

Pecyn Dogfennau



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

DYDD GWENER, 6 IONAWR 2017

**AT: HOLL AELODAU'R PWYLLGOR CRAFFU DIOGELU'R
CYHOEDD A'R AMGYLCHEDD**

YR WYF DRWY HYN YN EICH GALW I FYNYCHU CYFARFOD
O'R **PWYLLGOR CRAFFU DIOGELU'R CYHOEDD A'R
AMGYLCHEDD** SYDD I'W GYNNAL YN **SIAMBR, 3 HEOL
SPILMAN, CAERFYRDDIN AM 10.00YB AR DDYDD LLUN,
16^{EG} IONAWR, 2017** ER MWYN CYFLAWNI'R MATERION A
AMLINELLIR AR YR AGENDA ATODEDIG.

Mark James DYB

PRIF WEITHREDWR



AILGYLCHWCH OS GWELWCH YN DDA

Swyddog Democrataidd:	Janine Owen
Ffôn (Llinell Uniongyrchol):	01267 224030
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Cyf:	AD016-001

PWYLLGOR CRAFFU DIOGELU'R CYHOEDD A'R AMGYLCHEDD 14 AELOD

GRŴP PLAID CYMRU – 5 AELOD

- | | | |
|----|------------|---------------|
| 1. | Cynghorydd | A. Davies |
| 2. | Cynghorydd | W.J. Lemon |
| 3. | Cynghorydd | A.D.T. Speake |
| 4. | Cynghorydd | S.E. Thomas |
| 5. | Cynghorydd | D.E. Williams |

GRŴP ANNIBYNNOL – 4 AELOD

- | | | |
|----|------------|-----------------------------|
| 1. | Cynghorydd | D.B. Davies |
| 2. | Cynghorydd | J.A. Davies |
| 3. | Cynghorydd | I.J. Jackson (Is-Gadeirydd) |
| 4. | Cynghorydd | A. James |

GRŴP LLAFUR – 4 AELOD

- | | | |
|----|------------|-------------------------|
| 1. | Cynghorydd | A.P. Cooper (Cadeirydd) |
| 2. | Cynghorydd | P.M. Edwards |
| 3. | Cynghorydd | D.C. Evans |
| 4. | Cynghorydd | W.G. Thomas |

HEB GYSYLLTIAD PLEIDIOL – 1 AELOD

- | | | |
|----|------------|--------------|
| 1. | Cynghorydd | J.P. Jenkins |
|----|------------|--------------|

AGENDA

1. YMDDIHEURIADAU AM ABSENOLDEB
2. DATGANIADAU O FUDDIANNAU PERSONOL
3. DATGAN CHWIPIAID PLAID SYDD WEDI EU GWAHARDD
4. CWESTIYNAU GAN Y CYHOEDD (NID OEDD DIM WEDI DOD I LAW)
5. EITEMAU AR GYFER Y DYFODOL 5 - 8
6. EGLURHAD AM BEIDIO A CHYFLWYNO ADRODDIADAU CRAFFU 9 - 10
7. Y WYBODAETH DDIWEDDARAF AM YR ARDALOEDD RHEOLI ANSAWDD AER PRESENNOL YN SIR GAERFYRDDIN 11 - 14
8. SEFYLLFA BRESENNOL Y CYNLLUN SGORIO HYLENDID BWYD YN SIR GAERFYRDDIN 15 - 20
9. MODEL BLAENORIAETHU AR GYFER GWELLIANNAU DIOGELWCH FFYRDD AC ISADEILEDD PRIFFYRDD 21 - 38
10. LLOFNODI FEL COFNOD CYWIR COFNODION CYFARFOD Y PWYLLGOR A GYNALWYD AR Y 16EG O RAGFYR, 2016 39 - 46

Mae'r dudalen hon yn wag yn fwriadol

ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE

16TH JANUARY 2016

Forthcoming items for next meeting – Friday 3rd March 2017

Discussion Topic	Background
Enforcement Update	This update will provide the Committee with progress following the introduction of Public Space Protection Orders as well as other environmental enforcement activities, including tackling fly-tipping, as requested by the Committee at its work programme planning session.
Q3 Performance Monitoring Report 2016/17	<p>This is a standard 6-monthly report which allows members to undertake their monitoring role in relation to the relevant departments' services. The report also includes details of the compliments and complaints received by the relevant departments.</p> <p>Following agreement by the Scrutiny Chairs & Vice-Chairs Forum, all the scrutiny committees will now receive performance monitoring reports for quarters 1 and 3 from 2016/17 onwards. The end of year position will be captured as part of the Council's Annual Report and Improvement Plan document.</p>
Budget Monitoring 2016/17	This standard quarterly item enables members to undertake their monitoring role of the Environment Department, Public Protection Services and Community Safety Team's revenue and capital budgets.

<p>Council's Well-Being Objectives 2017/18</p>	<p>The Well-being of Future Generations Act requires public bodies in Wales to carry out sustainable development with the objective of improving the social, economic, environmental and cultural well-being of their area.</p> <p>It places a well-being duty on those public bodies to set and publish objectives designed to maximise their contribution to the seven national well-being goals. They are also required to take all reasonable steps to meet those objectives.</p> <p>This item will provide the Committee with an opportunity to consider and comment on the Council's proposed objectives for 2017/18.</p>
<p>Update on Street Lighting</p>	<p>This item will provide the Committee with an update on progress with regard to the installation of LED lighting and timers for part-night illumination across the county's network.</p>
<p>Actions & Referrals</p>	<p>These quarterly updates provide details on progress made in relation to actions and requests from previous meetings.</p>

Also included on the next page is the latest version of the Committee's Forward Work Programme up to 21st April 2017.

Environmental & Public Protection Scrutiny Committee – Forward Work Programme 2016/17

13 May 16	24 June 16	26 Sept 16	11 Nov 16	16 Dec 16	16 Jan 17	3 March 17	21 April 17
T&F Group Final Report – Car Parking Charges	Animal Establishment & Licensing Fees (Post-Consultation)	Community Safety Partnership Annual Report 2015/16	TIC Project Update	Waste Strategy update	AQMA Update	Enforcement Update	Highways Road Classification
E&PP Forward Work Programme 2016/17	Draft CCC Improvement Plan 16/17 and Annual Report 15/16	APB Drug & Alcohol Misuse Strategy Annual Report 2015/16	Environmental Health & Licensing Annual Update (+ Air Quality Unit)	3-year Revenue Budget Consultation	Food Hygiene Rating Scheme	Street Lighting Update	Communities Departmental Business Plan 2017/2020
	EoY Performance Monitoring 2015/16	T&F Monitoring – Substance Misuse Services	Trading Standards Update	5-year Capital Budget Consultation	Prioritisation Model For Highway Infrastructure And Road Safety Improvements	Budget Monitoring 2016/17	
	EoY Budget Monitoring 2015/16	Highway Safety & Footway Investment Programme	Half-Year Compliments & Complaints Report	Environment / Communities Business Plans 2017/18		Q3 Performance Monitoring Report 2016/17	
	Actions & Referrals Update	Q1 Performance Monitoring Report 2016/17	Budget Monitoring 2016/17			Council's Well-Being Objectives 2017/18	
		Kerbside Green Waste Collection	Actions & Referrals Update			Actions & Referrals Update	
		E&PP Annual Report 2015/16					
		Budget Monitoring 2016/17					

Tudalen 7

TBC – WLGA Officer Attendance
TBC – Valero Officer Attendance

Mae'r dudalen hon yn wag yn fwriadol

ENVIRONMENT & PUBLIC PROTECTION

16TH JANUARY 2017

Explanation for non-submission of scrutiny report

ITEM	RESPONSIBLE OFFICER(S)	EXPLANATION	REVISED SUBMISSION DATE
Council's Well-being objectives 2017/18	Robert James	In order to ensure that the Council's Well-being objectives for 2017/18 are shaped in accordance with all consultation feedback, it has been necessary to defer this report to the next Scrutiny Committee meeting.	3 rd March 2017
Street Lighting Update	S G Pilliner	The Street Lighting LED programme has currently reached the stage where staff are involved in concluding a tender for phase 2 of a three stage programme. Given the tender is likely to have an impact on the financial profile, it would be prudent to update Scrutiny Committee at the next meeting.	3 rd March 2017



Mae'r dudalen hon yn wag yn fwriadol

**Y PWYLLGOR CRAFFU
DIOGELU'R CYHOEDD A'R AMGYLCHEDD
16^{EG} IONAWR 2017**

Y PWNC:

**Y WYBODAETH DDIWEDDARAF AM YR ARDALOEDD RHEOLI
ANSAWDD AER PRESENNOL YN SIR GAERFYRDDIN**

Ystyried y materion canlynol a chyflwyno sylwadau arnynt:

Bod Aelodau'r Pwyllgor Craffu yn cael y wybodaeth ddiweddaraf am y gwaith a wnaed mewn perthynas â'r Ardaloedd Rheoli Ansawdd Aer penodedig yn Sir Gaerfyrddin.

RHESYMAU:

Sicrhau bod cynnydd yn cael ei wneud o ran monitro a gwella ansawdd yr aer yn yr Ardaloedd Rheoli Ansawdd Aer penodedig yn Sir Gaerfyrddin.

Angen cyfeirio'r mater at y Bwrdd Gweithredol / Cyngor er mwyn gwneud penderfyniad: NAC OES

Yr Aelod o'r Bwrdd Gweithredol sy'n Gyfrifol am y Portffolio:

Y Cyng. J. Jones (Deiliad Portffolio Diogelu'r Cyhoedd a'r Amgylchedd)

Y Gyfarwyddiaeth Cymunedau Enw Pennaeth y Gwasanaeth: Robin Staines Awdur yr Adroddiad: Sue Watts	Swydd: Pennaeth Tai a Diogelu'r Cyhoedd, Gofal a Chymorth Rheolwr lechyd yr Amgylchedd a Thrwyddedu	Rhifau ffôn: 01267 228960 RStaines@sirgar.gov.uk 01267 228929 sewatts@sirgar.gov.uk
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**ENVIRONMENTAL & PUBLIC PROTECTION
SCRUTINY COMMITTEE
16TH JANUARY 2017**

**UPDATE ON THE CURRENT AIR QUALITY MANAGEMENT
AREAS IN CARMARTHENSHIRE**

Background

- 1.1 The Environment Act 1995 places a duty on local authorities to assess and manage air quality in its area. This is achieved through the Local Air Quality Management work. There are various pollutants that can be assessed, but local authorities are only required to monitor those that have a potential to breach the Air Quality Objectives. For Carmarthenshire, the main pollutant of concern is nitrogen dioxide (NO₂).
- 1.2 The Environment Act 1995 specifies how local authorities deal with areas that fail to comply with the national air quality objectives.
- 1.3 The towns of Llandeilo and areas of Carmarthen and Llanelli have experienced increasing levels of NO₂ over the last few years, to the extent that the air quality objective for NO₂ has been breached, resulting in Welsh Government requiring the Council to carry out a Detailed Assessment to ascertain the extent and level of exceedance of the Air Quality Objective.

2.0 Llandeilo

- 2.1 The Air Quality Management Area (AQMA) was defined and designated for Llandeilo on the 11th November 2011. As a result, an Action Plan was developed which looked at a wider range of measures that are focussed on improving Air Quality within the Town on short, medium and longer term basis.
- 2.2 During 2013, the Llandeilo By Pass Forum has been set up which focused on the provision of a bypass for the Town of Llandeilo to improve the strategic Swansea/Manchester Trunk road. The delivery of the bypass will support the economic performance of south west Wales and mid Wales.
- 2.3 A number of actions from the plan have been implemented. The measured NO₂ levels for 2015 and 2016 are attached as per Appendix 1. As illustrated, to date, these measures have not been effective in reducing the levels of NO₂. We will continue to implement actions identified on the plan and monitor the levels of NO₂ however, the only likely long-term viable option for bringing about a permanent and definite improvement to air quality in Llandeilo is the provision of a by-pass. The Welsh Government recently released a statement to confirm that work will progress on the by-pass in 2019.

3.0 Carmarthen

3.1 The Air Quality Management Area for Carmarthen was declared on 2nd August 2016 a copy of which is attached as Appendix 2. An initial Action Planning Group meeting has been arranged for 19th January 2017. The Membership of the group will include Officers of Carmarthenshire County Council's Public Protection Division, Highways and Transport, Regeneration, Development Control, and Legal Services. The agenda will include appropriate Membership for the group.

4.0 Llanelli

4.1 The Air Quality Management Area for Llanelli was declared on 2nd August 2016 a copy of which is attached as Appendix 3. An initial Action Planning Group meeting has been arranged for 19th January 2017. The Membership of the group will include Officers of Carmarthenshire County Council's Public Protection Division, Highways and Transport, Regeneration, Development Control, and Legal Services. The agenda will include appropriate Membership for the group.

DETAILED REPORT ATTACHED?	NO
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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: Robin Staines

Head of Housing and Public Protection

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

2. LEGAL

The Environment Act 1995 places a duty on local authorities to assess and manage air quality in its area

3. FINANCE

There is no residual monies in the Capital fund to implement additional requirements during 2017/18.

CONSULTATIONS

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

Signed: Robin Staines

Head of Housing, Public Protection, Care and Support

1. Scrutiny Committee - N/A

2. Local Member(s) - N/A

3. Community / Town Council - N/A

4. Relevant Partners - N/A

5. Staff Side Representatives and other Organisations - N/A

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

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

THERE ARE NONE

**Y PWYLLGOR CRAFFU
DIOGELU'R CYHOEDD A'R AMGYLCHEDD
16^{EG} IONAWR 2017**

Y PWNC:

**SEFYLLFA BRESENNOL Y CYNLLUN SGORIO HYLENDID BWYD YN SIR
GAERFYRDDIN**

Ystyried y materion canlynol a chyflwyno sylwadau arnynt:

Derbyn a chymeradwyo'r adroddiad.

RHESYMAU:

Mae'r adroddiad yn rhoi'r sefyllfa bresennol ac yn nodi'r rhai sy'n perfformio'n wael yn Sir Gaerfyrddin ar hyn o bryd o ran y Cynllun Sgorio Hylendid Bwyd.

Angen cyfeirio'r mater at y Bwrdd Gweithredol / Cyngor er mwyn gwneud penderfyniad: NAC OES

Yr Aelod o'r Bwrdd Gweithredol sy'n Gyfrifol am y Portffolio:

Y Cyng. J. Jones (Deiliad Portffolio Diogelu'r Cyhoedd a'r Amgylchedd)

<p>Y Gyfarwyddiaeth Cymunedau Enw Pennaeth y Gwasanaeth: Robin Staines Awdur yr Adroddiad: Sue Watts</p>	<p>Swydd: Pennaeth Tai a Diogelu'r Cyhoedd, Gofal a Chymorth Rheolwr Iechyd yr Amgylchedd a Thrwyddedu</p>	<p>Rhifau ffôn: 01267 228960 RStaines@sirgar.gov.uk 01267 228929 sewatts@sirgar.gov.uk</p>
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ENVIRONMENTAL & PUBLIC PROTECTION SCRUTINY COMMITTEE 16TH JANUARY 2017

CURRENT POSITION OF FOOD HYGIENE RATING IN CARMARTHENSHIRE

Background

In November 2013 The Food Hygiene Rating (Wales) Act (“the Act”) established a statutory Food Hygiene Rating Scheme (FHRS). This built on the existing non-statutory scheme being operated by local authorities across Wales. The non-statutory scheme had been developed with industry, consumers and local authority stakeholders and aimed to provide information to consumers on the hygiene standards of food businesses.

The statutory Food Hygiene Rating Scheme, amongst other requirements, made participation by local authorities in Wales compulsory and required food businesses supplying food to the final consumer to display their food hygiene ratings.

In November 2014, to coincide with the first anniversary of the statutory scheme, the scope was extended to include business to business trade establishments.

Further information, enabling consumers to see how ratings are calculated is also provided on the Food Standards Agency (FSA) website.

The display of the rating in this format enables consumers to see how well a business did in relation to each of the component criteria (at the time of an unannounced, programmed inspection) that determines the overall food hygiene rating:

- Level of (current) compliance with food hygiene and safety procedures (including food handling practices and procedures, and temperature control);
- Level of (current) compliance with structural requirements (including cleanliness, layout, condition of structure, lighting, ventilation, facilities etc);
- Confidence in management - how the business manages and records what it does to make sure food is safe.

There are six different food hygiene ratings; these are 0 to 5. A rating of 5 is the highest rating and represents a “very good” level of compliance with legal requirements. All businesses, irrespective of the nature or size of their operation should be able to achieve this.

To get the top rating of ‘5’, businesses must do well in all three elements above. Business with scores of ‘3’ (generally satisfactory) or greater are also deemed to be ‘broadly compliant’. Those with ratings of ‘0’, ‘1’ or ‘2’ are likely to have been observed as performing poorly in more than one of the component scores. Food businesses can only be closed down if there is found to be an ‘imminent risk’ such as an infestation of vermin. Premises subject to this type of action are not awarded a score as they are deemed to be closed and therefore not trading.

Progress to date

The following table identifies the rating distribution in Carmarthenshire (Accurate on 29TH December 2016)

FHRS RATING	Number of premises in Carmarthenshire	%
5	1133	68.7%
4	365	22.1%
3	110	6.7%
2	27	1.6%
1	15	0.9%
0	0	0%

Carmarthenshire currently has 1650 premises with a Mandatory food hygiene score, amongst a total of 1994 food premises.

Encouraging Improvement

Premises scoring a 0,1, or 2 would be subject to the Authority's re-visit policy, established in conjunction with other Local Authorities in Wales. It is important to note however, that an inspecting Officer would explore the use of enforcement options if necessary. They would not effectively walk away from a premises until they are satisfied that the establishment would obtain a minimum of a 3 rating were it to be reassessed. Such a rating may only be re-evaluated when a business formally applies for a rescore revisit inspection, for which there is a charge of £150. Alternatively, the score would remain in place until the next unannounced, programmed inspections. Carmarthenshire currently has no businesses with a '0' rating.

Officers no longer provide onsite advice to new proprietors but will signpost businesses to relevant information. The first inspection will result in a rating.

Carmarthenshire's current poor performers

In the latter part of 2016, a total of 36 premises were written to by the Authority, notifying them that it was the Authority's intention to identify the County's poor performers in terms of food hygiene and to explore the intentions of the various businesses who continue to trade with food hygiene scores below that of being broadly complaint.

Note: The discrepancy in figures is due to the programme of inspections being a rolling programme whereby, the poor performer data referred to here is sourced from a fixed point in time.

Of the 36 poor performers addressed, this prompted the following responses:

No.	Nature of response
1	Change in Ownership
5	Premises scheduled and programmed inspection undertaken
5	Request for rescore received (£150 fee each)
2	Right to reply received
1	Request for rescore refused
24	No response received

The Authority is now in a position to identify its poor performers as the following:

CHECK POINT FILLING STATION, LLANWRDA	14 Months	
DENHAM STORES, LLANELLI	9 Months	
DHAKA 2 BOMBAY, PEMBREY	2 Months	
FURNACE UNITED RUGBY FOOTBALL CLUB, FURNACE	10 Months	
JUST DESSERTS, LLANBOIDY	9 Months	*
LING DI LONG, AMMANFORD	2 Months	
NEW SUNRISE CHINESE TAKE AWAY, LLWYNHENDY	2 Months	
NUMBER 11, NEWCASTLE EMLYN	1 Month	
TRIMSARAN RFC, TRIMSARAN	9 Months	
WEBBS FOODS, BURRY PORT	6 Months	
ANDREW & E BARKER, LLANWRDA	7 Months	
BARA GWALIA BAKERY, LLANYBYDDER	10 Months	
THE CURRY PORT, BURRY PORT	9 Months	
CYMRU BALTI, TUMBLE	10 Months	
FARMERS ARMS, PENCADER	12 Months	
LYNN'S CATERING, LLANWRDA	1 Month	
MYNYDD MAWR FRESH MEATS, TUMBLE	10 Months	
NEW CHINA WOK, LLANYBYDDER	10 Months	
PEPPINOS, PONTHENRY	15 Months	
PJ SNACK BAR, LLANELLI	15 Months	
PONTYBEREM BALTI TANDOORI TAKEAWAY, PONTYBEREM	11 Months	
POPTY BACH Y WLAD, PENTRE CWRT	15 Months	*
TOP TASTE, CARMARTHEN	9 Months	
WHITE HART INN, NEWCASTLE EMLYN	11 Months	
WHITE LION INN, LLANELLI	10 Months	
WHITLAND MART CAFÉ, WHITLAND	20 Months	

*Denotes Right to reply received

Challenges

Consistency in rating premises will always be subject to scrutiny. The Authority currently participates in all Wales consistency exercises. In addition to this, we have recently participated in a National exercise.

Enforcement of the scheme continues to be an issue of concern. Fraudulent / misleading displays of scores throughout the County have been an issue which has been dealt with informally to date. The challenge remains, however, as to whether every premises within County should be monitored to some degree, and proportional enforcement action undertaken. Currently, such enforcement is undertaken as a direct result of service complaints and ad hoc visits based on Officer vigilance.

Re-rating requests have not proven to be too onerous to date. Since the introduction of the voluntary scheme, of all re-score requests received in Carmarthenshire, each and every re-score visit has resulted in an improvement in the respective food hygiene score.

Conclusions

The introduction of the statutory food hygiene rating scheme, compelling food businesses to display their food hygiene ratings, has enabled consumers in Wales to make better informed choices about where they eat and buy food.

Food business compliance with food hygiene legislation since the introduction of the statutory scheme has also increased significantly.

DETAILED REPORT ATTACHED?	NO
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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: Robin Staines

Head of Housing and Public Protection

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

2. LEGAL

The Food Hygiene Rating (Wales) Act 2013 requires Local Authorities to inspect and produce food hygiene ratings of businesses in their areas.

5. RISK MANAGEMENT ISSUES

Failure to carry out inspections could result in a reduction in hygiene standards and thereby associated risks of public health.

CONSULTATIONS

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

Signed: Robin Staines

Head of Housing, Public Protection, Care and Support

1. Scrutiny Committee - N/A

2. Local Member(s) - N/A

3. Community / Town Council - N/A

4. Relevant Partners - N/A

5. Staff Side Representatives and other Organisations - N/A

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

THERE ARE NONE

**Y PWYLLGOR CRAFFU
DIOGELU'R CYHOEDD A'R AMGYLCHEDD
16^{EG} IONAWR 2017**

Y PWNC:

**MODEL BLAENORIAETHU AR GYFER GWELLIANNAU DIOGELWCH
FFYRDD AC ISADEILEDD PRIFFYRDD**

Y Pwrpas:

Amlinellu'r meini prawf diwygiedig ar gyfer asesu a blaenoriaethu ceisiadau am welliannau diogelwch ffyrdd ac isadeiledd priffyrdd.

Ystyried y materion canlynol a chyflwyno sylwadau arnynt:

Asesu a blaenoriaethu ceisiadau am welliannau diogelwch ffyrdd ac isadeiledd priffyrdd.

Rhesymau:

Er gwybodaeth a sylwadau'r Pwyllgor

Angen cyfeirio'r mater at y Bwrdd Gweithredol / Cyngor er mwyn gwneud penderfyniad: OES

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

Yr Amgylchedd

**Enw Pennaeth y
Gwasanaeth:**

Stephen G Pilliner

Awdur yr Adroddiad:

Brian Jenkins

Swyddi:

**Pennaeth Trafnidiaeth a
Phriffyrdd**

**Rheolwr Strategaeth a
Gweithredu**

Rhifau ffôn:

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01267 228153

Cyfeiriadau E-bost:

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BLJenkins@sirgar.gov.uk

ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

16th JANUARY 2017

PRIORITISATION MODEL FOR HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS

Purpose: To outline the revised criteria for the assessment and prioritisation of requests for highway infrastructure and road safety improvements.

To outline the revised criteria and to seek approval for the assessment and prioritisation of requests for highway infrastructure and road safety improvements.

The Executive Board approved the current criteria for assessment, selection and prioritisation of Road Safety Improvement and Footway Improvements funded from the Council's capital budget allocation for such works on 14th November 2011. Demand for improvements is high and the Department continues to receive community requests for highway related safety improvements and other infrastructure. There are currently 355 number requests for highway infrastructure and road safety improvements which include requests for a range of measures from major highway improvements, footway provision, traffic calming, reduced speed limits, signage and other road safety measures.

The principles of the assessment and prioritisation of current requests are to be maintained with some additional factors now being included. The additional factors to be considered are :

- A revision to top slice ten percent of the annual budget to facilitate low cost high value interventions to address road safety issues at high risk sites and to reduce the pressure on revenue. Such measures will include for example: signage, road marking, fencing and minor surfacing.
- Greater weighting to personal injury and severity of accidents and adjustments to the weighting for the level of deliverability and improvement.
- Stage two assessment reduced from fifty sites to twenty sites, as the current level of funding limits the number of schemes that can be delivered in any year.
- The potential of the scheme to address an existing maintenance priority to enable integration between the authority's transport strategic investment and highway maintenance.

The report sets out the criteria to be adopted to determine a maximum number of twenty schemes that will progress to delivery stage within the programme.

Full details are included in the Appendix to the report but the main factors of the staged approach are accident records (severity and number), traffic volumes and pedestrian flows, level of improvement for any intervention, deliverability and value for money, potential for additional funding and revenue savings, and addressing maintenance priorities.

From this latest assessment and prioritisation a rolling programme will be formulated which will form the basis of future Highway Infrastructure and Road Safety Improvement capital Programmes in future years.

The report is for the Committee's information and comment.

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: S G Pilliner

Head of Transportation & Highways

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

1. Policy, Crime & Disorder and Equalities

Road Safety is one of the priorities set out in the Carmarthenshire Integrated Community Strategy. The Carmarthenshire County Council Local Transport Plan which is contained within the Joint Transport Plan for South West Wales also includes a Road Safety component strategy.

2. Legal

The Council has a statutory responsibility to manage and maintain public roads. That duty includes the investigation of road traffic accidents, the provision of road safety measures and the expeditious movement of traffic.

Future projects may require the acquisition of privately owned land or the implementation of appropriate Road Traffic Regulation Orders as necessary.

3. Finance

Future projects will be funded from a number of sources including the Council's Capital Programme, Welsh Government Transport related grants or developer contributions.

5. Risk Management Issues

It is unlikely future projects will require planning consent but should consent be required there is a minor risk of objections being received.

6. Physical Assets

Future projects may require the acquisition of privately owned land.

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 & Highways

1. Local Member(s) - N/A

2. Community / Town Council - N / A.

3. Relevant Partners - N / A.

4. Staff Side Representatives and other Organisations - N / A.

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
Report to Executive Board on 14 th November 2011		http://online.carmarthenshire.gov.uk/agendas/eng/EXEB20111114/SUM05.HTM
Joint Transport Plan for South West Wales		http://www.carmarthenshire.gov.wales/media/1085004/Joint-Transport-Plan-300115.pdf

**REPORT OF THE DIRECTOR OF ENVIRONMENT
ENVIRONMENTAL AND PUBLIC PROTECTION COMMITTEE
16th JANUARY 2017
HIGHWAY INFRASTRUCTURE & ROAD SAFETY IMPROVEMENT
PROGRAMME
PROPOSED CRITERIA FOR ASSESSMENT OF REQUESTS**

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Author & Designation B Jenkins Strategy and Implementation Manager	Directorate Environment	Telephone No 01267 228153

1. Introduction and Background.

The County Council employs a number of measures to improve road safety and to prevent road traffic casualties in accordance with its statutory responsibilities. Such measures include a mix of initiatives under three broad headings:

- Education (training and publicity campaigns)
- Engineering (traffic management and a number of road safety improvements)
- Enforcement. (parking plus speed)

The overall strategies are outlined in the Road Safety Plan, as well as the Joint Transport Plan for south west Wales.

In terms of engineering, road safety improvements include local footway widening, highway improvements and other associated minor works. Such schemes are funded via the authority's capital programme. The demand for such schemes always outstrips the amount of resources available; as at 1st December 2016, there are 355 separate requests for improvement schemes. To date, schemes have been developed, approved and delivered through an assessment process formerly approved by Executive Board in 2011.

Amendments to the existing appraisal process have been considered, to ensure the assessment criteria is more relevant to the current environment. It is proposed to amend the assessment criteria to facilitate greater integration between the authority's strategic investment and highway maintenance. This will help secure maximum value from the level of funds available. Additional factors will therefore include:

- A revision to top slice ten percent of the annual budget to facilitate low cost high value interventions to address road safety issues at high risk sites and to reduce the pressure on revenue. Such measures will include for example: signage, road marking, fencing and minor surfacing.
- Greater weighting to personal injury and severity of accidents and adjustments to the weighting for the level of deliverability and improvement.
- Stage two assessment reduced from fifty sites to twenty sites, as the current level of funding limits the number of schemes that can be delivered in any year.
- The potential of the scheme to address an existing maintenance priority to enable integration between the authority's transport strategic investment and highway maintenance.

The report sets out the criteria to be adopted to determine a maximum number of twenty schemes that will progress to delivery stage within the programme.

2.0 The Revised Assessment Criteria and Process

A three stage assessment process for determining the priority of all requests for Highway Infrastructure and Road Safety Improvements is proposed.

Stage 1 – All Requests

Only those requests with Recorded Personal Injury Accidents will be considered for inclusion in Stage 2 of the Assessment process (see below).

10% of any Capital Programme allocation will be utilised for low cost, high value measures to address road safety issues at high risk sites or to reduce revenue costs from school transport costs. Measures could include road markings, improved signage, safety fencing, surfacing and the like or short sections of linking footway to create 'safe' walking routes.



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Stage 2a – All Requests with associated Recorded Personal Injury Accidents

The following criteria will be used to assess all requests that pass to Stage 2a with scores being allocated for each of the following-

Accident Assessments – this will comprise three elements.

Recorded personal injury accidents

Recorded personal injury accidents for pedestrians and / or cyclists

Accident locations in close proximity to other recorded accidents along route

Number of vehicles involved

The scoring matrix proposed is set out in the tables below

Priority Score	Severity of Accident
10	Slight
30	Serious
50	Fatal

Priority Score	Severity of Pedestrian Accident
20	Slight
50	Serious
100	Fatal

Requests with only a single associated Recorded Personal Injury Accident will not proceed to the next stage of the assessment process (Stage 2b) which will combine two elements.

Stage 2b – All Requests with Serious or Fatal Recorded Personal Injury Accidents or multiple Slight Recorded Personal Injury Accidents

Accident location close to other accident sites along route (within distance of 1 kilometre).

Priority Score	Accident Location close to other Accident Sites along Route
5	Less than 1 kilometre

Traffic Volumes and Pedestrian Flows – this will comprise two elements.

Volume of vehicular traffic

Number of pedestrians and / or cyclists

Priority Score	Volume of Traffic (24 Hr Average)
2	Very Low (< 1000 vehicles per day)
4	Low (1000 - 2499 vehicles per day)
6	Medium (2500 – 4999 vehicles per day)
8	High (5000 – 9999 vehicles per day)
10	Very High (< 10000 vehicles per day)

Priority Score	Number of Pedestrians and / or Cyclists
4	Very Low (< 25 per 10 hour day)
8	Low (25 – 49 per 10 hour day)
12	Medium (50 – 99 per 10 hour day)
16	High (100 – 199 per 10 hour day)
20	Very High (< 200 per 10 hour day)

A Total Score will be determined for each of the requests which will determine an initial ranking of priority for further assessment (Stage 3). Further criteria will be used to assess the **Top 20** requests based on the initial assessment.

Stage 3 – Top 20 Requests

An initial appraisal of potential options for improvement will be based on a site visit. These options could include improvements to road markings and signing, introduction or reduction of speed limits, traffic calming or other traffic management works, footway improvements, visibility improvements or major highway improvement or realignment.

The following further criteria will be used to assess the **Top 20** requests with scores being allocated for each of the following-

Level of Improvement – This assesses the degree of likely reduction in accidents resulting from the scheme being implemented and is linked to studies undertaken by ROSPA, Department for Transport and the Transport Research Laboratory.

Priority Score	Level of Achievement
1	Very Low (Minimal improvement)
5	Low (Marginal improvement)
10	Medium (Improvement)
25	High (Major improvement)

Deliverability – This assesses the timescale to implement the scheme should funding be available.

Priority Score	Deliverability
1	Over 5 Years
2	Between 2 and 5 Years
10	Between 1 and 2 Years
20	Less than 1 Year

Value For Money – This assesses the initial estimated capital cost of the scheme.

Priority Score	Deliverability
0	> £250,000
1	Between £100,000 and £249,999
5	Between £50,000 and £99,999
10	Between £25,000 and £49,999
25	Between £10,000 and £24,999
50	Less than £10,000

Potential for Additional Funding – This assesses whether any Council capital funding allocated to a scheme could be eligible to lever additional monies from other funding sources such as Local Transport Fund / Road Safety Capital funding (revenue or capital) or developer contributions such as Section 106 contributions (linked to planning applications) by being used as match funding.

Priority Score	Potential for Additional Funding
0	No additional funding
5	Potential Additional Funding
10	Confirmed Additional Funding

Potential for Future Revenue Savings – This assesses whether a scheme would generate future revenue savings (e.g. reduced School Transport costs).

Priority Score	Potential for Future Revenue Savings
0	Increased Revenue Costs
5	Neutral Impact on Revenue Costs
10	Decreased Revenue Costs

Potential for Addressing Maintenance Priority – This assesses whether a scheme would address a current maintenance priority.

Priority Score	Potential for Addressing Maintenance Priority
0	No maintenance priorities
5	Potential maintenance priorities
10	Confirmed maintenance priorities

The overall Total Scores for both Stages will be ranked to determine the priority of each request and the rolling 3 Year Highway Infrastructure and Road Safety Improvement Programme.

New requests will be assessed on a yearly basis with the overall list of requests being reviewed every 2 years. Committed schemes within a Programme will not be included in any review.

A typical example of the prioritisation model is included in Appendix One of this report.

3.0 Recommendations.

The report is for the Committee's information and comment.



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Appendix 1

TYPICAL EXAMPLE OF PRIORITISATION MODEL



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The following is a typical worked example of the prioritisation process.

Stage 1 – Only those requests with Recorded Personal Injury Accidents are considered for inclusion in Stage 2 of the Assessment process. In this example there are 43 Number requests that have progressed to stage two of the assessment process.

Stage 2 – For each request passing to Stage 2, details in relation to Personal Injury Accidents, Personal Injury Accidents (Pedestrian /Cyclist), Accidents in Close Proximity, Traffic Volumes and Pedestrian / Cyclist Volumes are collated with a Total Score determined in accordance with the proposed model.

These Total Scores are ranked with the Top 20 requests proceeding to Stage 3 of the process.

Stage 3 – For each request passing to Stage 3, details in relation to Level of Improvement, Deliverability, Potential for Additional Funding, Potential for Revenue Savings, Potential for Addressing Maintenance Priorities and Value for Money are collated with a further Total Score determined in accordance with the proposed model.

These Total Scores are combined to provide an Overall Total Score with the highest scoring requests proceeding to the initial Delivery Programme.



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**HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS
PRIORITISATION OF REQUESTS - STAGE 2**

21/11/2016

Request No.	Type of request	No. of Personal Injury Accidents				No. of Personal Injury Accidents (Pedestrian / Cyclists)				Accident Location Close to Other Accidents along Route (Y / N)		Traffic Volume (24hr)			No. of Pedestrians / Cyclists (10 hr)			Total Score	Rank	Proceed to Stage 3 Assessment (Top 20 Requests)
		Slight	Serious	Fatal	Site Score	Slight	Serious	Fatal	Site Score	Y	N	24hr Ave.	Category	Site Score	10 hr Ave.	Category	Site Score			
32	New Road / Alignment	2	3	0	110	0	1	0	50	y	5	4,283	Medium	6	10	Very Low	4	175	1	Proceed to Stage 3
48	New Road / Alignment	3	2	0	90	0	1	0	50		0	900	Very Low	2	22	Very Low	4	146	2	Proceed to Stage 3
76	New Road / Alignment	1	2	0	70	0	1	0	50		0	800	Very Low	2	15	Very Low	4	126	3	Proceed to Stage 3
29	Footway	1	1	0	40	0	1	0	50		0	4,283	Medium	6	20	Very Low	4	100	4	Proceed to Stage 3
36	Footway	5	1	0	80	0	0	0	0		0	450	Very Low	2	15	Very Low	4	86	7	Proceed to Stage 3
157	New Road / Alignment	3	1	0	80	0	0	0	0		0	300	Very Low	2	22	Very Low	4	86	7	Proceed to Stage 3
220	Footway	3	1	0	60	1	0	0	20		0	2,390	Low	4	40	Low	8	92	6	Proceed to Stage 3
260	Road safety (vehicular turning movements) / Pedestrian safety	4	0	0	40	2	0	0	40		0	900	Very Low	2	20	Very Low	4	86	7	Proceed to Stage 3
270	Road safety	0	1	0	30	0	1	0	50	y	5	4,283	Medium	6	10	Very Low	4	95	5	Proceed to Stage 3
205	Footway	7	0	0	70	0	0	0	0		0	5,370	High	8	30	Low	8	86	7	Proceed to Stage 3
237	Traffic flow management and Pedestrian facilities	4	1	0	70	0	0	0	0		0	900	Very Low	2	10	Very Low	4	76	11	Proceed to Stage 3
288	Safety barrier	1	2	0	70	0	0	0	0		0	750	Very Low	2	15	Very Low	4	76	11	Proceed to Stage 3
293	Safety barrier	7	0	0	70	0	0	0	0		0	900	Very Low	2	20	Very Low	4	76	11	Proceed to Stage 3
326	New Road / Alignment	5	0	0	50	1	0	0	20		0	875	Very Low	2	10	Very Low	4	76	11	Proceed to Stage 3
101	New Road / Alignment	5	0	0	50	0	0	0	0	y	5	4,283	Medium	6	10	Very Low	4	65	15	Proceed to Stage 3
111	Footway	0	0	1	50	0	0	0	0		0	500	Very Low	2	15	Very Low	4	56	16	Proceed to Stage 3
276	New Road / Alignment	0	0	1	50	0	0	0	0		0	675	Very Low	2	10	Very Low	4	56	16	Proceed to Stage 3
279	Safety barrier	0	0	1	50	0	0	0	0		0	850	Very Low	2	15	Very Low	4	56	16	Proceed to Stage 3
55	Footway	1	1	0	40	0	0	0	0		0	900	Very Low	2	20	Very Low	4	46	22	
68	New Road / Alignment	2	0	0	20	1	0	0	20		0	4,032	Medium	6	10	Very Low	4	50	21	
273	Footway	1	1	0	40	0	0	0	0		0	5,370	High	8	20	Very Low	4	52	19	Proceed to Stage 3
278	Safety barrier / One-way	1	1	0	40	0	0	0	0		0	6,101	High	8	10	Very Low	4	52	19	Proceed to Stage 3
37	Road safety / footway	1	0	0	10	1	0	0	20		0	200	Very Low	2	15	Very Low	4	36	27	
45	Footway	1	0	0	10	1	0	0	20		0	2,390	Low	4	50	Medium	12	46	22	
56	Road widening / Footway	1	0	0	10	1	0	0	20		0	500	Very Low	2	10	Very Low	4	36	27	
66	New Road / Alignment	0	1	0	30	0	0	0	0		0	675	Very Low	2	15	Very Low	4	36	27	
67	Footway	0	1	0	30	0	0	0	0		0	450	Very Low	2	20	Very Low	4	36	27	
107	Road Safety	0	1	0	30	0	0	0	0		0	200	Very Low	2	15	Very Low	4	36	27	
113	Footway	0	1	0	30	0	0	0	0		0	950	Very Low	2	20	Very Low	4	36	27	

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**HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS
PRIORITISATION OF REQUESTS - STAGE 2**

21/11/2016

Request No.	Type of request	No. of Personal Injury Accidents				No. of Personal Injury Accidents (Pedestrian / Cyclists)				Accident Location Close to Other Accidents along Route (Y / N)	Traffic Volume (24hr)			No. of Pedestrians / Cyclists (10 hr)			Total Score	Rank	Proceed to Stage 3 Assessment (Top 20 Requests)
		Slight	Serious	Fatal	Site Score	Slight	Serious	Fatal	Site Score		24hr Ave.	Category	Site Score	10 hr Ave.	Category	Site Score			
125	Footway / alignment	1	0	0	10	1	0	0	20	0	2,390	Low	4	20	Very Low	4	38	26	
214	Footway	0	1	0	30	0	0	0	0	0	750	Very Low	2	20	Very Low	4	36	27	
228	Footway	0	1	0	30	0	0	0	0	0	900	Very Low	2	10	Very Low	4	36	27	
252	Footway	1	0	0	10	1	0	0	20	0	700	Very Low	2	15	Very Low	4	36	27	
275	Footway	1	0	0	10	1	0	0	20	0	200	Very Low	2	20	Very Low	4	36	27	
289	Safety barrier	0	1	0	30	0	0	0	0	0	500	Very Low	2	10	Very Low	4	36	27	
321	Road Safety	0	1	0	30	0	0	0	0	0	900	Very Low	2	20	Very Low	4	36	27	
338	Footway	3	0	0	30	0	0	0	0	0	3,101	High	8	40	Low	8	46	22	
131	New Road / Alignment	2	0	0	20	0	0	0	0	0	2,957	Medium	6	10	Very Low	4	30	40	
144	New Road / Alignment	2	0	0	20	0	0	0	0	0	800	Very Low	2	20	Very Low	4	26	41	
210	Road Safety	2	0	0	20	0	0	0	0	0	14,000	Very High	10	100	High	16	46	22	
212	Footway	2	0	0	20	0	0	0	0	0	800	Very Low	2	20	Very Low	4	26	41	
240	Footway	2	0	0	20	0	0	0	0	0	5,370	High	8	30	Low	8	36	27	
343	Footway / road safety	2	0	0	20	0	0	0	0	0	700	Very Low	2	15	Very Low	4	26	41	

**HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS
PRIORITISATION AND RANKING OF REQUESTS - STAGE 3**

Request Ref. No.	Site Score (Stage 2)	Rank (Stage 2)	Description of Potential Option	Level of Improvement					Deliverability					Potential for Additional Funding			Potential for Revenue Savings				Potential for Addressing Maintenance Priority			Value for Money						Total Score for Stage 3	Score for Stage 3	Overall Total Score	Overall Rank following Stage 3	
				Very Low	Low	Medium	High	Score	>5 Years	2-5 Years	1-2 Years	<1 Year	Score	Likely	Confirmed	Score	Increase d Costs	Neutral Impact	Reduced Costs	Score	Likely	Confirmed	Score	> £250k	£100k - £250k	£50k - £100k	£25k - £50k	£10k - £25k	< £10k					Score
32	175	1	Traffic management scheme. Match funding for WG grant			Y		10			Y		10				5			0					Y			10	45	45	220	2		
48	146	2	Road safety measures. Carriageway surfacing programmed	Y				5				Y	10			Y	10		Y	5						Y		25	75	75	221	1		
76	128	3	Provision of linking footway and traffic calming			Y		10			Y		10			Y	5			0				Y			5	30	30	156	5			
29	100	4	Footway widening	Y				5			Y		5			Y	10		Y	5				Y			5	32	32	132	8			
270	95	5	Footway widening	Y				5			Y		5			Y	5			0				Y			5	30	30	125	10			
220	92	6	Road safety measures. Developer contributions to part fund scheme	Y				5			Y		10			Y	5			0				Y			5	35	35	127	9			
36	88	7	Footway widening outside school	Y				5			Y		2			Y	10			0				Y			10	27	27	113	14			
157	86	7	Road safety measures. Addresses anti skid defects	Y				5			Y		2			Y	5			Y	10			Y			10	32	32	116	12			
205	86	7	Speed limit reduction	Y				5		Y			1			Y	5			0				Y			50	86	38	152	6			
260	86	7	Provision of bollards to improve visibility				Y	25					20			Y	5		Y	5					Y		50	105	105	191	3			
237	76	11	Footway provision - linking section			Y		10		Y			1			Y	10			0				Y			10	31	31	107	15			
268	76	11	Safety fencing				Y	25				Y	20			Y	5		Y	5					Y		50	110	110	186	4			
293	76	11	Safety fencing				Y	25			Y		2			Y	5			0				Y			25	57	57	133	7			
328	76	11	Footway Provision			Y		10			Y		2		Y	5		Y	0				Y			10	27	27	103	16				
101	65	16	Major highway realignments with bridges & structures			Y		10		Y			1		Y	0		Y	0			Y					0	11	11	76	19			
111	56	16	Footway provision			Y		10		Y			1		Y	0		Y	0					Y			25	36	36	92	18			
276	56	16	Road safety measures				Y	25		Y			1		Y	0		Y	0			Y		Y			25	61	61	117	13			
279	56	16	Safety fencing			Y		10		Y			1			Y	5			0				Y			50	66	66	122	11			
273	52	19	Road safety measures			Y		10			Y		2			Y	5			0				Y			25	42	42	94	17			
278	52	19	Safety fencing	Y				5			Y		2			Y	5			0				Y			10	22	22	74	20			

**DIOGELU'R CYHOEDD A'R AMGYLCHEDD
Y PWYLLGOR CRAFFU
16^{EG} O RAGFYR 2016**

YN BRESENNOL: Y Cynghorydd A.P. Cooper (Cadeirydd)

Y Cynghorwyr: A. Davies, D.B. Davies, J.A. Davies, D.C. Evans, I.J. Jackson, A. James, J.P. Jenkins, W.J. Lemon, A.D.T. Speake, S.E. Thomas, D.E. Williams

Y Cynghorydd D.J.R. Bartlett – yn lle'r Cynghorydd P.M. Edwards
Y Cynghorydd J.D. James – yn lle'r Cynghorydd W.G. Thomas

Hefyd yn bresennol:

Y Cynghorydd H.A.L. Evans, Aelod y Bwrdd Gweithredol dros Gwasanaethau Technegol
Y Cynghorydd D.M. Jenkins, Aelod y Bwrdd Gweithredol dros Adnoddau
(Dirprwy Arweinydd)

Y Cynghorydd T.J. Jones, Aelod y Bwrdd Gweithredol dros Diogelu'r Cyhoedd a'r Amgylchedd

Yr oedd y swyddogion canlynol yn gwasanaethu yn y cyfarfod:

R. Mullen, Cyfarwyddwr yr Amgylchedd
O. Bowen, Pennaeth y Gwasanaethau Ariannol
S. Pilliner, Pennaeth Trafnidiaeth a Phrifyrdd
R. Staines, Pennaeth Tai a Diogelu'r Cyhoedd
A. Williams, Pennaeth y Gwasanaethau Amgylcheddol a Gwastraff
L. Quelch, Pennaeth Cynllunio
J. Edwards, Rheolwr Gwella Busnes
A. Howells, Rheolwr Busnes a Datblygu
K. Thomas, Rheolwr Diogelwch Cymunedol
J. Owen, Swyddog Gwasanaethau Democrataidd

Hefyd yn bresennol fel sylwedydd:

M. Hughes, Swyddog Gwasanaethau Democrataidd

Siambr, 3 Heol Spilman - 10.00 - 11.45 am

1. YMDDIHEURIADAU AM ABSENOLDEB

Derbyniwyd ymddiheuriadau am absenoldeb gan y Cynghorwyr W.G. Thomas a P. Edwards.

2. DATGANIADAU O FUDDIANNAU PERSONOL

Y Cynghorydd	Rhif y Cofnod(ion)	Y Math o Fuddiant
Y Cyng. Davies	6. Y wybodaeth ddiweddaraf am y sefyllfa ynghylch y digwyddiad gollwng kerosene yn Nant-y-caws	Yn aelod o Glwb Pysgota Caerfyrddin a'r Ardal

3. DATGAN CHWIPIAID PLAID SYDD WEDI EU GWAHARDD

Ni chafwyd dim datganiadau ynghylch chwip waharddedig.

4. 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.

5. EITEMAU AR GYFER Y DYFODOL

PENDERFYNWYD nodi'r rhestr o eitemau ar gyfer y dyfodol a oedd i'w hystyried yn y cyfarfod nesaf ddydd Llun, 16 Tachwedd, 2017.

6. Y WYBODAETH DDIWEDDARAF AM Y SEFYLLFA YNGHYLCH Y DIGWYDDIAD GOLLWNG KEROSENE YN NANT-Y-CAWS

Yn unol â chofnod 5 o'i gyfarfod a gynhaliwyd ar 11 Tachwedd, 2016 derbyniodd y Pwyllgor adroddiad i'w ystyried ynghylch y sefyllfa ddiweddaraf ynghylch y digwyddiad gollwng kerosene ar 4 Hydref 2016 yn Nant-y-caws, Sir Gaerfyrddin. Nododd yr aelodau nad oedd yr adroddiad yn nodi achos y digwyddiad na'r ymateb brys cychwynnol (i'w ystyried gan gyfarfod amlasiantaeth ar 19 Rhagfyr), fodd bynnag, bu'r aelodau'n ystyried y meysydd allweddol canlynol ynghylch y digwyddiad ar 29 Tachwedd 2016:-

- Monitro
- Goblygiadau lechyd
- Ymgysylltu Cymunedol
- Adennill Costau (Asiantaethau)
- Adennill Costau (Cynghorau Cymuned a Phreswylwyr Preifat)

Trafodwyd y materion canlynol wrth ystyried yr adroddiad:

Mynegwyd nifer o bryderon am dir ffermio tua 40-50 erw a oedd o bosibl wedi'i halogi a'r gallu i ffermio'r tir hwnnw yn y dyfodol. Dywedodd Cyfarwyddwr yr Amgylchedd wrth y Pwyllgor mai cyfrifoldeb Cyfoeth Naturiol Cymru oedd materion a oedd yn ymwneud â'r pryderon a'r ymholiadau hyn. Dywedwyd wrth yr aelodau, os oeddent yn dymuno cysylltu â Chyfoeth Naturiol Cymru yn uniongyrchol byddai'n fodlon darparu manylion cyswllt yn unol â hynny. Mynegwyd pryderon hefyd ynghylch halogi dŵr eiddo cyfagos a goblygiadau iechyd preswylwyr.

Mewn ymateb i ymholiad pellach, dywedodd Cyfarwyddwr yr Amgylchedd wrth y Pwyllgor y byddai unrhyw erlyniadau posibl yn cael eu trafod yn ystod y Grŵp Adfer, ond mater i Cyfoeth Naturiol Cymru fyddai hynny.

Mynegwyd pryder ynghylch yr elifion 'du' a gafodd eu darganfod yn ddiweddar yn Nant Pibwr a'r gobaith oedd y byddai Cyfoeth Naturiol Cymru yn ymgymryd ag ymchwiliad trylwyr. Dywedodd Cyfarwyddwr yr Amgylchedd fod Cyfoeth Naturiol Cymru, yn dilyn yr adroddiad cychwynnol hwn, yn parhau i ymchwilio i ffynhonnell y digwyddiad.

Cyfeiriwyd at halogiad dŵr ffynnon posibl a mynegwyd pryderon ynghylch yr amseru o ran pryd cafodd samplau eu cymryd. Teimlwyd er mwyn cael y darlleniad mwyaf manwl, dylai samplau gael eu cymryd ar unwaith yn dilyn cyfnod trwm o law. Mewn ymateb dywedodd Cyfarwyddwr yr Amgylchedd wrth yr aelodau fod samplau yn cael eu cymryd yn uniongyrchol o'r twll turio er mwyn cael darlleniad cywir. Ar wahân i'r sampl cychwynnol a gymerwyd yn fuan ar ôl y digwyddiad, nid oedd unrhyw arwydd o halogiad. Fodd bynnag, byddai'r eiddo yr effeithiwyd arno yn parhau'n gysylltiedig â'r prif gyflenwad dŵr hyd nes y byddai rhagor o samplau yn cael eu cymryd er mwyn diystyru unrhyw halogiad yn y dyfodol. Byddai cynrychiolwyr Tîm Iechyd yr Amgylchedd Cyngor Sir Caerfyrddin ac ymgynghorwyr monitro Valero yn cysylltu â phreswylwyr yr eiddo er mwyn esbonio'r rheswm dros barhau i fonitro'r cyflenwad dŵr.

Mewn ymateb i ymholiad ynghylch ymgysylltu â'r gymuned, dywedodd Cyfarwyddwr yr Amgylchedd, er ei bod yn cydnabod rhwystredigaeth yr aelod lleol a'r Cynghorwyr Cymuned, roedd cyfarfod y Grŵp Adfer fel arfer yn cynnwys cynrychiolwyr o'r asiantaethau hynny a oedd yn ymwneud yn uniongyrchol â'r gweithrediad a'r gwaith adfer. Fodd bynnag, roedd y Grŵp Adfer wedi cynnig anfon cynrychiolydd i gyfarfod Cyngor Cymuned Llangynnwr er mwyn darparu adborth am y digwyddiad. Ar ben hynny, roedd Cyfoeth Naturiol Cymru hefyd yn cynnal cyfarfodydd â chynrychiolwyr o'r gymuned bysgota leol.

Gofynnwyd a fyddai modd i'r Pwyllgor wahodd cynrychiolydd o Valero i roi adborth yn dilyn y cyfarfod amlasiantaeth ar 19 Rhagfyr 2016. Cytunodd Cyfarwyddwr yr Amgylchedd y byddai'n cysylltu â chwmni Valero a gwahodd cynrychiolydd i fynychu cyfarfod o'r Pwyllgor yn y dyfodol ar ôl i'r adroddiad am yr ymchwiliad i'r digwyddiad gael ei gwblhau er mwyn trafod y mater ymhellach.

Codwyd y mater ynghylch iawndal i fusnesau yn nhref Caerfyrddin oherwydd effaith cau ffordd yr A48 ar fusnesau. Yn dilyn trafodaeth, dywedodd Cyfarwyddwr yr Amgylchedd wrth y Pwyllgor fod Valero wedi nodi y dylai unrhyw geisiadau am iawndal gael eu hanfon atynt yn uniongyrchol.

Ar yr adeg hon, bu i'r Cynghorydd D. Davies ddatgan buddiant sef ei fod yn aelod o Glwb Pysgota Caerfyrddin a'r Ardal.

Gofynnwyd a fyddai modd i gynrychiolaeth o glybiau Pysgota Caerfyrddin a'r Ardal, Abergwili a Rhydaman fod yn bresennol mewn cyfarfodydd a oedd yn ymwneud â'r digwyddiad yn y dyfodol. Mewn ymateb, atgoffodd Cyfarwyddwr yr Amgylchedd y Pwyllgor y byddai Cyfoeth Naturiol Cymru yn cynnal cyfarfodydd â chynrychiolwyr y grwpiau pysgota lleol.

PENDERFYNWYD nodi'r adroddiad.

7. ADRODDIAD DIWEDDARU YNGHYLCH STRATEGAETH Y GWASANAETH GWASTRAFF

Ystyriodd y Pwyllgor adroddiad diweddarau ynghylch Strategaeth y Gwasanaeth Gwastraff a oedd yn rhoi'r wybodaeth ddiweddaraf i'r Aelodau ynghylch y camau y cytunwyd arnynt gan y Bwrdd Gweithredol ar 27 Gorffennaf 2015. Nodwyd mai pwrpas yr adroddiad oedd gosod mapiau o'r llwybrau a'r prosesau caffael a

gynlluniwyd er mwyn cyrraedd y targedau ailgylchu statudol a osodwyd gan Lywodraeth Cymru.

Trafodwyd y materion canlynol wrth ystyried yr adroddiad:

Mewn ymateb i bryder ynghylch yr adolygiad o'r trefniadau casglu gwastraff gwyrdd/gardd a ddaeth i ben diwedd mis Hydref 2016, roedd yr Aelod o'r Bwrdd Gweithredol dros y Gwasanaethau Technegol yn cydnabod, hyd nes y byddai'r gwasanaeth casglu gwastraff gwyrdd bob pythefnos yn cael ei gyflwyno ym mis Ebrill 2017, y byddai preswylwyr o bosibl yn gosod eu gwastraff gwyrdd/gardd yn y casgliad bagiau du arferol. Fodd bynnag, pwysleisiodd nad polisi'r Cyngor oedd hwn ac nid oedd yn ei argymhell.

Nodwyd bod nifer o sylwadau wedi dod i law gan breswylwyr ynghylch y dyddiau casglu gwahanol yn yr un ardal, a oedd yn cael ei ystyried yn ddefnydd aneffeithiol o adnoddau. Mewn ymateb, dywedodd Pennaeth y Gwasanaethau Amgylcheddol a Gwastraff fod casgliadau newydd wedi cael eu cyflwyno fel rhan o'r rhaglen rhesymoli llwybrau ar 31 Hydref 2016, gan effeithio ar 65,000 o dai ledled y sir. Ar ben hynny, er mwyn sicrhau gwasanaeth mwy effeithlon, cafodd yr ymarfer rhesymoli ei ystyried yn ei gyfanrwydd ac nid ar ben ei hun, ac felly roedd yn cynnwys ffiniau cymhleth a oedd yn golygu bod yn rhaid newid y dull o gasglu i 7,000 o dai yn ogystal â'r dyddiau casglu.

Mewn ymateb i ymholiad am gost y cerbydau casglu sbwriel newydd, dywedodd Pennaeth y Gwasanaethau Amgylcheddol a Gwastraff fod costau'r cerbydau tua £163,000, ac roedd cyfanswm yr holl gerbydau newydd yn costio tua £4 miliwn.

O ganlyniad i'r arbrwf ar gyfer y bagiau biniau bwyd ar gyfer cadis cegin, mynegwyd siom o ran y nifer isel o eiddo ychwanegol a oedd bellach yn cymryd rhan yn ailgylchu bwyd. Dywedodd Pennaeth y Gwasanaethau Amgylcheddol a Gwastraff y byddai'n ofynnol o bosibl i gynnal adolygiad pellach ac arbrwf arall er mwyn llywio strategaeth yn y dyfodol.

Cyfeiriwyd at y contract ailgylchu a thrin gwastraff yn y dyfodol. Rhoddodd Pennaeth y Gwasanaethau Amgylcheddol a Gwastraff sicrwydd i'r Pwyllgor, er y byddai'r amserlen gaffael yn dynn, roedd y gwaith rhagarweiniol eisoes wedi dechrau gan gynnwys y gwaith o sefydlu bwrdd prosiect. Roedd cynnydd wedi'i wneud yn paratoi dogfennau tendro a byddai rheolwr prosiect yn cael ei gyflogi i reoli'r broses gyfan.

PENDERFYNWYD nodi'r adroddiad diweddar ynghylch Strategaeth y Gwasanaeth Gwastraff.

8. ADRAN CYMUNEDAU: GYNLLUN BUSNES CRYNODEB YR ADRAN AM 2017-2020

Ystyriodd y Pwyllgor Grynodedb o Gynllun Busnes Adrannol yr Adran Cymunedau 2017-20 a oedd yn darparu'r wybodaeth ddiweddaraf am y cynnydd a wnaed mewn perthynas â'r camau ar gyfer Gwasanaethau Diogelu'r Cyhoedd. Nodwyd y byddai'r cynllun busnes llawn yn cael ei gyflwyno i aelodau yn gynnar yn 2017 yn dilyn cyfres o weithdai gydag uwch reolwyr a staff.

Trafodwyd y materion canlynol wrth ystyried yr adroddiad:

Mynegwyd pryder o ran y dyletswyddau a'r cyfrifoldebau ychwanegol a osodwyd ar y gwasanaeth gydag ychydig iawn o refeniw er mwyn cefnogi'r swyddogaethau hyn. Roedd un enghraifft yn cynnwys monitro RADON mewn cyflenwadau dŵr preifat. Mynegwyd pryderon ychwanegol ynghylch effaith pwysau'r ddeddfwriaeth ychwanegol ar yr adran. Mewn ymateb, dywedodd y Pennaeth Tai a Diogelu'r Cyhoedd fod gwaith yn mynd yn ei flaen ar hyn o bryd gydag lechyd Cyhoeddus Cymru a Chyfarwyddwyr Diogelu'r Cyhoedd Cymru i lunio cynllun adferol. Yn ogystal, er mwyn rhyddhau ychydig o'r pwysau ar yr adran, dywedodd y Pennaeth Tai a Diogelu'r Cyhoedd fod y gwaith yn parhau i gydweithio'n rhanbarthol drwy rannu arbenigedd a llwythi gwaith.

PENDERFYNWYD derbyn Crynodeb o Gynllun Busnes Adrannol yr Adran Cymunedau 2017-20

9. CYNLLUN BUSNES DRAFFT ADRAN YR AMGYLCHEDD 2017-20

Ystyriodd y Pwyllgor Gynllun Busnes Adrannol Drafft Adran yr Amgylchedd 2017-20 a oedd yn amlinellu'r blaenoriaethau ar gyfer yr adran a sut yr oedd yr adran wedi cefnogi pum ffordd o weithio a nodau Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015.

Trafodwyd y materion canlynol wrth ystyried yr adroddiad:

Cyfeiriwyd at yr adain Risgiau Trafnidiaeth a Phrifyrdd yn y cynllun busnes lle mynegwyd pryderon ynghylch y gostyngiad mewn cyllid ar gyfer cynnal a chadw prifyrdd a phontydd o gymharu â blynyddoedd blaenorol. Teimlwyd y dylid rhoi mwy o flaenoriaeth i gynnal a chadw ffyrdd a phontydd. Roedd y Pwyllgor yn cydnabod fod y gwariant o £12 miliwn wedi cael ei hwyluso yn ystod y blynyddoedd diwethaf drwy fenthg yr arian, ond nid oedd arian pellach ar gael ar hyn o bryd. Dywedodd Pennaeth y Gwasanaethau Ariannol er y byddai sylwadau'r Aelodau'n cael eu hystyried, yn anffodus, er mwyn sicrhau arian ychwanegol i'r maes hwn, byddai'n rhaid nodi arbedion mewn meysydd eraill. Ychwanegodd y Pennaeth Trafnidiaeth a Phrifyrdd fod £1.4 miliwn wedi cael ei nodi fel rhan o'r rhaglen gyfalaf i gynorthwyo â'r mater hwn.

Mewn ymateb i ymholiad ynghylch y cysylltiadau seilwaith trafndiaeth, dywedodd y Pennaeth Trafnidiaeth a Phrifyrdd fod ceisiadau cynllunio ar waith ar hyn o bryd. Dywedodd y Pennaeth Cynllunio fod y tîm cynllunio yn cyfarfod yn rheolaidd er mwyn trafod y mater.

Mynegwyd pryderon ynghylch llifogydd posibl o ddŵr wyneb yn Sir Gaerfyrddin, a gofynnwyd a fyddai modd darparu cerbyd glanhau cwteri ychwanegol er mwyn rheoli llifogydd yn yr ardal. Dywedodd y Pennaeth Trafnidiaeth a Phrifyrdd fod tri o gerbydau glanhau cwteri yn gweithredu ledled Sir Gaerfyrddin ar hyn o bryd. Ar ben hynny, er mwyn bod yn rhagweithiol, byddai adolygiad yn cael ei gynnal er mwyn sicrhau cynllunio effeithiol wrth symud ymlaen.

Mewn ymateb i gais am y wybodaeth ddiweddaraf ynghylch Ffordd Gyswllt Gorllewin Caerfyrddin, eglurodd Cyfarwyddwr yr Amgylchedd fod y gwaith o brynu'r tir yn cael ei brosesu ar hyn o bryd a bod y gwaith ar amser. Mynegwyd pryderon pellach o ran y diffyg gwybodaeth i breswylwyr lleol. Dywedodd

Cyfarwyddwr yr Amgylchedd y byddai trefniadau'n cael eu gwneud i sicrhau bod preswylwyr lleol yn cael rhagor o wybodaeth.

Gofynnwyd am wybodaeth ynghylch yr hyn oedd yn cael ei wneud i leihau'r tagfeydd yng nghanol tref Rhydaman. Mewn ymateb, dywedodd y Pennaeth Trafnidiaeth a Phriffyrdd ei fod yn cydnabod pryderon yr Aelodau a chadarnhaodd fod Llandeilo yn cael ei ariannu gan Lywodraeth Cymru, ac o ran y Blaenoriaethau Buddsoddi mewn Seilwaith Ffyrdd, Gorllewin Caerfyrddin a Rhydaman oedd y nesaf ar y rhestr. Yn ogystal, o ran y blaenoriaethau a nodwyd yn y Cynllun Trafnidiaeth Lleol, roedd cynllun y gylchfan yn ceisio lleihau tagfeydd yn nhref Rhydaman ac o'i chwmpas.

PENDERFYNWYD derbyn Cynllun Busnes Adrannol Drafft Adran yr Amgylchedd 2017-20

10. CRYNODEB O GYNLLUN BUSNES ADRANNOL Y PRIF WEITHREDWR 2017-20

Ystyriodd y Pwyllgor Adroddiad ar Gynllun Busnes Adrannol y Prif Weithredwr 2017-20. Roedd yr adroddiad yn cynnwys detholiad o'r agweddau a oedd yn berthnasol i'r Pwyllgor Craffu - Diogelu'r Cyhoedd a'r Amgylchedd o ran Diogelwch Cymunedol.

Darparodd y Rheolwr Diogelwch Cymunedol olwg gyffredinol ar y gwaith a gyflawnwyd dros y flwyddyn ddiwethaf a oedd yn cynnwys nifer o ymgyrchoedd diogelwch a gafodd eu hyrwyddo yn rhifyn yr haf o Newyddion Sir Gâr. Nodwyd bod Sir Gaerfyrddin yn parhau yn un o'r ardaloedd mwyaf diogel yn y DU, er bod lefel y troseddau a gofnodwyd wedi cynyddu o 10.1% o 2015/16. Ar ben hynny, adroddwyd bod digwyddiadau ymddygiad gwrthgymdeithasol wedi gostwng 15.5% a oedd o ganlyniad i bartneriaethau gwell a gwaith amlasiantaeth wedi'i dargedu er mwyn helpu i leihau digwyddiadau ymddygiad gwrthgymdeithasol.

Roedd y Rheolwr Diogelwch Cymunedol hefyd wedi tynnu sylw at y blaenoriaethau yn y Strategaeth Gymunedol Integredig ar gyfer y flwyddyn nesaf.

PENDERFYNWYD derbyn yr adroddiad.

11. YMGYNGHORI YNGHYLCH STRATEGAETH Y GYLLIDEB REFENIW 2017/18 TAN 2019/20

Ystyriodd y Pwyllgor Strategaeth y Gyllideb Refeniw 2017/18 i 2019/20 (Atodiad A) a oedd wedi ei chymeradwyo gan y Bwrdd Gweithredol at ddibenion ymgyngori yn y cyfarfod ar 21 Tachwedd 2016. Roedd yr adroddiad yn darparu'r sefyllfa bresennol i'r Aelodau ynghylch y Gyllideb Refeniw ar gyfer 2017/2018, ynghyd â ffigurau dangosol ar gyfer blynyddoedd ariannol 2018/19 a 2019/2020. Roedd yr adroddiad yn seiliedig ar ragamcanion gwariant y swyddogion, gan ystyried y setliad amodol a gyhoeddwyd gan Lywodraeth Cymru ar 19 Hydref 2016.

Cynghorwyd bod y setliad amodol a gyhoeddwyd gryn dipyn yn well na'r hyn a ddisgwyliwyd, fodd bynnag, roedd yn cael ei gydnabod y byddai'r setliad niwtral yn parhau i gael effaith negyddol ar adnoddau'r Cyngor.

Gan grynhoi, byddai'r cynigion ar gyfer y gyllideb yn darparu'r £24.6 miliwn o arbedion a nodwyd. Ar ben hynny, roedd y cynigion ar gyfer y gyllideb yn golygu cynnydd yn y Dreth Gyngor o 2.5% yn y strategaeth a symudiad o 1% a oedd yn cyfateb i +/-£790k.

Mewn ymateb i ymholiad ynghylch yr amserlen ymgynghori ar y gyllideb, dywedodd Pennaeth y Gwasanaethau Ariannol wrth y Pwyllgor fod y cyfnod ymgynghori cyhoeddus yn dod i ben ar 4 Ionawr 2017, a byddai'n cael ei ystyried yn ystod Cyfarfod y Bwrdd Gweithredol a oedd i'w gynnal ar 2 Chwefror 2017.

PENDERFYNWYD nodi'r Ymgynghori ar y Gyllideb Refeniw 3 blynedd 2017/18 hyd at 2019/20.

12. Y RHAGLEN GYFALAF PUM MLYNEDD - 2017/18 - 2021/22

Ystyriodd y Pwyllgor y Rhaglen Gyfalaf Bum Mlynedd 2017/18 hyd at 2021/22 (Atodiad A) a oedd wedi ei chymeradwyo gan y Bwrdd Gweithredol at ddibenion ymgynghori yn y cyfarfod ar 21 Tachwedd 2016. Byddai'r adborth o'r broses ymgynghori hon, ynghyd â chanlyniad y setliad terfynol, yn cyfrannu at yr adroddiad terfynol ynghylch y gyllideb a fyddai'n cael ei gyflwyno i'r aelodau i'w ystyried ym mis Chwefror, 2017.

Roedd yr adroddiad yn nodi'r setliad dros dro a gafwyd gan Lywodraeth Cymru ar 19 Hydref 2016, a oedd yn nodi cyllid cyfalaf o £9.400 miliwn ar gyfer yr Awdurdod yn 2017/18. Roedd y cyllid yn cynnwys benthyca â chymorth o £5.844 miliwn a Grant Cyfalaf Cyffredinol o £3.556 miliwn. Nodwyd yn absenoldeb unrhyw ddyraniadau amcanol gan Lywodraeth Cymru, roedd y lefel hon o gyllid wedi cael ei thybio ar gyfer bob blwyddyn o'r rhaglen bum mlynedd.

Roedd y rhaglen gyfalaf arfaethedig yn gyfanswm o £208 miliwn dros y 5 mlynedd, gyda'r nod o gyflawni nifer o brosiectau allweddol, gan gynnwys creu swyddi a gwella ansawdd bywyd pobl Sir Gaerfyrddin. Gan grynhoi, y sefyllfa gyffredinol o ran y cyllid arfaethedig yn £120.035 miliwn gan y Cyngor Sir gyda chyllid allanol sy'n cyfateb i £85.337 miliwn, ac felly'n gadael diffyg o £3.123 miliwn.

Trafodwyd y materion canlynol wrth ystyried yr adroddiad:

Cyfeiriwyd at y prinder arian ar gyfer Amddiffynfeydd Arfordirol o 2018/19 ymlaen, ac awgrymwyd y dylai'r Cyngor fod yn rhagweithiol yn y maes hwn drwy ddynodi arian fel mesur ataliol, a fyddai yn ei dro yn osgoi unrhyw wariant ymatebol heb ei gynllunio. Mewn ymateb, dywedodd Cyfarwyddwr yr Amgylchedd wrth y Pwyllgor mai'r bwriad oedd dynodi arian ar gyfer cynlluniau penodol fel rhan o raglen dreigl.

PENDERFYNWYD nodi'r Rhaglen Gyfalaf Bum Mlynedd 2017/18 hyd at 2021/22.

13. LLOFNODI FEL COFNOD CYWIR COFNODION CYFARFOD Y PWYLLGOR A GYNHALWYD AR Y 11EG O DACHWEDD 2016

PENDERFYNWYD llofnodi cofnodion cyfarfod y Pwyllgor Craffu – Diogelu'r Cyhoedd a'r Amgylchedd a gynhaliwyd ar 11eg o Dachwedd 2016, gan eu bod yn gywir.

CADEIRYDD

DYDDIAD