CYTUNDEB CYFRANDDALIWR**

(NODER:

- Roedd y Cyngorydd H.A.L. Evans wedi datgan buddiant yn yr eitem hon yn gynharach a gadawodd Siambr y Cyngor tra oedd y Cyngor yn ystyried yr eitem)
- Roedd Jake Morgan y Cyfarwyddwr Cymunedau a Wendy Walters y Cyfarwyddwr Adfywio a Pholisi wedi datgan buddiant yn yr eitem hon yn gynharach a gadawsant Siambr y Cyngor tra oedd y Cyngor yn ystyried yr eitem)

Rhodddwyd gwybod i'r Cyngor bod y Bwrdd Gweithredol, yn ei gyfarfod ar 4 Mehefin, 2018 (gweler Cofnod 8), wedi ystyried adroddiad ar benderfyniad blaenorol y Cyngor i sefydlu Cartrefi Croeso Cyf, cwmni tai sy'n berchen yn llwyr i'r Cyngor, er mwyn adeiladu tai i'w gwerthu a'u gosod ac i ysgogi rhagor o weithgarwch adfywio. Yn unol â'r penderfyniad hwnnw gofynnwyd i'r Cyngor ystyried adroddiad am yr eitemau canlynol ynghylch rhedeg y cwmni:

- Gofynion ariannu'r cwmni – ymgorffori Cynllun Busnes 'lefel uchel' 2018-2023 y cwmni;
- Y broses ar gyfer penodi cyfarwyddwyr;
- Dirprwyo materion Cytundeb y Cyfranddalwyr.

**PENDERFYNWYD mabwysiadu argymhellion canlynol y Bwrdd Gweithredol:-**

**Gofynion Ariannu:**

**Nodi Cynllun Busnes lefel uchel 2018 – 2023 y Cwmni, sydd wedi'i ddatblygu gan Adran Dai / Cyfarwyddiaeth Cymunedau y Cyngor, fydd yn cael ei fireinio yn dilyn astudiaethau dichonoldeb manwl y prosiect a'r ymchwiliadau safle;**

**Cytuno i dalu costau sefydlu'r Cwmni ar gyfer 2017/18 o'r cyllidebau referniw presennol, hyd at uchafswm o £100,000;**

**Cytuno ar Fenthyciad Costau Gweithredu i'r Cwmni mewn perthynas â'i gostau gweithredu yn 2018/19 hyd at uchafswm o £280,000. Bydd hyn yn cael ei drosglwyddo ymlaen llaw, yn chwarterol ac mewn cyfrannau o 25%;**

**Cytuno ar Fenthyciad Datblygu Prosiect pellach hyd at uchafswm o £750k, i'w ryddhau mewn cyfrannau y cytunir arnynt, er mwyn datblygu manylion busnes y cwmni i'r Cyngor eu hystyried ymhellach. Bydd y benthyciad hwn yn cael ei ddefnyddio i wneud cynnydd ar y canlynol:**

- **Gwerthusiadau datblygu pellach o wyth safle, gan gynnwys 2 brosiect gwledig. Bydd hyn yn cynnwys prisiad manwl, cymorth gwladwriaethol, cyngor cyfreithiol a chyngor ynghylch trethiant;**
- **Cynigion datblygu cynllun/ymchwiliadau safle cynhwysfawr a manwl ar gyfer tri safle, gan gynnwys un gwledig**
- **Modelau ariannol manwl a'r cyngor cysylltiedig ynghylch materion cyfreithiol a threthiant;**
- **Datblygu strategaeth gaffael effeithlon;**
- **Comisiynu gwerthusiadau technegol manwl ac arolygon cysylltiedig megis arolygon safle, pridd, trafniadaeth ac arolygon ecolegol;**
- **Cysylltu â chyfleustodau a chyrrff statudol;**
- **Comisiynu gwaith dylunio manwl a manylebau (a fydd hefyd yn cael eu defnyddio ar gyfer prosiectau dilynol);**
- **Derbyn Cyngor cyn cynllunio a chwblhau ymgynghoriad cyn cynllunio**

**Bydd swm cychwynnol o £250,000 o'r Benthyciad Datblygu Prosiect manwl ar gael i'r cwmni er mwyn symud ymlaen â'r prawf o gysyniad. Bydd y gwaith o gymeradwyo rhyddhau rhagor o gyllid (hyd at y terfyn bentyca) yn cael ei ddirprwyo i'r Prif Weithredwr a Chyfarwyddwr y Gwasanaethau Corfforaethol, ac fe gaiff ei ryddhau yn sgil arfarniad masnachol boddhaol o dri safle cychwynnol y prawf o gysyniad;**

**Nodwyd y bydd ceisiadau am fenthyciadau pellach ar gyfer gwariant ar ddatblygiadau mawr (er enghraifft, trosglwyddo tir, ffioedd proffesiynol, costau adeiladu) yn dod i law yn ôl yr angen a byddant yn rhan o'r cynllun busnes manwl a fydd yn cael ei gwblhau ar ôl i'r gwerthusiadau safle unigol gael eu cwblhau;**



Bydd y cyllid drwy fenthyciadau ar gael ar 3.5% yn uwch na'r gyfradd a bennir gan y Bwrdd Benthyciadau Gwaith Cyhoeddus ar gyfer y Benthyciad Costau Gweithredu a 2.2% yn uwch na chyfradd y Bwrdd Benthyciadau Gwaith Cyhoeddus ar gyfer y Benthyciad Datblygu Prosiect. Bydd elfennau terfynol y cytundeb benthyciad manwl yn cael eu dirprwyo i'r Prif Weithredwr a Chyfarwyddwr y Gwasanaethau Corfforaethol.

### Penodi Cyfarwyddwyr

Bod y penderfyniad i benodi a diswyddo Cyfarwyddwyr y Cwmni yn cael ei wneud gan y Prif Weithredwr mewn ymgynghoriad ag Arweinydd y Cyngor, ac ar ran y Bwrdd Gweithredol;

Bod y Cyfarwyddwr Cymunedau (Jake Morgan), a'r Cyfarwyddwr Adfywio a Pholisi (Wendy Walters) yn cael eu penodi yn gyfarwyddwyr y cwmni;

Y cytunir ar broses ffurfiol i benodi'r Cyfarwyddwyr sy'n weddill.

### Dirprwyo materion yn ymwneud â'r Cytundeb Cyfranddaliwr.

Dirprwyo awdurdod (lle bo modd) i'r Prif Weithredwr, ar ôl ymgynghori â Chyfarwyddwr y Gwasanaethau Corfforaethol, i weithredu ar ran y cyfranddaliwr mewn perthynas â'r Cytundeb Cyfranddaliwr”.

## **8.6. Y RHAGLEN MODERNEIDDIO ADDYSG - CYNNIG I GYNYDDU NIFER Y LLEOEDD YN YSGOL GYMUNEDOL GORSLAS O 110 I 210**

(NODER: Roedd y Cynghorwyr D. Price ac A. Vaughan Owen wedi datgan buddiant yn yr eitem hon yn gynharach a bu iddynt barhau yn Siambr y Cyngor tra oedd y Cyngor yn ystyried yr eitem)

### HYD Y CYFARFOD

Am 1.00pm tynnwyd sylw'r Cyngor at Reol 9 o'r Weithdrefn Gorfforaethol - 'Hyd Cyfarfod' - ac at y ffaith bod y cyfarfod wedi bod yn mynd rhagddo ers tair awr. Felly

**PENDERFYNWYD YN UNFRYDOL** fod Rheolau'r Weithdrefn Gorfforaethol yn cael eu rhoi o'r neilltu dros dro er mwyn gallu trafod yr eitemau oedd yn weddill ar yr agenda.

Rhodddwyd gwybod i'r Cyngor bod y Bwrdd Gweithredol, yn ei gyfarfod ar 4 Mehefin, 2018 (gweler Cofnod 15) wedi ystyried adroddiad ar ganlyniad yr Ymgynghoriad Statudol a wnaed gan y Cyngor ar ei gynnig i gynyddu nifer y lleoedd yn Ysgol Gymunedol Gors-las o 110 i 210.

**PENDERFYNWYD YN UNFRYDOL** fabwysiad argymhelliad canlynol y Bwrdd Gweithredol:-

“os bydd yn fodlon nad oes unrhyw gynigion cysylltiedig eraill; bod y cynnig statudol wedi bod yn destun ymgynghoriad ac wedi cael ei gyhoeddi yn unol â'r Côd Trefniadaeth Ysgolion a'i fod yn cynnwys yr holl wybodaeth berthnasol gan ystyried y ddogfen ymgynghori a'r adroddiad ymgynghori, ac nad oedd unrhyw wrthwynebiadau wedi dod i law mewn ymateb i'r



**Hysbysiad Statudol, y dylai'r Cyngor weithredu'r cynnig fel yr amlinellir yn yr Hysbysiad Statudol”.**

**8.7. Y RHAGLEN MODERNEIDDIO ADDYSG CYNNIG I DDARPARU DARPARIAETH FEITHRIN YN YSGOL PARC Y TYWYN DRWY GYNYDDU YR YSTOD OEDRAN O 4-11 I 3-11**

(NODER:

- Roedd y Cyngorydd B. Jones wedi datgan buddiant yn yr eitem hon a gadawodd Siambr y Cyngor tra oedd y Cyngor yn ystyried yr eitem
- Roedd y Cyngorwyr A. Fox, J.D James a H.B. Shepardson wedi datgan buddiant yn yr eitem hon a bu iddynt barhau yn Siambr y Cyngor tra oedd y Cyngor yn ystyried yr eitem)

Rhoddwyd gwybod i'r Cyngor bod y Bwrdd Gweithredol, yn ei gyfarfod ar 4 Mehefin, 2018 (gweler Cofnod 16) wedi ystyried adroddiad ar ganlyniad yr Ymgynghoriad Statudol a wnaed gan y Cyngor ar ei gynnig i ddarparu addysg feithrin yn Ysgol Parc y Tywyn drwy gynyddu ei hystod oedran o 4-11 i 3-11.

**PENDERFYNWYD YN UNFRYDOL fabwysiadu'r argymhelliad canlynol gan y Bwrdd Gweithredol:-**

**“os bydd yn fodlon nad oes unrhyw gynigion cysylltiedig eraill; bod y cynnig statudol wedi bod yn destun ymgynghoriad ac wedi cael ei gyhoeddi yn unol â'r Côt Trefniadaeth Ysgolion a'i fod yn cynnwys yr holl wybodaeth berthnasol gan ystyried y ddogfen ymgynghori a'r adroddiad ymgynghori, ac nad oedd unrhyw wrthwynebiadau wedi dod i law mewn ymateb i'r Hysbysiad Statudol, y dylai'r Cyngor weithredu'r cynnig fel yr amlinellir yn yr Hysbysiad Statudol”.**

**8.8. FERSIWN DIWYGIEDIG O GYNLLUN DATBLYGU LLEOL SIR GAERFYRDDIN 2018 - 2033 CYTUNDEB CYFLAWNI DRAFFT**

Rhoddwyd gwybod i'r Cyngor bod y Bwrdd Gweithredol, yn ei gyfarfod ar 4 Mehefin, 2018 (gweler Cofnod 20) wedi ystyried adroddiad ar y Cytundeb Cyflawni Drafft a luniwyd mewn ymateb i benderfyniad y Cyngor ar 4 Ionawr, 2018 i ddechrau'n ffurfiol ar y gwaith o baratoi Cynllun Datblygu Lleol diwygiedig (newydd) yn dilyn cyfnod o ymgynghori cyhoeddus a ddaeth i ben ar 23 Mawrth, 2018. Nodwyd, os bydd y Cyngor yn cadarnhau'r Cytundeb Drafft, y byddai angen ei gyflwyno wedyn i Lywodraeth Cymru er mwyn ei gymeradwyo. Yn amodol ar y gymeradwyaeth honno, byddai gan y Cyngor gyfnod o 3.5 mlynedd i weithredu'r Cynllun erbyn y terfyn amser o 2021.

**PENDERFYNWYD YN UNFRYDOL fabwysiadu argymhellion canlynol y Bwrdd Gweithredol:**

**“Bod y sylwadau a ddaeth i law a'r argymhellion mewn perthynas â'r Cytundeb Cyflawni Drafft yn cael eu cadarnhau;  
Bod y newidiadau i'r amserlen yn cael eu cymeradwyo;  
Cymeradwyo cyflwyno'r Cytundeb Cyflawni (yn cynnwys argymhellion yr adroddiad) i Lywodraeth Cymru gael cytuno arno;  
Nodi bod y cyfnod ymgynghori ar gyfer cyflwyno safleoedd ymgeisio wedi cael ei ymestyn i 29 Awst 2018”.**

**9. DERBYN ADRODDIADAU CYFARFODYDD Y BWRDD GWEITHREDOL A GYNHALIWDYD AR Y DYDDIADAU CANLYNOL:-**

**9.1. 30AIN EBRILL, 2018**

**PENDERFYNWYD YN UNFRYDOL dderbyn adroddiad y cyfarfod uchod.**

**9.2. 14EG MAI, 2018**

**PENDERFYNWYD YN UNFRYDOL dderbyn adroddiad y cyfarfod uchod**

**10. NI DDYLID CYHOEDDI'R ADRODDIAD SY'N YMWNEUD Â'R MATER CANLYNOL GAN EI FOD YN CYNWYS GWYBODAETH EITHRIEDIG FEL Y'I DIFFINIWDYD YM MHARAGRAFF 14 O RAN 4 O ATODLEN 12A I DDEDDF LLYWODRAETH LEOL 1972 FEL Y'I DIWYGIWDYD GAN ORCHYMYN LLYWODRAETH LEOL (MYNEDIAD AT WYBODAETH) (AMRYWIO) (CYMRU) 2007. OS BYDD Y BWRDD, AR ÔL CYNNAL PRAWF LLES Y CYHOEDD YN PENDERFYNU YN UNOL Â'R DDEDDF, I YSTYRIED Y MATER HYN YN BREIFAT, GORCHMYNNIR I'R CYHOEDD ADAEL Y CYFARFOD YN YSTOD TRAFODAETH O'R FATH.**

**PENDERFYNWYD YN UNFRYDOL, yn unol â Deddf Llywodraeth Leol 1972 fel y'i diwygiwyd gan Orchymyn Llywodraeth Leol (Mynediad at Wybodaeth) (Amrywio) 2007, orchymyn i'r cyhoeddadael y cyfarfod tra oedd yr eitem ganlynol yn cael ei hystyried, gan fod yr adroddiad yn cynnwys gwybodaeth eithriedig fel y'i diffiniwyd ym Mharagraff 13 o Ran 4 o Atodlen 12A i'r Ddeddf.**

**11. ENWEBIAD AR GYFER RHYDDID ANRHYDEDDUS SIR GAERFYRDDIN**

**Yn sgil gweithredu'r prawf budd y cyhoedd PENDERFYNWYD YN UNFRYDOL, yn unol â'r Ddeddf y cyfeiriwyd ati yng nghofnod 10 uchod, y byddai'r mater hwn yn cael ei ystyried yn breifat, gan beidio â gadael i'r cyhoedd fod yn bresennol yn y cyfarfod am fod yr adroddiad yn cynnwys gwybodaeth sy'n datgelu enw unigolyn a enwebwyd ar gyfer Rhyddid y Sir. Er y byddai'r budd i'r cyhoedd fel rheol yn ffafrio tryloywder a diffuantrwydd, roedd y budd i'r cyhoedd o gadw cyfrinachedd yn drech yn yr achos hwn oherwydd ni fyddai'r sawl a enwebwyd yn gwybod ei fod wedi ei enwebu ac ni fyddai'n gymwys datgelu ei enw cyn cynnal pleidlais ar b'un ai i ddyfarnu Rhyddid y Sir iddo ai peidio.**

**Rhoddodd y Cyngor ystyriaeth i adroddiad a oedd yn ymwneud â chais i gyflwyno Rhyddid Anrhydeddus y Sir.**

**PENDERFYNWYD YN UNFRYDOL y byddai Rhyddid y Sir yn cael ei gyflwyno i'r unigolyn y cyfeirir ato yn yr adroddiad ac y byddai seremoni dderbyn yn cael ei threfnu fel rhan o gyfarfod y Cyngor ar 11 Gorffennaf, 2018.**

---

**CADEIRYDD**

---

**DYDDIAD**

Mae'r dudalen hon yn wag yn fwriadol

## Y CYNGOR SIR

11 GORFFENNAF 2018

## TAITH PRYDAIN 2018

**Y Pwrpas:**

Cyflwyniad i'r aelodau ar ras Taith Prydain sy'n cychwyn yn Sir Gaerfyrddin ar 2 Medi 2018.

**Yr argymhellion / penderfyniadau allweddol sydd eu hangen:**

Er gwybodaeth a sylwadau.

**Y Rhesymau:**

- Rhoi'r wybodaeth ddiweddaraf i'r aelodau ynghylch y manteision a'r cyfleoedd sy'n gysylltiedig â'r digwyddiad proffil uchel.
- Rhoi'r wybodaeth ddiweddaraf ynghylch y cynllun rheoli digwyddiadau i wneud y mwyaf o gyfleoedd hyrwyddo i'r Sir.

**Angen ymgynghori â'r Pwyllgor Craffu perthnasol: Nac Oes**

Angen i'r Bwrdd Gweithredol wneud penderfyniad **Nac Oes**

Angen i'r Cyngor wneud penderfyniad **Nac Oes – er gwybodaeth**

**YR AELOD O'R BWRDD GWEITHREDOL SY'N GYFRIFOL AM Y PORTFFOLIO:-**

Y Cynghorydd Peter Hughes-Griffiths (Deiliad y Portffolio Diwylliant, Chwaraeon a Thwristiaeth)

**Y Gyfarwyddiaeth:** Cymunedau

**Enw Pennaeth y  
Gwasanaeth/Awdur yr Adroddiad:**  
Ian Jones

**Swydd:**

Pennaeth Hamdden

**Rhif ffôn/ Cyfeiriad E-bost:**

01267 228309  
[IJones@sirgar.gov.uk](mailto:IJones@sirgar.gov.uk)

# EXECUTIVE SUMMARY COUNTY COUNCIL

11<sup>TH</sup> JULY, 2018

## TOUR OF BRITAIN 2018

### SUMMARY OF REPORT

Presentation on the 2018 Tour of Britain which is starting in Carmarthenshire on the 2<sup>nd</sup> September.

The presentation will explain more about the Tour of Britain Race, and the route of the first stage starting from Pembrey Country Park, onwards to Carmarthen, up the Tywi Valley and from Llandovery on to the end of the stage in Newport, Gwent.

The presentation will also summarise the benefits of staging the 'Grand Depart' (start) of the race, and what the County is doing to maximise the potential benefits from the event.

DETAILED REPORT ATTACHED?

NO – Members will receive a Presentation on the day

# IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: *Ian Jones*

Head of Leisure

Policy, Crime & Disorder & Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NONE</b>	<b>YES</b>	<b>NONE</b>	<b>YES</b>

## 1. Policy, Crime & Disorder and Equalities

The event supports the Carmarthenshire Cycling strategy recently approved by members.  
*Gwyneth Ayres Corporate Policy and Partnership Manager.*

## 2. Legal

The event is underpinned by a legal agreement between the Tour of Britain event organisers and the County Council.

## 3. Finance

- There is a £20k cost to staging the event, with support funding provided by Welsh Government's Major Events unit.
- Additional marketing and promotional costs are covered from existing budget resources with anticipated financial benefits outlined in the presentation.

## 5. Risk Management Issues

The event management plan has been discussed in detail by the multi-agency Safety Advisory Group.

## 6. Physical Assets

Use of County Council Assets including Pembrey Country Park for the start of the stage, and the County's highway network

# CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed : *Ian Jones*

Head of Leisure

## Community / Town Council

Relevant T&C Councils where race passes through, were consulted on the 7<sup>th</sup> June 2018, and are listed in the presentation.

## Relevant Partners

Welsh Cycling

Welsh Government Major Events Team

## Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

**THESE ARE DETAILED BELOW:-**

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Event agreement with Tour of Britain organisers	ToB01	Head of Leisure Office, 3 Spilman Street, Carmarthen



## Y CYNGOR SIR

11<sup>EG</sup> GORFFENAF 2018

## CYNLLUN RHEOLI ASED AU PRIFFYRDD

**YR ARGYMHELLION / PENDERFYNIADAU ALLWEDDOL SYDD EU HANGEN:**  
Cymeradwyo Cynllun Rheoli Asedau Priffyrdd 2018.

**Y Pwrpas:**

Mae'r Cynllun yn pennu'r amcanion a'r fframwaith polisi a strategaeth ar gyfer rheoli'r rhwydwaith priffyrdd, ac mae'n cydymffurfio ag argymhellion y *Côd Ymarfer newydd – Seilwaith Priffyrdd sy'n cael ei Reoli'n Dda*.

**Y Rhesymau:**

Mae polisi a fframwaith y Cynllun hwn yn pennu amcanion, polisiâu a strategaeth y Cyngor ar gyfer rheoli ei asedau seilwaith priffyrdd ac mae'n cydnabod pwysigrwydd ei seilwaith priffyrdd o ran cefnogi amcanion corfforaethol, cenedlaethol, rhanbarthol a lleol. Mae'r Cynllun yn mabwysiadu dull seiliedig ar risg yn unol â'r Côd Ymarfer ac mae'n cydnabod yr adnoddau sydd ar gael a blaenoriaethu adnoddau i dargedu meysydd lle mae'r angen a'r budd ar eu mwyaf.

Angen ymgynghori â'r Pwyllgor Craffu perthnasol	<b>NAC OES</b>
Angen i'r Bwrdd Gweithredol wneud penderfyniad	<b>OES - 2 Gorffennaf 2018</b>
Angen i'r Cyngor wneud penderfyniad	<b>OES - 11 Gorffennaf 2018</b>

**YR AELOD O'R BWRDD GWEITHREDOL SY'N GYFRIFOL AM Y PORTFFOLIO:-**

Y Cyng. H.A.L. Evans – (Amgylchedd)

<b>Y Gyfarwyddiaeth:</b> Yr Amgylchedd	<b>Swydd:</b>	<b>Rhifau ffôn: / Cyfeiriadau E-bost:</b>
<b>Enw Pennaeth y Gwasanaeth:</b> Stephen Pilliner	Pennaeth Trafnidiaeth a Phriffyrdd	01267 228150 <a href="mailto:sgpilliner@sirgar.gov.uk">sgpilliner@sirgar.gov.uk</a>
<b>Awdur yr Adroddiad:</b> Richard Waters	Rheolwr Priffyrdd a Thrafnidiaeth	01267 228825 <a href="mailto:RWaters@sirgar.gov.uk">RWaters@sirgar.gov.uk</a>
Chris Nelson	Prif Beiriannydd – Rheoli Asedau a'r Rhwydwaith	01267 224538 <a href="mailto:cnelson@sirgar.gov.uk">cnelson@sirgar.gov.uk</a>

# EXECUTIVE SUMMARY

## COUNTY COUNCIL

2<sup>ND</sup> JULY 2018

### HIGHWAY ASSET MANAGEMENT PLAN (HAMP)

#### 1. BRIEF SUMMARY OF PURPOSE OF REPORT

The Highway Asset Management Plan 2018 (HAMP) complies with the new *Well-Managed Highway Infrastructure – A Code of Practice* for the management of the highway network. The HAMP sets out our objectives and strategy in managing the network and how these play a key role in supporting corporate, national, regional and local goals.

In line with the code of practice the HAMP sets out the adoption of a risk based approach to target our resources to areas where they are most needed and where our investment will derive greatest value. The HAMP explains how an evidence led methodology will be utilised in the management of our highway infrastructure. The HAMP will also facilitate the analysis and reporting of how the asset has been managed, its condition and how future investment will impact.

The HAMP consists of four key parts which set out the strategy and policy, a management framework, an annual statement of condition and investment all of which will guide the development of a maintenance manual for the various element comprising the highway asset. The HAMP will act as an overarching portfolio with respect to evolving individual strategies for elements of the asset, such as gully cleaning for example, and how they are to be maintained going forward.

Part 1 explains the supporting role of the highway network in the wider policy context. At the national level, this includes key legislation such as the Future Generations (Wales) Act 2015 and Active Travel (Wales) Act 2013. At regional level highway infrastructure the Joint Local Transport Plan for South West Wales (2015-2020) and the developing Swansea Bay City Region. Corporately the HAMP supports the objectives set out in the recent Corporate Strategy 2018-2023.

Part 2 sets out the overarching highway network policies which are in place, or will be developed, and our objectives adopted in managing the highway network. This includes areas such as our Network Hierarchy, Parking and Cycling strategies. Further strategies will develop as we move forward.

Part 3 provides a template for providing an annual report which will set out the condition of the asset, our progress over the last 12 months and our plans for the forthcoming 12 months. It will assist in informing decision making around future spending and priorities.

Part 4 will be developed as a Maintenance Manual which will set out the way we will manage and plan the individual elements which comprise our highway infrastructure asset. The maintenance manual will set out technical processes and procedures for day to day delivery of the highway maintenance service. As we adapt to changing demands, resources and technology and continuously implement best asset management practice, aspects of the plan will be updated. We will work closely with neighbours and other local authorities in a collaborative manner and with engagement through the County Surveyors Society (Wales) asset management project.

## 2. OTHER OPTIONS AVAILABLE AND THEIR PROS AND CONS

### Do nothing option

Should the authority decide not to develop its Highway Asset Management Plan we will not be in a position to demonstrate our approach to the new *Well-Managed Highway Infrastructure – a Code of Practice*. There is a deadline of October 2018 by which time all authorities are expected to have developed plans to adopt a risk based approach to maintenance and management of the highway asset. The authority may be more vulnerable to claims as a result and may lose out on funding opportunities.

It is a condition of recent Welsh Government funding that the authority has in place an effective Highway Asset Management plan and can demonstrate how its resources are targeted.

The authority is part of the County Surveyors Society's collaborative Highway Asset Management project. This enables us to work with our neighbours and similar authorities in developing a joint approach to Highway Asset Management and to support the potential for shared resources in the future. This updated HAMP will enable us to demonstrate how we are adopting initiatives from the all Wales approach.

### 3. Recommendation

That the Highway Asset Management Plan be approved.

DETAILED REPORT ATTACHED?	YES – Carmarthenshire Highway Asset Management Plan (Parts 1-3) 2018
---------------------------	---

## IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: **S. G. Pilliner** Head of Transportation and Highways

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>YES</b>	<b>NONE</b>	<b>YES</b>	<b>YES</b>	<b>YES</b>	<b>NONE</b>	<b>YES</b>

### Policy, Crime & Disorder and Equalities

The HAMP sets the policy for the prioritisation of the resources, it complies with the Well Managed Highways Code of Practice and meets the key goals of the Future Generations Act in taking a long term view of needs, acting proactively to prevent problems occurring, supporting well-being objectives, working collaboratively with partners and involving all stakeholders.

### Finance

The Highways Asset Management Plan (HAMP) will enable Highways Infrastructure investment to be targeted on a more strategic and risk based approach. Allocated budgets will be prioritized in accordance with the principles of the HAMP.

Part 3 of the HAMP forms a template for reporting annually on the condition of the asset, progress over the last twelve months and the investment options for the coming twelve months.

### ICT

Part 2 of the HAMP includes reference to the Information and Data strategy and this will be an important aspect in adopting an evidence-led approach. The strategy will set out how we will collect, manage and use asset data and information. Key to this is an integrated asset management system. In essence, this inventory of highway assets, maintenance records and condition information will be stored with sufficient detail to be both fit for purpose and meet the business needs of the council. The Department will work closely with the ICT teams to develop and agree its strategy and computer systems to comply with the corporate policies.

### **Risk Management Issues**

Risk Management forms a central pillar of this HAMP and is a key recommendation of the Code of Practice. In brief, our strategy will be to identify and rank assets with a risk based scoring mechanism. This scoring mechanism will then guides our investment in the asset to optimise the benefit to road users and ensure the integrity of the asset.

This management system will incorporate activities from the strategic to operational levels, ensuring a continuity of asset management approach to asset condition and status.

### **Physical Assets**

The HAMP is specifically drafted to ensure that our physical highway assets are optimally managed with respect to the resources available. The HAMP will allow investment and maintenance priorities to be targeted at the highest priority sections of the network subject to risk and needs assessment. Subject to funding we will move towards adopting a long-term Lifecycle Planning approach.

## **CONSULTATIONS**

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: S. G. Pilliner Head of Transportation and Highways

1. Scrutiny Committee - NA
2. Local Member(s) - NA
3. Community / Town Council - NA
4. Relevant Partners - NA
5. Staff Side Representatives and other Organisations -NA

### **Section 100D Local Government Act, 1972 – Access to Information**

List of Background Papers used in the preparation of this report:

THERE ARE NONE

Mae'r dudalen hon yn wag yn fwriadol

# HIGHWAY ASSET MANAGEMENT PLAN -2018

**Carmarthenshire County  
Council**

Environment Directorate,  
Highways and Transport  
Division



## Cabinet member for Highways

As the Cabinet Member for Highways I am pleased to see the planned approach being further developed in managing our highway network.

We are all aware of the significant financial pressures on the public sector and this makes it all the more important that we manage our resources to achieve the important outcomes we need from our road system.

Residents, businesses and visitors to Carmarthenshire all rely on the access our highway network provides and it is difficult to identify many aspects of daily life in fact where good transport links have not played an important supporting role.

Looking to the future the good management of our highway network will be essential to facilitate our ambitions, regeneration aims and to encourage walking, cycling and the use of our passenger transport network.

As budgets tighten it becomes ever more important that we focus the resources we have available to maximum effect. Against this background, the Highway Asset Management Plan will be a key tool in channelling our resources towards the areas where investment is most urgently needed.

It is inevitable that difficult decisions will have to be made regarding how our funds are invested and this plan will form a key framework in guiding those decisions.



Cllr. Hazel Evans – Executive board member for Environment

## Director of Environment

Welcome to Carmarthenshire County Council's Highway Asset Management Plan (HAMP). The highway network within Carmarthenshire is the second largest in Wales with over 3,500 Km of roads to be managed and maintained against a backdrop of ever increasing traffic, varied weather conditions, and a high public expectation.

The transport network, and particularly our roads, play an important role in supporting many of the services provided by the County Council and good management of the highway network is key to how well we function as a county.

The roads system within Carmarthenshire supports not just our aspirations as a county but also the wider region and will be an important component in delivering the Swansea Bay City Region Strategy.

The Highways Asset Management Plan (HAMP) provides the framework and route map towards the effective management of our highway network. National guidance and increasing financial pressures move us towards the risk based approach adopted within this plan which will help ensure that we invest our funding where it is most needed and to best effect.

The HAMP will be subject to annual review and performance reporting through an Annual Statement and Options Report which will allow us to monitor progress and make informed investment decisions.



Ruth Mullen – Director of Environment



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## Executive Summary

This Highway Asset Management Plan (HAMP) is designed to comply with guidance and reflect best practice in the management of what is often referred to as a local authority's most valuable asset, its highway network.

Whilst the highway network can be ascribed a monetary value it plays a far more fundamental role in the social, economic and environmental well-being of the county. It connects communities, underpins the economy and enables people to enjoy leisure pursuits, access learning opportunities, commute to and from work and much more. Many of these high level objectives are encompassed within national statute and policy, and guide regional and county aspirations as set out in the Joint Transport Plan for South West Wales.

As a Highway Authority how we manage this key asset is of vital importance. In common with Highway Authorities across the country we face significant financial pressures and against a backdrop of reducing budgets there is an increasing need to ensure that the investments we make in our highway network are targeted to achieve greatest benefit.

This HAMP sets out how, in line with national codes of practice, we are adopting a risk based approach to target our resources to areas where they are most needed and where our investment will derive greatest value. This will mean that difficult decisions will have to be made. This HAMP sets out the overarching policies and methodology to ensure that those decisions are evidence led and based on an equitable and objective analysis aimed at reducing the authority's exposure to risk and achieving best value for the long term integrity of the highway asset.

Part 1 of the HAMP explains the supporting role of the highway network in the wider policy context. At the national level, this includes key legislation such as the Future Generations Act, at regional level it particularly includes the Swansea Bay City Region and at county levels the recent Corporate Strategy 2018- 2023.

Part 2 sets out the highway network policies which are in place or being developed and our objectives adopted in managing the highway network.

Part 3 of the HAMP provides an understanding of the components of the asset, their condition and performance, and how investment options impact on the lifecycle of the asset. This part of the HAMP is structured to provide an annual reporting framework.

Part 4 will sit as a portfolio of specific manuals, some of which are in place and some of which will be redrafted to reflect how we manage elements of the asset in line with the risk based approach. This will include, for example, our Highway Safety Policy, SCRIM (skid risk management) policy and maintenance intervention levels.

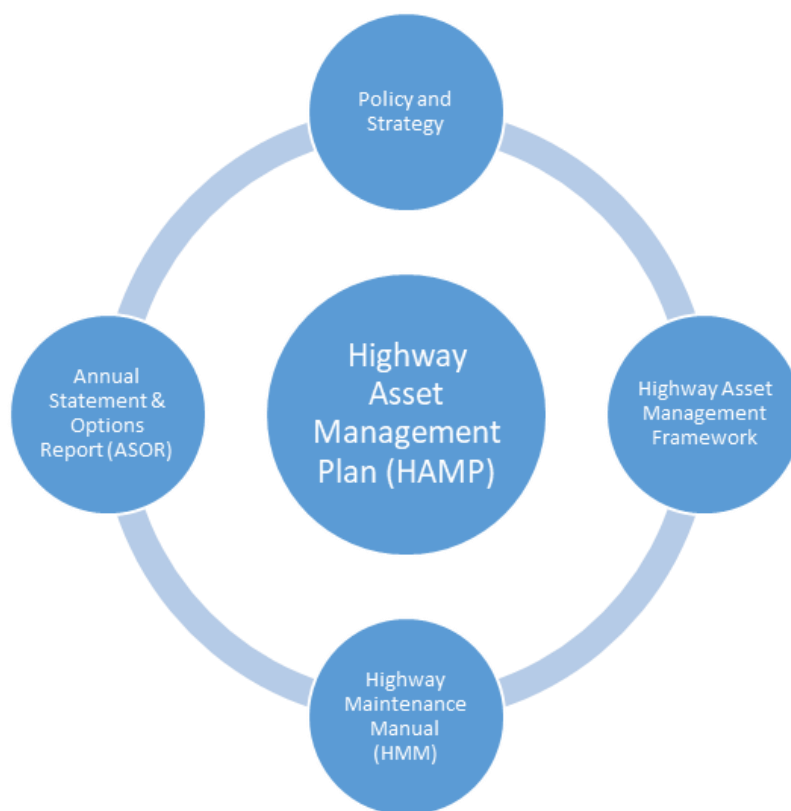
# PART 1

## 1.1 An introduction to our Highway Asset Management Plan (HAMP)

This HAMP has been developed to guide the management of all highway infrastructure assets under the control of Carmarthenshire County Council as defined by the highways register. The key assets included in this plan are carriageways (roads), footways, street lighting, bridges, other structures, drainage and cycle-ways. This plan will update existing policies and plans for highway infrastructure management and set out the authorities' means of compliance and response through a risk based approach in line with *Well-Managed Highway Infrastructure – A Code of Practice* (see 1.3).

The HAMP sets out the Council's strategy for managing its highway infrastructure assets and recognises the importance of its highway infrastructure in contributing to corporate, regional and local objectives.

The HAMP has four key components and aims to provide the flexibility to accommodate changes in resources, demands and priorities. There are four main components to the HAMP:



## Part 1 – The Policy and Strategy

The policy sets out Carmarthenshire’s approach to highway infrastructure asset management. The asset management strategy sets out the key objectives for the highway asset and how they will be met, including statutory obligations, stakeholder needs and the overall performance of highway infrastructure within the context of any constraints such as funding.

## Part 2 – The Highway Asset Management Framework (HAMF)

The framework sets out the strategies and processes necessary to develop, document, implement and continually improve asset management. The strategies within the framework are developed with due regard to the regional, corporate and local strategies.

## Part 3 – The HAMP Annual Statement and Options Report (ASOR)

This is a commitment to provide an annual report setting out our progress over the previous 12 months and our plans for the forthcoming 12 months. It will assist in informing any decisions around future highway maintenance spending and priorities.

## Part 4 – The Highway Maintenance Manual (HMM)

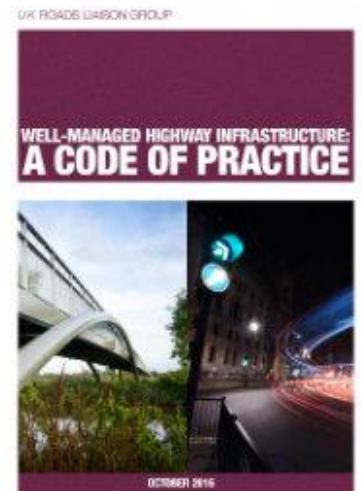
This will be developed to set out the way we will manage and plan the operational maintenance of our highway infrastructure assets. The maintenance manual will be developed over a period of time and will set out technical processes and procedures for day to day delivery of the highway maintenance service. As we adapt to changing demands, resources and technology and continuously implement best asset management practice, aspects of the plan will be updated. We will work closely with neighbours and other local authorities in a collaborative manner and with engagement through the County Surveyors Society Wales (CSSW) asset management project.

The HAMP underpins and improves the management, prioritisation and service levels for highway maintenance and infrastructure investment. When implementing the HAMP, we will work to the Council’s set of core values when delivering our policy objectives.

## 1.2 Highway Asset Management – A National and Regional Context

### Well-managed Highway Infrastructure (WMHI): A Code of Practice

This document is the first edition and it replaces Well-maintained Highways, Management of Highway Structures and Well-lit Highways. The code is intended to apply throughout the United Kingdom and its production has been overseen by the UK Roads Liaison Group (UKRLG<sup>1</sup>) and its Road, Bridges and Lighting Boards. The code is designed to promote the adoption of an integrated asset management approach to highway infrastructure based on the establishment of local levels of service through risk-based assessment. A further consideration in the development of this HAMP is the Well-being of Future Generations (Wales) Act 2015.



We are currently reviewing our existing management plans, policies and practice in line with the recommendations in the Code of Practice (CoP) and are fully engaged with the collaborative CSS (Wales) asset management project.

All 36 recommendations in the CoP have been considered and evidence of our implementation, response or development plans can be found in Part 4 – Highway Maintenance Manual. There is an expectation that local authorities across England and Wales will update practices and adopt the recommendations of the new code by October 2018. This plan is critical in setting out our plans for compliance by this deadline and proposals going forward.

By implementing this HAMP to manage our highway infrastructure assets efficiently and effectively we will also be contributing to delivering Carmarthenshire's ambition to be the cycling hub of Wales.



<sup>1</sup> The UK Roads Liaison Group includes representation from Welsh Government, Scottish Government, Department for Transport and local authorities.

### 1.3 National Policy

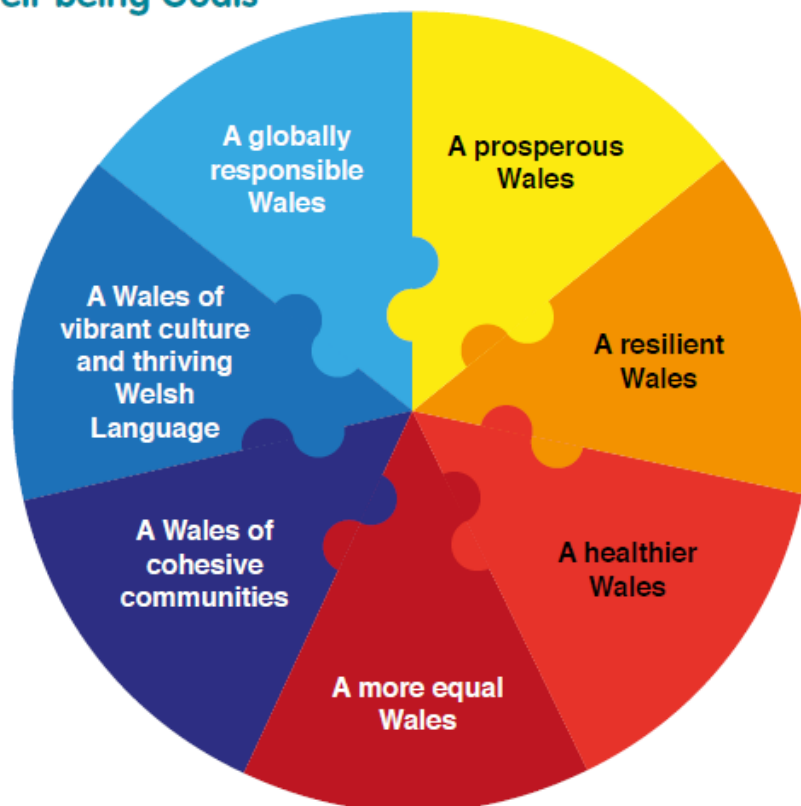
#### Well-being of Future Generations (Wales) Act 2015

Aimed at improving the social, economic, environmental and cultural well-being of Wales, this Act will influence most aspects of our work. The general purpose of the Act is to ensure that the governance arrangements of public bodies for improving the well-being of Wales take the needs of future generations into account. The Act places a duty on public bodies to carry out sustainable development and in doing so public bodies must set and publish objectives (“well-being objectives” that are designed to maximise its contribution to achieving the well-being goals and take all reasonable steps (in exercising its functions) to meet those goals.

The Well-being of Future Generations (Wales) Act encourages public bodies to think more about the long-term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach. This will help us to create a Wales that we all want to live in, now and in the future.

The Act provides a shared vision for all public bodies to work towards, and puts in place seven well-being goals, which are noted below:

#### Well-being Goals





The Act puts in place a 'sustainable development principle' which sets out a requirement to act in a manner which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. Public bodies need to make sure that when making decisions they take into account the impact they could have on people lives and specifically consider the following five ways of working:



### Long term

The importance of balancing short-term needs with the need to safeguard the ability to also meet long-term needs.



### Prevention

How acting to prevent problems occurring or getting worse may help public bodies meet their objectives.



### Integration

Considering how the public body's well-being objectives may impact upon each of the well-being goals, on their other objectives, or on the objectives of other public bodies.



### Collaboration

Acting in collaboration with any other person (or different parts of the body itself) that could help the body to meet its well-being objectives.



### Involvement

The importance of involving people with an interest in achieving the well-being goals, and ensuring that those people reflect the diversity of the area which the body serves.

This HAMP directly supports the aims of the Act and will, within Part 3 of the HAMP include measurements and indicators which will help monitor our performance and progress. The HAMP will align with the Highways and Transport Department Business Plan. Both will be reported on an annual basis.



## Active Travel (Wales) Act 2013

The Active Travel (Wales) Act 2013, places a number of legal obligations on Local Authorities to create and map fully integrated transport networks as well as wider cross cutting obligations relating to continued Active Travel improvements as part of policy development, decision making and new scheme delivery. These include:

- Identifying and mapping the network of routes within their areas that are safe and appropriate for walking and cycling to access services/facilities
- Identifying and mapping the enhancements that would be required to create a fully integrated network for walking and cycling to access services/facilities
- Deliver an enhanced network by securing new and improved active travel routes and facilities each year

The Act places a statutory requirement on us to identify and continuously improve routes for walkers and cyclists and to prepare maps that identify current and potential future routes.



The Act aims to make active travel the most attractive option for shorter journeys and to connect key sites such as workplaces, hospitals, schools and shopping areas with traffic free routes and cycle lanes.

Following public consultation and our own research in 2015 the Existing Route Maps (ERM) were created. They do not show all possible walking and cycling routes, however the routes have undergone an audit which shows that they meet the standards set out in Welsh Government Guidance.

## Integrated Network Map (INM)

The second stage was to create an INM that sets out Carmarthenshire Council's 15-year vision to improve cycling and walking routes across the county, in order to meet the requirements of the Active Travel (Wales) Act 2013. The plan encompasses the provision and improvement of routes for active travel within built up areas (BUA's) as designated by Welsh Government (this requires a minimum population of 2000 in a prescribed density). This also ties into our long term ambition to become the cycling hub of Wales.



Following public consultation events undertaken in Summer/Autumn 2017, the INM has been revised, taking on board suggestions and comments. The revised maps have been approved by Welsh Government and can be seen on our website using the link below:

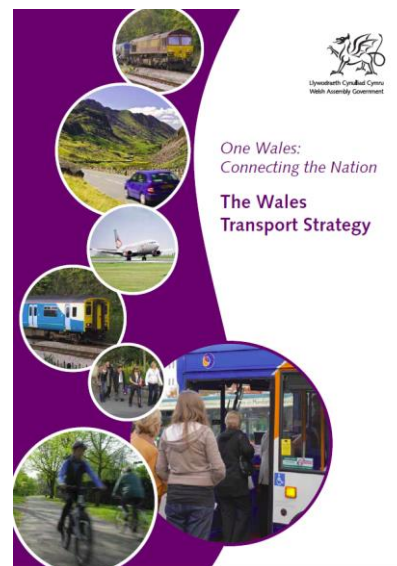
<http://www.carmarthenshire.gov.wales/home/council-services/travel-roads-parking/active-travel/#.Wruo78Koubh>

## 1.4 Wales Transport Strategy

The Wales Transport Strategy sets out the vision for efficient, reliable and sustainable links between the north, south, east and west of Wales. The strategy recognises the challenges facing Wales and identifies five key priority areas for action

- reducing greenhouse gas emissions and other environmental impacts;
- integrating local transport;
- improving access between key settlements and sites;
- enhancing international connectivity; and
- increasing safety and security.

The Strategy identifies a number of social, economic and environmental ambitions which the transport system contributes towards.



One Wales: Connecting the nation long-term outcomes		
Social	Economic	Environmental
<ul style="list-style-type: none"> <li>④ improve access to healthcare</li> <li>④ improve access to education, training and lifelong learning</li> <li>④ improve access to shopping and leisure facilities</li> <li>④ encourage healthy lifestyles</li> <li>④ improve the actual and perceived safety of travel</li> </ul>	<ul style="list-style-type: none"> <li>④ improve access to employment opportunities</li> <li>④ improve connectivity within Wales and internationally</li> <li>④ improve the efficient, reliable and sustainable movement of people</li> <li>④ improve the efficient, reliable and sustainable movement of freight</li> <li>④ improve access to visitor attractions</li> </ul>	<ul style="list-style-type: none"> <li>④ increase the use of more sustainable materials</li> <li>④ reduce the contribution of transport to greenhouse gas emissions</li> <li>④ adapt to the impacts of climate change</li> <li>④ reduce the contribution of transport to air pollution and other harmful emissions</li> <li>④ improve the impact of transport on the local environment</li> <li>④ improve the impact of transport on our heritage</li> <li>④ improve the impact of transport on biodiversity</li> </ul>

## 1.5 Joint Transport Plan for South West Wales (2015–20)

Carmarthenshire County Council sits within the Swansea Bay City Region; a region comprising of Carmarthenshire County Council, City and County of Swansea, Neath Port Talbot County Borough Council, and Pembrokeshire County Council. Transport has for many years been considered at this regional level (previously through the formally constituted body The South West Wales Integrated Transport Consortium SWITCH and more recently through the development of the Joint Local Transport Plan for South West Wales (2015-20).

The Joint Local Transport Plan (LTP) for South West Wales 2015-20 vision and its objectives for a better connected region will also play an integral part in the development of the key objectives for this HAMP. The LTP includes the following vision for the region:

*To improve transport and access within and beyond the region to facilitate economic regeneration, reduce deprivation and support the development and use of more sustainable and healthier modes of transport*

(Source: Joint Local Transport Plan 2015-20)



## 1.6 Highways Context in Carmarthenshire

### Moving Forward in Carmarthenshire: The Council's New Corporate Strategy 2018-2023

The New Corporate Strategy provides a consolidation and alignment of a number of previous plans and strategies into a single document which incorporates key aspirations for the next 5 years. Informed by the Carmarthenshire Well-being Assessment (2017) the Strategy recognises a number of challenges facing the authority and set out how these would be faced whilst maintaining our core values in everything we do.



The Strategy sets out the Council's vision that:-

*'Life is for living, let's start, live and age well  
in a healthy safe and prosperous environment'*



The HAMP will play a role in supporting the realisation of this vision and many of the following Well-being Objectives which have been incorporated into the Strategy. The key objectives supported by this HAMP are indicated in bold below:-

1. Help to give every child the best start in life and improve their early life experiences
2. **Help children live healthy lifestyles**
3. Continue to improve learner attainment for all
4. Reduce the number of young adults that are Not in Education, Employment or Training
5. Tackle poverty by doing all we can to prevent it, help people into work and improve the lives of those living in poverty
6. **Create more jobs and growth throughout the county**
7. Increase the availability of rented and affordable homes
8. **Help people live healthy lives (tackling risky behaviour and obesity)**
9. **Support good connections with friends, family and safer communities**
10. Support the growing numbers of older people to maintain dignity and independence in their later years
11. A Council-wide approach to support Ageing Well in the County
12. **Look after the environment now and for the future**
13. **Improve the highway and transport infrastructure and connectivity**
14. Promote Welsh Language and Culture
15. **Building a Better Council and Making Better Use of Resources.**



## Carmarthenshire Well-being Plan (2018-2023)

Although in draft form at present the Carmarthenshire Well Being Plan provides a more holistic view of Carmarthenshire's endeavours to improve the economic, social, environmental and cultural well-being and is a requirement of the Well-being of Future Generations (Wales) Act 2015. The Plan, which has been drafted on behalf of Carmarthenshire Public Services Board (PSB), has through public engagement identified four key well-being objectives for attention over the next few years. These objective align well with those of the County Council's New Corporate Strategy.



### Healthy Habits

People have a good quality of life, and make healthy choices about their lives and environment



### Early Intervention

To make sure that people have the right help at the right time; as and when they need it



### Strong Connections

Strongly connected people, places and organisations that are able to adapt to change



### Prosperous People and Places

To maximise opportunities for people and places in both urban and rural parts of our county

## 1.7 HAMP Policy

### Policy Statement

This HAMP defines highway asset management as

*“A systematic approach to meeting the strategic need for the management and maintenance of highway infrastructure assets through long term planning and optimal allocation of resources in order to manage risk and meet the performance requirements of the authority in the most efficient and sustainable manner”.*

Against this backdrop this HAMP has been developed to ensure the council has well-managed highway infrastructure assets in line with the recommendations of the national code of practice and to deliver Carmarthenshire County Council’s key aspirations.

The following policy objectives for this HAMP have been developed to support these aspirations:

### Key objectives:

1. The Highway Authority will manage its resources to support the safe and expeditious movement of goods and people by means of a risk based and prioritised approach.
2. Continue to manage and maintain the network to enable sustainable modes of travel including cycling and walking.
3. National, Corporate and Business planning objectives will underpin this policy.
4. The Council will adopt effective asset management practices leading to more efficient and effective maintenance activities.
5. To put in place appropriate inspection and maintenance regimes, data collection, condition surveys, inventory management and information systems to enable informed decision making, to ensure our statutory duties are met and to minimise the County Councils exposure to claims.

## 1.8 Delivery of the HAMP key objectives

Carmarthenshire's HAMP will enable the delivery of key highways objectives whilst supporting regional and authority wide objectives as follows:

**Our stated highways objectives are:**

**Key objective 1:** The Highway Authority will manage its resources to support the safe and expeditious movement of goods and people by means of a risk based and prioritised approach. We will do this by:

- a) providing a highway network which is fit for purpose
- b) supporting national, regional and local transport and road safety strategies
- c) co-ordinating the works on the network to minimise congestion
- d) using a risk matrix and network hierarchy to target resources

**Key objective 2:** Continue to manage and maintain the network to enable sustainable modes of travel including cycling and walking. We will do this by:

- a) supporting Active Travel initiatives
- b) maintaining and managing the highway cycle network within Carmarthenshire
- c) developing footway and cycleway maintenance hierarchies
- d) supporting the infrastructure for passenger transport networks
- e) recognising cycle usage as part of our highway investment prioritisation model

**Key objective 3:** National, Corporate and Business planning objectives will underpin this policy. We will do this by:

- a) liaising with internal and external partners to ensure that highway maintenance activities are aligned with wider objectives
- b) recognising changes in legislation and policies
- c) acting on feedback received from the Authority's Strategic Asset Steering Group to ensure appropriate oversight of capital investment
- d) producing an Annual Statement and Options Report which will provide a positional statement and investment options

**Key objective 4:** The Council will adopt effective asset management practices leading to more efficient and effective maintenance activities. We will do this by

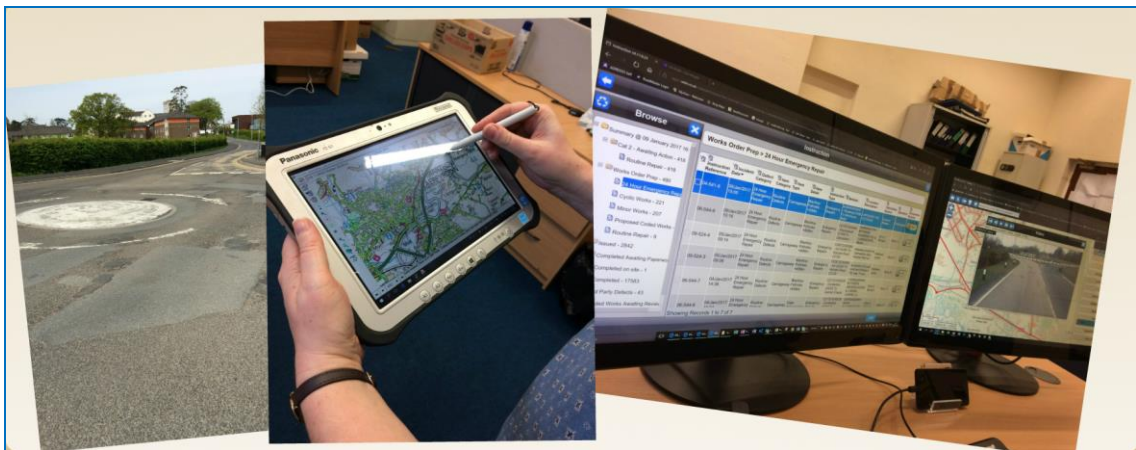
- a) recognising whole life costs, long-term sustainability, technical advancement and environmental considerations, in relation to the available resources.
- b) developing life cycle plans for the whole life of our infrastructure assets to enable us to carry out preventative maintenance at the right time to avoid costly repairs to our highways
- c) Working collaboratively with other Welsh authorities within the County Surveyors Society Wales asset management project



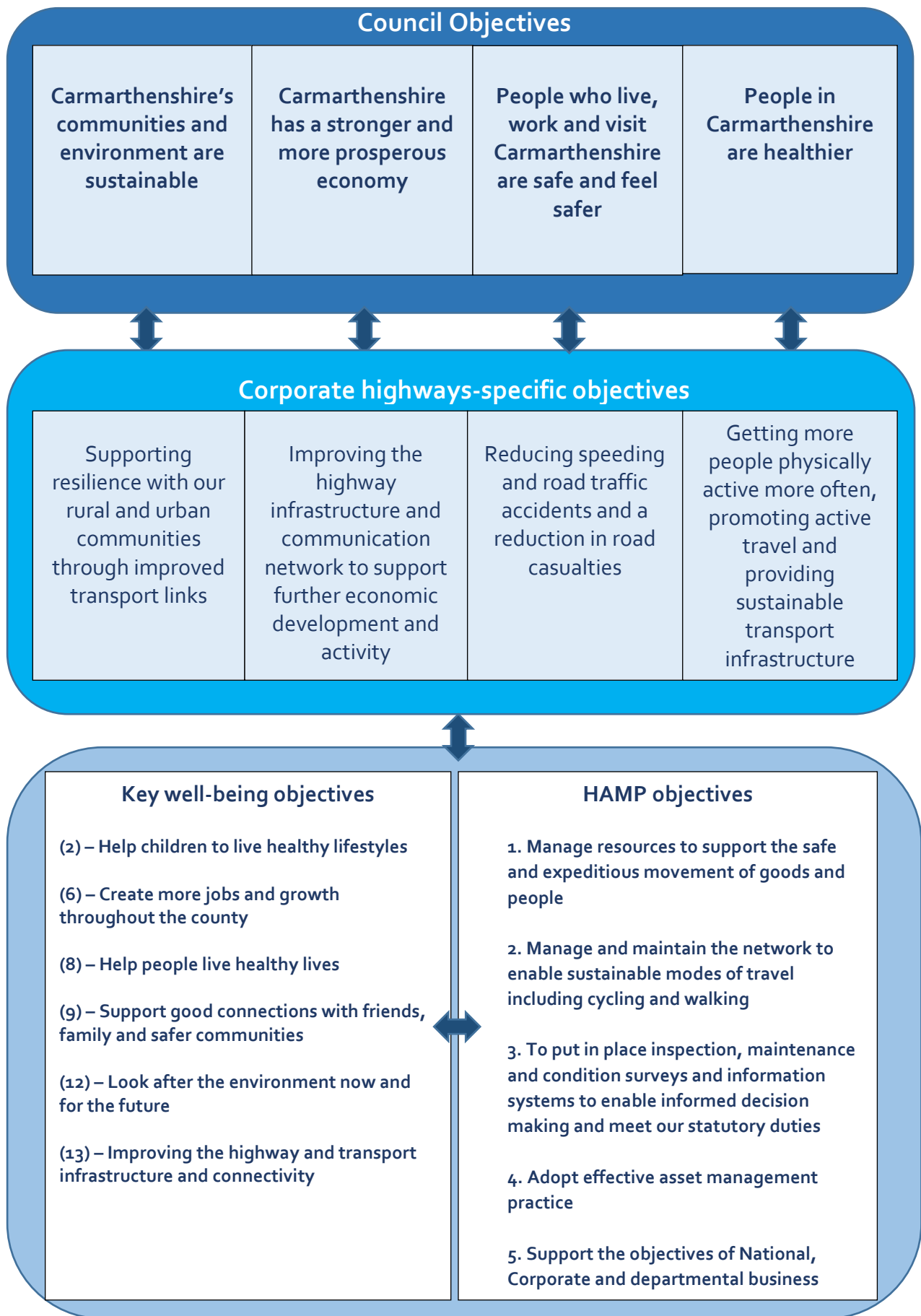
**Key objective 5:** To put in place appropriate inspection and maintenance regimes, data collection, condition surveys, inventory management and information systems to enable informed decision making, to ensure our statutory duties are met and to minimise the County Councils exposure to claims. We will do this by:

- a) maintaining an appropriate highway infrastructure assets inspection procedure. This will take into account national guidance such as the Well-Managed Highway Infrastructure code of practice
- b) ensuring that highway defects, whether identified by inspectors or reported by the public, are investigated and repaired in accordance with the criteria set out in our highway maintenance manual
- c) maintaining our investment in our asset management systems
- d) carry out appropriate inventory and condition surveys of our infrastructure assets
- e) investing in data capture and mobile technology to capture asset information, condition data and keep accurate records of works undertaken on the assets

The detailed procedures used to ensure the Council provides data to inform its decision-making process are set out in the Information and Data Management Strategy. The strategy is set out in Part 2, the HAMP, the supporting framework document, and engagement activities undertaken will be reported each year in the Annual Statement and Options Report.



Key objective relationships



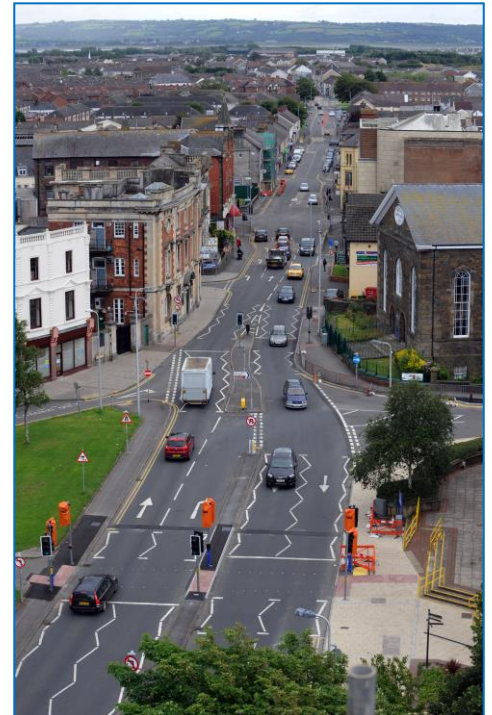
## 1.9 Scope of our Policy

This Policy covers highway infrastructure assets on Carmarthenshire County Council's publically maintainable highway network. The infrastructure assets include:

- Roads
- Footways
- Highway Bridges and related structures
- Highway drainage
- On and off-road Cycle routes
- Geotechnical assets
- Highway Lighting, traffic signals and illuminated signs
- Highway street furniture and traffic calming measures
- Highway trees and verges

This Policy does not cover the following assets:

- Trunk Roads/motorways
- Public Rights of Way
- Car Parks
- Land Drainage
- Non-adopted carriageways / footways
- Non-adopted highway council assets
- Coastal defences
- Speed cameras/CCTV/ANPR
- Community or transferred Assets



## PART 2

### 2.1 Highway Asset Management Framework

#### 2.2 Introduction to Carmarthenshire's Framework

Our framework is developed against the backdrop of national, regional and local guidance as a basis for delivering a consistent approach to implementing asset management principles.

The framework contains highway and transport specific strategies which set out the way key policies and objectives outlined in Part 1 will be supported.

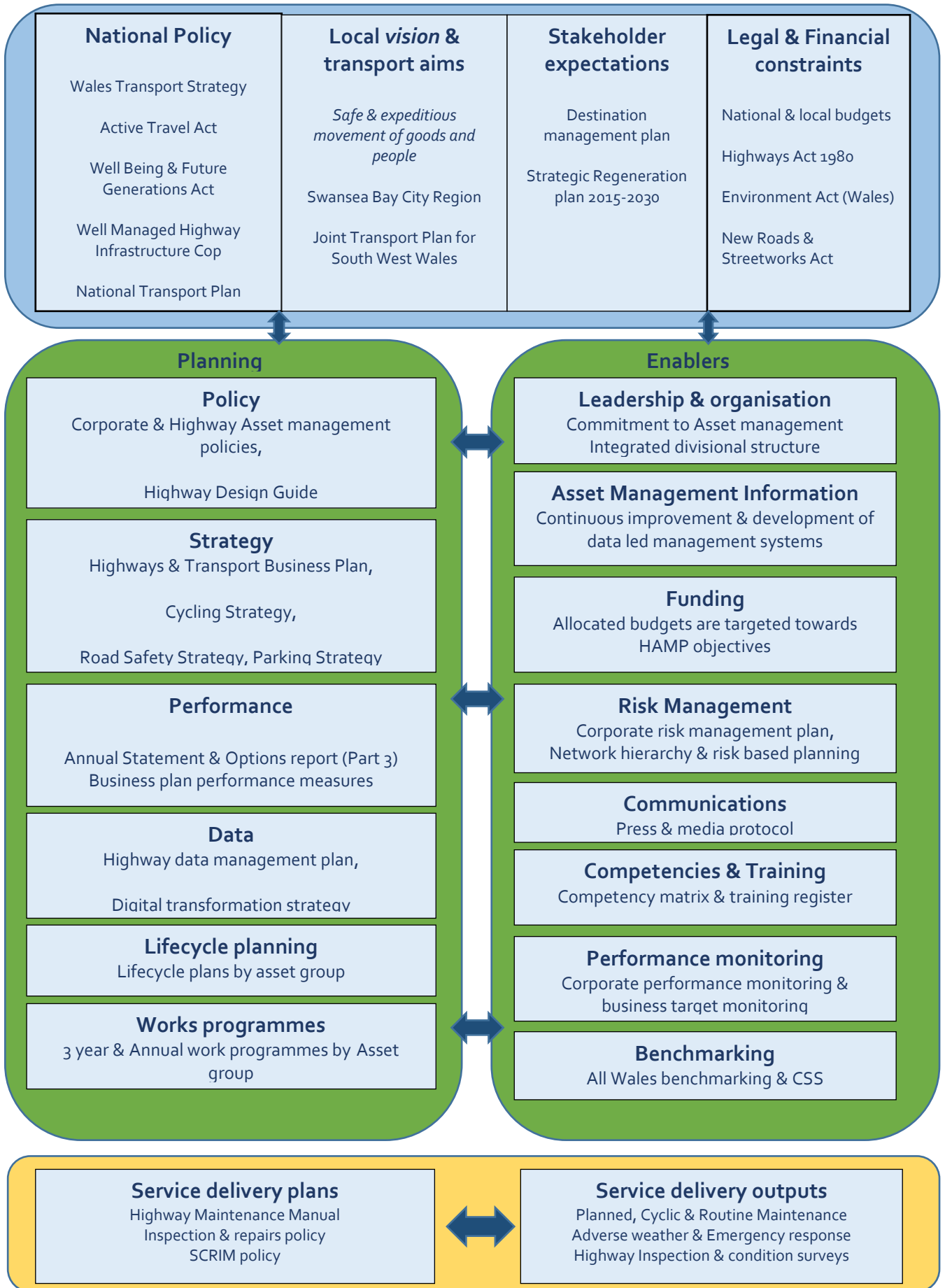
These strategies will also set out how we will manage and plan the long term maintenance of our highway infrastructure assets and guide investment decisions along a risk based approach.

It is recognised that specific highway and transport strategies will develop and change over time to reflect changing needs and demands. The HAMP will therefore act as an overarching framework which provides strategic direction and enables specific strategies to support the management and long-term maintenance of our highway infrastructure assets.

The framework will be supported by a Highway Maintenance Manual (HMM) which will set out how we manage specific assets and technical procedures for day to day delivery of the highway maintenance service.

The HMM will contain specific policy and service delivery details either currently in place or under development. Where policies are under review against the recommendations of WMHI we will work with the CSS (Wales) Asset management project to develop robust and consistent standards appropriate for this authority.

The framework diagram on page 22 sets out the wider inputs and mechanisms for delivering the high level objectives through local policies, plans and service delivery.





### 2.3 Information and Data Management Strategy

Information and data are integral to supporting a risk-based approach to highway maintenance. It shall be recorded and managed using secure and sustainable systems and procedures, whilst being available to all required network users for effective asset management to take place. Key to this is an integrated asset management system. In essence, this inventory of highway assets, maintenance records and condition information will be stored with sufficient detail to be both fit for purpose and meet the business needs of the council.

The system allows for regular reviews to take place, ensuring the currency, quality, relevance and completeness of the records held therein. Being in compliance with recommendations 8, 9, 10, 11 and 17 of the Well-managed Highway Infrastructure: A Code of Practice with the Freedom of Information Act, 2000, Data Protection Act, 1998 and CSSW templates for Data management Plan and Software Data Assessment.

The Information and data strategy will form the basis for the planning, implementation, nature and frequency of asset condition and inventory surveys, allowing for the effective updating of existing records and data. We are developing our strategy in line with the CSS (Wales) Asset management project guidance.

The information and data strategy will specifically support the following Well-Managed Highway Infrastructure Code of Practice recommendations:

RECOMMENDATION	Description
8–INFORMATION MANAGEMENT	Information to support a risk based approach to highway maintenance should be collected, managed and made available in ways that are sustainable, secure, meet any statutory obligations, and, where appropriate, facilitate transparency for network users.
9 – NETWORK INVENTORY	A detailed inventory or register of highway assets, together with information on their scale, nature and use, should be maintained. The nature and extent of inventory collected should be fit for purpose and meet business needs. Where data or information held is considered sensitive, this should be managed in a security-minded way.
10 & 11– ASSET DATA MANAGEMENT & SYSTEMS	The quality, currency, appropriateness and completeness of all data supporting asset management should be regularly reviewed. An asset register should be maintained that stores, manages and reports all relevant asset data.
17 – CONDITION SURVEYS	An asset condition survey regime, based on asset management needs and any statutory reporting requirements, should be developed and implemented.

**Data Owner**

The Highway Asset Manager is the 'data owner' and is responsible for annually reviewing the method of data collection, the percentage of the asset to be surveyed, procuring the surveys and managing the collected data.

The data owner is responsible for collating data to provide annual highways returns including:

- Public Accountability Measures (PAM)
- Whole of Government Accounts (WGA) Asset Valuation
- Network length returns – TP1
- Performance measurement including APSE and CSS Wales

In addition, the data owner is responsible for providing the condition data to inform the development of the HAMP Annual Statement and options Report, ad-hoc requests for condition data, such as the ALARM annual survey and data to respond to Freedom of Information requests across all aspects of the highways service.

**2.4 Communications Strategy**

The Highways Authority aims to develop a communications strategy for highways that will ensure that the relevant information is actively communicated to the appropriate parties, through engaging with stakeholders and responding to customer needs.

This will need to incorporate the elements of decision making, and be able to report on performance, allowing for reviews to take place allowing for continuous improvement needed for this flexible and responsive network.

Currently the Highway Authority has the communication requirements outlined in its previous HAMP under 'Community Requirements', this will need to be further developed in line with the Council's existing communication policy for Emergency Communications (used for highways-related incidents along with extreme weather toolkit) along with Press and Media protocols.

The communications strategy will support the following Well-Managed Highway Infrastructure Code of Practice recommendation:

RECOMMENDATION	Description
4 – ENGAGING AND COMMUNICATING WITH STAKEHOLDERS	Relevant information should be actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance.

## 2.5 Performance Management Strategy

The performance of the HAMP will be key to enhancing its functionality and identifying any issues and challenges, as processes transfer from the theory to practice. It will also help maintain the effectiveness and relevance of existing policies and procedures. The performance management framework should be accessible to the relevant stakeholders, with the required information and data presented in a clear and comprehensive format.

The system will allow for regular reviews by senior decision makers within the Authority, this will ensure that any improvements needed to the system are expedited in a timely manner, in compliance with recommendations 26 and 27 of the Well-managed Highway Infrastructure: A Code of Practice.

The Highway Authority will measure, monitor and report its performance in line with the performance indicators within our Departmental and Divisional Business Plans and engage with the APSE and CSSW Report for Annual Performance Indicators.

The performance management strategy will support the following WMHI Code of Practice recommendations:

RECOMMENDATION	Description
26 – PERFORMANCE MANAGEMENT FRAMEWORK	A performance management framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy.
27 – PERFORMANCE MONITORING	The performance of the Asset Management Framework should be monitored and reported. It should be reviewed regularly by senior decision makers and when appropriate, improvement actions should be taken.



## 2.6 Risk Management Strategy

Risk Management forms a central pillar of this HAMP, and is a key recommendation of the code of practice. Our strategy is to identify and rank assets with a risk based scoring mechanism. This scoring mechanism then guides our investment in the asset to optimise the benefit to road users and ensure the integrity of the asset.

This management system will incorporate activities from the strategic to operational levels, ensuring a continuity of asset management approach to asset condition and status.

The risk management strategy will support the following WMHI Code of Practice recommendations:

RECOMMENDATION	Description
5 – CONSISTENCY WITH OTHER AUTHORITIES	To ensure that users’ reasonable expectations for consistency are taken into account, the approach of other local and strategic highway and transport authorities, especially those with integrated or adjoining networks, should be considered when developing highway infrastructure maintenance policies.
14 – RISK MANAGEMENT	The management of current and future risks associated with assets should be embedded within the approach to asset management. Strategic, tactical and operational risks should be included as should appropriate mitigation measures.

As the highway authority, we are required to manage a variety of risks at all levels within our organisation. The likelihood and consequences of these risks can be used to inform and support the approach to asset management and inform key decisions on the following:

- Maintenance hierarchies
- All highway assets within the scope of the Highway Maintenance Plan
- Inspection frequency
- Levels of service
- Service standards
- Performance
- Investment decisions
- Development and implementation of works programmes.

A risk can be defined as an uncertain event which, should it occur, will have an effect on the desired performance of an asset or series of assets.

It consists of a combination of the likelihood of a perceived threat or opportunity occurring and the magnitude of its impact on the objectives where:

- **Threat** is used to describe an uncertain event that could have a negative impact on the levels of service; and
- **Opportunity** is used to describe an uncertain event that could have a favourable impact on the levels of service.

DEFINITIONS OF RISK

“Risk is the **threat** that an event or action will adversely affect an organisation’s ability to achieve its objectives”<sup>1</sup>

“Risk can be the failure to take advantage of **opportunities** to enable the organisation to best achieve its objectives.

DEFINITION OF RISK MANAGEMENT

“Risk management is the process by which risks and opportunities are identified, evaluated, prioritised, monitored and managed”



The most commonly understood risks affecting the highway service relate to safety. However, there are a wide range of other risks and their identification and evaluation is a crucial part of the asset management process. Risks may include:

- Safety
- Reputation
- Asset loss or damage
- Service reduction or failure
- Operational
- Environmental
- Financial
- Contractual

We will adopt and develop risk models in conjunction with CSS (Wales) Asset management project. This model will be applied to all aspects of prioritisation and resource allocation. A typical risk matrix is shown overleaf and the adopted model will be in line with the corporate risk model.

LIKELIHOOD OF EVENT OCCURRING	CONSEQUENCE OF EVENT OCCURRING				
	NEGLIGIBLE	LOW	MEDIUM	HIGH	SEVERE
NEGLIGIBLE	1	2	3	4	5
VERY LOW	2	4	6	8	10
LOW	3	6	9	12	15
MEDIUM	4	8	12	16	20
HIGH	5	10	15	20	25
KEY TO RISKS					
LOW		MEDIUM		HIGH	

[Typical risk matrix](#)

## 2.7 Network Hierarchy

The hierarchy will support an overall Highway Asset Management Plan that prioritises highway infrastructure investment through a risk based approach in accordance with the new updated National Codes of Practice – “Well Managed Highway Infrastructure.”

The hierarchy shall underpin and improve the management, prioritisation and service levels for highway maintenance and infrastructure investment and will support the Council’s Key outcomes from the Corporate Strategy 2018 /2023 that include:

- Making better use of resources
- People who live, work and visit Carmarthenshire are safe and feel safer
- Carmarthenshire’s communities and environment are sustainable
- Carmarthenshire has a stronger and more prosperous economy

We have developed a highways network hierarchy based on the latest guidance in the National Code of Practice – Well Managed Highway Infrastructure (WMHI) 2016. We continue to work closely with other Welsh Authorities via the County Surveyors Society (CSS) Wales collaborative Highways Asset Management project both in the development of Asset management best practice and the development of common Hierarchy principles and its subsequent application. The Network Hierarchy will determine the budget priorities through the use of a four stage process.

The four stage processes are:

1. Determine the Network Hierarchy
2. Determine inspection regime
3. Determine repair regime
4. Allocate budget priorities

Following the implementation of the Highways network hierarchy via this HAMP the same approach will be adopted for footways and cycle routes as recommended by the Code of Practice WMHI 2016.

The hierarchy has been applied to all sections of highway network and will be updated following any changes or additions to the network. There will be further refinement of the initial categorisation as we develop this HAMP. The proposed network hierarchy and functional descriptions are set out in Table 1.

Table 1. Carmarthenshire Highways Network Hierarchy

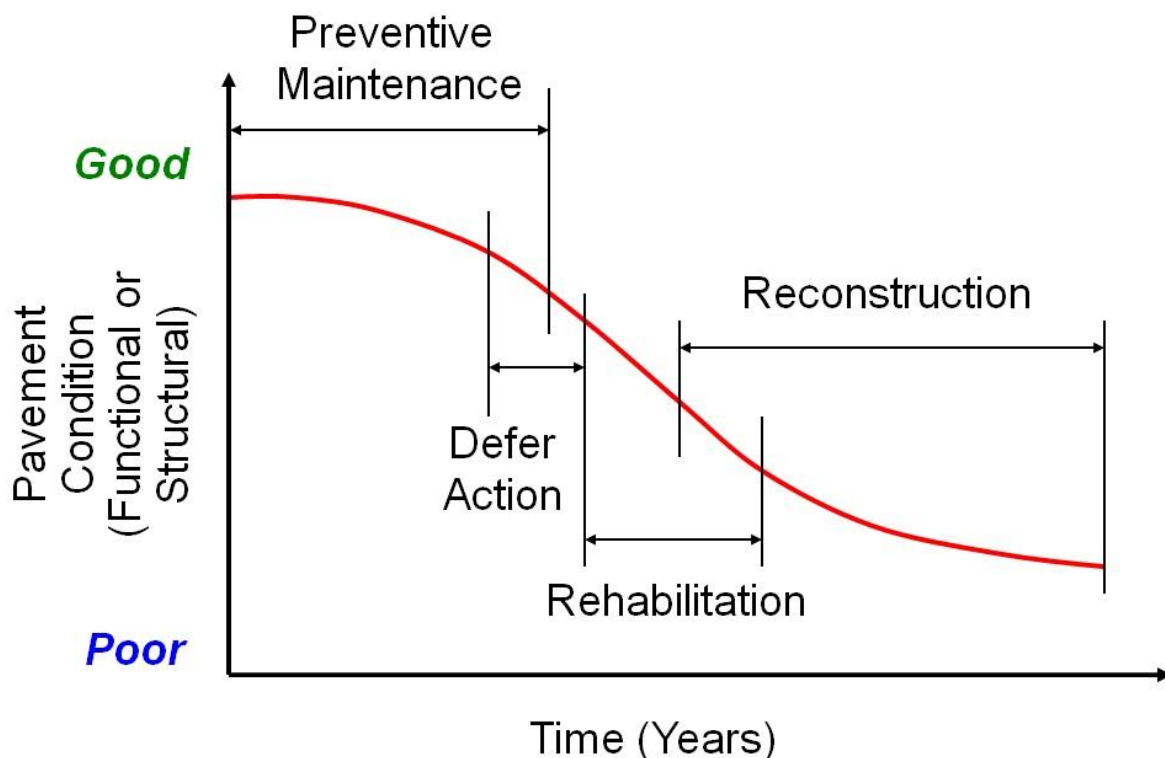
Category	Type of road General Description	Description
<b>1.Motorway</b>	Limited access - motorway regulations apply	Routes for fast moving long distance traffic. Fully grade separated and restrictions on use
<b>2. Strategic Route</b>	Trunk and some Principal 'A' class roads between Primary Destinations	Routes for fast moving long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are generally prohibited.
<b>3a. Main Distributor</b>	Major Urban Network and Inter-Primary Links. Short - medium distance traffic	Routes between Strategic Routes and linking urban centres to the strategic network with limited frontage access. In urban areas speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety
<b>3b. Secondary Distributor</b>	B and C class roads and some unclassified urban routes carrying bus, HGV and local traffic with frontage access and frequent junctions	In residential and other built up areas these roads have 20 or 30 mph speed limits and very high levels of pedestrian activity with some crossing facilities including zebra crossings. On-street parking is generally unrestricted except for safety reasons. In rural areas these roads link the larger villages, bus routes and HGV generators to the Strategic and Main Distributor Network.
<b>4a. Link Road</b>	Roads linking between the Main and Secondary Distributor Network with frontage access and frequent junctions	In urban areas these are often residential or industrial interconnecting roads with 20 or 30 mph speed limits, random pedestrian movements and uncontrolled parking. In rural areas these roads link the smaller villages to the distributor roads. They are of varying width and not always capable of carrying two-way traffic.
<b>4b. Local Access Road</b>	Roads serving limited numbers of properties carrying only access traffic	In rural areas these roads serve small settlements and provide access to individual properties and land. They are often only single lane width and unsuitable for HGVs. In urban areas they are often residential loop roads or cul-de-sacs.
<b>5a. Minor Road</b>	Little used roads serving very limited numbers of properties.	Locally defined roads
<b>5b. Lane</b>	Minor routes and low use tracks that provide access to isolated properties	In rural areas these often narrow roads serving isolated agricultural buildings or properties. In urban areas these are often metalled lanes serving garages or the rear of properties
<b>5c. Green lane or track</b>	Lanes and tracks that are generally unsuitable for vehicular traffic	Lanes and tracks that are unsuitable for vehicular traffic but may be used as a footpath, part of a Cycle Trail or by horse riders, generally for leisure purposes
<b>5d. Disused track</b>	Unmetalled tracks that are unrecognisable as a road	Roads that have become un-useable having fallen into disuse through regression or agricultural use

## 2.8 Lifecycle Planning

The continual decrease in Highway asset funding means that the highway authority will need to target its funds in an ever-more effective manner. Financial constraints necessitate a risk based approach with increasingly targeted and prioritised investment including reactive as well as planned maintenance.

Lifecycle Planning should inform future spending profiles, in compliance with recommendation 29 of the Well-managed Highway Infrastructure: A Code of Practice. Planned preventative maintenance reduces abortive reactive maintenance costs and provides better value in the longer term. Current resources do not support a full lifecycle approach however the principles of targeted investment by providing the right treatment at the right time will be adopted where possible.

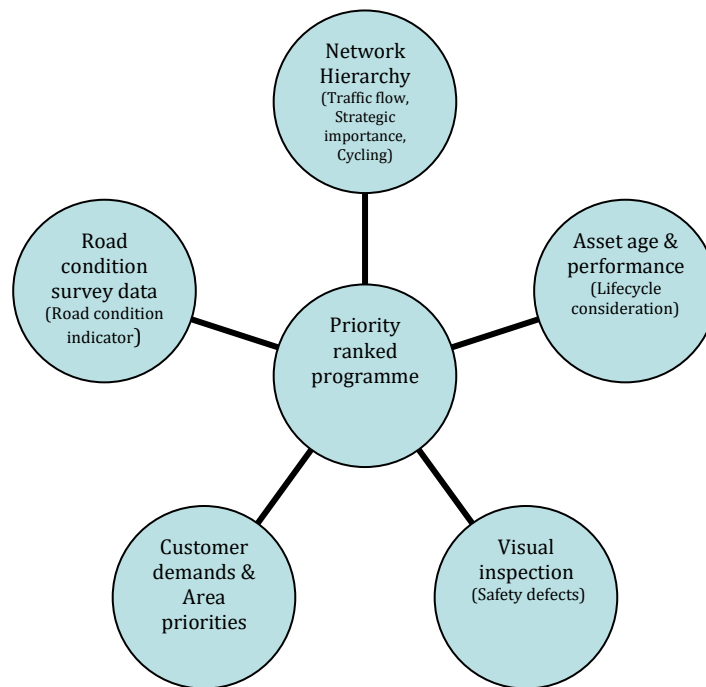
The coordination of short, medium and long-term highway maintenance budgets is central to lifecycle planning, with the apparent immediate spend on asset repair and improvement being balanced with the longer-term outcomes to help achieve value for money with diminishing budget levels; this will select the most appropriate form of maintenance for the best long-term outcome.



We will set out and manage rolling multi-year programmes of improvement, allowing the culmination of annual budgets into concentrated expenditure peaks to focus limited financial budgets to help maximise their impact on the asset stock.

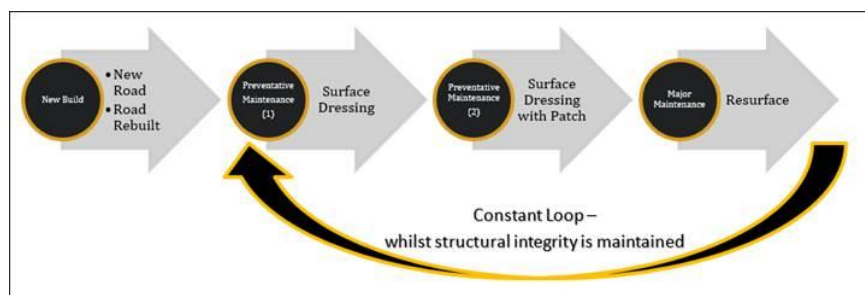
The method of prioritisation will incorporate asset condition within particular asset classes and across the asset register, this should inform appropriate decisions in a timely manner and focus budgets accordingly.

The prioritisation model for carriageway surfacing is shown below. Similar models will be developed for all Assets in line with these principles and in conjunction with best practice developed via the CSS (Wales) asset management project.



The authority recognises the value of lifecycle planning and will aim to adopt a “whole life” approach to managing the highway assets.

The illustration below shows how a typical road might be maintained over 60 years. It demonstrates how preventative maintenance can extend the life of the carriageway and lead to better value for money.





## 2.9 Cycling Strategy



The County has become a magnet for cyclists from all across Wales, the UK and beyond. Following years of investment Carmarthenshire now has an effective and growing cycling infrastructure.

To ensure this continues, the council have produced the Carmarthenshire Cycling Strategy 2017-27, which sets out the programme of change along with an infrastructure action plan that will link in with education, development & training, marketing, tourism and coordinated events to advance the improvement to the cycleway network throughout the county.

The HAMP supports our Cycling Strategy and priority commitments set out in the Joint Transport Plan for South West Wales. Decision making for highway investments will recognise the role of cycling within the County.

## 2.10 Parking Strategy

The management of on and off street parking is a key priority for the authority due to the increasing demand and the impact on the highway network. The Councils parking strategy 2005 is currently under review and we plan to have a new policy in place by April 2019. The parking strategy objectives shall align with our corporate, strategic and operational objectives and also meet statutory obligations and customer needs.

## 2.11 Service standards

Levels of service in simple terms are: "the defined service quality for a particular activity or service against which performance may be measured". Levels of Service (LoS) may relate to safety, availability, accessibility, condition, environmental impact, customer service and financial performance (cost).

Levels of service are an integral component of the asset management process. They are used to determine service delivery levels (or Service Options) for each asset group, which can be



measured and evaluated against each other using common criteria. Typically this would include cost, benefit and risk analysis.

Initially, levels of service will be predominantly based on current practice and predicted future asset performance and will be the subject of regular monitoring and subsequent development. Suitable new (local) performance measures may need to be introduced and annual reviews undertaken to determine actual asset performance against pre-defined targets.

Level of Service Descriptions	
Level of Service	Description
Statutory Minimum	Meeting statutory or legislative requirements only
Existing	Is in effect of a continuance of current funding levels
Steady State	Retention of current levels of condition and performance
Requested Service	Based on customer expectations and or political aspirations
Optimum Service (Desirable)	Assesses constraints as well as desires to identify an economically optimal level of service. This option is determined from the life cycle planning process.
Attainable Service	Re-interprets the optimum option in the light of available resources. (e.g. budget constraints)

Levels of service shall be developed on an asset basis in conjunction with CSS (Wales) Asset management project. The monitoring of levels of service will be dependent on the availability of robust and repeatable data that can reliably measure the required performance.

An example of how Service Options could be developed and which factors should be considered for an asset group is shown below. However in order to develop these further, we also need to look at and develop the risk factors involved relating to the particular levels of service.

### 2.12 Road Safety Strategy

Carmarthenshire has had a Road Safety Strategy since 2006, it has most recently produced an updated version for 2016-20. This strategy focuses on casualty reduction targets set out to reduce death and serious injury on Carmarthenshire’s county roads. There is a collaborative approach across a range of public safety agencies with the County Council and its partners are committed to improving road safety for all users.

The Road Safety Action Group (RSAG) brings together the partner agencies in Carmarthenshire and continues to deliver road safety engineering measures, education initiatives and enforcement action to reduce the risk to road users.

<http://www.carmarthenshire.gov.wales/home/council-services/travel-roads-parking/road-safety/>

### 2.13 Competency Framework

Within this HAMP the competency and training of staff at all levels needs to be assessed and reviewed at regular intervals. This is to ensure that personnel that are observing, recording and processing the asset information and data will be compliant with the processes and procedures set out within the Plan (HMM).

The Highway Authority will develop and maintain training and competency matrices for all staff carrying out functions within the HAMP, ensuring that these requirements are reviewed for their relevance and kept up-to-date.

Currently the Highway Authority has identified the need to develop a Competency Framework Strategy, this will be further developed in line with the Well-managed Highway Infrastructure: A Code of Practice and in conjunction with other Welsh authorities through the CSS (Wales) asset management project.

The competency framework strategy will support the following WMHI Code of Practice recommendations:

RECOMMENDATION	
5- CONSISTENCY WITH OTHER AUTHORITIES	To ensure that users' reasonable expectations for consistency are taken into account, the approach of other local and strategic highway and transport authorities, especially those with integrated or adjoining networks, should be considered when developing highway infrastructure maintenance policies.
15 – COMPETENCIES AND TRAINING	The appropriate competency required for asset management should be identified, and training should be provided where necessary.

#### Scope

All officers responsible for managing the highway infrastructure assets will be required to use the competency framework. For each role a prescribed number of competencies will be necessary to manage the highway assets.

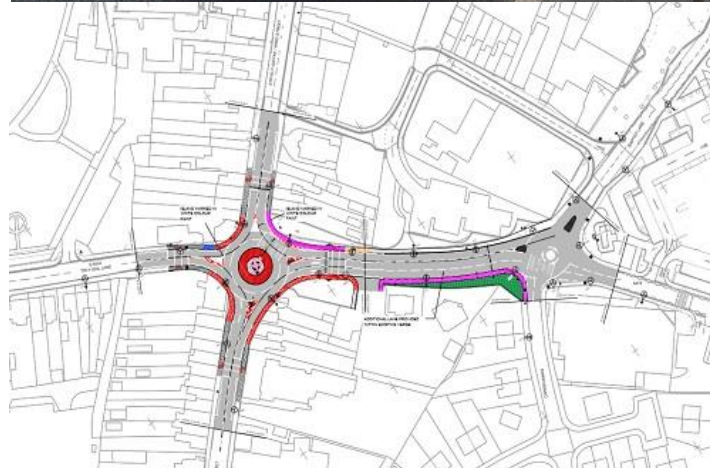
There is a competency requirement for the lead cabinet member to be familiar with the principles of highway asset management.

Competencies and training are covered in the UKRLG Highway Infrastructure Asset Management Guidance, Part C. This document should also be referred to.

Competence is especially important in the case of inspections and surveys where the quality and treatment of data could have significant legal and financial implications. All training, experience and other forms of staff development will be recorded and documented.

We define a 'competent person' as follows;

- someone is competent where they have sufficient training and experience or knowledge and other qualities to enable them to properly undertake the roles referred to in this competency framework.
- someone who has the ability, appropriate training, knowledge and experience to carry out the work being undertaken against defined standards, assessed consistently, over time, in the workplace.



## PART 3

### 3.1 The HAMP Annual Statement and Options Report (ASOR)

The ASOR will provide the council with a regular update on the current state of the highways assets and their performance over the preceding 12 months. The report will highlight key outputs and achievements during the period and also highlight any in year pressures affecting the network and resources. The report will identify significant risks, set out the detailed condition of the key asset groups and the anticipated future performance based on forecast investment levels. The report complements the Highway Asset Management Plan.

The report will provide summary information on the following key asset groups:

Asset Group	Reporting information
Carriageways (roads)	<ul style="list-style-type: none"> <li>• Asset value</li> <li>• Summary of work undertaken during the last 12 months</li> <li>• Planned investment in the asset</li> <li>• Condition and Performance</li> <li>• Customer engagement</li> <li>• Future plans and issues</li> <li>• Investment scenarios</li> <li>• Conclusions</li> </ul>
Footways and Cycle ways	
Highway Bridges and structures	
Highway Lighting, traffic signals and illuminated signs	

A template of the report format is included in this HAMP to demonstrate the minimum level of reporting proposed and with illustrative information based on recent data. Additional information may be provided either within this report or as Appendices.

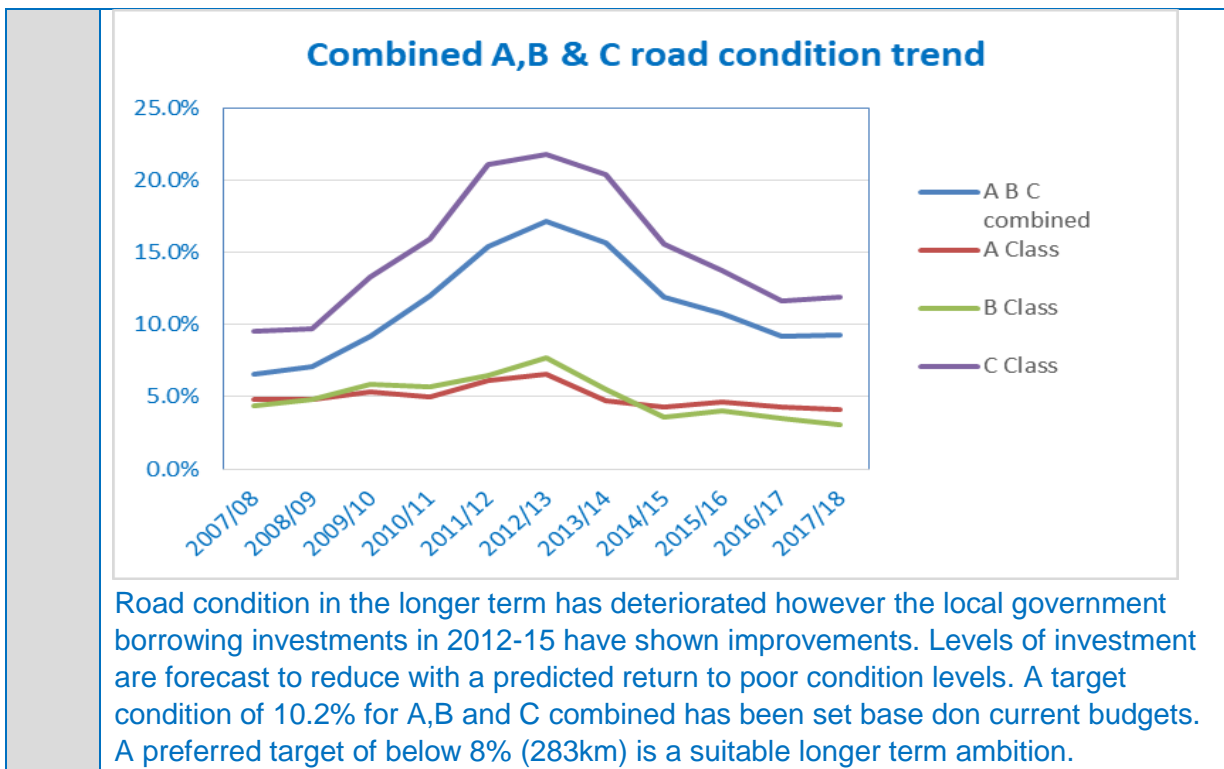
The report will generally be submitted in July of each year to inform decision making by the authority.

Template Carriageway Annual Status and Options Report

(NOTE: template is for illustrative purposes only and based on draft data)

Asset Group: Carriageways																																												
The Asset	<ul style="list-style-type: none"> <li>The total length of carriageway is 3,536 km broken down as:</li> </ul>																																											
	<table border="1"> <thead> <tr> <th>Standard Road Classification</th> <th>Length (km)</th> </tr> </thead> <tbody> <tr> <td>A Roads (Urban)</td> <td>92</td> </tr> <tr> <td>A Roads (Rural)</td> <td>159</td> </tr> <tr> <td>B Roads (Urban)</td> <td>105</td> </tr> <tr> <td>B Roads (Rural)</td> <td>226</td> </tr> <tr> <td>C Roads (Urban)</td> <td>89</td> </tr> <tr> <td>C Roads (Rural)</td> <td>1193</td> </tr> <tr> <td>Unclassified Roads (Urban)</td> <td>402</td> </tr> <tr> <td>Unclassified Roads (Rural)</td> <td>1270</td> </tr> <tr> <td><b>Total</b></td> <td><b>3536</b></td> </tr> </tbody> </table>		Standard Road Classification	Length (km)	A Roads (Urban)	92	A Roads (Rural)	159	B Roads (Urban)	105	B Roads (Rural)	226	C Roads (Urban)	89	C Roads (Rural)	1193	Unclassified Roads (Urban)	402	Unclassified Roads (Rural)	1270	<b>Total</b>	<b>3536</b>	<table border="1"> <thead> <tr> <th>Road Hierarchy</th> <th>Length (km)</th> </tr> </thead> <tbody> <tr> <td>Strategic Route</td> <td>108</td> </tr> <tr> <td>Main Distributor</td> <td>148</td> </tr> <tr> <td>Secondary distributor</td> <td>522</td> </tr> <tr> <td>Link road</td> <td>1166</td> </tr> <tr> <td>Local access road</td> <td>323</td> </tr> <tr> <td>Minor roads</td> <td>1108</td> </tr> <tr> <td>Lanes</td> <td>34</td> </tr> <tr> <td>Green lane/track</td> <td>127</td> </tr> <tr> <td><b>Total</b></td> <td><b>3536</b></td> </tr> </tbody> </table>		Road Hierarchy	Length (km)	Strategic Route	108	Main Distributor	148	Secondary distributor	522	Link road	1166	Local access road	323	Minor roads	1108	Lanes	34	Green lane/track	127	<b>Total</b>	<b>3536</b>
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<ul style="list-style-type: none"> <li>Carmarthenshire has the second largest highway network in Wales</li> </ul>																																												
Valuation	<table border="1"> <tbody> <tr> <td>Gross Replacement Cost (£000)</td> <td>£3,200,972</td> </tr> <tr> <td>Depreciated Replacement Cost DRC (£000)</td> <td>£2,458,758</td> </tr> <tr> <td>Annualised Depreciation Charge ADC</td> <td>£32,689,000</td> </tr> </tbody> </table>		Gross Replacement Cost (£000)	£3,200,972	Depreciated Replacement Cost DRC (£000)	£2,458,758	Annualised Depreciation Charge ADC	£32,689,000	<ul style="list-style-type: none"> <li>The annualised depreciation charge £32.6m represents the assessed amount by which the carriageway asset will depreciate in one year if no investment in asset renewal is made.</li> <li>Planned maintenance expenditure of £7m compares with £32.6m of assessed depreciation.</li> <li><b>Note:</b> DRC is the current cost of replacing the asset with its modern equivalent asset, less deductions for physical deterioration and impairment. ADC is the estimated annual depreciation cost.</li> </ul>																																			
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<p>The highway assets are valued at £3.2 billion based on the 2016/17 WGA asset valuation with annual depreciation assessed at £32.6 m (equates to 1% of the asset value).</p>																																												

Summary of work during last 12 months	<p>Capital and revenue investment in carriageway surfacing of £1,728k provided the following outputs:</p> <ul style="list-style-type: none"> <li>• Resurfacing – 3.8km</li> <li>• Surface dressing – 74km</li> </ul> <p>This totals 77.8km or 0.2% of the network length.</p> <p>Reactive maintenance (revenue) resulted in 1633 recorded pothole repairs.</p>	<p>Capital Expenditure 17-18 Highway Surfacing £750,000</p> <p>■ Resurfacing (corrective) ■ Surface dressing (preventative)</p> <p>Surfacing works (corrective) accounted for 60% of the Capital expenditure whilst thin surfacing or surface dressing (preventative) accounted for 40%.</p>		
	<p>The current approach is to maintain road condition using a combination of corrective and preventative treatments. We will use the network hierarchy to prioritise investment within the current budget resources. On lower classes of road this will result in a more reactive approach with priority given to safety defects.</p>			
Expenditure Summary by category				
		<b>Cost Category</b>	<b>£</b>	<b>Output</b>
	Capital	Planned Maintenance - Corrective	£450,000	• 3.8km Resurfacing
		Planned Maintenance - Preventative	£1,278,000	• 74km Surface Dressing
	Revenue	Routine Cyclic Maintenance	£2,699,000	• Cyclic gangs & routine works
		Routine – Reactive Repairs (emergency)	£190,000	• Pothole repairs etc.
		Routine – Reactive Repairs (non-emergency)	£1,650,000	• Drainage and surface repairs, sign repairs
		Routine – Inspection & Survey	£260,000	• Asset management & condition surveys
Operating Costs		£1,574,000	• Includes Winter Maintenance	
<ul style="list-style-type: none"> <li>• The above cost categories are based on groupings developed for national reporting and to inform budget planning. The outputs stated are high level only and for illustrative purposes.</li> <li>• These cost groupings are based on currently available data. As we develop improved tracking and recording the details and breakdown will improve.</li> </ul>				



### Carriageway Investment Options

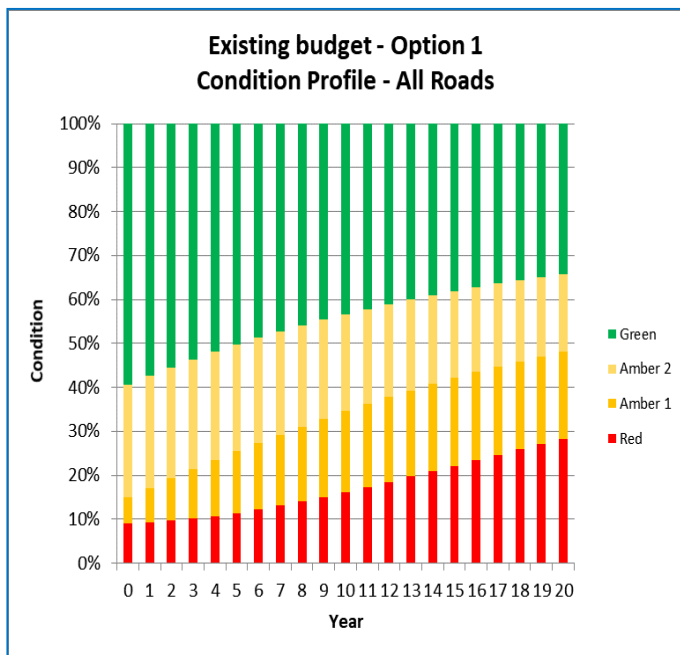
There are 3 investment options that have been considered for comparison:

Budget year/ Option	17/18 - £000	18/19 - £000	19/20 - £000	20/21 - £000	2021/22 £000	2022/23 £000
<b>Option 1 – Existing budgets</b>	750	2800	600	600	600	600
<b>Option 2 – Moderate increase</b>	750	2800	800	800	2100	2100
<b>Option 3 – Steady State</b>	6000	6000	6000	6000	6000	6000

The following options show the predicted levels of road deterioration using a national model using known treatment costs and current condition values from SCANNER data. The condition indicators are as follows:

- Green – As new condition - No planned works anticipated in next 3 years
- Amber 2 – Preventative maintenance on 3-5 year programme
- Amber 1 – (Imminent Red) Works should be planned by Year 3 – part Preventative/Corrective
- Red – Maintenance work needed now – Corrective maintenance

### Option 1 Existing budgets

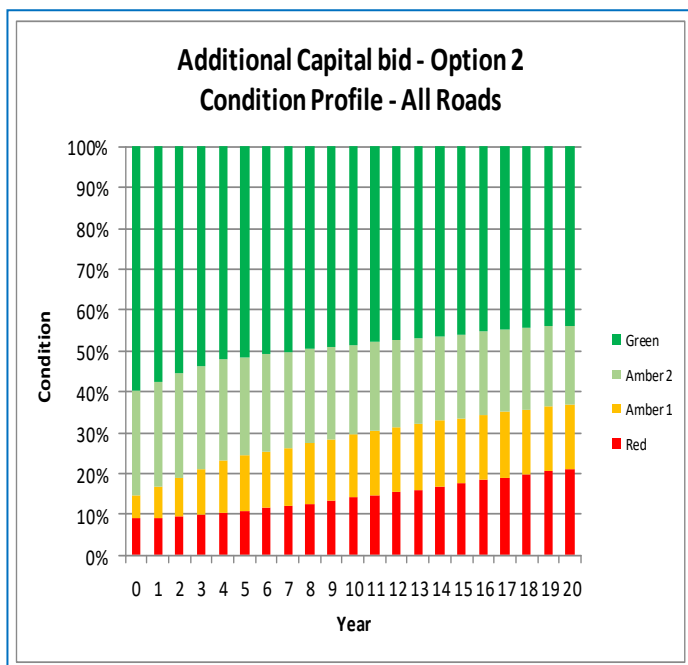


The percentage of Red increases from 9% (311km) to 16% (553km) at ten years and 28% (967km) at 20 yrs.

The percentage of Green falls from 59% to 43% at ten years and 34% at 30 years. A reduction of 863km of highway in a good condition.

### Option 2 – Moderate increase

Based on additional funding over and above Option 1 (existing Capital 5 year indicative budgets).



The percentage of Red increases from 9% (311km) to 14% (484km) at ten years and 21% (726km) at 20 yrs.

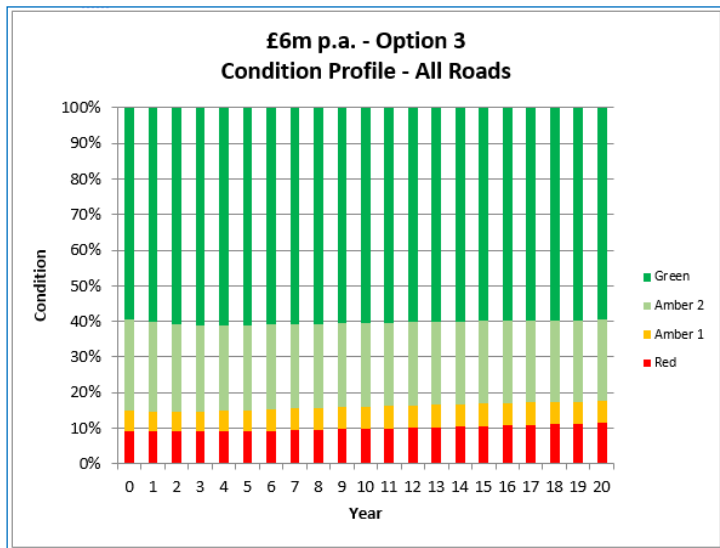
The percentage of Green falls from 59% to 48% at ten years and 43% at 30 years. A reduction of 550km of highway in a good condition.

However this is an improvement of 313km 'Green' over current budget levels (option 1).



### Option 3 - Steady State Investment

A more suitable level of investment of £6,000,000 per annum.



The percentage of Red increases from 9% (311km) to 10.5% (362km) at ten years and 12.5% (432km) at 20 yrs.

The percentage of Green increases from 59.5% to 62% at ten years and 61% at 30 years. An increase of 34km of highway in a good condition.

This provides for an almost Steady state and maintains the highway network to a level consistent to overall current condition levels.

### Carriageway Asset Recommendation

Reductions in preventative maintenance are leading to higher levels of reactive repair placing further pressure on the reducing resources. Unplanned works are by nature less economical and increase safety risk for road users and increased risks to the authority due to potential personal injury or damage claims. In addition unplanned works are less environmentally friendly due to wasted resources and the short term benefits.

The carriageway asset is significant and requires long term investment to protect the investment and provide fit for purpose transport for future generations. The authority should consider the longer term impact of reduced budget levels and develop a strategy to return to a steady state funding level.

## Part 4

### 4.1 Highway Maintenance Manual (HMM)

The HMM will be developed separately to this document and in line with the policies and objectives framework set out in Parts 1 and 2.

The HMM will set out the way we plan, prioritise, manage, maintain and operate our highway infrastructure assets in the day to day delivery of the highway maintenance service. It will define key areas including:

- Statutory responsibilities
- Customer response
- Inspection management
- Condition Assessment
- Service and investigatory levels
- Programming and prioritisation
- Lifecycle planning
- Inventory management
- Data and Information management
- Emergency response
- Routine maintenance management
- Winter Service and adverse weather plan
- Environmental impact
- Boundary interfaces (neighbours including local authorities and Trunk Roads)
- Streetworks and Licencing
- Technical approval procedures
- New asset handover requirements

The HMM will develop as a portfolio of specific manuals, some of which are in place and some of which will be redrafted to reflect how we manage elements of the asset in line with the risk based approach. As we adapt to changing demands, best practice, available resources, emerging technology and improved information, aspects of the plan will be updated. We will work in a collaborative manner with neighbours and other local authorities with engagement through the County Surveyors Society Wales (CSSW) asset management project.

Carmarthenshire County Council  
Environment Directorate  
Highways and Transport Division  
Parc Myrddin  
Carmarthen  
SA31 1HQ



Mae'r dudalen hon yn wag yn fwriadol

## Y CYNGOR

11 GORFFENAF 2018

**ADRODDIAD BLYNYDDOL YNGYLCH RHEOLI'R TRYSORLYS  
A'R DANGOSYDD DARBODAETH  
2017-2018**

**ARGYMHELLION Y BWRDD GWEITHREDOL:**

Bod yn derbyn Adroddiad Blynyddol 2017-18 ynghylch Dangosyddion Darbodaeth a Rheoli'r Trysorlys

**Y Rhesymau:**

Cydymffurfio â Chôd Ymarfer CIPFA (Sefydliad Siartredig Cyllid Cyhoeddus a Chyfrifyddiaeth) ar gyfer Rheoli Trysorlys yn y sector Gwasanaethau Cyhoeddus.

**Ymgynghorwyd â'r pwyllgor craffu perthnasol – OES**  
Pwllgor Craffu Polisi ac Adnoddau 19 Gorffennaf 2018

**Angen i'r Bwrdd Gweithredol wneud penderfyniad** OES – 2 Gorffennaf 2018  
**Angen i'r Cyngor wneud penderfyniad** OES – 11 Gorffennaf 2018

**YR AELOD O'R BWRDD GWEITHREDOL SY'N GYFRIFOL AM Y PORTFFOLIO:-**  
Y Cyng. D.M. Jenkins - Adnoddau

Y Gyfarwyddiaeth: Gwasanaeth  
Corfforaethol  
Cyfarwyddwr: Chris Moore  
  
Awdur yr Adroddiad:  
Anthony Parnell

Swyddi:  
  
Cyfarwyddwr Gwasanaethau  
Corfforaethol  
  
Rheolwr Pensiwn a  
Buddsodiadau Gyllidol

Rhif ffôn: 01267 224120; E-  
bost:CMoore@sirgar.gov.uk  
Rhif ffôn: 01267 224180; E-  
bost:AParnell@sirgar.gov.uk

# EXECUTIVE SUMMARY

## COUNCIL

11<sup>TH</sup> JULY 2018

### ANNUAL TREASURY MANAGEMENT AND PRUDENTIAL INDICATOR REPORT 2017-2018

#### 1. BRIEF SUMMARY OF PURPOSE OF REPORT.

The Council adopted the Treasury Management Policy and Strategy and the five year capital programme for 2017-2018 on the 22<sup>nd</sup> February 2017. This Annual Report lists the activities that took place in 2017-2018 under the headings of :

Investments

Borrowing

Treasury Management Prudential Indicators

Prudential Indicators

MRP Policy Review

Leasing

Rescheduling

DETAILED REPORT ATTACHED ?

YES

# IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: **C Moore** Director of Corporate Services

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
<b>NONE</b>	<b>NONE</b>	<b>YES</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>	<b>NONE</b>

## 1. Finance

The authority's investments during the year returned an average rate of 0.38%, exceeding the 7 day LIBID rate.

£21m new PWLB borrowing took place during the year. Long term debt outstanding at the year end amounted to £400m.

The Authority did not breach any of its Prudential Indicators during the year. 85.5% of the submitted claim has been received from the administrators of KSF to 31st March 2018.

# CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: **C Moore** Director of Corporate Services

## 1. Scrutiny Committee

For information to Policy and Resources Scrutiny Committee on the 19<sup>th</sup> July 2018.

**2. Local Member(s)** - Not Applicable

**3. Community / Town Council** - Not Applicable

**4. Relevant Partners** - Not Applicable

**5. Staff Side Representatives and other Organisations** - Not Applicable

## Section 100D Local Government Act, 1972 – Access to Information

List of Background Papers used in the preparation of this report:

**THESE ARE DETAILED BELOW**

Title of Document	Locations that the papers are available for public inspection
<b>CIPFA</b> Treasury Management in the Public Services - Code of Practice Revised 2017	County Hall, Carmarthen



Mae'r dudalen hon yn wag yn fwriadol

**COUNTY COUNCIL  
11<sup>TH</sup> JULY 2018**

**ANNUAL TREASURY MANAGEMENT AND  
PRUDENTIAL INDICATOR REPORT  
2017-2018**

**1. Introduction**

The Treasury Management Policy and Strategy for 2017-2018 was approved by Council on 22<sup>nd</sup> February 2017. Section B 1.1(2) stated that a year end annual report would be produced.

This report meets the requirements of both the CIPFA Code of Practice on Treasury Management, (the Code), and the CIPFA Prudential Code for Capital Finance in Local Authorities, (the Prudential Code) and outlines the Treasury Management activities in the 2017-2018 financial year.

**2. Investments**

One of the primary activities of the Treasury Management operation is the investment of surplus cash for which the Authority is responsible. As well as the Authority's own cash the County Council invests School Funds, Trust Funds and other Funds, with any interest derived from these investments being passed over to the relevant Fund.

All surplus money is invested daily with the approved counterparties either via brokers on the Money Markets or direct. The security of the investments is the main priority, appropriate liquidity should be maintained and returns on the investments a final consideration. It continues to be difficult to invest these funds as the market continues to be insecure and as a consequence appropriate counterparties are limited.

	Maximum to Lend £m
<b>Upper Limit</b> Any one British Bank and Building Society with a credit rating of at least F1, P-1 or A-1 short term or AA-, Aa3 or AA- long term	10
<b>Middle Limit</b> Any one British Bank and Building Society with a credit rating of at least F1, P-1 or A-1 short term	7
<b>UK Banks Part Nationalised</b> Included as investment counterparties, as long as they continue to have appropriate UK Government support	7
Any one Local Authority	10
Any one AAA Rated Money Market Fund	5
Debt Management Office	40

The total investments at 1st April 2017 and 31st March 2018 are shown in the following table:

Investments	01.04.17				31.03.18			
	Call and notice	Fixed Term	Total		Call and notice	Fixed Term	Total	
	£m	£m	£m	%	£m	£m	£m	%
Banks and 100% Wholly Owned Subsidiaries	15.00	5.63	20.63	51	19.00	0.58	19.58	45
Building Societies	0.00	0.00	0.00	0	0.00	0.00	0.00	0
Money Market Funds	15.00	0.00	15.00	37	10.00	0.00	10.00	23
Local Authorities	0.00	5.00	5.00	12	0.00	14.00	14.00	32
<b>TOTAL</b>	<b>30.00</b>	<b>10.63</b>	<b>40.63</b>	<b>100</b>	<b>29.00</b>	<b>14.58</b>	<b>43.58</b>	<b>100</b>

An analysis of the daily cash schedules indicates that the minimum balance lent over the twelve month period was £36.48m and the maximum balance lent was £92.49m. The average balance for the year was £65.67m.

The total investments made by the Council and repaid to the Council (the turnover) amounted to £1,215.85m. This averaged approximately £23.32m per week or £3.33m per day. A summary of the turnover is shown below:

	£m
Total Investments 1st April 2017	40.63
Investments made during the year	609.40
Sub Total	650.03
Investments Repaid during the year	(606.45)
<b>Total Investments 31st March 2018</b>	<b>43.58</b>

The main aim of the Treasury Management Strategy is to manage the cash flows of the Council and the risks associated with this activity. Lending on the money market secures an optimum rate of return, allows for diversification of investments and consequently reduction of risk, which is of paramount importance in today's financial markets.

The benchmark return for the money market is the "7 day LIBID rate". For 2017-2018 the Council has compared its performance against this "7 day LIBID rate". The average "7 day LIBID rate" was 0.22% whereas the actual rate the Council earned was 0.38%, an out performance of 0.16%.

This outperformance can be quantified as £110k additional interest earned compared to the "7 day LIBID rate".

The gross interest earned on investments for 2017-2018 amounted to £0.244m, which was more than the estimated figure of £0.200m. The Bank of England Official Rate was raised from 0.25% to 0.50% on 2nd November 2017 which resulted in an increase in investment returns.

The income from investments is used by the Authority to reduce the net overall costs to the Council taxpayer.

### **3. Update on the investments with Kaupthing Singer & Friedlander (KSF)**

The latest position with the Council's investments with KSF was reported in the Quarterly Treasury Management and Prudential Indicator Reports to Executive Board during the year.

In June 2017 the Council received a fifteenth dividend from the Administrators. This equated to 0.90p in the £ and amounted to £36k principal.

A sixteenth dividend was received from the Administrators in December 2017. This equated to 0.35p in the £ and amounted to £14k principal.

As at 31<sup>st</sup> March 2018 the sum of £3.42m principal and £210k interest had been received from the Administrators, which equates to 85.50% of the claim submitted. Further dividends are expected to be paid in 2018-2019 and 2019-20. The Administrators estimate total dividends payable to non-preferential creditors at a minimum of 86.25%.

### **4. Security, Liquidity and Yield (SLY)**

Within the Treasury Management Strategy Statement for 2017-2018, the Council's investment priorities are:

- Security of Capital
- Liquidity and
- Yield

The Council aims to achieve the optimum return (yield) on investments commensurate with proper levels of security and liquidity. In the current economic climate it is still considered appropriate to keep investments short term to cover cash flow requirements.

Attached at Appendix 1 is a list of the individual investments (excluding the £0.58m in KSF) held as at the 31<sup>st</sup> March 2018 together with their credit ratings, historic risk of default and the risk weighting attached to each investment.

## 5. Borrowing

As Members are aware the Authority has a substantial capital investment programme. For 2017-2018 actual capital expenditure was £66.4m. This was financed from:

	£m
Borrowing	25.78
Grants and Contributions	26.57
Usable Capital Receipts Applied	8.52
Revenue and Reserves	5.56
<b>Total</b>	<b>66.43</b>

Under the Treasury Management Strategy it was resolved:

- To borrow to meet the funding requirements of the Authority, after allowing for capital grants, capital receipts and capital contributions, and to stay within the Prudential Indicators to ensure affordability, prudence and sustainability.
- To borrow when interest rates are at their most advantageous, after considering cash flow requirements.

The following loans were borrowed during 2017-18 to fund the capital programme:

<b>Loan Reference</b>	<b>Amount (£m)</b>	<b>Interest Rate</b>	<b>Start Date</b>	<b>Period</b>	<b>Maturity Date</b>
506262	2.00	2.38%	14th August 2017	46yrs	28th March 2063
506263	2.00	2.38%	14th August 2017	47yrs	28th March 2064
506264	2.00	2.38%	14th August 2017	48yrs	28th March 2065
506265	2.00	2.38%	14th August 2017	49yrs	28th March 2066
506266	2.00	2.38%	14th August 2017	50yrs	28th March 2067
506570	5.00	2.36%	10th November 2017	50yrs	28th September 2067
506864	2.00	2.47%	31st January 2018	44yrs	28th March 2062
507082	2.00	2.40%	19th March 2018	42yrs	28th March 2060
507083	2.00	2.39%	19th March 2018	43yrs	28th March 2061
<b>Total</b>	<b>21.00</b>				

The weighted average interest rate of these new loans was 2.39% which compares favourably with the weighted average rate of the respective loan periods throughout the year.

The total loans outstanding at 1<sup>st</sup> April 2017 and 31<sup>st</sup> March 2018 were:

<b>Loans</b>	<b>Balance at 01.04.17 £m</b>	<b>Balance at 31.03.18 £m</b>	<b>Net Increase/ (Net Decrease) £m</b>
Public Works Loan Board (PWLB)	380.82	392.11	11.29
Market Loan	3.00	3.00	0.00
Salix, Invest-to-Save, HILS & TCL	4.15	4.74	0.59
<b>Total</b>	<b>387.97</b>	<b>399.85</b>	<b>11.88</b>

In 2017-18 the Council received £0.895m from the Welsh Government in relation to Town Centre Loans (TCL). The purpose of the scheme is to provide loans to reduce the number of vacant, underutilised and redundant sites and premises in town centres and to support the diversification of the town centres by encouraging more sustainable uses for empty sites and premises, such as residential, leisure and for key services. The term of the funding is until 31st March 2033, with advances to third parties repayable interest free.

The total external interest paid in 2017-2018 amounted to £17.62m, which compares favourably with the budget of £19.77m. The savings have arisen due to a reduction in the borrowing for the Modernisation Education Programme for current and previous years.

## 6. Treasury Management Prudential Indicators

Under the requirements of the Prudential Code of Practice for Capital Finance in Local Authorities, the Council are required to set a number of treasury management prudential indicators for the year 2017-2018. The indicators set and the performance against those indicators is shown below:

6.1 The estimated and actual interest exposure limits as at 31<sup>st</sup> March 2018 were:

	Estimate 31.03.18 £m			Actual 31.03.18 £m		
	Fixed Interest Rate	Variable Interest Rate	Total	Fixed Interest Rate	Variable Interest Rate	Total
Borrowed	401.00	3.00	404.00	396.85	3.00	399.85
Invested	(20.00)	(30.00)	(50.00)	(14.58)	(29.00)	(43.58)
<b>Net</b>	<b>381.00</b>	<b>(27.00)</b>	<b>354.00</b>	<b>382.27</b>	<b>(26.00)</b>	<b>356.27</b>
Proportion of Total Net Borrowing	108%	(8%)	100%	107%	(7%)	100%
<b>Limit</b>	<b>125%</b>	<b>5%</b>				

6.2 Maximum principal sums invested > 365 days

	2017-2018 Limit £m	2017-2018 Actual £m
Maximum principal sums invested > 365 days	10	NIL

6.3 Interest rate exposure limits

	2017-2018 Limit £m	2017-2018 Actual £m
Limits on fixed interest rates based on net debt	444.00	382.27
Limits on variable interest rates based on net debt	20.00	(26.00)

6.4 The upper and lower limits set for the maturity structure of borrowing along with the actual maturity structure as at 31<sup>st</sup> March 2018.



	Estimated Upper Limit 2017-2018 %	Estimated Lower Limit 2017-2018 %	Actual 31.03.18 %
Under 12 months	15	0	1.76
12 months to 2 years	25	0	1.32
2 years to 5 years	50	0	7.40
5 years to 10 years	50	0	10.00
10 years to 20 years	50	0	18.10
20 years to 30 years	50	0	20.26
30 years to 40 years	50	0	23.48
40 years and above	50	0	17.68
<b>Total</b>			<b>100.00</b>

Details of the above maturity structure are shown below:

Loan Maturities	PWLB Debt £m	Average Interest Rate %	Market Loans/ Invest to Save/Salix/ HILS/TCL £m	Average Rate %	Total Debt Outstanding £m
Before 1st April 2019	6.69	9.87	0.34	0	7.03
1st April 2019 to 31st March 2020	5.00	5.00	0.29	0	5.29
1st April 2020 to 31st March 2023	28.81	6.14	0.75	0	29.56
1st April 2023 to 31st March 2028	39.98	4.73	0	0	39.98
1st April 2028 to 31st March 2038	69.03	4.53	3.36	0	72.39
1st April 2038 to 31st March 2048	81.00	4.04	0	0	81.00
1st April 2048 to 31st March 2058	90.90	5.29	3.00	4.72	93.90
After March 2058	70.70	2.81	0	0	70.70
<b>Total as at 31.03.18</b>	<b>392.11</b>		<b>7.74</b>		<b>399.85</b>

## 7. Prudential Indicators

### 7.1 Affordability

### 7.1.1 Actual and estimated ratio of financing costs to net revenue stream.

<b>Ratio of Financing Costs to Revenue Stream</b>		
	<b>2017-2018 Estimate %</b>	<b>2017-2018 Actual %</b>
Non-HRA	5.98	4.58
HRA	34.98	34.58

The indicator shows the proportion of income taken up by capital financing costs.

## 7.2 Prudence

### 7.2.1 The Capital Financing Requirement (CFR).

	<b>31.03.18 Estimate £m</b>	<b>31.03.18 Actual £m</b>
Non-HRA	265	263
HRA	143	145
HRAS	76	76
<b>Total</b>	<b>484</b>	<b>484</b>

The Capital Financing Requirement reflects the underlying need to borrow for capital purposes.

### 7.2.2 Gross Borrowing against the Capital Finance Requirement indicator.

To ensure that borrowing levels are prudent over the medium term the Council's external borrowing must only be for a capital purpose. Gross borrowing must not exceed the CFR for 2017-2018 plus the expected changes to the CFR over 2018-2019 and 2019-2020 but can in the short term due to cash flows. The table below highlights the Council's gross borrowing position against the CFR. The Council has complied with this prudential indicator.

£m	2017-2018 Estimate	2017-2018 Actual
Debt at 1 <sup>st</sup> April 2017	390	388
Expected Change in Debt	26	12
<b>Gross debt at 31<sup>st</sup> March 2018</b>	<b>416</b>	<b>400</b>
<b>CFR</b>	<b>484</b>	<b>484</b>
<b>Under / (Over) borrowing</b>	<b>68</b>	<b>84</b>

The Section 151 Officer reports that the authority had no difficulty meeting this requirement in 2017-2018.

### 7.2.3 The Authorised Limit and Operational Boundary.

## Tudalen 88

The Authorised Limit is the "Affordable Borrowing Limit" required by Section 3 of the Local Government Act 2003. The Council does not have the power to borrow above this level. The

table below demonstrates that during 2017-2018 the Council has maintained gross borrowing within its Authorised Limit.

The Operational Boundary is the expected borrowing position of the Council during the year. Periods where the actual position is either below or over the Boundary is acceptable subject to the Authorised Limit not being breached.

The actual financing costs as a proportion of net revenue stream identifies the trend in the cost of capital (borrowing and other long term obligation costs net of investment income) against the net revenue stream.

	2017-2018 £m
Authorised Limit	532.00
Gross borrowing	399.85
Operational Boundary	484.00
Average gross borrowing position	391.94
Financing costs as a proportion of net revenue stream	7.70%

## **8. Revised CIPFA Codes**

In December 2017, the Chartered Institute of Public Finance and Accountancy, (CIPFA), issued a revised Treasury Management Code and Cross Sectoral Guidance Notes, and a revised Prudential Code.

The main recommendation, from 2018-2019, is that local authorities produce a capital strategy to members which is intended to give a high level overview of how capital expenditure, capital financing and treasury management activity contribute to the provision of services.

## **9. Leasing**

No finance leases were negotiated during the year.

## **10. Rescheduling**

No rescheduling was undertaken during the year.

## **11. Conclusion**

This report demonstrates compliance with the reporting requirements of the CIPFA Treasury Management Code of Practice.

## **12. Recommendations**

It is recommended that this report be received by the Executive Board.

Mae'r dudalen hon yn wag yn fwriadol

## Investment Summary as at 31st March 2018

Carmarthenshire County Council

Totals		
<b>Total</b>	<b>£43,000,000</b>	
<b>Calls &amp; MMFs</b>	£29,000,000	67%
<b>Fixed Deposits</b>	£14,000,000	33%
<b>Specified</b>	£43,000,000	100%

Weighted Average		
<b>Yield</b>		0.50%
<b>Maturity (Days)</b>		
Total Portfolio	Total Portfolio	11.63
<b>Long Term</b>		
<b>Short Term</b>		
AAA	-	1.00
AA	F1	33.64
A	F1	1.00
BBB	F2	0.00
CCC	C	0.00

Risk Factors		
<b>&lt; 1 year</b>	£264	0.005%
<b>1 - 2 years</b>	£0	0.000%
<b>2 - 3 years</b>	£0	0.000%
<b>3 - 4 years</b>	£0	0.000%
<b>4 - 5 years</b>	£0	0.000%
<b>Total Portfolio</b>	£264	0.005%

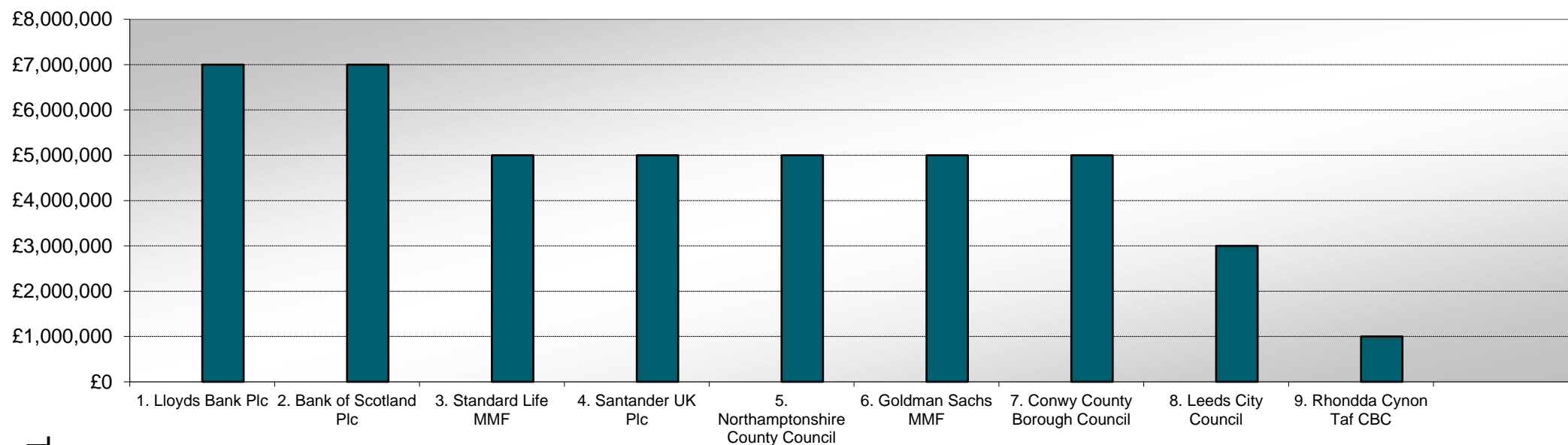
Maturity Structure		
<b>&lt; 1 Week</b>	£30,000,000	70%
<b>&lt; 1 Month</b>	£8,000,000	19%
<b>2 - 3 Months</b>	£5,000,000	12%
<b>3 - 6 Months</b>	£0	0%
<b>6 - 9 Months</b>	£0	0%
<b>9 - 12 Months</b>	£0	0%
<b>12 Months+</b>	£0	0%
<b>Total</b>	<b>£43,000,000</b>	<b>100%</b>

Mae'r dudalen hon yn wag yn fwriadol

## Top 10 Counterparty Holdings

Carmarthenshire County Council

Counterparty	Principal	% of Total Holding	WAM (Days)	WAYield	WADefault
1. Lloyds Bank Plc	£7,000,000	16.28%	1	0.70%	0.000%
2. Bank of Scotland Plc	£7,000,000	16.28%	1	0.40%	0.000%
3. Standard Life MMF	£5,000,000	11.63%	1	0.45%	0.000%
4. Santander UK Plc	£5,000,000	11.63%	1	0.45%	0.000%
5. Northamptonshire County Council	£5,000,000	11.63%	62	0.55%	0.003%
6. Goldman Sachs MMF	£5,000,000	11.63%	1	0.37%	0.000%
7. Conwy County Borough Council	£5,000,000	11.63%	16	0.40%	0.001%
8. Leeds City Council	£3,000,000	6.98%	25	0.80%	0.001%
9. Rhondda Cynon Taf CBC	£1,000,000	2.33%	4	0.50%	0.000%





Mae'r dudalen hon yn wag yn fwriadol

## Y CYNGOR

11<sup>EG</sup> GORFFENNAF 2018

## GWEITHIO'N DDI-BAPUR

## ARGYMHELLION Y PWYLLGOR GWASANAETHAU DEMOCRATAIDD:

bod yr Awdurdod yn dechrau mabwysiadu system cyfathrebu ddi-bapur gyda'r holl Gynghorwyr, a fydd ar waith o 1 Ionawr 2019, a bod rhaglen hyfforddiant briodol yn cael ei threfnu cyn y dyddiad hwn.

## Y Rhesymau:

Cymeradwyodd y Cyngor rybudd o gynnig yn ei gyfarfod ar 14 Ionawr 2015 a chytunwyd i symud i system ddi-bapur o gyfathrebu â'r holl Gynghorwyr, cyn gynted ag y bo modd.

Mae system rheoli pwyllgorau ar waith sy'n galluogi'r Awdurdod i gynnal cyfarfodydd yn electronig ac mae'r Uned Gwasanaethau Democritaidd, fel rhan o'r adolygiad Trawsnewid i Wneud Cynnydd wedi nodi bod gweithio'n ddi-bapur yn ffordd o sicrhau arbedion effeithlonrwydd.

Ymgynghorwyd â'r Pwyllgor Craffu	Amherthnasol
Angen i'r Bwrdd Gweithredol wneud penderfyniad	NAC OES
Angen i'r Cyngor wneud penderfyniad	OES (11 <sup>eg</sup> Gorffennaf 2018)

## YR AELOD O'R BWRDD GWEITHREDOL SY'N GYFRIFOL AM Y PORTFFOLIO –

Y. Cyng. Emlyn Dole (Arweinydd)

## Y Gyfarwyddiaeth

Enw Pennaeth y  
Gwasanaeth:  
Linda Rees-Jones

Swyddi:  
Pennaeth Gweinyddiaeth a'r  
Gyfraith

Rhifau ffôn 01267 224028  
Cyfeiriadau e-bost:

Awdur yr Adroddiad:  
Gaynor Morgan

Pennaeth y Gwasanaethau  
Democritaidd

GMorgan@sirgar.gov.uk

**EXECUTIVE SUMMARY**  
**DEMOCRATIC SERVICES COMMITTEE**  
**11<sup>TH</sup> JUNE 2018**

**DISCUSSION PAPER ON PAPERLESS WORKING**

The Council at its meeting held on the 14<sup>th</sup> January 2015 (Minute 7.2 refers) considered and supported the following notice of motion submitted by Councillor E.Dole:-

*“In light of the financial crisis facing local Government and the proposed budget efficiencies required – this Council believes that there is a need to identify savings wherever they can be achieved. This Council therefore proposes that all Councillors should accept their responsibility in contributing towards efficiency savings and therefore move as soon as possible to a paperless system of communication with all Councillors”.*

As part of a Transform, Innovate and Change review of the Democratic Services function, the Democratic Services Committee is being asked to consider whether it is now appropriate for the Authority to move towards a paperless system of communication with all Councillors.

A discussion paper is attached.

<b>DETAILED REPORT ATTACHED ?</b>	<b>YES</b>
-----------------------------------	------------

# IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: Linda Rees Jones, Head of Administration & Law

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
NONE	YES	YES	NONE	NONE	NONE	YES

## Legal

The Local Government Act 1972 specifies that

“a summons to attend the meeting, specifying the business to be transacted thereat, and signed by the proper officer of the Council, shall, subject to sub-paragraph (3) below, be left at or sent by post to the usual place of residence of every member of the Council”

The Authority will need to consider all legal implications prior to a final decisions being made.

## FINANCE

Funding will need to be identified for any electrical works required to install charging facilities within meeting rooms, this is required in order to move towards digital delivery of the democratic process.

## ICT

The relevant Committee management software and IT kit were procured in 2015. No additional costs are envisaged at this stage.

## PHYSICAL ASSETS

Electrical works will be required to install appropriate charging facilities within meeting rooms.

# CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: Linda Rees Jones, Head of Administration & Law

**1.Scrutiny Committee**

Not applicable

**2.Local Member(s)**

Not applicable

**3.Community / Town Council**

Not applicable

**4.Relevant Partners**

Not applicable

**5.Staff Side Representatives and other Organisations**

Not applicable

**Section 100D Local Government Act, 1972 – Access to Information  
List of Background Papers used in the preparation of this report:**

Title of Document	File Ref No.	Locations that the papers are available for public inspection
The Local Government Act 1972		<a href="https://www.legislation.gov.uk/ukpga/1972/70/contents">https://www.legislation.gov.uk/ukpga/1972/70/contents</a>
Council Meeting – 14 <sup>th</sup> January 2015 (Minute 7.2)		<a href="http://online.carmarthenshire.gov.uk/agendas/eng/COCO20150114/MINUTES.HTM">http://online.carmarthenshire.gov.uk/agendas/eng/COCO20150114/MINUTES.HTM</a>

# PAPERLESS SYSTEM OF COMMUNICATION FOR DEMOCRATIC SERVICES PROVISION

## DISCUSSION PAPER

### WHERE ARE WE?

The Council at its meeting held on the 14<sup>th</sup> January 2015 (Minute 7.2 refers) considered and supported the following notice of motion submitted by Councillor E.Dole:-

*“In light of the financial crisis facing local Government and the proposed budget efficiencies required – this Council believes that there is a need to identify savings wherever they can be achieved. This Council therefore proposes that all Councillors should accept their responsibility in contributing towards efficiency savings and therefore move as soon as possible to a paperless system of communication with all Councillors”.*

As a result of this decision, the Council purchased iPads for all elected members/senior officers together with Modern.gov software a committee management system which is used to create and publish agendas, reports and minutes of the Council’s Committees. The system also allows users to download via an app committees of interest and will then automatically keep itself updated with all the latest meeting papers including the full agenda pack. The Apps allow users to highlight sections of the pack and make annotations just as you would with a paper copy. The first agenda using Modern.gov was published in September 2015.

It is acknowledged that there have been some teething problems in terms of the use of electronic equipment and a decision to move to paperless working has been delayed in order for those issues to be resolved. Officers are also mindful of the need to upgrade the meeting rooms so that adequate charging facilities are available.

To date 4 Members have chosen not to have paper copies.

**SPEND TO DATE ON PAPERLESS WORKING** (following Council decision on the 14<sup>th</sup> January 2015 and based on roll out in July 2015 to Councillors & Chief Officers):-

KIT	INITIAL COSTS	ONGOING COSTS
Hardware (change of kit required to provide access to the mod.gov app.) and data sim	£37,596.35	Data sim £9 per kit. (£9x 74 £666 per month) IT equipment will be updated as necessary in accordance with IRWP determinations for member support.
Software – Mod.gov	£28,510	£11,010.00

## APPROXIMATE ADDITIONAL SPEND REQUIRED:-

<b>Supply and installation of 44no twin 13A socket outlets, each complete with 2no USB ports, one twin socket to be located between a pair of members seating locations.</b>	<b>£5278.90 (minimum cost)*</b>
*Chamber County Hall only – additional spend required if Spilman Street and Llanelli Town Hall are to be included	

It is acknowledged that the Authority will need to make changes to some of its meeting rooms in order to move towards digital delivery. It is considered that the Authority will need to install power sockets for use by members during meetings to ensure sufficient power for their devices. Initial costs for this provision comes in at £5278.90. The quotation price does not include an allowance for builders works associated with lifting of existing carpets and floorboards around the chamber, to allow access under the suspended floor to run cables, and replacing same after new circuits have been installed.

The Committee table in the Committee Room, County Hall has been installed with charging points thus the meeting room is fit for digital delivery.

## POTENTIAL AVERAGE ANNUAL SAVING (Based on April 2016-March 2017 figures – does not include staff costs)

<b>Postage Costs</b>	<b>£4,525.34</b>
<b>Printing Costs</b>	<b>£7953.37</b>
The above figure is based on the current re-charge to the Democratic Budget following efficiencies already achieved through the Konika printer rationalisation project.	
There is further potential to deliver savings by reducing the number of print machines in the Print Room at County Hall,	
It is anticipated that further savings in terms of productivity and environmental factors can also be achieved.	

## LEGAL CONSIDERATIONS:-

The Local Government Act 1972 specifies that

“a summons to attend the meeting, specifying the business to be transacted thereat, and signed by the proper officer of the Council, shall, subject to sub-paragraph (3) below, be left at or sent by post to the usual place of residence of every member of the Council”

Both the All Wales Monitoring Officer Group and the Heads of Democratic Network have raised with Frank Cuthbert - Head of Local Government Democracy - Welsh Assembly Government the need for legislation to be updated to keep up with modern technology/ readily accessible information via electronic means. The Local Government (Electronic Communications) (England) Order 2015 has amended the Local Government Act 1972 to allow a summons to be sent to members by an appropriate method however this does not apply in Wales.

However, sub-paragraph (3) of the Local Government Act (1972) states that:

“If a member of a principal council gives notice in writing to the proper officer of the council that he desires summonses to attend meetings of the council to be sent to him at some address specified in the notice other than his place of residence, any summons addressed to him and left at or sent by post to that address shall be deemed sufficient service of the summons”

This allows Members to specify an alternative address and in some other local authorities across Wales Members have used this clause to specify that their usual place of residence is the Members Room/Lounge. This has allowed for the summons to be hand-delivered and/or displayed at the County Hall rather than being sent by post to their home address.

Under the current law this would be optional and according to the preference of the individual Member.

## WHERE DO WE GO FROM HERE?

The Carmarthenshire Democratic Process could move to a paperless system of working immediately, as the team have been operating the software since September 2015.

Options for consideration:-

Option 1	No change
Option 2	Proceed with the installation of charging points in the Council Chamber at a cost of approx.£6k. – 7k. Encourage more members to ‘opt out’ of paper copy agendas in order to deliver an element of saving.
Option 3	Proceed with the installation of charging points (as per option 2).  Recommend via the Democratic Process, that the Authority moves towards paperless communication with councillors (including all committee documentation) and to identify an implementation date .



Mae'r dudalen hon yn wag yn fwriadol

Dydd Llun, 4 Mehefin 2018

**YN BRESENNOL:** Y Cynghorydd E. Dole (Cadeirydd)

**Y Cynghorwyr:**

C.A. Campbell, G. Davies, H.A.L. Evans, L.D. Evans, P.M. Hughes, D.M. Jenkins, P. Hughes-Griffiths, L.M. Stephens and J. Tremlett

**Hefyd yn bresennol:**

Y Cynghorwyr: J.M. Charles, D.M. Cundy, R. James, M.J.A. Lewis and J.G. Prosser

**Yr oedd y swyddogion canlynol yn gwasanaethu yn y cyfarfod:**

M. James, Prif Weithredwr  
J. Morgan, Cyfarwyddwr y Gwasanaethau Cymunedau  
C. Moore, Cyfarwyddwr Gwasanaethau Corfforaethol  
G. Morgans, Cyfarwyddwr Addysg a Phlant  
W. Walters, Cyfarwyddwr Adfywio a Pholisi  
L.R. Jones, Pennaeth Gweinyddiaeth a'r Gyfraith  
P.R. Thomas, Prif Weithredwr Cynorthwyol (Rheoli Pobl a Pherfformiad)  
R. Staines, Pennaeth Cartrefi a Chymunedau Mwy Diogel  
S. Pilliner, Pennaeth Priffyrdd a Thrafnidiaeth  
J. Morgan, Pennaeth Cartrefi a Chymunedau Mwy Diogel Dros Dro  
D. Hockenhull, Rheolwr y y Cyfryngau a Marchnata  
I.R. Llewelyn, Rheolwr Blaen-gynllunio  
H. Morgan, Rheolwr Datblygu Economaidd  
J. Jones, Rheolwr Eiddo a Phrosiectau Mawr  
S. Charles, Rheolwr Strategaeth a Seilwaith Trafnidiaeth  
C. Jones, Pen-Swyddog Caffael  
K. Thomas, Swyddog Gwasanaethau Democraidd

**Siambr, Neuadd y Sir - 9.30 - 11.18 am**

**1. YMDDIHEURIADAU AM ABSENOLDEB**

Ni chafwyd ymddiheuriadau am absenoldeb.

**2. DATGAN BUDDIANNAU PERSONOL.**

Y Cyngorydd	Rhif y Cofnod	Y Math o Fuddiant
H.A.L. Evans	8 - Cartrefi Croeso Ltd - Gofynion Ariannu, Penodi Cyfarwyddwyr a Dirprwyo Cytundeb Cyfranddaliwr	Ei chwaer yw Prif Weithredwr Cymdeithas Tai Bro Myrddin
H.A.L. Evans	17 - Strategaeth Digartrefedd	Ei chwaer yw Prif Weithredwr Cymdeithas Tai Bro Myrddin
P.M. Hughes	18 - Diwygiad i Bolisi Adnewyddu Tai'r Sector Preifat	Landlord yn y sector preifat

### 3. CWESTIYNAU Â RHYBYDD GAN AELODAU

Dywedodd y Cadeirydd nad oedd dim cwestiynau â rhybudd wedi cael eu cyflwyno gan yr Aelodau.

### 4. CWESTIYNAU A RHYBYDD GAN Y CYHOEDD

Dywedodd y Cadeirydd nad oedd dim cwestiynau â rhybudd wedi dod i law gan y cyhoedd.

### 5. COFNODION

#### 5.1. 5ED CHWEFROR, 2018

**PENDERFYNWYD YN UNFRYDOL** lofnodi bod cofnodion cyfarfod y Bwrdd Gweithredol a gynhaliwyd ar 5 Chwefror 2018 yn gofnod cywir.

#### 5.2. 30AIN EBRILL, 2018;

**PENDERFYNWYD YN UNFRYDOL** lofnodi bod cofnodion cyfarfod y Bwrdd Gweithredol a gynhaliwyd ar 30 Ebrill 2018 yn gofnod cywir.

#### 5.3. 14EG MAI, 2018.

**PENDERFYNWYD YN UNFRYDOL** lofnodi bod cofnodion cyfarfod y Bwrdd Gweithredol a gynhaliwyd ar 14 Mai 2018 yn gofnod cywir.

### 6. BARGEN DDINESIG BAE ABERTAWAWE

Bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch sefydlu Cyd-bwyllgor Bargaen Ddinesig Bae Abertawe a'r ffrydiau cyllido cysylltiedig yn ffurfiol.

Atgoffwyd y Bwrdd Gweithredol fod y Cyngor, ynghyd â'r tri awdurdod lleol sef Abertawe, Castell-nedd Port Talbot a Sir Benfro, wedi cytuno i lofnodi Cytundeb Bargaen Ddinesig (Penawdau Telerau) werth cyfanswm o £1.3 biliwn, a oedd wedi'i lofnodi gan Lywodraeth y Deyrnas Unedig a Llywodraeth Cymru ar 20 Mawrth 2017. Ar ôl hynny, roedd Bargaen Ddinesig Bae Abertawe wedi bod yn gweithredu ar ffurf gysgodol i gadw'r momentwm a datblygu'r trefniadau llywodraethu er mwyn galluogi i'r rhanbarth gyflawni'r rhaglen. Roedd hyn yn cynnwys llunio'r Cyddgytundeb i ddarparu'r fframwaith cyfreithiol y byddai Bargaen Ddinesig Bae Abertawe yn cydymffurfio ag ef.

Nododd y Bwrdd Gweithredol fod trafodaethau hefyd wedi'u cynnal â Llywodraeth Cymru, lle cytunwyd ar y canlynol fel rhan o drefniadau gweithredu'r Fargaen Ddinesig:-

- Byddai awdurdodau lleol y Fargaen Ddinesig yn gallu cadw 50% o elw net ychwanegol yr ardrethi annomestig a gynhyrchir gan y 11 prosiect a fydd yn cael eu cyflawni fel rhan o'r fargaen;

- Byddai awdurdodau lleol Bargaen Ddinesig Bae Abertawe yn gallu defnyddio hyblygrwydd o ran cyllid mewn perthynas â gwariant y prosiect ar sail referniw, fel y manylwyd yn y Cydgytundeb.

Nododd y Bwrdd Gweithredol y byddai angen i'r adroddiad gael ei fabwysiadu'n ffurfiol gan y Cyngor ar 13 Mehefin 2013, os yw'n cael ei gymeradwyo, a chan dri awdurdod lleol arall Bargaen Ddinesig Bae Abertawe erbyn diwedd mis Gorffennaf 2018.

Cyfeiriwyd at rôl y Cyngor fel awdurdod arweiniol y Fargaen Ddinesig, a mynegodd Aelodau'r Bwrdd eu gwerthfawrogiad i holl Swyddogion y Cyngor am eu hymrwymiad a'u hymroddiad wrth arwain prosiect y fargaen ddinesig dros y ddwy flwyddyn ddiweddfaf.

**PENDERFYNWYD YN UNFRYDOL ARGYMELL I'R CYNGOR:-**

- 6.1 Gymeradwyo'r gwaith o sefydlu Cyd-bwyllgor Bargaen Ddinesig Bae Abertawe a'r strwythur llywodraethu cysylltiedig;
- 6.2 Bod Cytundeb Cyd-bwyllgor Drafft yn cael ei gymeradwyo a bod y Prif Weithredwr, gan ymgynghori â'r Arweinydd, yn cael yr awdurdod dirprwyedig i wneud mân newidiadau i'r Cytundeb fel y bo angen ac fel y cytunwyd arnynt gan yr awdurdodau partner, Llywodraeth y DU a Llywodraeth Cymru er mwyn cwblhau'r Cytundeb;
- 6.3 Cymeradwyo sefydliad Cyd-bwyllgor Craffu Bargaen Ddinesig Bae Abertawe;
- 6.4 Cymeradwyo'r cynnig bod Cyngor Sir Caerfyrddin yn cyfrannu £50k fesul blwyddyn dros 5 blynedd er mwyn talu rhan o gostau gweithredu'r Cyd-bwyllgor, y Bwrdd Strategaeth Economaidd, Bwrdd y Rhaglen, y Cyd-bwyllgor Craffu, y Corff Atebol a swyddogaethau'r Swyddfa Ranbarthol ac yn cymeradwyo'r egwyddor y darperir cyllid pellach yn gyfateb i frigidoriad 1.5% o ddyraniad cyllid y Fargaen Ddinesig, a bydd Cyfarwyddwr y Gwasanaethau Corfforaethol, gan ymgynghori â'r Aelod o'r Bwrdd Gweithredol dros Adnoddau, yn cytuno ar ddarpariaeth y cyllid hwn;
- 6.5 Bod Cyfarwyddwr y Gwasanaethau Corfforaethol (Swyddog Adran 151) yn cael ei awdurdodi i archwilio a gweithredu'r dull mwyaf priodol o fenthyca cymesur er mwyn cyllido prosiectau rhanbarthol a gyflawnir mewn ardaloedd sy'n perthyn i'r Cyngor;
- 6.6 Bod Cyfarwyddwr y Gwasanaethau Corfforaethol yn cael ei awdurdodi i gyd-drafod â Chyd-gyfarwyddwyr ynghylch y sail dyrannu mwyaf priodol ar gyfer cadw ardrethi annomestig rhanbarthol mewn perthynas â'r 11 prosiect.

**7. FERSIWN DDRAFFT O STRATEGAETH GORFFORAETHOL NEWYDD 2018-23**

Bu'r Bwrdd Gweithredol yn ystyried Fersiwn Ddrafft o Strategaeth Gorfforaethol Newydd 2018-23. Os caiff ei mabwysiadu, byddai'n cymryd lle'r strategaeth bresennol a gyhoeddwyd yn 2015, yn ogystal â chyfuno'r cynlluniau canlynol i un ddogfen:-

- Strategaeth Gorfforaethol 2015-20;

- yr Amcanion Gwella, yn unol â gofynion Mesur Llywodraeth Leol 2009;
- yr Amcanion Llesiant yn unol â gofynion Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 - nid oedd angen newid y rhain bob blwyddyn, na'u cyflawni o fewn blwyddyn ac roedd nodi amcanion sy'n parhau am fwy nag un flwyddyn yn hollol gyfreithlon;
- Prosiectau a rhaglenni allweddol Bwrdd Gweithredol Cyngor Sir Caerfyrddin a Rhaglenni am y 5 mlynedd nesaf, fel y nodir yn "Symud Ymlaen yn Sir Gaerfyrddin dros y pum mlynedd nesaf".

Nododd y Bwrdd Gweithredol fod Fersiwn Ddrafft y Strategaeth wedi bod yn destun ymgynghoriad â Phwyllgorau Craffu'r Cyngor a bod nifer o newidiadau ac eglurhad wedi'u gwneud ar ôl hynny er mwyn adlewyrchu barn y Pwyllgorau hynny.

#### **PENDERFYNWYD YN UNFRYDOL ARGYMELL I'R CYNGOR:**

- 7.1 Cyflwyno Strategaeth Gorfforaethol newydd i ddisodli'r Strategaeth Gorfforaethol bresennol a gyhoeddwyd yn 2015, er mwyn cynnwys yr Amcanion Llesiant a'r Amcanion Gwella a chan gwmpasu'r prosiectau a'r rhaglenni allweddol a nodir yn "Symud Ymlaen yn Sir Gaerfyrddin dros y pum mlynedd nesaf";**
- 7.2 Cadw'r un set o Amcanion Llesiant ar gyfer 2018/19 ynghyd ag amcan ychwanegol ar Adeiladu Gwell Cyngor a Gwneud Gwell Defnydd o Adnoddau.**

### **8. CARTREFI CROESO CYF - GOFYNION ARIANNU, PENODI CYFARWYDDWYR A DIRPRWYO CYTUNDEB CYFRANDDALIWR**

(NODER: Roedd y Cynghorydd H.A.L. Evans wedi datgan buddiant yn yr eitem hon yn gynharach, a gadawodd Siambr y Cyngor yn ystod y trafodaethau)

Atgoffwyd y Bwrdd Gweithredol ei fod, yn y cyfarfod a gynhaliwyd ar 27 Tachwedd 2017, wedi cytuno i sefydlu cwmni tai cyngor ym mherchnogaeth lwyr y Cyngor er mwyn adeiladu tai i'w gwerthu a'u rhentu a bod yn gatalydd ar gyfer gweithgareddau adfywio pellach. Yn unol â'r penderfyniad hwnnw, bu'r Bwrdd yn ystyried adroddiad a fanylodd ar y canlynol:

- Gofynion ariannu'r cwmni - gan gynnwys Cynllun Busnes lefel uchel 2018-2023 y cwmni;
- Y broses ar gyfer penodi cyfarwyddwyr;
- Dirprwyo Cytundeb Cyfranddaliwr.

Cyfeiriodd y Cynghorydd D. Cundy, yn unol â Rheol 11 o Weithdrefn y Cyngor, at benodiad a rôl cyfarwyddwyr y cwmni, a gofynodd sut y byddai'r Cyngor, fel yr unig gyfranddaliwr, yn mesur llwyddiant y cwmni o ran ansawdd, maint, cyllid a phrydlondeb, a sut y byddai Cynghorwyr Sir yn gallu cael gwybod am y ffactorau hynny, er enghraifft drwy Cyfarfod Cyffredinol Blyneddol, Pwyllgor Craffu - Cymunedau, neu drwy ddull arall.

Dywedodd yr Aelod o'r Bwrdd Gweithredol dros Adnoddau y byddai gan y cwmni bum cyfarwyddwr, sef dau Swyddog Cyngor (heb dâl), un Cynghorydd Sir (heb dâl) a dau allanol (gyda thâl) i'w penodi gan y Prif Weithredwr, yn unol â'r gweithdrefnau y cytunwyd arnynt a chan ymgynghori ag Arweinydd y Cyngor.

Byddai llwyddiant y cwmni yn cael ei fesur a'i fonitro gan ddefnyddio'r Cynllun Busnes, a allai fod angen ei adolygu maes o law. Byddai Swyddog Adran 151 y Cyngor yn gyfrifol am fonitro hynny a sicrhau bod buddiannau'r Cyngor yn cael eu cynnal.

Cadarnhaodd y Prif Weithredwr y byddai Cynllun Busnes y cwmni yn cael ei gyflwyno i'r Pwyllgor Craffu - Cymunedau bob blwyddyn. Hefyd ni welai unrhyw reswm pam na ddylai'r cwmni lunio adroddiad blynyddol i'w gyflwyno i'r Bwrdd Gweithredol a'r Pwyllgor Craffu - Cymunedau.

## **PENDERFYNWYD YN UNFRYDOL ARGYMELL I'R CYNGOR:**

### **Gofynion Ariannu**

- 8.1 Nodi Cynllun Busnes lefel uchel 2018 – 2023 y Cwmni, sydd wedi'i ddatblygu gan Adran Dai / Cyfarwyddiaeth Cymunedau y Cyngor, a fydd yn cael ei fireinio yn dilyn astudiaethau dichonoldeb manwl y prosiect a'r ymchwiliadau safle;**
- 8.2 Cytuno ar y costau i sefydlu'r Cwmni yn 2017/18 o'r cyllidebau referniw presennol at uchafswm o £100,000;**
- 8.3 Cytuno ar Fenthyciad Costau Gweithredu i'r Cwmni mewn perthynas â'i gostau gweithredu yn 2018/19 hyd at uchafswm o £280,000. Bydd hyn yn cael ei drosglwyddo ymlaen llaw, yn chwarterol ac mewn cyfrannau o 25%;**
- 8.4 Cytuno ar Fenthyciad Datblygu Prosiect pellach hyd at uchafswm o £750,000, i'w ryddhau mewn cyfrannau y cytunwyd arnynt er mwyn datblygu manylion busnes y cwmni i'r Cyngor eu hystyried ymhellach. Bydd y benthyciad hwn yn cael ei ddefnyddio i wneud cynnydd ar y canlynol:**
  - **Gwerthusiad datblygu pellach o wyth safle, gan gynnwys 2 brosiect gwledig. Bydd hyn yn cynnwys prisiad manwl, cymorth gwladwriaethol, cyngor cyfreithiol a chyngor ynghylch trethiant;**
  - **Ymchwiliadau safle / cynigion datblygu cynllun cynhwysfawr a manwl ar gyfer tri safle, gan gynnwys un gwledig, gan gynnwys:**
  - **Cwblhau modelau ariannol manwl a sicrhau'r cyngor cysylltiedig ynghylch materion cyfreithiol a threthiant.**
  - **Datblygu strategaeth gaffael effeithiol.**
  - **Comisiynu gwerthusiadau technegol manwl ac arolygon cysylltiedig megis arolygon safle, pridd, trafniadaeth ac arolygon ecolegol.**
  - **Cysylltu â chyfleustodau a chyrrff statudol.**
  - **Comisiynu briff dylunio manwl a datganiad manyleb (a fydd hefyd yn cael eu defnyddio ar gyfer y prosiectau canlynol).**
  - **Derbyn cyngor cyn cynllunio a chwblhau ymgynghoriad cyn cynllunio;**

- 8.5 Bydd swm cychwynnol o £250,000 o'r Benthyciad Datblygu Prosiect manwl ar gael i'r cwmni er mwyn symud ymlaen â'r prawf o gysyniad. Bydd cymeradwyo rhyddhau rhagor o gyllid (hyd at y terfyn benthycia) yn cael ei ddirprwyo i'r Prif Weithredwr a Chyfarwyddwr y Gwasanaethau Corfforaethol, a gaiff ei ryddhau yn sgil cael arfarniad masnachol boddhaol o'r tri safle prawf o gysyniad cychwynnol;
- 8.6 Nodwyd y bydd ceisiadau am fenthyciadau pellach ar gyfer gwariant ar ddatblygiadau mawr (er enghraifft, trosglwyddo tir, ffioedd proffesiynol, costau adeiladu) yn dod i law yn ôl yr angen a byddant yn ffurfio rhan o'r cynllun busnes manwl a fydd yn cael ei gwblhau ar ôl i'r gwerthusiadau safle unigol gael eu cwblhau;
- 8.7 Bydd y cyllid drwy fenthyciadau ar gael ar 3.5% yn uwch na'r gyfradd a bennir gan y Bwrdd Benthyciadau Gwaith Cyhoeddus ar gyfer y Benthyciad Costau Gweithredu a 2.2% yn uwch na chyfradd y Bwrdd Benthyciadau Gwaith Cyhoeddus ar gyfer y Benthyciad Datblygu Prosiect. Bydd yr elfennau terfynol ynghylch y cytundeb benthyciad manwl yn cael eu dirprwyo i'r Prif Weithredwr a'r Cyfarwyddwr Gwasanaethau Corfforaethol;

#### Penodi Cyfarwyddwyr

- 8.8 Bod y penderfyniad i benodi a diswyddo Cyfarwyddwyr y Cwmni yn cael ei wneud gan y Prif Weithredwr mewn ymgynghoriad ag Arweinydd y Cyngor, ac ar ran y Bwrdd Gweithredol;
- 8.9 Bod y Cyfarwyddwr Cymunedau (Jake Morgan), a'r Cyfarwyddwr Adfywio a Pholisi (Wendy Walters) yn cael eu penodi yn gyfarwyddwyr y cwmni;
- 8.10 Y cytunir ar broses ffurfiol i benodi'r Cyfarwyddwyr sy'n weddill Dirprwyo materion yn ymwneud â'r Cytundeb Cyfranddaliwr.
- 8.11 Dirprwyo awdurdod (lle bo modd) i'r Prif Weithredwr, ar ôl ymgynghori â Chyfarwyddwr y Gwasanaethau Corfforaethol, i weithredu ar ran y cyfranddaliwr mewn perthynas â'r Cytundeb Cyfranddaliwr.

## 9. ADRODDIAD MONITRO CYLLIDEB REFENIW Y CYNGOR

Bu'r Bwrdd Gweithredol yn ystyried adroddiad monitro'r gyllideb refeniw a oedd yn rhoi'r wybodaeth ddiweddaraf ynghylch sefyllfa'r gyllideb fel yr oedd ar 28 Chwefror 2018.

Yn gyffredinol, roedd yr adroddiad yn rhagweld y byddai tanwariant diwedd blwyddyn o £1,421k ar gyllideb refeniw net yr Awdurdod ac y byddai gorwariant o £220k ar lefel adrannol. Roedd y Cyfrif Refeniw Tai yn rhagweld tanwariant diwedd blwyddyn o £57k.

**PENDERFYNWYD YN UNFRYDOL dderbyn adroddiad monitro'r gyllideb.**

## 10. DIWEDDARU RHAGLEN GYFALAF 2017-18

Bu'r Bwrdd Gweithredol yn ystyried adroddiad oedd yn rhoi diweddariad ynghylch gwariant y Rhaglen Gyfalaf mewn perthynas â chyllideb 2017/18, fel yr oedd ar 28 Chwefror 2018. Byddai'r arian llithriad yn y flwyddyn o £-10, 843k yn cael ei gynnwys yn rhaglen y blynyddoedd i ddod.



**PENDERFYNWYD YN UNFRUDOL** dderbyn adroddiad monitro'r gyllideb a oedd yn rhoi'r wybodaeth ddiweddaraf am y rhaglen gyfalaf, fel y manylir yn Atodiad A a B.

## **11. CYFRADDAU BUSNES – CYNLLUN RHYDDHAD ARDRETHI'R STRYD FAWR 2018/19**

Bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch cynigion i fabwysiadu Cynllun Rhyddhad Ardrethi'r Stryd Fawr Llywodraeth Cymru ar gyfer 2018/19, sydd â'r nod o ddarparu cymorth i fanwerthwyr y stryd fawr megis siopau, tafarnau a bwytai y mae eu hardrethi wedi cynyddu o ganlyniad i'r gwaith ailbrisio a wnaed gan y Swyddfa Brisio yn 2017. Nodwyd bod y cynllun yn cael ei ariannu'n llawn gan Lywodraeth Cymru ac y byddai'n darparu £170k o ryddhad i oddeutu 600 o fusnesau yn y Sir.

Gan mai mesur dros dro oedd y cynllun, dywedwyd nad oedd Llywodraeth Cymru yn gwneud unrhyw newidiadau deddfwriaethol ond byddai'n caniatáu i awdurdodau bilio roi rhyddhad o dan y pwerau rhyddhad yn ôl disgrisiwn sydd ar gael o dan Adran 47 Deddf Cyllid Llywodraeth Leol 1988. Yn unol â hynny, byddai angen i'r Cyngor fabwysiadu'r cynllun yn ffurfiol.

### **PENDERFYNWYD YN UNFRYDOL:**

- 11.1 fod y Cyngor yn mabwysiadu'r Cynllun Rhyddhad Ardrethi'r Stryd Fawr ar gyfer 2018/19 yn ffurfiol;**
- 11.2 bod rhyddhad yn cael ei roi, yn unol â chanllawiau Llywodraeth Cymru;**
- 11.3 bod yr Aelod o'r Bwrdd Gweithredol dros Adnoddau yn penderfynu ynghylch unrhyw geisiadau nad ydynt o fewn cwmpas penodol y canllawiau neu y bydd angen rhoi ystyriaeth benodol iddynt.**

## **12. STRATEGAETH CAFFAEL 2018-2022 CYNGOR SIR CAERFYRDDIN**

Bu'r Bwrdd Gweithredol yn ystyried y Strategaeth Gaffael arfaethedig ar gyfer 2018-2022, a oedd â'r nod o gael fframwaith ar waith er mwyn sicrhau bod gan benderfyniadau comisiynu a chaffael rôl allweddol o ran cefnogi'r gwaith o gyflawni Strategaeth Gorfforaethol a Chynllun Llesiant y Cyngor. Amlinellodd y Strategaeth flaenoriaethau o ran sut y byddai'r broses gaffael yn cyfrannu at y gwaith o gyflawni'r nodau hynny, a dyma'r blaenoriaethau allweddol:-

- Gwario arian yn effeithiol;
- Gweithredu prosesau a gweithdrefnau sy'n cydymffurfio;
- Cynnal a datblygu'r economi leol;
- Cefnogi cyd-weithio.

Cyfeiriodd y Cyngorydd D. Cundy, yn unol â Rheol 11 o Weithdrefn y Cyngor, at ddefnydd y Gwasanaeth Caffael Cenedlaethol a gofynodd a yw hwnnw'n orfodol.

Rhoddyd sicrwydd i'r aelodaeth gan yr Aelod o'r Bwrdd Gweithredol dros Adnoddau nad yw'n orfodol a bod y Cyngor wedi eithrio o'r Gwasanaeth sawl gwaith o'r blaen er mwyn cefnogi busnesau lleol yn Sir Gaerfyrddin, lle bo'n bosibl.



**PENDERFYNWYD YN UNFRYDOL fabwysiadu Strategaeth Caffael Cyngor Sir Caerfyrddin 2018-2022.**

**13. CÔD YMARFER LLWYODRAETH CYMRU – CYFLOGAETH FOESEGOL MEWN CADWYNI CYFLENWI**

Bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch mabwysiadu Côt Ymarfer Llywodraeth Cymru mewn perthynas â Chyflogaeth Foesebol mewn Cadwyn Gyflenwi y disgwylir i bawb sy'n derbyn cyllid y sector cyhoeddus gydymffurfio ag ef.

Nodwyd bod y Côt yn trafod chwe phwnc allweddol, gan gynnwys 12 argymhelliad, sy'n amrywio o arferion anghyfreithlon ac anfoesebol i arferion da ac arferion gorau. Yn ogystal, os caiff ei fabwysiadu, disgwylir y byddai'r Cyngor hefyd yn penodi Hyrwyddwr Gwrth-gaethwasiaeth a Chyflogaeth Foesebol.

**PENDERFYNWYD YN UNFRYDOL:**

**13.1 fod y Cyngor yn ymrwmo'n ffurfiol i Gôt Ymarfer Llywodraeth Cymru ar Gyflogaeth Foesebol mewn Cadwyn Gyflenwi ac yn cytuno i gydymffurfio â'r 12 ymrwymiad sydd â'r nod o gael gwared ar gaethwasiaeth a chefnogi arferion moesebol o ran cyflogaeth.**

**13.2 fod y Cynghorydd D. Jenkins, yr Aelod o'r Bwrdd Gweithredol, yn cael ei benodi fel Hyrwyddwr Gwrth-gaethwasiaeth a Chyflogaeth Foesebol y Cyngor.**

**14. GRANT GWISG YSGOL**

Bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch cynigion i'r Awdurdod sefydlu cynllun er mwyn darparu cymorth ariannol i deuluoedd difreintiedig tuag at gost Gwisg Ysgol newydd wrth symud i ysgolion uwchradd, fel y nodir yn Atodiad 1, yn lle'r cynllun blaenorol a gyllidir gan Lywodraeth Cymru sydd wedi dod i ben fel rhan o gyllideb 2018/19.

**PENDERFYNWYD YN UNRYDOL sefydlu cynllun lleol ar gyfer helpu teuluoedd difreintiedig â chost gwisg ysgol, wrth symud i ysgolion uwchradd, a hynny ar ôl i Grant Gwisg Ysgol Llywodraeth Cymru ddod i ben.**

**15. Y RHAGLEN MODERNEIDDIO ADDYSG - CYNNIG I GYNYDDU NIFER Y LLEOEDD YN YSGOL GYMUNEDOL GORSLAS O 110 I 210**

Yn unol â chofnod 6 ei gyfarfod a gynhaliwyd ar 23 Hydref 2017, bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch canlyniad yr Ymgynghoriad Statudol a gynhaliwyd ynghylch cynigion i gynyddu nifer y lleoedd yn Ysgol Gynradd Gymunedol Gors-las o 110 i 210. Nodwyd bod y cynnig wedi cael ei ystyried a'i gymeradwyo gan y Pwyllgor Craffu - Addysg a Phlant yn ei gyfarfod a gynhaliwyd ar 14 Mai 2018.

**PENDERFYNWYD YN UNFRYDOL ARGYMELL I'R CYNGOR, os bydd yn fodlon nad oes unrhyw gynigion cysylltiedig eraill; bod y cynnig statudol wedi bod yn destun ymgynghoriad ac wedi cael ei gyhoeddi yn unol â Chôt Trefniadaeth Ysgolion a'i fod yn cynnwys yr holl wybodaeth berthnasol gan ystyried y ddogfen ymgynghori a'r adroddiad ymgynghori, ac nad oedd**

unrhyw wrthwynebiadau wedi dod i law mewn ymateb i'r Hysbysiad Statudol, y dylai'r Cyngor wireddu'r cynnig fel yr amlinellir yn yr Hysbysiad Statudol.

## 16. Y RHAGLEN MODERNEIDDIO ADDYSG CYNNIG I DDARPARU DARPARIAETH FEITHRIN YN YSGOL PARC Y TYWYN DRWY GYNYDDU YR YSTOD OEDRAN O 4-11 I 3-11

Yn unol â chofnod 7 ei gyfarfod a gynhaliwyd ar 23 Hydref 2017, bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch canlyniad yr Ymgynghoriad Statudol a gynhaliwyd ynghylch cynigion i ddarparu addysg feithrin yn Ysgol Parc y Tywyn drwy gynyddu ei hystod oedran o 4-11 i 3-11. Nodwyd bod y cynnig wedi cael ei ystyried a'i gymeradwyo gan y Pwyllgor Craffu - Addysg a Phlant yn ei gyfarfod a gynhaliwyd ar 14 Mai 2018.

**PENDERFYNWYD YN UNFRYDOL ARGYMELL I'R CYNGOR, os bydd yn fodlon nad oes unrhyw gynigion cysylltiedig eraill; bod y cynnig statudol wedi bod yn destun ymgynghoriad ac wedi cael ei gyhoeddi yn unol â Chôd Trefniadaeth Ysgolion a'i fod yn cynnwys yr holl wybodaeth berthnasol gan ystyried y ddogfen ymgynghori a'r adroddiad ymgynghori, ac nad oedd unrhyw wrthwynebiadau wedi dod i law mewn ymateb i'r Hysbysiad Statudol, y dylai'r Cyngor wireddu'r cynnig fel yr amlinellir yn yr Hysbysiad Statudol.**

## 17. STRATEGAETH DIGARTREFEDD

(NODER: Roedd y Cynghorydd H.A.L. Evans wedi datgan buddiant yn yr eitem hon yn gynharach, ond arhosodd yn y cyfarfod gan gymryd rhan yn y penderfyniad)

Bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch datblygu Strategaeth Digartrefedd yn unol â gofynion Deddf Tai (Cymru) 2014 a roddodd dyletswyddau newydd ar awdurdodau lleol i atal digartrefedd. Amlinellodd yr adroddiad y dull a fabwysiadwyd gan yr Awdurdod hyd yn hyn a'r 5 maes allweddol isod i fynd i'r afael â hwy cyn mabwysiadu'r Strategaeth yn ffurfiol erbyn y dyddiad cau ym mis Rhagfyr 2018:-

- Adolygiad o'r data a'r wybodaeth;
- Ymgysylltu â rhanddeiliaid;
- Datblygiad y Strategaeth a Datganiad o Egwyddorion;
- Datblygu'r Cynlluniau Gweithredu Lleol;
- Ymgynghoriad Cyhoeddus Ffurfiol ynghylch y Strategaeth Ddrafft a'r Cynllun Gweithredu.

Cyfeiriodd y Cynghorydd D. Cundy, yn unol â Rheol 11 o Weithdrefn y Cyngor, at y mater o'r rhai sy'n cysgu ar soffas ffrindiau neu yn yr awyr agored, a gofynnodd a fyddai'n bosibl gofyn iddynt pam yr oeddent yn ddigartref a beth allai'r Awdurdod ei wneud i'w helpu cyn iddynt fod mewn sefyllfa anodd iawn.

Dywedodd yr Aelod o'r Bwrdd Gweithredol dros Dai fod y berthynas rhwng yr adran a'r bobl ddigartref yn bwysig a bod sesiynau 1:1 yn cael eu cynnal gyda chleientiaid fel rhan o'r broses o adeiladu eu hyder a'u hymddiriedaeth er mwyn eu cynorthwyo i newid eu sefyllfa. Er bod casglu gwybodaeth yn rhan bwysig o

wasanaeth allgymorth y Cyngor, mae'n rhaid derbyn na fyddai rhai pobl yn hoffi rhannu gwybodaeth bersonol.

O ran cwestiwn ynghylch lefel yr ymgynghoriad a gynhelir, cadarnhawyd y gallai'r awdurdod gysylltu ag undebau ffermio. Yn ogystal, byddai unrhyw berson/sefydliad yn cael ei groesawu i ymateb i'r ymgynghoriad.

#### **PENDERFYNWYD YN UNFRYDOL**

**17.1 gymeradwyo'r dull a'r cynllun ymgynghori;**

**17.2 Cadarnhau bwriad y Cyngor i ddatblygu cyfleoedd i weithio ar sail ranbarthol.**

### **18. NEWID I'R POLISI ADNEWYDDU TAI Y SECTOR PREIFAT**

(NODER: Roedd y Cynghorydd P.M. Hughes wedi datgan buddiant yn yr eitem hon yn gynharach a gadawodd y Siambr yn ystod y trafodaethau)

Bu'r Bwrdd Gweithredol yn ystyried newid i Bolisi Adnewyddu Tai Sector Preifat y Cyngor sy'n adlewyrchu newidiadau a gyflwynwyd gan Lywodraeth Cymru i'w gynllun Benthyciad Gwella Cartrefi a'i gynllun Troi Tai'n Gartref. Fel rhan o'r cynnig hynny, byddai'r Awdurdod yn derbyn £1.25m i gefnogi pob math o gymorth ariannol er mwyn i berchnogion tŷ gynnal a chadw eu cartrefi.

**PENDERFYNWYD YN UNFRYDOL fabwysiadu meini prawf diwygiedig cynllun Benthyciad Gwella Cartrefi a chynllun Troi Tai'n Gartref Llywodraeth Cymru a diwygio Polisi Adnewyddu Tai Sector Preifat y Cyngor er mwyn adlewyrchu'r newidiadau hynny.**

### **19. CANLLAWIAU CYNLLUNIO ATODOL TAI Fforddiadwy - DIWEDDARIAD CYNLLUN DATBLYGU LLEOL SIR GAERFYRDDIN**

Bu'r Bwrdd Gweithredol yn ystyried adroddiad ar ddiweddariad i Ganllawiau Cynllunio Atodol Tai Fforddiadwy'r Cyngor - Cynllun Datblygu Lleol Mabwysiedig Sir Gaerfyrddin. Nodwyd mai bwriad y diweddariad oedd rhoi rhagor o eglurdeb am ddehongli a gweithredu'r Cynllun Datblygu Lleol Mabwysiedig. Byddai hyn hefyd yn cynorthwyo gyda dealltwriaeth a defnyddioldeb y Canllawiau Cynllunio Atodol.

Yn unol â Rheol 11 o Weithdrefn y Cyngor, gofynnodd y Cynghorydd D. Cundy am eglurhad ynghylch diffiniad y term 'Tai Fforddiadwy' ac am bwy a oedd yn gyfrifol am bennu eu cost; y datblygwr neu'r Cyngor.

Cyfeiriodd yr Aelod o'r Bwrdd Gweithredol, y Dirprwy Arweinydd, at baragraff 2.2 ar dudalen 439 yr adroddiad, a amlinellai'r diffiniad o Dai Fforddiadwy fel y manylwyd arno yn Nodyn Cyngor Technegol 2 Llywodraeth Cymru - Cynllunio a Thai Fforddiadwy 2006. Roedd hynny'n cynnwys diffiniad o Dai Cymdeithasol ar Rent a Thai Canolradd lle roedd prisiau neu rhenti'n uwch na'r rheiny ar gyfer tai cymdeithasol ar rent ond islaw prisiau a rhenti tai ar y farchnad a oedd yn cynnwys modelau perchentyaeth cost isel megis ecwiti a rennir neu gynlluniau prynu â chymorth. O ran pennu pris tai fforddiadwy ac unrhyw swm cyfnewid i'w dalu, gwneir hynny drwy gyd-drafod â datblygwyr yn unol â gofynion polisi, a nodwyd yn y CDLI.

## **PENDERFYNWYD YN UNFRYDOL ARGYMELL I'R CYNGOR:-**

- 19.1 gymeradwyo'r diweddariad i'r Canllawiau Cynllunio Atodol Tai Fforddiadwy;**
- 19.2 dirprwyo awdurdod i'r Pennaeth Cynllunio gywiro gwallau argraffu, gwallau cartograffig neu wallau gramadegol a gwneud diwygiadau er mwyn gwella'r cywirdeb a gwneud yr ystyr yn gliriach cyn eu cyhoeddi;**

## **20. FERSIWN DIWYGIEDIG O GYNLLUN DATBLYGU LLEOL SIR GAERFYRDDIN 2018 - 2033 CYTUNDEB CYFLAWNI DRAFFT**

Bu'r Bwrdd Gweithredol yn ystyried Cytundeb Cyflawni Drafft mewn ymateb i benderfyniad y Cyngor ar 10 Ionawr 2018 i ddechrau'n ffurfiol ar y gwaith o baratoi Cynllun Datblygu Lleol (CDLI) diwygiedig (newydd) yn dilyn cyfnod o ymgynghori cyhoeddus a ddaeth i ben ar 23 Mawrth. Nodwyd y byddai angen ei gyflwyno i Lywodraeth Cymru i'w gymeradwyo, yn amodol ar fod y Cyngor yn cadarnhau'r Cytundeb Drafft.

Nododd y Bwrdd Gweithredol y byddai'r amserlen ar gyfer ceisiadau am gynnwys safleoedd ymgeisio'n cael ei estyn o ddiwedd mis Mai i 29 Awst 2018, o ganlyniad i lythyr am baratoi Cynlluniau Datblygu Lleol a'u hamserlenni, a gyflwynwyd ym mis Mawrth 2018 gan Lesley Griffiths A.C., Ysgrifennydd y Cabinet dros Ynni, Cynllunio a Materion Gwledig.

### **PENDERFYNWYD YN UNFRYDOL**

- 20.1 nodi'r sylwadau a chadarnhau'r argymhellion a ddaeth i law o ran y Cytundeb Cyflawni Drafft.**
- 20.2 cymeradwyo'r newidiadau i'r amserlen.**
- 20.3 cymeradwyo cyflwyniad y Cytundeb Cyflawni (sy'n cynnwys argymhellion yr adroddiad) i Lywodraeth Cymru er mwyn iddi gytuno arno**
- 20.4 Nodi'r estyniad i'r cyfnod ymgynghori ar gyfer cyflwyno safleoedd ymgeisio i 29 Awst 2018.**

## **21. STRATEGAETH FEICIO SIR GAERFYRDDIN**

Bu'r Bwrdd Gweithredol yn ystyried Strategaeth Feicio Sir Gaerfyrddin a oedd â'r nod o sicrhau bod gan y cyngor gyfeiriad strategol clir sy'n cefnogi ei uchelgeisiau i fod yn arweinydd cenedlaethol o ran darparu digwyddiadau a datblygiadau seilwaith beicio, gan gyfrannu at ddyhead y Cyngor i fod yn ganolbwynt beicio Cymru a hefyd bodloni nifer o amcanion a nodir yn Neddf Teithio Llesol (Cymru) 2013, Strategaeth Feicio Cymru a Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015.

Cyfeiriwyd at y datganiad yn yr adroddiad bod 54% o boblogaeth Sir Gaerfyrddin dros bwysau neu'n ordew yn ôl CDLI Sir Gaerfyrddin. Rhoddwyd eglurdeb ynghylch y datganiad yn yr adroddiad gan ymgynghorwyr sy'n gweithio ar y CDLI, prif ffynhonell y wybodaeth hon oedd Carmarthenshire Heart - Cit Offer Gordewdra lechyd Cyhoeddus Cymru. Cadarnhaodd y byddai'r Strategaeth yn cael ei diwygio i adlewyrchu'r brif ffynhonnell honno.

Cyfeiriodd y Cyngorydd D. Cundy, yn unol â Rheol 11 o Weithdrefn y Cyngor, at yr agwedd gymdeithasol ar lwybrau beicio a'r angen i baratoi mapiau lleol i roi

gwybod i'r cyhoedd am ffyrdd priodol o gael mynediad at siopau a lleoliadau cymdeithasol eraill ac ati drwy lonydd cefn ac a fyddai'n bosibl llunio mapiau o'r math.

Dywedodd yr Aelod o'r Bwrdd Gweithredol dros yr Amgylchedd fod Map Teithio Llesol y Cyngor ar gael ar ei wefan; mae'n cynnwys 17 map o ardaloedd lleol sy'n manylu ar lwybrau cerdded a beicio fel ei gilydd. Yn ogystal, drwy ddefnyddio cyfleuster 'Lleol-i' ar y wefan, gall y cyhoedd gael mynediad i wybodaeth am lwybrau cyhoeddus yn eu hardal leol.

## **PENDERFYNWYD YN UNFRYDOL fabwysiadu Strategaeth Feicio Sir Gaerfyrddin.**

### **22. GORCHYMYN I'R CYHOEDD ADAEL Y CYFARFOD**

**PENDERFYNWYD YN UNFRYDOL, yn unol â Deddf Llywodraeth Leol 1972, fel y'i diwygiwyd gan Orchymyn Llywodraeth Leol (Mynediad at Wybodaeth) (Amrywio) (Cymru) 2007, orchymyn i'r cyhoedd adael y cyfarfod tra oedd yr eitem ganlynol yn cael ei hystyried, gan fod yr adroddiad yn cynnwys gwybodaeth eithriedig fel y'i diffiniwyd ym Mharagraff 14 o Ran 4 o Atodlen 12A i'r Ddeddf.**

### **23. CANOLFAN ALWADAU RHYDAMAN/SWYDDFEYDD PARC AMANWY**

**Yn sgil gweithredu'r prawf budd y cyhoedd PENDERFYNWYD YN UNFRYDOL, yn unol â'r Ddeddf y cyfeiriwyd ati yng Nghofnod 22 uchod, ystyried y mater hwn yn breifat gan orchymyn i'r cyhoedd adael y cyfarfod, gan y byddai'r drafodaeth yn datgelu gwybodaeth eithriedig ynghylch materion ariannol neu faterion busnes unrhyw unigolyn penodol (gan gynnwys yr Awdurdod oedd yn meddu ar y wybodaeth honno).**

Bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch Swyddfeydd Parc Amanwy y Cyngor ac adeilad yr hen ganolfan alwadau yn Rhydaman.

**PENDERFYNWYD YN UNFRYDOL fabwysiadu'r argymhellion yn yr adroddiad.**

### **24. GWERTHU TIR YN: DE-DDWYRAIN LLANELLI A CHANOL TREF LLANELLI**

**Yn sgil gweithredu'r prawf budd y cyhoedd PENDERFYNWYD YN UNFRYDOL, yn unol â'r Ddeddf y cyfeiriwyd ati yng Nghofnod 22 uchod, ystyried y mater hwn yn breifat gan orchymyn i'r cyhoedd adael y cyfarfod, gan y byddai'r drafodaeth yn datgelu gwybodaeth eithriedig ynghylch materion ariannol neu faterion busnes unrhyw unigolyn penodol (gan gynnwys yr Awdurdod oedd yn meddu ar y wybodaeth honno).**

Bu'r Bwrdd Gweithredol yn ystyried adroddiad ynghylch cynigion mewn perthynas â gwerthiant tir yn ne-ddwyrain Llanelli a chanol tref Llanelli.

**PENDERFYNWYD YN UNFRYDOL fabwysiadu'r argymhellion yn yr adroddiad.**

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CADEIRYDD

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DYDDIAD

Mae'r dudalen hon yn wag yn fwriadol