

Pecyn Cyhoeddus



Cyngor Sir
CEREDIGION
County Council

Neuadd Cyngor Ceredigion, Penmorfa,
Aberaeron, Ceredigion SA46 0PA
ceredigion.gov.uk

Dydd Gwener, 14 Ionawr 2022

Lisa Evans

Annwyl Syr / Fadam

Ysgrifennaf i'ch hysbysu y cynhelir Cyfarfod o Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus, o bell trwy fideo-gynhadledda, Dydd Iau, 20 Ionawr 2022 am 10.00 am i drafod y materion canlynol:

- 1. Ymddiheuriadau**
- 2. Datgelu buddiant personol (gan gynnwys datganiadau chwipio) Atgoffir aelodau am eu cyfrifoldeb personol yn datgan unrhyw fudd personol a budd sydd yn rhagfarnu yn gysylltiedig â materion a gynhwysir yn yr agenda hwn yn unol â darpariaethau Deddf Llywodraeth Leol 2000, Cyfansoddiad y Cyngor a Chod Ymddygiad Aelodau. Yn ogystal, mae'n rhaid i Aelodau ddatgan unrhyw chwip plaid gwaharddedig a roddwyd ar Aelod yng nghyswllt y cyfarfod yn ôl Mesur Llywodraeth Leol (Cymru) 2011.**
- 3. Trafodaeth Cyfoeth Naturiol Cymru (CNC) a Dwr Cymru Welsh Water (DCWW) ar gynllunio a lefelau ffosffad (Tudalennau 3 - 4)**
- 4. Gwywiad Coed Ynn - Diweddariad er gwybodaeth (Tudalennau 5 - 20)**
- 5. Gwasanaeth Rheoli Gwastraff (Tudalennau 21 - 38)**
- 6. Meysydd Parcio Talu ac Arddangos (Tudalennau 39 - 62)**
- 7. Asesiad o Anghenion Llety Sipsiwn a Theithwyr 2022 (Tudalennau 63 - 122)**
- 8. Cadarnhau Cofnodion y Cyfarfod blaenorol ac ystyried unrhyw faterion sy'n codi o'r Cofnodion (Tudalennau 123 - 138)**
- 9. Ystyried Rhaglen Flaen Trosolwg a Chraffu (Tudalennau 139 - 142)**

Atgoffir yr Aelodau y dylent lofnodi'r Gofrestr Bresenoldeb

Darperir Gwasanaeth Cyfieithu ar y Pryd yn y cyfarfod hwn ac mae croeso i'r sawl a fydd yn bresennol ddefnyddio'r Gymraeg neu'r Saesneg yn y cyfarfod.

Yn gywir



Miss Lowri Edwards

Swyddog Arweiniol Corfforaethol: Gwasanaethau Democrataidd

**At: Gadeirydd ac Aelodau Pwyllgor Trosolwg a Chraffu Cymunedau
Ffyniannus**

Weddill Aelodau'r Cyngor er gwybodaeth yn unig.

Cyngor Sir CEREDIGION County Council**ADRODDIAD I'R:** Pwyllgor Craffu Cymunedau Ffyniannus**DYDDIAD:** 20^{fed} Ionawr 2022**LLEOLIAD:** Ar-lein**TEITL:** Trafodaeth Cyfoeth Naturiol Cymru (CNC) a Dŵr Cymru Welsh Water (DCWW) ar gynllunio a lefelau ffosffad**PWRPAS YR ADRODDIAD:** Cyflwyno swyddogion Cyfoeth Naturiol Cymru a DCWW**Y RHESWM Y MAE CRAWFU WEDI GOFYN AM** Gofynnodd yr Aelodau ar i swyddogion CNC a DCWW gael eu gwahodd i'r Pwyllgor Craffu.**Y WYBODAETH:**

CEFNDIR: Ym mis Ionawr 2021 rhyddhaodd Cyfoeth Naturiol Cymru gyngor cynllunio dros dro ynghylch datblygu yn nalgylch Ardaloedd Cadwraeth Arbennig afonol yng Nghymru. Yn dilyn monitro cydymffurfiaeth Afon Teifi, a oedd yn gweld methiant ysbeidiol o ran lefelau ffosffad, roedd y cyngor hwn yn sicrhau na fyddid yn caniatáu unrhyw ddatblygiad pellach a oedd â'r potensial i gynyddu lefelau ffosffad yn yr Ardaloedd Cadwraeth Arbennig afonol.

Y SEFYLLFA BRESENNOL: Mae'r canllawiau a gyhoeddwyd gan Gyfoeth Naturiol Cymru wedi cael effaith ganlyniadol sylweddol ledled y sir:

1. Effeithir ar y 3 prif Ganolfan Gwasanaethau Trefol yng Ngheredigion, sef Llanbedr Pont Steffan, Tregaron a Llandysul, a'r aneddiadau cyfagos
2. Rhoddwyd saib ar y Cynllun Datblygu Lleol
3. Nid yw'n bosib cyflenwi'r safleoedd a neilltuwyd yn yr ardal yr effeithir arni (y bwriadwyd i 114 o'r 500 o gartrefi fod yn rhai fforddiadwy)
4. Bu'n rhaid dirymu neu wrthod ceisiadau cynllunio
5. Mae DCWW wedi cadarnhau mai dim ond un Gwaith Trin Dŵr Gwastraff (GTDG) sy'n stripio ffosffad yng Nghyngor Sir Ceredigion (Llanddewi Brefi) ac mae cynlluniau heb eu cadarnhau y gall un arall (Tregaron) gael ei gynnwys yn y cyfnod Cynllunio Rheoli Asedau, 2025-2030.
6. Mae gwaith rhagarweiniol ar ddosrannu ffynonellau (gan DCWW ar Afon Gwy) yn dangos bod cyfran ffosffad sylweddol yn dod o amaethyddiaeth yn ogystal ag o Waith Trin Dŵr Gwastraff.

Mewn cyfarfodydd craffu blaenorol, gofynnodd yr aelodau am gael cwrdd â chynrychiolwyr o Gyfoeth Naturiol Cymru a DCWW i drafod sefyllfa ffosffad yng Ngheredigion, yn ogystal â materion ynghylch Gwaith Trin Dŵr Gwastraff yn rhyddhau elifion i ardaloedd afonol eraill CSC (sef harbwr Aberaeron) a'r amserau ymateb ar

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gyfer ymgynghori gan y gwasanaeth Rheoli Datblygu.
Felly, cysylltwyd â DCWW a Chyfoeth Naturiol Cymru a chytunodd swyddogion perthnasol i'r meysydd pwnc dan sylw fod yn bresennol.

A gwblhawyd Asesiad Effaith Integredig? Os na, nodwch pam Na, gan nad yw'r drafodaeth hon yn llunio nac yn datblygu polisi.

**LLESIANT
CENEDLAETHAU'R
DYFODOL:**

**Crynodeb:
Hirdymor:
Integreiddio:
Cydweithio:
Cynnwys:
Atal:**

ARGYMHELLIAD/ARGYMHELLION:

Dim argymhellion ffurfiol; trafodaeth er gwybodaeth yn unig.

RHESWM DROS YR ARGYMHELLIAD/ARGYMHELLION:

Enw Cyswllt: Dr Sarah Groves-Phillips
Teitl: Rheolwr Gwasanaeth Polisi Cynllunio
Dyddiad yr Adroddiad: 13/12/2021
Acronymau: GTDG - Gwaith Trin Dŵr Gwastraff
DCWW - Dŵr Cymru Welsh Water
CNC - Cyfoeth Naturiol Cymru
CGT - Canolfan Gwasanaethau Trefol

Cyngor Sir CEREDIGION County Council	
ADRODDIAD I'R:	Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus
DYDDIAD:	20/01/2022
LLEOLIAD:	Zoom
TEITL:	Gwywiad Coed Ynn - Diweddariad er gwybodaeth
PWRPAS YR ADRODDIAD:	Cyfleu i'r pwyllgor y cynnydd a wnaed hyd yma gyda rhaglen ar gyfer y dyfodol yn cyflwyno'r hyn a fydd yn digwydd nesaf.
Y RHESWM Y MAE CRAFFU WEDI GOFYN AM Y WYBODAETH:	Mae'r pwyllgor Craffu wedi gofyn am ddiweddariad ar y cynnydd mewn perthynas â'r Cynllun Gweithredu Gwywiad Coed Ynn (CGGCY).
CEFNDIR:	<p>Bydd Gwywiad Coed Ynn yn arwain at brinder a gwywiad hyd at 95% o goed ynn yn y DU, ac mae'r onnen i'w gweld dros ardal eang ledled Cymru a Cheredigion. Mae hyn yn cynnwys y tu allan i goetiroedd ar ffurf gwrychoedd a choed unigol ar hyd ffyrdd, hawliau tramwy cyhoeddus eraill ac mewn mannau cyhoeddus. Mae'r onnen, ochr yn ochr â'r dderwen a'r ffawydden, yn un o'r tri phrif fath o goedden perth sydd gennym.</p> <p>Y risg yw bod coed marw a'r rhai sy'n cario'r clefyd yn debygol o achosi perygl o ran iechyd a diogelwch i'r cyhoedd, ynghyd â chael effaith sylweddol ar yr economi, yr amgylchedd a'r tirlun.</p>
LLINELL AMSER: Hanes	<p>1. Drafftio a chymeradwyo'r Cynllun Gweithredu Gwywiad Coed Ynn</p> <ul style="list-style-type: none"> • 05 Rhagfyr 2019 - Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus er gwybodaeth, gan dynnu sylw at y risg sylweddol posibl sydd gan wywiad coed ynn; gofyn am gymorth wrth ymgysylltu â deiliaid asedau wrth ddatblgyu Cynllun Gweithredu Gwywiad Coed Ynn a rhoi'r cynllun hwn ar waith wedi hynny. • 03 Mawrth 2021 – Cyflwyno'r Cynllun Gweithredu Gwywiad Coed Ynn i'r Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus i'w gymeradwyo a sicrhau bod adnoddau, staff a chyllid yn cael eu dynodi ar gyfer ei weithredu a'i gyflenwi'n llwyddiannus. • 16 Mawrth 2021 - Cynllun Gweithredu Gwywiad Coed Ynn i'r Cabinet

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2. Sefydlu grŵp llywio a phenodi Swyddog Gwywiad Coed Ynn i gydlynu a hyrwyddo'r Cynllun Gweithredu Gwywiad Coed Ynn, ei fonitro gan adolygu'r cynllun yn ôl y gofyn. Bydd uwch swyddogion o'r meysydd gwasanaeth a ganlyn yn cael eu cynrychioli ar y tîm prosiect i roi cymorth a chynghori ar anghenion:

- Swyddog Gwywiad Coed Ynn
- Swyddog Cymorth Busnes Gwywiad Coed Ynn
- Drafftio agenda a phresenoldeb ar y grŵp llywio. Y Grŵp Llywio yn cynnwys:

- Rheolwr Corfforaethol Gwasanaethau Priffyrdd
- Rheolwr Gwasanaethau Cynnal a Chadw Priffyrdd
- Ecolegydd Priffyrdd
- Uwch Ecolegydd / Swyddog Bioamrywiaeth
- Rheolwr Cynnal a Chadw Tir
- Swyddog Hawliau Tramwy Cyhoeddus

- Gofynnir am gynrychiolaeth o'r meysydd gwasanaeth a ganlyn yn ôl y galw:

- Cyfathrebu
- Cyllid
- Caffael
- Cyfreithiol
- Economi ac Adfywio

3. Cynnal arolygon ar feysydd blaenoriaeth uchel fel ysgolion, meysydd chwarae a phrif ffyrdd A a B i ddynodi lleoliad a chyflwr coed ynn.

- Gorffennaf 2021 - Cychwyn ar y gwaith o gynnal arolygon ar sectorau blaenoriaeth uchel
- Medi 2021 - Cwblhau'r gwaith o gynnal arolygon ar feysydd blaenoriaeth uchel
- Rhagfyr 2021 - Cyflenwi data arolwg ysgolion
- Ionawr 2022 - Data arolwg ffyrdd A a B i gael ei gyflenwi

4. Ymgyrch benodi Swyddog Cymorth Prosiect Gwywiad Coed Ynn

-
- Gorffennaf/Awst 2021 - Ymgyrch recriwtio
-
- Medi 2021 - tynnu rhestr fer, cynnal cyfweiliadau a gwiriadau cyn penodi
- 01 Hydref - penodi - Ms Lesley Porter

5. Ymgyrch benodi Swyddog Gwywiad Coed Ynn

- Mehefin-Awst 2021 - Ymgyrch recriwtio
- Hydref 2021 - tynnu rhestr fer, cynnal cyfweiliadau a gwiriadau cyn penodi
- 15 Tachwedd - penodi - Mr Norman Birch

LLINELL AMSER: Y Dyfodol

1. Ceredigion yn ymgymryd â fframwaith contractiwr ar gyfer y gwaith ar Wywiad Coed Ynn

- Ionawr 2022 - Dogfennau fframwaith contractiwr ar y gwaith coed i gael eu cwblhau
- Chwefror 2022 - Digwyddiad ar-lein “Cwrdd â'r Prynwr” ar gyfer darpar gontractwyr
- Ebrill 2022 – Proses dendro'r fframwaith contractiwr ar y gwaith coed i gael ei gwblhau a phenderfynu ar gontractiwr

2. Adolygu data'r arolwg a chynhyrchu cynllun gwaith â blaenoriaeth. Blaenoriaethu'r gwaith ar sail dull sy'n asesu risg.

- Ebrill 2022 - Cychwyn ar y rhaglen waith

3. Parhau i lobïo Llywodraeth Cymru a chyfleoedd ariannu eraill i fynd i'r afael â'r risgiau sy'n gysylltiedig â Gwywiad Coed Ynn a dynodi mesurau cost-ffeithiol o arolygu a gwaredu coed wedi'u heintio er mwyn lleihau'r effaith ariannol ar gyllid y Cyngor a Llywodraeth Cymru fel ei gilydd.

- Mae Cymdeithas Syrfewyr Sirol Cymru a Chymdeithas Llywodraeth Leol Cymru wrthi'n lobïo ar gymorth ariannu.
- Mae'r opsiynau a ystyrir gan Geredigion yn cynnwys:
 - Prosesu pren ar gyfer biomas
 - Contractiwr yn cadw pren wedi cwmpo yn lle'r costau sy'n gysylltiedig â chwmpo coedGweler Atodiad A am wybodaeth fanylach.

BETH SYDD ANGEN I'R CYNGOR EI WNEUD:

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1. Datblygu a chynnal parhad o ran ymateb ar draws pob gwasanaeth sy'n debygol o fod mewn cyswllt â'r cyhoedd ynghylch Gwywiad Coed Ynn gan gynnwys:

- Swyddog Coed – Yr Arfordir a Chefn Gwlad
- Hawliau Tramwy Cyhoeddus
- Diogelu'r Cyhoedd
- Rheoli Cynllunio/Adeiladu
- Parciau a Gerddi

2. Cyflenwi'r cynllun cyfathrebu, rhoi gwybodaeth ac arweiniad i:

- Ffermwyr
 - Coedwigwyr
 - Perchenogion Coetiroedd
 - Tirfeddianwyr eraill
 - Gweithwyr proffesiynol ym maes coed (yn enwedig y rhai nad ydynt yn perthyn i gymdeithas broffesiynol)
 - Staff asiantaethau a'r Llywodraeth
 - Colegau
 - Y Cyhoedd
 - Y Cyfryngau
- Gweler Atodiad B

3. Dadansoddiad o ddata'r arolwg:

- Ebrill 2022-Mawrth 2023 - Blaenoriaethu'r rhaglen waith ar goed sy'n eiddo i Geredigion, yn unol â'r matrices risg coed y cytunwyd arno
- Blaenoriaethu cyhoeddi hysbysiadau adran 154 (Priffyrdd a Hawliau Tramwy Cyhoeddus) ac adran 23 hysbysiadau Deddf Darpariaethau Amrywiol (sy'n eiddo i'r Cyngor a thir â mynediad cyhoeddus) i dirfeddianwyr preifat yn unol â'r matrices risg coed y cytunwyd arno
- Anfon canllawiau/llythyron cynghori i berchenogion preifat coed risg is, yn unol â'r matrices risg coed y cytunwyd arno

4. Rheoli gweithredu adweithiol i Wywiad Coed Ynn - llythyr cynghori cychwynnol & hysbysiadau adran 154 i dirfeddianwyr (materion ar wahân i rai a godwyd o arolygon)

- Materion a godwyd gan aelodau o'r cyhoedd
- Staff Ceredigion
- Rhanddeiliaid eraill

5. Cynhyrchu a thendro gwaith arolygu ar gyfer 2022-2023

- Cynhyrchu a thendro gwaith arolygu yn unol â'r Cynllun Gweithredu Gwywiad Coed Ynn ar gyfer 2022/2023

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- Ymchwilio pellach yn ofynnol i bennu ac adolygu'r defnydd o atebion blaengar ar gyfer arolygu (darluniau lloeren, arolygu drwy ddronau ac ati)

LLESIANT CENEDLAETHAU'R DYFODOL:	A gwblhawyd Asesiad Effaith Integredig? Os na, nodwch pam		Do
	Crynodeb:		
	Hirdymor:	Helpu i warchod manteision coetiroedd ynn yng Ngheredigion gan sicrhau diogelwch ein dinasyddion	
	Integreiddio:	Adeiladu cadernid economaidd ac amgylcheddol tuag at y clefyd hwn a thuag at blâu a chlefydau eraill	
	Cydweithio:	Arwain ac annog tirfeddianwyr, dinasyddion a'r diwydiant i ymgysylltu mewn gwylidwraeth, monitro a gweithredu wrth ymateb i Wywiad Coed Ynn Sicrhau bod gwybodaeth ar y we ynghylch Gwywiad Coed Ynn yng Ngheredigion yn parhau'n gyfredol.	
	Cynnwys:	Cynnal gwylidwraeth dargededig, gwneud gwaith maes i gadarnhau damcaniaethau a gallu diagnostig ar gyfer Gwywiad Coed Ynn yng Ngheredigion. Ymhel â gwyddoniaeth dinasyddion i gynorthwyo i adeiladu ar gapasiti iechyd coed a chynorthwyo i fonitro Gwywiad Coed Ynn.	
	Atal:	Dynodi coed ynn sy'n wydn yn wyneb y clefyd a'u defnyddio ar gyfer 'stoc had' i ailblannu yn y dyfodol.	
ARGYMHELLIAD/ARGYMHELLION:			
Diweddariad er gwybodaeth yn unig			
RHESWM DROS YR ARGYMHELLIAD/ARGYMHELLION:			
Amherthnasol			
Enw Cyswllt:	Phil Jones		

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Teitl:	Rheolwr Corfforaethol Gwasanaethau Priffyrdd
Dyddiad yr Adroddiad:	23/12/2021
Acronymau:	GCY - Gwywiad Coed Ynn CGGCY - Cynllun Gweithredu Gwywiad Coed Ynn HDG - Hawl Dramwy Gyhoeddus LIC - Llywodraeth Cymru CLILC - Cymdeithas Llywodraeth Leol Cymru CSSC - Cymdeithas Syrfewyr Sirol Cymru
Atodiadau:	Atodiad A - Gwaredu Sgil-gynhyrchion Atodiad B - Cynllun Cyfathrebu Atodiad C - Rhaglen Atodiad D - Adnoddau Ariannol Atodiad E - Trosolwg o'r Gyllideb

Atodiad: A

Gwaredu sgil-gynhyrchion (sglodion coed a/neu bren) o goed â Gwywiad Coed Ynn sy'n eiddo i Gyngor Sir Ceredigion a choed preifat posib y mae Cyngor Sir Ceredigion wedi'u cwmpo.

Dewis 1. Gwerthu sgil-gynhyrchion i'r contractiwr cwmpo coed sy'n gwneud y gwaith

Y contractiwr yn credydu'r cyngor â gwerth y sglodion coed neu bren, neu'r ddau, ar sail £/m³, yn sgil y gwaith o gwmpo neu docio coed â Gwywiad Coed Ynn ar ran Ceredigion.

Mae'r gwerth hwn yn ddibynnol ar naill ai:

1. Amcangyfrif a wnaed gan y swyddog Gwywiad Coed Ynn o faint o sglodion coed a/neu bren a gafwyd yn sgil y gwaith

neu
2. Gonestrwydd y contractiwr wrth fesur/amcangyfrif faint mewn m³.

Nodyn: Wrth i'r rhaglen waith ddod yn rhywbeth rheolaidd dros gyfnod y fframwaith, dylai'r swyddog Gwywiad Coed Ynn ennill elfen o hyfedredd wrth ragweld faint sy'n deillio o ddarnau gwaith gwahanol.

Dewis 2. Cyngor Sir Ceredigion yn rheoli'r sgil-gynhyrchion gan ddefnyddio'r contractiwr cwmpo coed

Ceredigion yn talu £/Tunnell y filltir i'r contractiwr cwmpo coed i gludo sglodion coed neu bren, neu'r ddau, i waith biomas neu brynwr/cyfanwerthwr a all wirio faint a dderbyniodd drwy gyfrwng tocynnau. Mae hyn yn dileu unrhyw broblemau'n ymwneud â mesur neu fwrw amcan ar faint o sgil-gynhyrchion a gafwyd.

Byddai angen i'r Cyngor wahodd tendrau gan weithredwyr biomas neu brynwr/cyfanwerthwr ar gyfer y sgil-gynhyrchion.

Dewis 3A. Cyngor Sir Ceredigion yn rheoli'r sgil-gynhyrchion

Y Cyngor i dalu cyfradd o £/m³/milltir i'r contractiwr i gludo'r sglodion coed a/neu bren i gyfleuster storio'r Cyngor (nid oes cyfleuster wedi'i nodi eto).

Yna, bydd y Cyngor yn gwahodd tendrau gan brynwr sglodion coed a phren ar raddfa ddiwydiannol i brynu'r sgil-gynhyrchion sydd wedi'u storio.

Nodyn: yn dilyn trafodaethau anffurfiol gyda'r diwydiant, mae mwy nag un prynwr sglodion coed a phren ar raddfa ddiwydiannol fawr eisoes wedi dangos diddordeb mewn prynu sglodion coed a/neu bren. Byddai gan y cwmnïau hyn yr adnoddau eisoes i gludo a llwytho logiau eu hunain o gyfleuster storio'r Cyngor. Fodd bynnag,

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mae'n bosibl y byddai angen i'r Cyngor fuddsoddi yn yr adnoddau a'r peiriannau angenrheidiol i lwytho'r sglodion coed ar gyfer cludo llwythi mawr. Byddai'n rhaid cadw at brotocolau caffael.

Dewis 3B. Cyngor Sir Ceredigion yn rheoli'r sgil-gynhyrchion

Er mwyn cynorthwyo i gyflenwi tanwydd coed domestig, wedi'i olrhain yn lleol, yng Ngheredigion gallem sefydlu fframwaith tendro ar gyfer cyflenwyr coed tân domestig llai i brynu pren fesul m³. Eto, mae'n annhebygol y byddai gan y busnesau llai hyn y gallu i lwytho eu hunain ac mae'n bosib y byddai'n ofynnol i'r cyngor fuddsoddi yn yr adnoddau a'r peiriannau angenrheidiol i lwytho. Byddai'r dewis hwn yn golygu mwy o adnoddau i'r cyngor na Dewis 3A. Fodd bynnag, hwn yw'r dewis sydd â'r nodweddion amgylcheddol/carbon niwtral mwyaf cadarnhaol, gan ei fod yn annog seilwaith tanwydd cynaliadwy yng Ngheredigion.

Y dewis a ffefrir

Mae'n anodd mesur, ar y cam hwn, pa un o'r dewisiadau sy'n rhoi'r gwerth gorau. Bydd Dewis 3A a 3B yn gofyn am fwy o reolaeth ac adnoddau i gyflenwi ac, os nad oes modd cyflawni hyn, yna mae'n ymddangos mai Dewis 1 neu 2 fyddai'r mwyaf priodol.

Mae'n bosib mai dull o ymdrin â sgil-gynhyrchion sy'n cyfuno'r dewisiadau hyn fyddai fwyaf effeithlon h.y. - os ymdrinnir â phren yn ôl Dewis 3B, yna efallai y byddai'n well ymdrin â sglodion coed yn ôl Dewis 1 neu 2.

Felly, mae'r fframwaith/tendr contractiwr wedi'i lunio yn y fath fodd fel y gellid newid y dewisiadau ynghylch a yw'r contractiwr yn cadw neu'n cludo'r sgil-gynhyrchion fel eu bod yn diwallu ein anghenion yn ôl pob rhaglen waith.

Pwyntiau eraill i'w hystyried

Nid yw gweithfeydd biomas Ceredigion ei hun ym Mhenmorfa a Phlascrug yn defnyddio sglodion coed heb eu graddio a/neu eu sychu. Efallai na fyddai cadw'r sglodion coed o fewn y Cyngor, i'w defnyddio gan Geredigion ar gyfer gwresogi, yn hyfyw oni bai y ceid mwy o fuddsoddi er mwyn i'r sgil-gynhyrchion gael eu graddio a'u sychu.

Mewn unrhyw achos, yn dilyn hysbysiad Adran 154, lle bo'r Cyngor yn ymgymryd â gwaith yn niffyg y tirlfeddiannwr, mae cyngor cyfreithiol cyfredol yn nodi:

Dylai'r sgil-gynhyrchion o'r gwaith dan sylw (oni bai y cytunwyd fel arall gyda'r tirlfeddiannwr) gael eu trin fel eiddo'r tirlfeddiannwr drwy gydol y broses, ac ar ei hôl, sy'n golygu na ellir dibynnu ar y sgil-gynhyrchion hyn ym mhob achos.

.

Atodiad B

Cynllun Cyfathrebu Gwywiad Coed Ynn Cyngor Sir Ceredigion

1. Crynodeb Gweithredol

Y bygythiad uniongyrchol sy'n deillio o Wywiad Coed Ynn yw'r risg cynyddol i ddiogelwch y cyhoedd yn sgil coed yn marw ac yn cwmpo neu'n colli canghennau.

2. Y Sefyllfa Farchnata Gyfredol

Rhoddodd y cyfryngau cenedlaethol sylw helaeth i wywiad coed ynn pan ganfuwyd y clefyd gyntaf yn 2012 ond mae'r sylw wedi pylu ar waetha'i effaith fawr a'i effeithiau posibl. Y camau cyntaf wrth wynebu'r broblem yw bod yn ymwybodol ohoni a dod i delerau â hi.

Pa mor ymwybodol yw trigolion/tirfeddianwyr o'r broblem ar hyn o bryd? Mae'n amlwg bod angen mwy o ymwybyddiaeth cyhoeddus.

3. Dadansoddiad o Fygythiadau a chyfleoedd

- Iechyd a Diogelwch, niwed i'r economi ac i enw da, effeithiau amgylcheddol.
- Bygythiad: Trafod gyda thirfeddianwyr anfoddog.
- Cyfathrebu'r Cynllun Gweithredu Gwywiad Coed Ynn er mwyn hysbysu rhanddeiliaid allweddol ynghylch y clefyd a'i risgiau i'w gwasanaethau.
- Gellid defnyddio Gwasanaethau Cwsmeriaid Clic i rannu gwybodaeth/codi ymwybyddiaeth.
- Cydweithio gan wasanaethau ar draws y Cyngor - Diogelu'r Cyhoedd, Prifffyrdd, Cyfathrebu, Cyfreithiol, Ysgolion, Hawliau Tramwy Cyhoeddus, Yr Arfordir a Chefn Gwlad.
- Gweithio mewn partneriaeth â rhanddeiliaid y Gronfa Adfywio Leol – Heddlu Dyfed Powys, Cyfoeth Naturiol Cymru, Awdurdodau Lleol.

4. Amcanion a Materion

- Cyfleu'r risgiau sy'n gysylltiedig â gwywiad coed ynn a chyfeirio trigolion at ffyrdd o fynd i'r afael â'r mater. "Nid yw'n fater o fwrw ymlaen fel arfer"
- Creu Fframwaith Gwaith Coed o gontractwyr cymwys
- Ymgysylltu ag ystod o randdeiliaid mewn gwahanol ffyrdd i sicrhau bod pob sianel gyfathrebu wedi'i defnyddio

5. Strategaeth Farchnata - cynllun cyfathrebu 10 mlynedd

Tymor Byr/Canolig - Cynnig cyngor a chyfeirio. Codi ymwybyddiaeth. Cynnwys gwybodaeth am yr hyn y dylid bod yn ymwybodol ohono a phryd y gellir gwneud gwaith h.y. osgoi'r tymor nythu, ymwybyddiaeth o ystlumod a Deddf Bywyd Gwyllt a Chefn gwlad 1980. Gellir cael gwybodaeth i'r cyhoedd ar: [Clefyd Gwywiad Coed Ynn - Cyngor Sir Ceredigion](#)

Hirdymor - Adnewyddu stoc i warchod yr ecosystem a chynorthwyo i ddal carbon Cyfeirio, Atgoffa.

Tudalen 14

Mae'n bosibl y bydd gofyn cael negeseuon cryfach ynghylch gorfodaeth/dirwyon wrth i amser fynd yn ei flaen.

6. Rhaglen Weithredu

- Ymgyrch gyfathrebu yn cynnwys datganiadau i'r wasg, negeseuon ar y cyfryngau cymdeithasol, erthygl 'Diwrnod ym Mywyd ...' y Swyddog Gwywiad Coed Ynn pan fydd yn ei swydd, cyfweiliadau gyda'r cyfryngau/radio lleol, clipiau cyfryngau, hysbysebion (y telir amdanynt), gweithgareddau ymgysylltu, newyddlenni i drigolion, taflenni gwybodaeth, cyfathrebu mewnol.
- The Tree Council - Gwywiad Coed Ynn - Canllaw i Berchenogion Coed. Mae The Tree Council yn ymchwilio i gynhyrchu fersiwn Gymraeg ar gais Ceredigion.
- Datblygu ac ychwanegu adran 'Cwestiynau Cyffredin' i'r dudalen wybodaeth ar Wywiad Coed Ynn ar wefan Ceredigion: [Clefyd Gwywiad Coed Ynn - Cyngor Sir Ceredigion](#)

Appendix C - Programme
Ash Dieback Programme 2021 - 2024

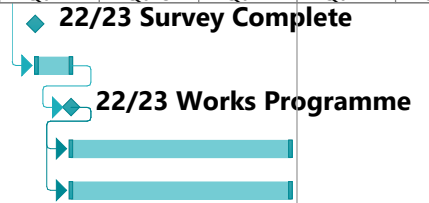
ID	Task Name	Start	Finish	Cost	% Complete	2022				2023				2024				2025				
						Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	
0	Ash Dieback Programme 2122	Mon 03/05/21	Sun 31/03/24	£2,244,300.00	17%																	
1	Ash Dieback Programme	Mon 03/05/21	Sun 31/03/24	£2,244,300.00	17%																	
2	2021/2022	Mon 03/05/21	Thu 31/03/22	£94,300.00	62%																	
3	Staff Cost	Wed 01/09/21	Thu 31/03/22	£35,000.00	50%																	
4	Ash Dieback Officer	Wed 01/09/21	Thu 31/03/22	£17,500.00	50%																	
5	Admin Assistance 1.5 FTE	Wed 01/09/21	Thu 31/03/22	£17,500.00	50%																	
6	Programme	Mon 03/05/21	Tue 01/03/22	£59,300.00	71%																	
7	Survey Tender Process	Mon 03/05/21	Tue 15/06/21	£0.00	100%																	
8	Survey Works	Wed 16/06/21	Thu 20/01/22	£59,300.00	90%																	
9	Survey Analysis	Thu 08/07/21	Thu 20/01/22	£0.00	90%																	
10	21/22 Survey Complete	Fri 21/01/22	Fri 21/01/22	£0.00	0%																	
11	Data review and prioritisat	Mon 24/01/22	Tue 22/02/22	£0.00	0%																	
12	21/22 Works Programme	Wed 23/02/22	Tue 01/03/22	£0.00	0%																	
13	Tree works framework	Mon 01/11/21	Thu 16/12/21	£0.00	0%																	
14	Framework Tender	Sat 01/01/22	Wed 16/02/22	£0.00	0%																	
15	2022/2023	Fri 01/04/22	Fri 31/03/23	£1,045,000.00	0%																	
16	Staff Cost	Fri 01/04/22	Fri 31/03/23	£1,045,000.00	0%																	
17	Ash Dieback Officer	Fri 01/04/22	Fri 31/03/23	£35,000.00	0%																	
18	Admin Assistance 1.5 FTE	Fri 01/04/22	Fri 31/03/23	£35,000.00	0%																	
19	Programme	Tue 01/03/22	Fri 31/03/23	£835,000.00	0%																	
20	Survey Tender Process	Tue 01/03/22	Fri 29/04/22	£0.00	0%																	
21	Survey Works	Mon 02/05/22	Thu 30/06/22	£135,000.00	0%																	
22	Survey Analysis	Fri 01/07/22	Tue 02/08/22	£0.00	0%																	
23	22/23 Survey Complete	Wed 03/08/22	Wed 03/08/22	£0.00	0%																	
24	Data review and prioritisat	Wed 03/08/22	Thu 01/09/22	£0.00	0%																	
25	22/23 Works Programm	Fri 02/09/22	Fri 02/09/22	£0.00	0%																	
26	Pollarding / Felling	Mon 12/09/22	Fri 31/03/23	£550,000.00	0%																	
27	Replanting	Mon 12/09/22	Fri 31/03/23	£150,000.00	0%																	
28	2023/2024	Wed 01/03/23	Sun 31/03/24	£1,105,000.00	0%																	
29	Staff Cost	Sat 01/04/23	Sun 31/03/24	£70,000.00	0%																	
30	Ash Dieback Officer	Sat 01/04/23	Sun 31/03/24	£35,000.00	0%																	
31	Admin Assistance 1.5 FTE	Sat 01/04/23	Sun 31/03/24	£35,000.00	0%																	
32	Programme	Wed 01/03/23	Mon 25/03/24	£1,035,000.00	0%																	
33	Survey Tender Process	Wed 01/03/23	Tue 02/05/23	£0.00	0%																	
34	Survey Works	Wed 03/05/23	Mon 03/07/23	£75,000.00	0%																	
35	Survey Analysis	Tue 04/07/23	Thu 03/08/23	£0.00	0%																	

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Project: Ash Dieback Programm Date: Tue 21/12/21	Task		Inactive Milestone		Start-only		Path Driving Predecessor Summary Task
	Split		Inactive Summary		Finish-only		Path Driving Predecessor Normal Task
	Milestone		Manual Task		External Tasks		Progress
	Summary		Duration-only		External Milestone		Manual Progress
	Project Summary		Manual Summary Rollup		Deadline		
	Inactive Task		Manual Summary		Path Driving Predecessor Milestone Task		

Appendix C - Programme
Ash Dieback Programme 2021 - 2024

ID	Task Name	Start	Finish	Cost	% Complete	2022				2023				2024				2025					
						Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3		
36	22/23 Survey Complete	Thu 03/08/23	Thu 03/08/23	£0.00	0%																		
37	Data review and prioritisation	Fri 04/08/23	Mon 04/09/23	£0.00	0%																		
38	22/23 Works Programme	Tue 05/09/23	Tue 05/09/23	£0.00	0%																		
39	Pollarding / Felling	Tue 05/09/23	Mon 25/03/24	£750,000.00	0%																		
40	Replanting	Tue 05/09/23	Mon 25/03/24	£210,000.00	0%																		



Project: Ash Dieback Programm Date: Tue 21/12/21	Task		Inactive Milestone		Start-only		Path Driving Predecessor Summary Task	
	Split		Inactive Summary		Finish-only		Path Driving Predecessor Normal Task	
	Milestone		Manual Task		External Tasks		Progress	
	Summary		Duration-only		External Milestone		Manual Progress	
	Project Summary		Manual Summary Rollup		Deadline			
	Inactive Task		Manual Summary		Path Driving Predecessor Milestone Task			

Appendix D - Financial Resources

ID	Task Name	Start	Finish	Resource Names	Cost	Details	2022				2023				2024				2025
							Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1
0	Ash Dieback Programme 2122	Mon 03/05/21	Sun 31/03/24	Budget	£2,244,300.00	Work													
	<i>Budget</i>	<i>NA</i>	<i>NA</i>	<i>Budget</i>		Cost	£4,154.78	£29,994...	£40,126...	£20,02...	£187,29...	£125,51...	£366,09...	£366,0...	£90,795...	£144,99...	£447,84...	£421,36...	
1	Ash Dieback Programme	Mon 03/05/21	Sun 31/03/24		£2,244,300.00	Work													
						Cost	£4,154.78	£29,994...	£40,126...	£20,02...	£187,29...	£125,51...	£366,09...	£366,0...	£90,795...	£144,99...	£447,84...	£421,36...	
2	2021/2022	Mon 03/05/21	Thu 31/03/22		£94,300.00	Work													
						Cost	£4,154.78	£29,994...	£40,126...	£20,02...									
3	Staff Cost	Wed 01/09/21	Thu 31/03/22		£35,000.00	Work													
						Cost		£5,065.78	£15,197...	£14,73...									
4	Ash Dieback Officer	Wed 01/09/21	Thu 31/03/22		£17,500.00	Work													
						Cost		£2,532.89	£7,598.68	£7,368...									
5	Admin Assistance 1.5	Wed 01/09/21	Thu 31/03/22		£17,500.00	Work													
						Cost		£2,532.89	£7,598.68	£7,368...									
6	Programme	Mon 03/05/21	Tue 01/03/22		£59,300.00	Work													
						Cost	£4,154.78	£24,928...	£24,928...	£5,287...									
7	Survey Tender Process	Mon 03/05/21	Tue 15/06/21		£0.00	Work													
						Cost	£0.00												
8	Survey Works	Wed 16/06/21	Thu 20/01/22		£59,300.00	Work													
						Cost	£4,154.78	£24,928...	£24,928...	£5,287...									
9	Survey Analysis	Thu 08/07/21	Thu 20/01/22		£0.00	Work													
						Cost													
10	21/22 Survey Complet	Fri 21/01/22	Fri 21/01/22		£0.00	Work													
						Cost													
11	Data review and prioritisation	Mon 24/01/22	Tue 22/02/22		£0.00	Work													
						Cost													
12	21/22 Works Program	Wed 23/02/22	Tue 01/03/22		£0.00	Work													
						Cost													
13	Tree works framework	Mon 01/11/21	Thu 16/12/21		£0.00	Work													
						Cost													
14	Framework Tender	Sat 01/01/22	Wed 16/02/22		£0.00	Work													
						Cost													
15	2022/2023	Fri 01/04/22	Fri 31/03/23		£1,045,000.00	Work													
						Cost					£187,29...	£125,51...	£366,09...	£366,0...					
16	Staff Cost	Fri 01/04/22	Fri 31/03/23		£1,045,000.00	Work													
						Cost					£187,29...	£125,51...	£366,09...	£366,0...					
17	Ash Dieback Officer	Fri 01/04/22	Fri 31/03/23		£35,000.00	Work													
						Cost					£8,716.48	£8,850.57	£8,716.48	£8,716...					
18	Admin Assistance 1.5	Fri 01/04/22	Fri 31/03/23		£35,000.00	Work													
						Cost					£8,716.48	£8,850.57	£8,716.48	£8,716...					
19	Programme	Tue 01/03/22	Fri 31/03/23		£835,000.00	Work													
						Cost					£135,00...	£72,413...	£313,79...	£313,7...					
20	Survey Tender Proc	Tue 01/03/22	Fri 29/04/22		£0.00	Work													
						Cost													
21	Survey Works	Mon 02/05/22	Thu 30/06/22		£135,000.00	Work													
						Cost					£135,00...								
22	Survey Analysis	Fri 01/07/22	Tue 02/08/22		£0.00	Work													
						Cost													
23	22/23 Survey Comp	Wed 03/08/22	Wed 03/08/22		£0.00	Work													
						Cost													

Tudalen 17

Appendix D - Financial Resources

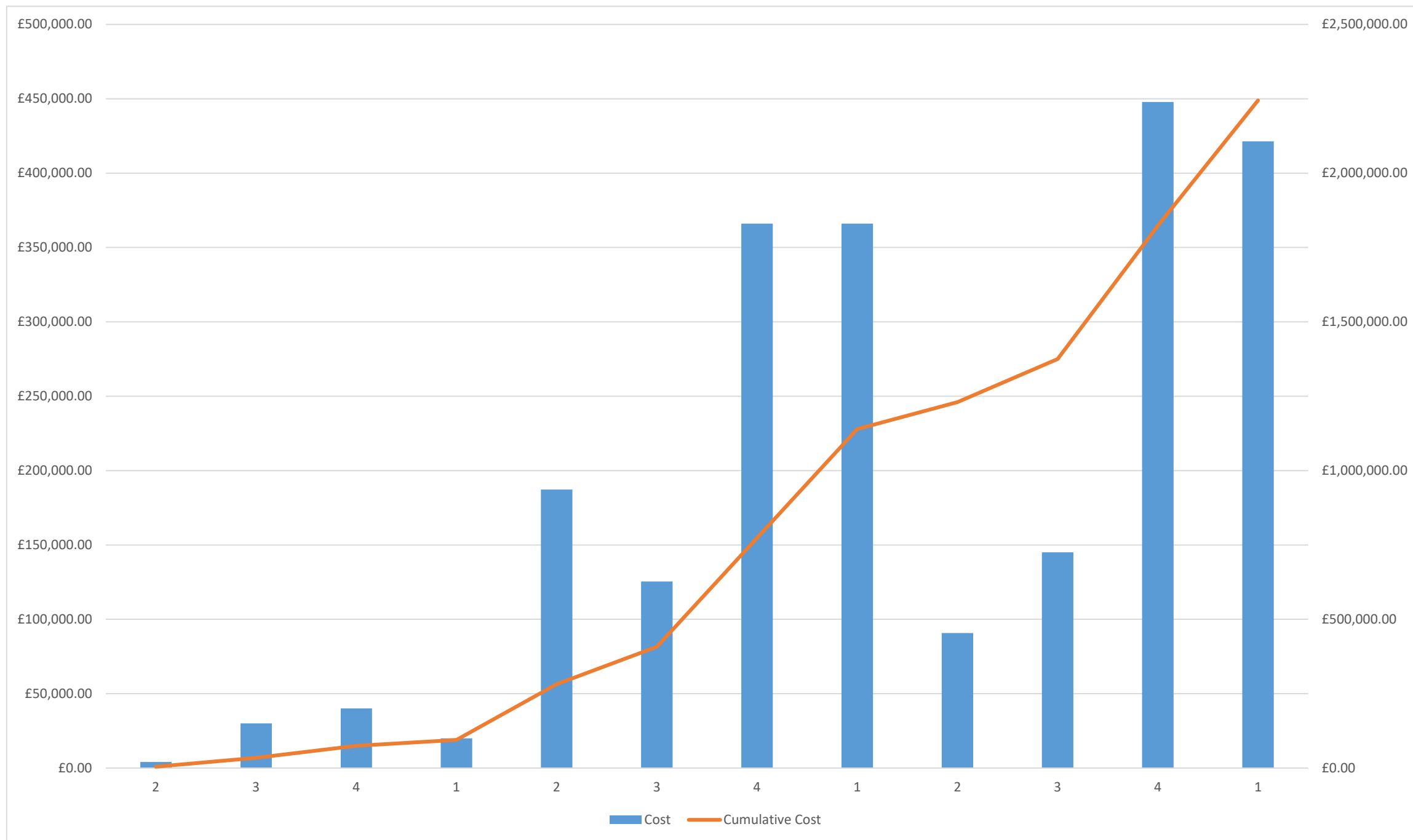
ID	Task Name	Start	Finish	Resource Names	Cost	Details	2022				2023				2024				2025	
							Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	
24	Data review and prioritisation	Wed 03/08/22	Thu 01/09/22		£0.00	Work														
						Cost														
25	22/23 Works Progr	Fri 02/09/22	Fri 02/09/22		£0.00	Work														
						Cost														
26	Pollarding / Felling	Mon 12/09/22	Fri 31/03/23		£550,000.00	Work														
						Cost						£56,896...	£246,55...	£246,5...						
27	Replanting	Mon 12/09/22	Fri 31/03/23		£150,000.00	Work														
						Cost						£15,517...	£67,241...	£67,24...						
28	2023/2024	Wed 01/03/23	Sun 31/03/24		£1,105,000.00	Work														
						Cost														
29	Staff Cost	Sat 01/04/23	Sun 31/03/24		£70,000.00	Work														
						Cost														
30	Ash Dieback Officer	Sat 01/04/23	Sun 31/03/24		£35,000.00	Work														
						Cost														
31	Admin Assistance 1.5 I	Sat 01/04/23	Sun 31/03/24		£35,000.00	Work														
						Cost														
32	Programme	Wed 01/03/23	Mon 25/03/24		£1,035,000.00	Work														
						Cost														
33	Survey Tender Process	Wed 01/03/23	Tue 02/05/23		£0.00	Work														
						Cost														
34	Survey Works	Wed 03/05/23	Mon 03/07/23		£75,000.00	Work														
						Cost														
35	Survey Analysis	Tue 04/07/23	Thu 03/08/23		£0.00	Work														
						Cost														
36	22/23 Survey Complet	Thu 03/08/23	Thu 03/08/23		£0.00	Work														
						Cost														
37	Data review and prioritisation	Fri 04/08/23	Mon 04/09/23		£0.00	Work														
						Cost														
38	22/23 Works Program	Tue 05/09/23	Tue 05/09/23		£0.00	Work														
						Cost														
39	Pollarding / Felling	Tue 05/09/23	Mon 25/03/24		£750,000.00	Work														
						Cost														
40	Replanting	Tue 05/09/23	Mon 25/03/24		£210,000.00	Work														
						Cost														

APPENDIX E - BUDGET OVERVIEW

BUDGET OVERVIEW (2021 - 2024)

Baseline Cost
£2,894,300.00

Baseline Budget Cost
£1,000,000.00



Mae'r dudalen yn wag yn fwriadol

Cyngor Sir CEREDIGION	
ADRODDIAD I'R:	Pwyllgor Trosolwg a Chraffu - Cymunedau Ffyniannus
DYDDIAD:	20 Ionawr 2022
LLEOLIAD:	O bell - yn rhithiol
TEITL:	Gwasanaeth Rheoli Gwastraff
PWRPAS YR ADRODDIAD:	Er gwybodaeth
RHESWM PAM BOD Y PWYLLGOR CRAFFU WEDI GOFYN AM Y WYBODAETH:	I gael gwybodaeth am berfformiad presennol y gwasanaeth rheoli gwastraff a'i gynlluniau at y dyfodol.
1 CEFNDIR	
<p>Mae'r Pwyllgor wedi gofyn am wybodaeth am yr isod:</p> <ol style="list-style-type: none"> 1. Adroddiad yn amlinellu pa fanteision effeithlonrwydd a gafwyd o ail-ddylunio'r llwybrau ac a ydynt fel y rhagwelwyd neu a ydynt yn well na'r hyn a ddychmygwyd yn y ddogfen ailgynllunio. 2. Mesur y costau tanwydd ychwanegol a briodolir i ailgynllunio'r llwybrau, ar ôl tynnu bant unrhyw gynnydd yn y costau tanwydd o ddydd i ddydd. 3. Mesur unrhyw gostau traul ychwanegol i'r cerbydau casglu o ganlyniad i ailgynllunio'r llwybrau. 4. Mesur unrhyw gostau llafur ychwanegol o ran goramser ac ati, sy'n uniongyrchol o ganlyniad i ailgynllunio'r llwybrau. 5. Darparu data cymharol o gyfraddau'r casgliadau wythnosol a gollwyd dros y tair blynedd diwethaf. 6. Darparu adroddiad diweddar ynghylch y cyfeiriad y bydd yr adran yn ei ddilyn wrth adnewyddu'r fflyd gasglu, gan gadw mewn cof eu heffaith ar yr amgylchedd a dyhead y Cyngor i fod yn Gyngor di-garbon. 7. Darparu adroddiad byr o ran ble rydym arni o ran yr orsaf drosglwyddo Gwastraff arfaethedig ym Mhenrhos. 8. Darparu data cymharol ar gyfer y ddwy flynedd ddiwethaf o ran yr achosion o dipio anghyfreithlon a gofnodwyd. 9. Darparu'r wybodaeth ddiweddaraf am y defnydd a wneir / tunelli a adawyd yn ein safleoedd Amwynder Dinesig dros y flwyddyn ddiwethaf. 10. Rhoi amcangyfrif o ba bryd y bydd y gwasanaeth gwastraff gardd yn debygol o gael ei ailgyflwyno. <p>Deallir bod cwestiynau 1-4 yn ymwneud â'r gwasanaeth newydd casglu gwastraff wrth ymyl y ffordd. Yn anffodus, ni fu modd adolygu'r gwasanaeth oherwydd y ffyrdd newydd o weithio a roddwyd ar waith mewn ymateb i bandemig COVID-19 ac felly nid yw'r model newydd wedi bod ar waith yn unol â'r bwriad dros y rhan fwyaf o'r ddwy flynedd ers ei gyflwyno.</p>	

Serch hynny, mae'r adroddiad yn cynnwys rhywfaint o ddata am berfformiad a chyfyngiadau'r gwasanaeth.

Rhoddir gwybodaeth parthed cwestiynau 5-10 yng nghorff yr adroddiad.

Mae'r adroddiad hefyd yn darparu dadansoddiad o berfformiad y gwasanaeth ar sail yr Amcanion Corfforaethol a'r gofynion statudol.

2 AMCANION CORFFORAETHOL

Gweledigaeth y Cyngor yw darparu gwasanaethau cyhoeddus dwyieithog, cynaliadwy a gwerth am arian sy'n cefnogi economi gref ac amgylchedd iach ac yn hyrwyddo lles ein pobl a'n cymunedau. Mae amcanion Llesiant Cyngor Sir Ceredigion yn cynnwys:

- Lleihau faint o wastraff sy'n cael ei gynhyrchu
- Ailgylchu mwy
- Lleihau faint o wastraff sy'n mynd i safleoedd tirlenwi

Mewn geiriau eraill, nod y Cyngor yw darparu gwasanaethau o safon sy'n gost-effeithiol, gan gynnwys ei wasanaeth rheoli gwastraff.

Mae pob Awdurdod Lleol yn ei chael hi'n anodd cyflawni amcanion o'r fath ar hyn o bryd. Mae demograffeg Ceredigion yn cynnig heriau ychwanegol o ran ei wasanaethau rheoli gwastraff:

Dwysedd isel o ran poblogaeth:

- Anodd cyrraedd cartrefi
- Llwybrau casglu gwastraff yn hir
- Mwy o amser teithio segur, anghynhyrchiol
- Prin yw'r cyfleoedd ar gyfer arbedion maint

Pellter:

- Y pellter i gyrraedd ailbroseswyr a marchnadoedd
- Costau cludo
- Mynediad i Safleoedd Gwastraff Cartrefi

Dylid nodi bod yr holl ddata a gesglir yng Ngheredigion yn ymwneud â Gwastraff Solid Trefol, ac mae'n cynnwys gwastraff domestig a'r gwastraff a gesglir gan gwsmeriaid gwastraff masnachol y Cyngor. Oherwydd y ffordd y caiff gwastraff domestig a masnachol ei gasglu ynghyd yn yr un cerbyd, nid yw'n bosib gwahaniaethu'n gywir rhwng y ddau. Mae hyn yn arbennig o berthnasol yng nghyd-destun data yn ystod COVID-19.

3 CRYNODEB O'R NEWIDIADAU DIWEDDAR YN Y GWASANAETH

2017-18	Ymgynghori'n eang – dewisiadau ar gyfer casglu ar ymyl y ffordd
2018	Y contract ar gyfer Gorsaf Trosglwyddo Gwastraff Beulah yn dod i ben



Promoting
Environmental and
Community Resilience

Tudalen 23

	Newid oriau yn Safle Gwastraff Cartrefi Rhydeinon yn dilyn ymgynghoriad cyhoeddus
2019	Cyflwyno gwasanaeth casglu newydd wrth ymyl y ffordd ar draws y sir yn raddol rhwng mis Ebrill a mis Rhagfyr
2020	O ganlyniad i COVID-19: <ul style="list-style-type: none">• Cyfnod clo cenedlaethol oddi ar fis Mawrth 2020• Cau'r Safleoedd Gwastraff Cartrefi dros dro ac, wedi hynny, rhoi trefniadau COVID-ddiogel ar waith ar gyfer ailagor• Atal casgliadau gwastraff gardd / gwastraff swmpus o gartrefi am y tro• Canolbwyntio ar y gwasanaeth casglu gwastraff craidd, gan weithredu o dan gyfyngiadau COVID-19• Blaenoriaeth ar gynnal gwasanaethau'n ddiogel mewn amgylchedd cyfnewidiol ac anwadal. Roedd gofyn adolygu trefniadau yn barhaus• Newid yn y ffordd o weithio yn y gwasanaeth casglu gwastraff er mwyn medru cadw pellter cymdeithasol
2021	<ul style="list-style-type: none">• Caffael nifer o gcontractau gwastraff sylweddol, gan gynnwys Safleoedd Gwastraff Cartrefi Glanyrafon, Cilmaenllwyd a Rhydeinon, a chontract MRF• Gwaith yn parhau o ran trefniadau Gorsaf Trosglwyddo Gwastraff yn ne'r sir• Ailstrwythuro staff a phenodi unigolion allweddol

Tabl 1 Newidiadau Diweddar yn y Gwasanaeth

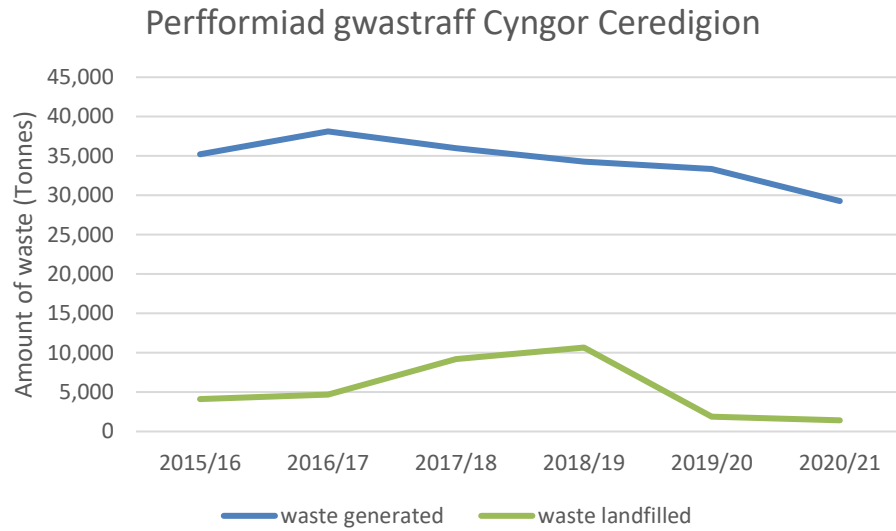
4 PERFFORMIAD

Mae Ffigwr 1 yn dangos perfformiad y Cyngor ar sail dau o'r amcanion corfforaethol:

- Lleihau faint o wastraff sy'n cael ei gynhyrchu
- Lleihau faint o wastraff sy'n mynd i safleoedd tirlenwi

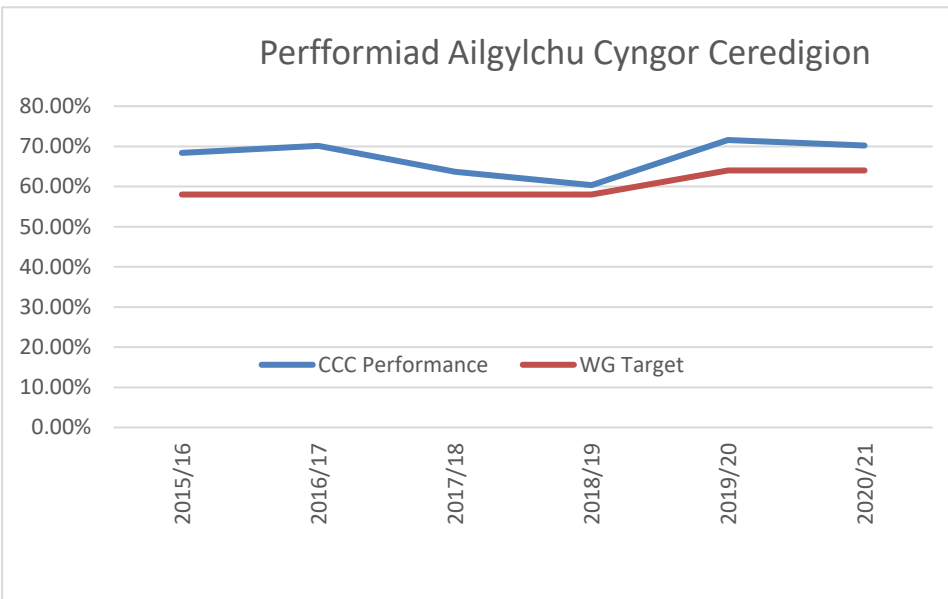
Mae tuedd gyffredinol am i lawr o ran faint o wastraff sy'n cael ei gynhyrchu.

Mae faint o wastraff sy'n cael ei anfon i safleoedd tirlenwi yn cael ei bennu i raddau helaeth gan lwyddiant y contract trin gwastraff gweddilliol. Mae parhad y sefyllfa bresennol yn dibynnu ar berfformiad parhaus y cyfleuster/ contractwr Troi Gwastraff yn Ynni.



Ffigwr 1 Perfformiad rheoli a lleihau gwastraff Cyngor Sir Ceredigion

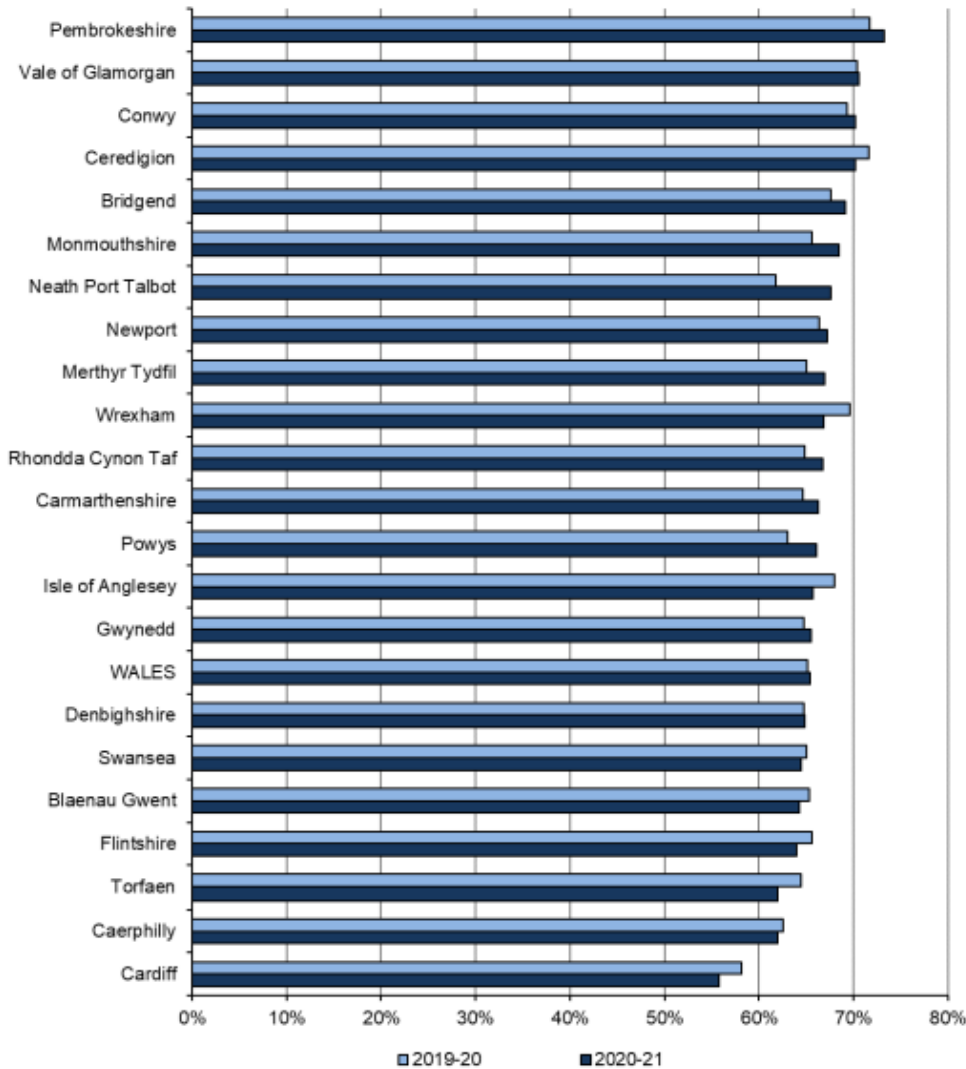
Mae'r amcan corfforaethol i gynyddu swm yr ailgylchu yn cael ei ystyried gan mwyaf fel canran o gyfanswm y gwastraff a gynhyrchir. Fel y dengys y siart isod, mae gan Geredigion hanes llwyddiannus o ran ei berfformiad ailgylchu ar sail targedau ailgylchu statudol Llywodraeth Cymru.



Ffigwr 2 Perfformiad Cyngor Sir Ceredigion ar sail targedau ailgylchu

Mae Ffigwr 3 yn dangos perfformiad Ceredigion o'i gymharu ag Awdurdodau Lleol eraill Cymru. Mae hyn yn dangos bod Ceredigion yn y 4 Awdurdod Lleol gorau yng Nghymru ar hyn o bryd o ran ailgylchu.

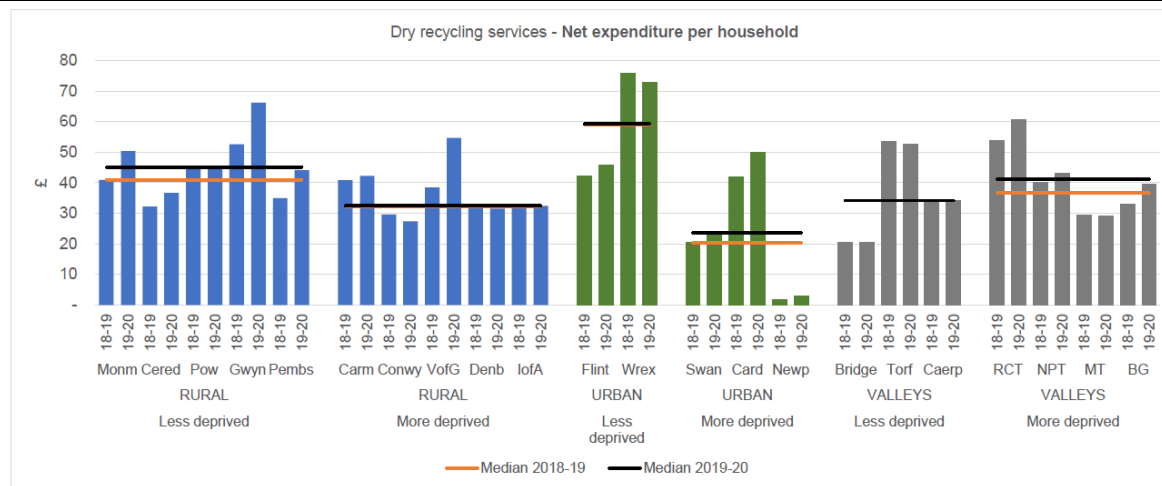
Chart 3: Combined local authority municipal waste reuse/recycling/composting rates, by local authority, 2019-20 and 2020-21



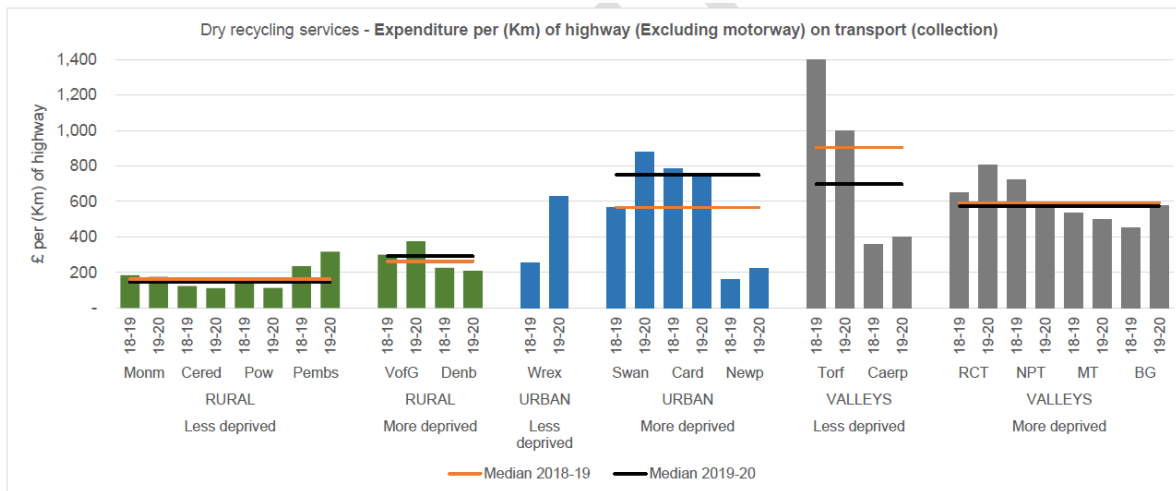
Source: WasteDataFlow

Ffigur 3: Perfformiad Awdurdodau Lleol Cymru

Cynhelir dadansoddiad o gostau rheoli gwastraff Awdurdodau Lleol Cymru yn flynyddol gan Gymdeithas Llywodraeth Leol Cymru (CLILC). Mae Ffigyrau 4 a 5 isod yn awgrymu bod gwasanaeth Ceredigion yn rhesymol o gost-effeithiol o'i gymharu â Chynghorau sydd â demograffeg tebyg, ar sail cost fesul aelwyd a chost fesul cilomedr o briffordd.



Ffigwr 4: Costau ailgylchu Cymru fesul aelwyd (ffynhonnell CLILC – canlyniadau drafft)



Ffigwr 5 costau yng Nghymru fesul cilomedr o briffordd (ffynhonnell CLILC – canlyniadau drafft)

I grynhoi, ymddengys fod gwasanaeth rheoli gwastraff y Cyngor yn perfformio'n dda ar sail yr amcanion corfforaethol.

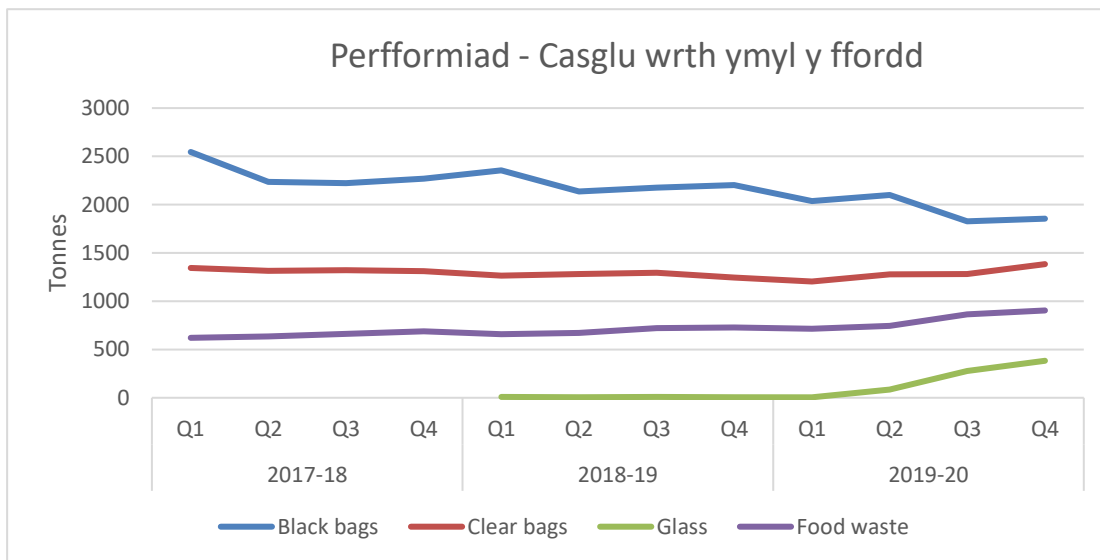
4.1 Perfformiad y gwasanaeth newydd ‘Casglu wrth ymyl y ffordd’

Dylid nodi mai ychydig iawn o ddata sy'n ymwneud â pherfformiad y gwasanaeth newydd casglu gwastraff wrth ymyl y ffordd, fel y'i cynlluniwyd. Daeth y broses gyflwyno i ben ym mis Rhagfyr 2019 ac roedd COVID-19 wedi effeithio ar y broses o roi'r gwasanaeth ar waith o fis Mawrth 2020 ymlaen.

Mae Ffigwr 6 yn dangos y newid ym mhwysoau pob ffrwd wastraff a gesglir wrth ymyl y ffordd rhwng 2017/18 a 2019/20. Ystyrir bod y newid yn ystod 2019/20 yn ganlyniad i gyflwyno'r model casglu newydd ar ymyl y ffordd. Mae'r siart yn dangos fod:

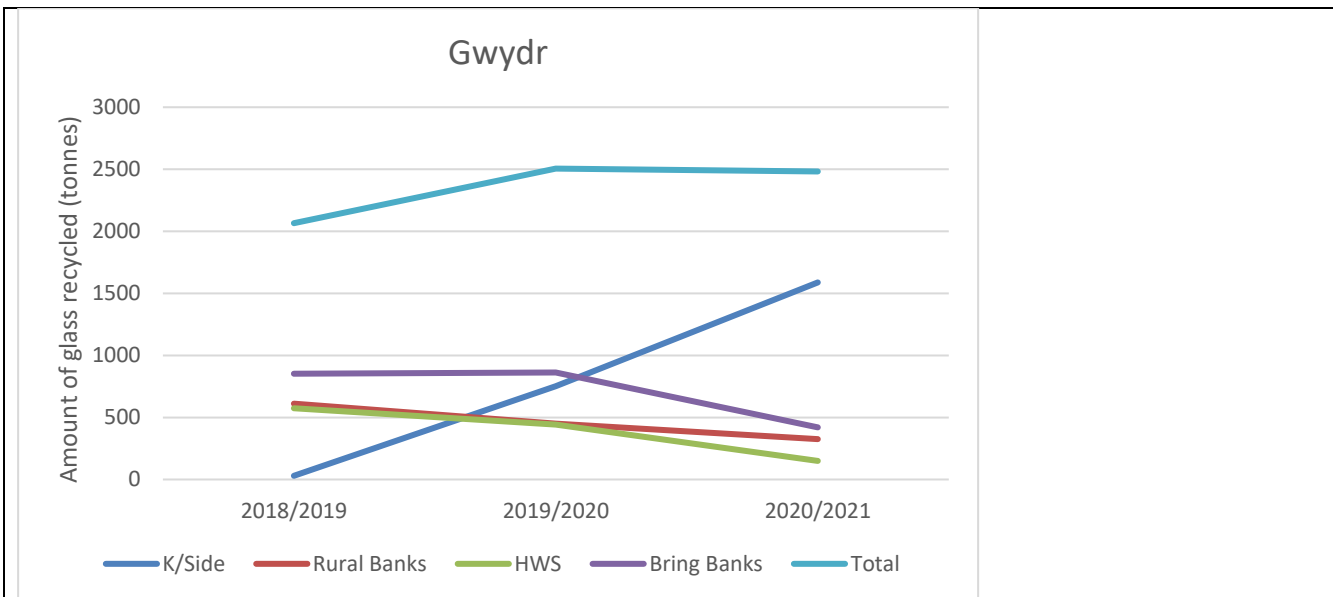
- Gwastraff gweddilliol (“bagiau du”) wedi gostwng. Rhwng 2018/19 a 2019/20 gostyngodd gwastraff gweddilliol gan 12%.

- Ychydig iawn o newid a fu yng mhwsau'r bagiau clir a gasglwyd wrth ymyl y ffordd dros y tair blynedd diwethaf.
- Cynyddodd swm y gwastraff bwyd a gasglwyd rhwng 2017/18 a 2018/19. Bu'r cynnydd mwyaf rhwng 2018/19 a 2019/20, pan fu cynnydd o dros 16%
- Ystyrir bod y cynnydd yn y gwydr a gesglir wrth ymyl y ffordd yn ystod 2019/20 yn ganlyniad i'r ffordd y cafodd y gwasanaeth 'ymyl y ffordd' ei gyflwyno'n raddol dros y flwyddyn.



Ffigur 6: Newidiadau Cyngor Sir Ceredigion o ran y perfformiad wrth ymyl y ffordd

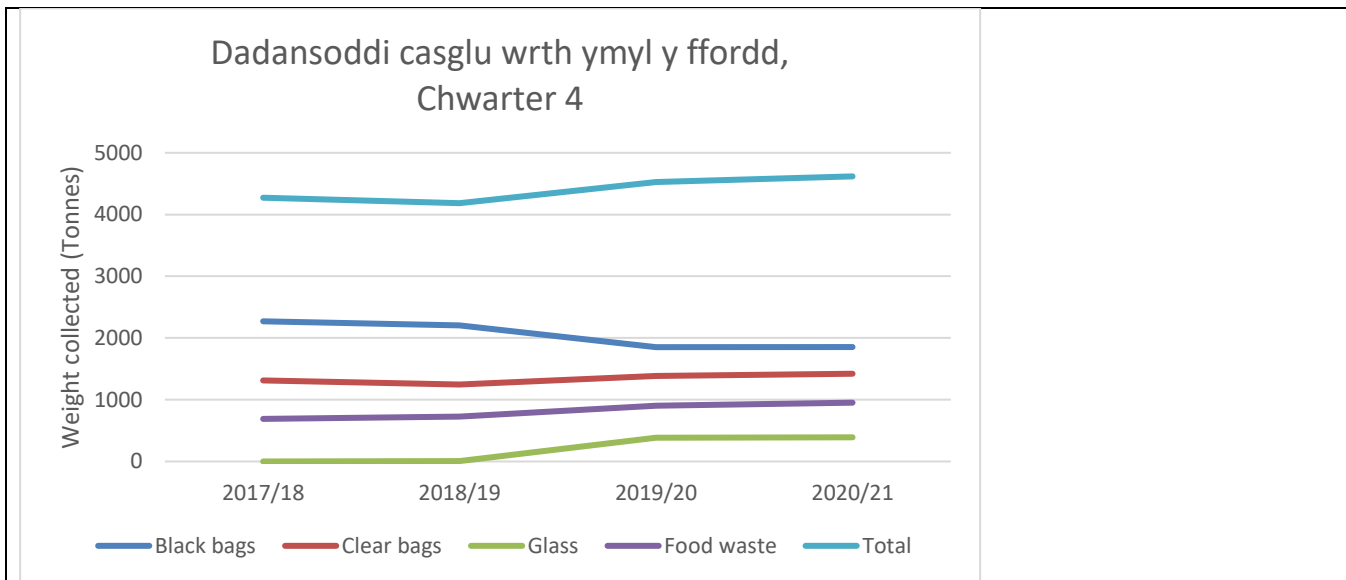
Disgwylid y byddai cyflwyno'r casgliadau gwydr wrth ymyl y ffordd yn arwain at ailgylchu llai o wydr drwy ffordd eraill. Mae Ffigur 7 yn dangos bod gwydr o bob ffynhonnell arall wedi gostwng wrth i'r gwasanaeth casglu wrth ymyl y ffordd gael ei roi ar waith. Cynyddodd cyfanswm y gwydr a ailgylchwyd - o bob ffynhonnell - gan 440 o dunelli rhwng 2018/19 a 2019/20, sef cynnydd o 21%.



Ffigwr 7: Newid o ran ffynonellau ailgylchu gwydr

4.2 Effaith COVID-19

Isod mae cymhariaeth o'r data rhwng Chwarter 4 2019/20 (sy'n dangos y casgliadau newydd wrth ymyl y ffordd ar ôl eu cyflwyno'n llawn) a data Chwarter 4 cyn ac ar ôl cyflwyno'r gwasanaeth newydd casglu wrth ymyl y ffordd. Mae'n dangos fod cyflwyno'r gwasanaeth newydd wedi cael y dylanwad a fwiadwyd ar berfformiad, yn ôl pob tebyg, gyda gostyngiad mewn gwastraff gweddilliol a chynnydd yn nifer y gwastraff bwyd, y deunyddiau ailgylchadwy a'r gwydr a gesglir o ymyl y ffordd. Mae'n anos dadansoddi effaith uniongyrchol COVID-19 a'i effaith ar gyfer y dyfodol.



Ffigur 8 Chwarter 4 - Dadansoddiad ymyl y ffordd

Mae'r darlun ar gyfer 2020/21 gyfan yn awgrymu cynnydd o ran faint o wydr a gwastraff gweddilliol a gesglir wrth ymyl y ffordd. Casglwyd mwy o wastraff wrth ymyl y ffordd yn Chwarter 1 2021/22 nag ar unrhyw adeg ers 2017.

Bydd y cynnydd o ran gweithio gartref yn effeithio ar y data ar gyfer 2020/21 a 2021/22, yn ogystal â chau'r diwydiant lletygarwch a Safleoedd Gwastraff Cartrefi yn ystod y cyfnodau clo, gostyngiad yn y gwastraff masnachol a gynhyrchir gan gwsmeriaid gwastraff masnachol y Cyngor, a'r nifer cynyddol o ymwelwyr yn y sir pan ganiatawyd hynny.

Mae'r data uchod yn cwmpasu prif gyfnod cyfyngiadau COVID-19. Dylid cymryd gofal wrth gymharu canlyniadau 2020-21 â blynyddoedd blaenorol gan nad yw'n glir pa effeithiau sy'n rhai tymor byr yn sgil y pandemig a pha rai sy'n fwy hirdymor.

O ran newidiadau yn y gwaith, mae COVID-19 wedi golygu bod angen newid y ffyrdd o weithio, yn enwedig o ran cadw pellter cymdeithasol. Mae nifer yr aelodau criw yn y cab wedi gorfod lleihau mewn rhai achosion. Crynhoir yr effaith isod:

- Llwyth gwaith cerbydau 26T wedi cael eu rhannu rhwng dau gerbyd o achos gofynion cadw pellter, gan olygu bod:
 - Cynnydd o ran yr angen am gerbydau, yng nghyd-destun prinder cenedlaethol o gerbydau
 - Yr ail lwythwr yn gyrru hefyd
 - Cynnydd mewn costau
 - Cynnydd mewn tanwydd a chostau cysylltiedig y fflyd
 - Casglu gwastraff mewn cerbydau nad ydynt wedi'u cynllunio at y diben hwnnw – llai effeithlon
 - Llwyth gwaith mwy o faint i'r Uned Cynnal a Chadw Trafnidiaeth
 - Cynyddu'r risg o'r gwasanaeth yn methu
- Newid o ran tunelli a maint y gwastraff gan arwain at:

- Anawsterau capasiti
- Mwy o deithiau i'r orsaf Trosglwyddo Gwastraff
- Mwy o lwyth gwaith

I grynhoi, bu cynnydd yn y gwastraff sy'n cael ei gyflwyno wrth ymyl y ffordd a rhai aelodau staff yn gweithio mewn cerbydau na chynlluniwyd at y diben. O ganlyniad cafwyd mwy o lwyth gwaith, mwy o oramser, costau uwch, a mwy o anawsterau. Mae'r llun isod yn cyfleu'r mater.



Ffigwr 9: Y cerbyd a ddyluniwyd at y diben yn y cefndir a'r cerbyd a ddefnyddir ar hyn o bryd ar y dde

Yn ystod y cyfnod clo cyntaf cafodd staff gymeradwyaeth - yn llythrennol - ar y strydoedd, a llawer o negeseuon o ddiolch a rhoddion am eu gwaith caled. Gydag amser mae hyn wedi newid, ac erbyn hyn mae disgwyl i bethau ddychwelyd i'r arfer.

Mae'n bwysig cofio fod staff y gwasanaeth wedi gweithio drwy gydol COVID-19 gan weithio 5-6 diwrnod yr wythnos ac eithrio Dydd Nadolig a Dydd Calan, yn ogystal â chefnogi gwaith brys megis gwaith cynnal a chadw'r Priffyrdd dros y gaeaf.



4.3 Ymagwedd at ofal Cwsmeriaid

Mae casglu gwastraff yn un o wasanaethau mwyaf uchel ei broffil y Cyngor – mae disgwyl i ni ddarparu dros 4.2 miliwn o gasgliadau y flwyddyn.

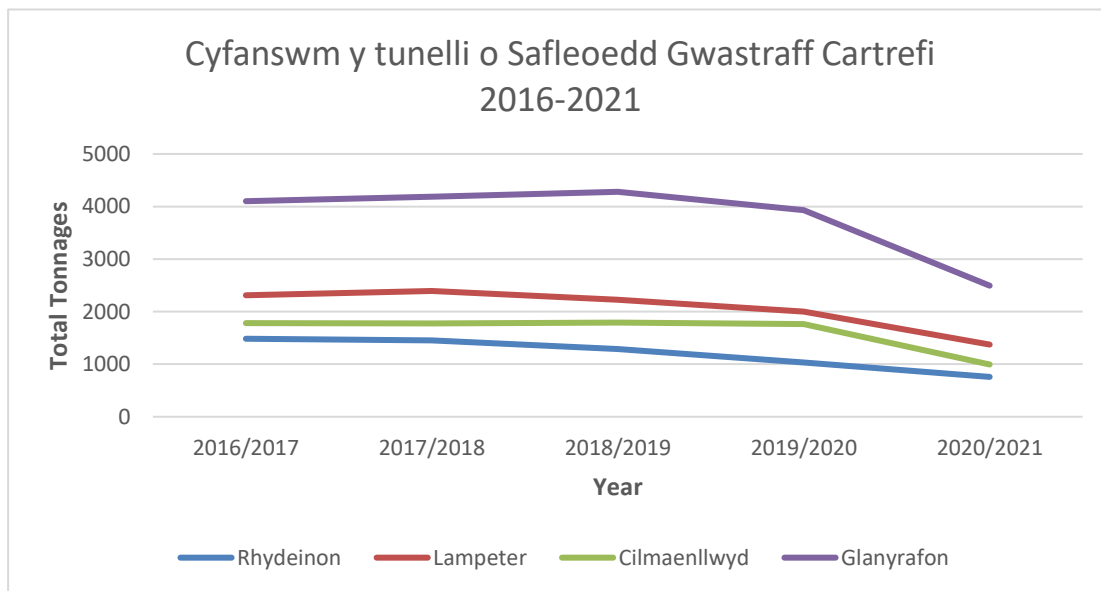
Rydym yn deall mor bwysig yw darparu gwasanaeth casglu gwastraff dibynadwy ac effeithiol ac yn ymdrechu, o ddydd i ddydd, i ddarparu gwasanaeth o safon i'r cyhoedd. Mae bod yn wasanaeth gweithredol mawr o ran maint a chwmpas yn anochel yn dod â'i heriau. Ar adegau, gall materion sy'n effeithio ar ein staff a'n cerbydau effeithio ar ein gallu ni i ddarparu'r gwasanaeth yr ydym yn dymuno'i ddarparu ac a ddisgwylir ac a haeddir gan y cyhoedd. Os felly, ein nod yw adfer y sefyllfa cyn gynted â phosib a darparu gwybodaeth amserol i'r cyhoedd. Rydym yn gwneud hyn drwy ffordd arloesol sef cyhoeddi adroddiadau

amharu dyddiol ar wefan y Cyngor a thrwy Clic pan fydd yr amharu yn digwydd. Maent yn rhoi manylion am y llwybrau a'r ffrydiau gwastraff yr effeithir arnynt ynghyd â chrynodeb o'r hyn sydd wedi achosi'r amharu. Hefyd darperir cyngor i'r cyhoedd ynghylch i beth a sut rydym yn ymateb. Mae darparu'r wybodaeth fel hyn, a bod pobl yn cael gafael arni ac yn ei defnyddio, yn caniatáu i'n rheolwyr gweithredol ganolbwyntio ar yr ymateb ac ar leihau effaith yr amharu cymaint ag y bo modd.

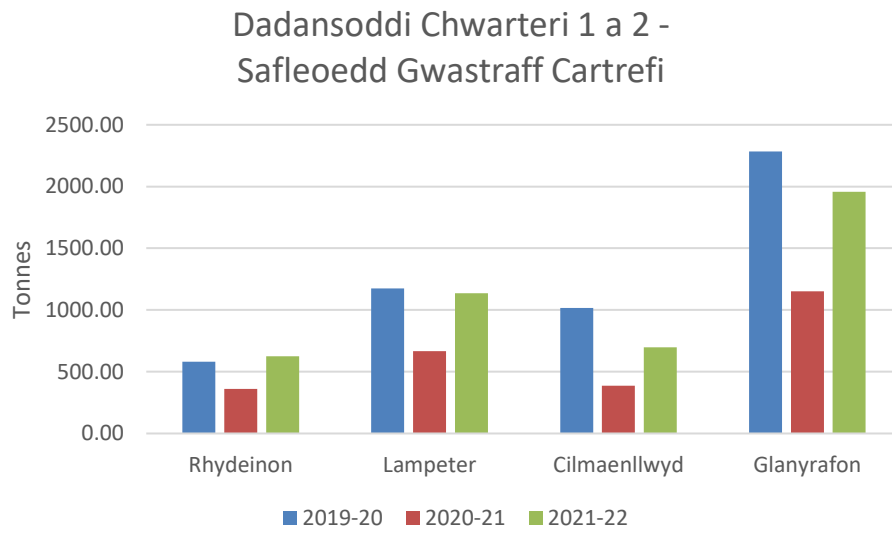
4.4 Safleoedd Gwastraff Cartrefi

Nid yw'r gwasanaeth yn cadw data cadarn am nifer y bobl sy'n defnyddio'r Safleoedd Gwastraff Cartrefi. Fodd bynnag, mae'r data am bwysau yn ffordd arall ddibynadwy o ddangos y defnydd a wneir o'r safleoedd. Mae Ffigwr 10 yn dangos bod:

- Safleoedd Gwastraff Cartrefi Llambled a Rhydeinon wedi gweld gostyngiad yn y defnydd rhwng 2017/18 a 2018/19. Gwelodd Glanyrafon gynnydd bychan.
- Gwelodd y pedwar safle ostyngiad yn y defnydd rhwng 2018/19 a 2019/20. Gellir priodoli hyn, yn rhannol, i gyflwyno'r model newydd 'casglu wrth ymyl y ffordd'. Roedd y newid yng Nghilmaenllwyd yn llai siarp nag yn y tri safle arall.
- Bu gostyngiad sylweddol yn y defnydd yn 2020/21, y credir ei fod yn gysylltiedig â COVID-19 a chau'r Safleoedd Gwastraff Cartrefi.
- Mae'r data ar gyfer chwe mis cyntaf 2021/22 yn dangos fod y defnydd a wneir o safleoedd Rhydeinon a Llambled yn ôl i'r lefelau cyn COVID-19 (Ffigwr 11)



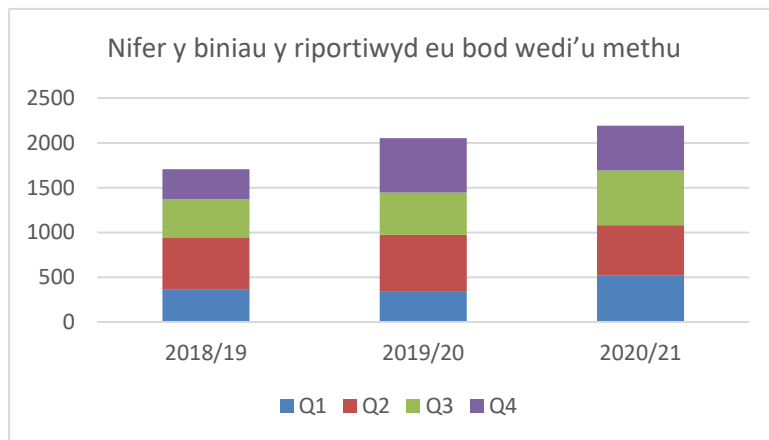
Ffigwr 10: Tunelli yn y Safleoedd Gwastraff Cartrefi 2016-2021



Ffigwr 11: Dadansoddiad o'r defnydd a wnaed o'r Safleoedd Gwastraff Cartrefi ar ôl COVID-19

5 RIPTIO ACHOSION O FETHU Â CHASGLU BINIAU

Nid yw'r gwasanaeth yn casglu data ar hyn o bryd ynglŷn â'r amhariadau ar y gwasanaeth a gyhoeddir. Mae Ffigwr 12 yn dangos fod nifer y biniau y riportiwyd eu bod wedi'u methu wedi cynyddu dros y ddwy flynedd ddiwethaf. Ni fu adnoddau ar gael i bennu a oedd y biniau a fethwyd yn ddilys h.y. bod y gwastraff wedi'i gyflwyno yn y ffordd gywir ac ar amser.

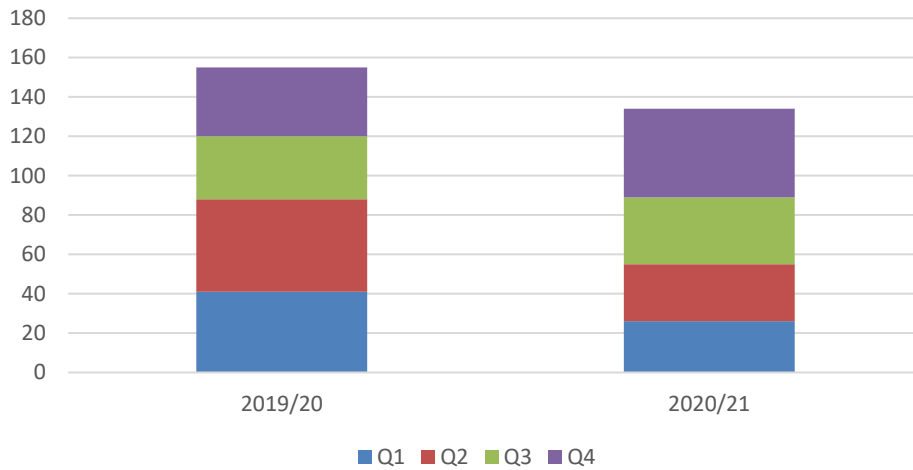


Ffigwr 12 Nifer y biniau y riportiwyd eu bod wedi'u methu 2018/19 - 2020/21

6 TIPIO ANGHYFREITHLON

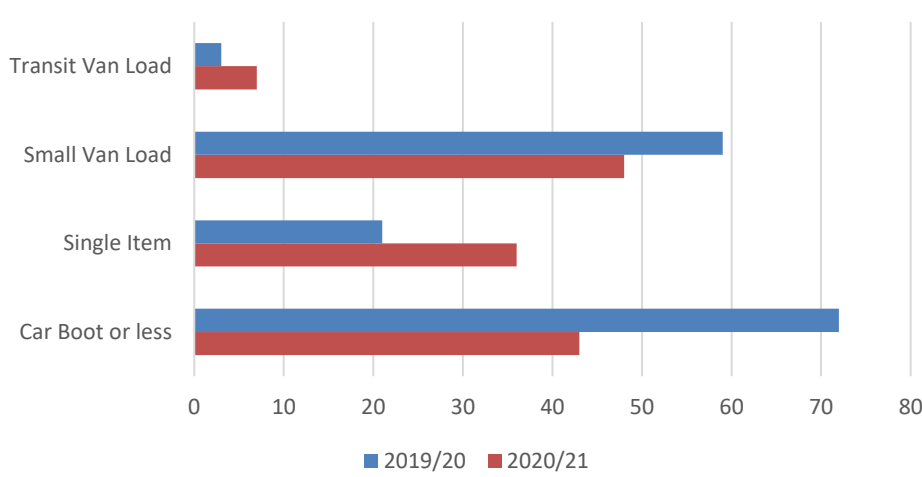
Ymddengys fod nifer yr achosion o dipio anghyfreithlon a riportiwyd wedi gostwng rhwng 2019/20 a 2020/21. Mae'r rhan fwyaf o achosion ar raddfa fach (cist car neu lai). Mae rhywfaint o berthynas rhwng nifer yr achosion a'r cyfnod yr oedd y Safleoedd Gwastraff Cartrefi ar gau yn ystod hanner cyntaf 2019/20. Fodd bynnag, nid yw'n bosib cadarnhau'r rhesymau y tu ôl i'r achosion o dipio anghyfreithlon.

Achosion o dipio anghyfreithlon a riportiwyd



Ffigwr 13 Tipio anghyfreithlon a riportiwyd

Tipio anghyfreithlon yn ôl maint



Ffigwr 14 Tipio anghyfreithlon yn ôl maint

Mae Atodiad A yn rhoi darlun o'r Tipio anghyfreithlon sy'n digwydd yng Nghymru.

7 STRATEGAETH AT Y DYFODOL

Er bod gan Gyngor Sir Ceredigion record dda o hyd o ran ailgylchu, mae'n bwysig ystyried a chynllunio ar gyfer y tymor hir gan gadw mewn cof ei fod yn faes sy'n newid yn barhaus. Mae'r targed ailgylchu statudol o 70% o 2024/25 yn un heriol.

Mae nifer o ansicrwydd ynghylch y newidiadau deddfwriaethol yn y dyfodol a fydd yn effeithio ar y ffordd y mae Awdurdodau Lleol yn darparu gwasanaethau gwastraff:

- Cyfrifoldeb Uwch ar y Cynhyrchwyr gyda'r nod o wella'r modd y gellir ailgylchu deunydd pecynnu a symud baich y gost ar y cynhyrchydd.
- Cynllun Dychwelyd Blaendal er mwyn ceisio cymell trigolion i ailgylchu mwy a chyfrannu at gynllun gweithredu sbwriel a thipio anghyfreithlon Llywodraeth Cymru.
- Bydd deddfwriaeth ynglŷn ag ailgylchu o safleoedd annomestig yn newid y ffordd y mae'n ofynnol i fusnesau gyflwyno'u gwastraff i'w gasglu, a sut y caiff ei gasglu gan ddarparwyr casglu gwastraff cyhoeddus a phreifat.
- Effaith gofynion ac ystyriaethau ULEV (cerbydau allyriadau isel iawn) o ran y tanwydd mwyaf priodol ar gyfer fflyd Ceredigion.

O ystyried yr heriau a'r ansicrwydd, mae'r gwasanaeth yn ystyried ei anghenion tymor byr, canolig a hirdymor gyda'r nod o sicrhau fod y Cyngor yn y sefyllfa orau i ymateb i newidiadau. Mae hyn yn debygol o arwain at wasanaethau sydd yn:

- Cyd-fynd yn well â pholisi, dymuniadau a chanllawiau Llywodraeth Cymru
- Hyrwyddo'r gwaith o atal, atgyweirio ac aildddefnyddio gwastraff
- Cynyddu cyfleoedd ailgylchu wrth ymyl y ffordd ac mewn mannau cyhoeddus
- Hyblyg
- Ei gwneud yn ofynnol i bob deiliad tŷ a busnes chwarae eu rhan a rheoli eu gwastraff yn fwy cynaliadwy
- Sicrhau bod darpariaeth y Safleoedd Gwastraff Cartrefi yn ddigonol ac yn gost-ffeithiol

7.1 Cynlluniau tymor byr (3-6 mis)

- Dychwelyd at weithredu'r gwasanaeth casglu gwastraff fel y'i cynlluniwyd, os yw cyfyngiadau COVID-19 yn caniatáu, gan gynnwys adfer y gwasanaeth gwastraff cartref swmpus a'r gwasanaeth gwastraff gardd.
- Adolygu anghenion y gwasanaeth casglu wrth ymyl y ffordd – llafur a fflyd
- Caffael capasiti Trosglwyddo Gwastraff yn ne Ceredigion

7.2 Tymor canolig (12-24 mis)

- Adolygu'r defnydd a wneir o'r Safleoedd Gwastraff Cartrefi a datblygu opsiynau i ymgynghori yn eu cylch
- Adolygu'r achos busnes ar gyfer Gorsaf Trosglwyddo Gwastraff Penrhos
- Adolygu'r opsiynau 'casglu wrth ymyl y ffordd' a datblygu opsiynau i ymgynghori yn eu cylch, gan ystyried
 - Cerbydau ULEV a'r seilwaith cysylltiedig
 - Deddfwriaeth sy'n newid
 - Blaenoriaethau Llywodraeth Cymru
 - Y farn gyhoeddus a gwleidyddol

7.3 Hirdymor (> 24 mis)

- Rhoi ar waith Strategaeth Rheoli Gwastraff newydd Ceredigion

Tudalen 35

LLESIANT CENEDLAETHAU'R DYFODOL:	A wnaed Asesiad Effaith Integredig? Os naddo, nodwch pam		Naddo, nid yw'r adroddiad yn cynnig newid strategaeth neu bolisi.
	Crynodeb:		
	Hirdymor:		
	Integreiddio:		
	Cydweithio:		
	Cynnwys:		
	Atal:		
ARGYMHELLIAD:			
Nodi cynnwys yr adroddiad.			
RHESWM AM YR ARGYMHELLIAD:			
Ddim yn berthnasol			
Enwau Cyswllt:	Gerwyn Jones / Beverley Hodgett		
Swyddi:	Rheolwr Corfforaethol Gwasanaethau Amgylcheddol / Rheolwr Gwasanaeth - Amgylchedd Lleol		
Dyddiad yr Adroddiad:			
Acronymau:	HWS = Safle(oedd) Gwastraff Cartrefi WTS = Gorsaf(oedd) Trosglwyddo Gwastraff ULEV = Cerbydau allyriadau isel iawn		

Atodiad A

BBC News 15 Rhagfyr 2021

Covid: Fly-tipping in Wales up 22% in last year



This road in Coedkernew, near Newport, was blighted by fly-tipping for years until it was cleared this year

Fly-tipping has increased by 22% in Wales in the last year, latest Welsh government figures reveal.

The rise from April 2020 to March 2021 is thought to be because of national lockdowns to prevent Covid spreading.

Some councils though, including Pembrokeshire, Ceredigion and Swansea recorded a decrease in the offence.

A report by Welsh government and Fly-tipping Action Wales showed Cardiff had the highest number of fixed penalty notices (FPNs) to tackle fly-tipping.

A total of 301 FPNs were issued there between April 2020 and March 2021. Pembrokeshire recorded the largest annual decrease at 14%.

A total of 25,047 waste enforcement actions were recorded in Wales over the 12 months.

These include prosecutions, fixed penalty notices, investigations and stop-and-search checks.

The 2020-21 report, which analyses incidents recorded by local authorities between 1 April 2020, and 31 March 2021, shows Neath Port Talbot and Rhondda Cynon Taff councils achieved the highest number of successful fly-tipping prosecutions at seven apiece.

It also said Neath Port Talbot had led the way in enforcement for the eighth consecutive year.



Illegal dumping has risen by a fifth in the last year in Wales

Charles De Winton owns land on the outskirts of Brecon, in Powys. He believes the figures don't give an accurate reflection because they don't include offences on private land.

"A large part of fly-tipping goes unreported in rural areas where farmers and landowners experience it on their land," he said.

"It's very frustrating, I have personally experienced rubbish thrown over a hedge and into a small area of woodland, and I'm responsible for clearing it up.

"If it was asbestos or oils I would then be expected to clear it up at my own expense, and if I didn't I could be prosecuted for allowing this to happen on my land."

He called for stiffer penalties for offenders and a fund to help people clear rubbish dumped on their property.

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One landowner he knew faced a £100,000 bill after asbestos was dumped on his land.

"The problem during lockdown has been down to council tips and recycling centres closing because of Covid restrictions," Mr De Winton said.



Landowner Charles De Winton said asbestos was among materials dumped

"So many people have got rid of rubbish on private land."

Fly-tipping Action Wales, a Welsh government initiative, is urging Welsh homeowners to dispose of rubbish responsibly.

The group's Neil Harrison said the rise was "disappointing" after sustained year-on-year decreases over the last few years.

Enforcement officers, he said, had been under "extreme pressure" because of the pandemic with many re-deployed to help councils respond to Covid.

"Like all other sectors, teams were working with depleted numbers, yet the fact that they were still able to deliver over 25,047 enforcement actions is testament to the hard work and commitment of our local authorities that continued to tackle environmental crime on the ground during a very challenging time," Mr Harrison said.

DIWEDD

Cyngor Sir CEREDIGION

ADRODDIAD I'R:	Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus
DYDDIAD:	20 Ionawr 2022
LLEOLIAD:	Rhithiol
TEITL:	Meysydd Parcio Talu ac Arddangos
DIBEN YR ADRODDIAD:	Darparu rhagor o fanylion a diweddariad ar y cynigion a gyflwynwyd i'r Pwyllgor ar 10 Hydref 2019 mewn ymateb i'r adborth dilynol a gafwyd
Y RHESWM PAM FOD Y PWYLLGOR CRAFFU WEDI GOFYN AM YR WYBODAETH:	Parcio ceir mewn trefi – edrych ar y sefyllfa ariannol; blynyddol; tymhorol a'r lleoliad.

1.0 CEFNDIR

Cyflwynwyd adroddiad gyda chynigion amlinellol yn ymwneud â Meysydd Parcio Talu ac Arddangos y Cyngor i'r Pwyllgor hwn ar 10 Hydref 2019. Gellir crynhoi'r cynigion hyn fel a ganlyn:

- a) Safoni prisiau ar draws y Sir
- b) Lleihau pa mor aml y newidir ffioedd a phrisiau
- c) Cael gwared â'r opsiwn i brynu tocynnau wythnos
- d) Symleiddio'r cynnig i brynu Tocyn Tymor
- e) Cael gwared ar gerbydau nwyddau trwm/Coetsis o'r Baddondy, Aberteifi
- f) Pendre – newid o fod yn faes parcio ar gyfer deiliaid trwyddedau yn unig i fod yn faes parcio talu ac arddangos dros dro

Mae'r adroddiad llawn ar gael yma: [B. Car Parks.pdf \(ceredigion.gov.uk\)](https://www.ceredigion.gov.uk/B_Car_Parks.pdf)

Daw'r canlynol o Gofnodion y cyfarfod sydd i'w gweld yn llawn yma: [F. Cofnodion Minutes 10.10.19.pdf \(ceredigion.gov.uk\)](https://www.ceredigion.gov.uk/F_Cofnodion_Minutes_10.10.19.pdf)

Croesawodd yr Aelodau'r cyfle i drafod a oedd yn cynnwys y cynigion canlynol i'w hystyried:

- a) Gosod mwy o beiriannau talu ac arddangos cerdyn yn unig mewn meysydd parcio er mwyn lleihau'r achosion o fandaliaeth a lleihau'r amser y mae swyddogion yn ei dreulio yn gwagio peiriannau arian. Nodwyd bod hyn yn cael ei wneud yn raddol ar draws meysydd parcio talu ac arddangos y Cyngor.
- b) Tocynnau parcio dyddiol y gellir eu trosglwyddo o un maes parcio i'r llall o fewn y sir.
- c) Parcio am ddim yn ystod dwy awr gyntaf y dydd er mwyn helpu economi'r dref.
- d) Mae angen bod yn ymwybodol bod yr incwm o feysydd parcio yn ddigonol.

- e) Mae angen rhagor o wybodaeth gan y Gwasanaeth ynghylch yr un pris yn cael ei ddefnyddio ym mhob maes parcio ar draws y sir.
- f) Bod cyfleuster ar-lein ar gael i brynu ac argraffu tocynnau parcio yn y cartref.

CYTUNODD y Pwyllgor argymell y canlynol i'r Cabinet:

- a) Cynnal rhagor o waith ar y cynigion a awgrymwyd o ran y meysydd parcio talu ac arddangos.
- b) Dilyn y prosesau ymgynghori gofynnol mewn perthynas â'r cynnig ar gyfer Maes Parcio Pendre.

2.0 Y SEFYLLFA BRESENNOL

2.1 Effaith COVID-19

Mae pandemig COVID-19 wedi cael effaith sylweddol ar allu'r Gwasanaeth i ddatblygu prosiectau a gweithio y tu hwnt i gynnal gwasanaethau rheng flaen.

Mae tîm y Gwasanaethau Parcio wedi bod yn ymwneud llawer ag ymateb corfforaethol y Cyngor i'r pandemig, sydd wedi gweld staff yn cael eu hadleoli i rolau yn y Tîm Profi, Orlhain a Diogelu, Diogelu'r Cyhoedd a hefyd yn cefnogi gweithgareddau megis dosbarthu bocsys bwyd i unigolion bregus.

Wrth i sefyllfa'r pandemig esblygu, mae ein hymateb hefyd wedi esblygu, ac yn achos tîm y Gwasanaethau Parcio mae'r tîm bellach wedi ailddechrau ei gyfres lawn o weithgareddau sy'n ymwneud yn bennaf â monitro, cynghori a gorfodi gwaith sy'n gysylltiedig â chynllun Gorfodi Parcio Sifil y Cyngor a rheoli'r portffolio o feysydd parcio talu ac arddangos.

2.2 Staff y Gwasanaethau Parcio

Penodwyd Rheolwr newydd ar y Gwasanaethau Parcio, Nicola Parry, ac mae wedi bod yn ei swydd ers mis Gorffennaf 2021. Roedd y rôl wedi bod yn wag am dros 12 mis cyn y dyddiad hwn oherwydd y pandemig ac ailstrwythuro'r Gwasanaethau Amgylcheddol. Yn ogystal â Rheolwr y Gwasanaethau Parcio, mae Tîm bach y Gwasanaethau Parcio ar hyn o bryd yn cynnwys 4 x Swyddog Gwasanaethau Parcio ac 1 x Arweinydd Gwaith y Gwasanaethau Parcio. Ar hyn o bryd mae 1 swydd wag ar gyfer Swyddog Gwasanaethau Parcio ac mae proses recriwtio yn mynd yn ei blaen mewn perthynas â hyn.

2.3 Blaenoriaethau'r Gwasanaeth

Mae aelodau'r Tîm Gwasanaethau Parcio bach yn cael eu lleoli ar sail blaenoriaeth lle ystyrir y mae'r angen mwyaf a lle mae eu presenoldeb yn debygol o gael effaith gadarnhaol ar faterion neu bryderon.

Mae rhai materion a lleoliadau, megis yng nghyffiniau ysgolion ar ddechrau a diwedd y diwrnod ysgol, a sefyllfaoedd, megis parcio ar y palmant, lle mae cwmpas y tîm i ddylanwadu ar y rhain yn gyfyngedig.

2.4 Trosolwg o Feysydd Parcio Talu ac Arddangos

Mae'r strwythur codi tâl ar gyfer 2021/22 ym Meysydd Parcio Talu ac Arddangos Ceredigion wedi'i ddarparu yn **Atodiad 1**.

Mae'r tablau canlynol yn nodi'r incwm o'r meysydd parcio fesul tref, o safbwynt cyfanswm blynyddol, fesul maes parcio, a fesul tymor.

Mae'r data ar gyfer nifer y tocynnau, trafodion ac incwm yn rhoi cipolwg neu flas cyffredinol o ddata sy'n ymwneud â thueddiadau yn y meysydd parcio talu ac arddangos. Mae ffactorau dylanwadol yn cynnwys y canlynol:

- Mae'r data ariannol a thrafodion wedi'u casglu, eu cysoni a'u croesgyfeirio o ffynonellau craidd amrywiol sy'n cynnwys dwy system gweithredu meddalwedd gwahanol iawn (Metric a Flowbird), yn ogystal â systemau ariannol y Cyngor ei hun.
- Gall fod oedi wrth adrodd rhwng systemau a phryd y derbynnir taliadau a'r cyfnod y gallant fod yn berthnasol iddo.
- Oherwydd cyfyngiadau gweithredol a gofynion hysbysu, nid yw'n bosibl i'r codiadau blynyddol mewn prisiau parcio a gymeradwywyd gan y Cabinet gael eu gweithredu tan ddiwedd mis Ebrill neu ddechrau mis Mai fel arfer.
- Mae'r ffigurau incwm a ddarperir yn ymwneud â'r incwm net heb gynnwys TAW.
- Mewn rhai tablau, mae'r ffigurau wedi'u talgrynnu i'r bunt agosaf i adlewyrchu'r protocol yn y data ffynhonnell.
- Effaith COVID, yn bennaf o ran y trefniadau i beidio â chodi tâl yn 2020/21 a'r cyfnodau clo, y cyfyngiadau a'r effaith ar ymddygiadau ers mis Mawrth 2020 ar deithio yn gyffredinol ac ar ddefnyddio meysydd parcio o ganlyniad.

2.4.1 Tocynnau a brynwyd o beiriannau talu ac arddangos

Tabl 1. Incwm talu ac arddangos chwarterol y meysydd parcio ar gyfer y blynyddoedd ariannol perthnasol.

Blwyddyn ariannol	Chwarter 1 Ebrill- Mehefin £	Chwarter 2 Gorffennaf- Medi £	Chwarter 3 Hydref- Rhagfyr £	Chwarter 4 Ionawr- Mawrth £	Cyfanswm £
2017/18	267,452.95	327,658.64	139,579.81	138,805.03	873,496.43
2018/19	277,793.00	346,970.70	167,921.36	152,711.11	945,396.17
2019/20	287,454.80	392,691.67	159,864.31	135,327.56	975,338.34
2020/21	0	0	12,107.33	27,848.00	39,955.33
2021- 30/09/21	284,192.16	440,169.58	-	-	724,361.74

Tabl 2. Yr incwm talu ac arddangos fesul tref ar gyfer y blynyddoedd ariannol perthnasol.

Tudalen 42

Tref	17/18 £	18/19 £	19/20 £	20/21 £	21- 30/09/21 £
Aberaeron	89,270.41	92,234.15	91,418.39	2,130.24	117,969.25
Aberystwyth	174,045.05	185,399.67	191,800.40	5,997.76	183,792.25
Aberteifi	301,326.84	314,985.72	336,708.81	6,730.33	198,631.80
Llanbedr Pont Steffan	175,499.84	197,458.42	202,228.26	22,564.25	71,525.89
Llandysul	8,325.39	10,185.95	8,125.65	0	0
Ceinewydd	120,825.64	139,599.52	139,537.43	2,532.75	152,442.55
Tregaron	4,203.26	5,532.74	5,519.40	0	0
Cyfanswm	873,496.43	945,396.17	975,338.34	39,955.33	724,361.74

Tabl 3. Yr incwm talu ac arddangos fesul maes parcio ar gyfer y blynyddoedd ariannol perthnasol.

Lleoliad	17/18 £	18/19 £	19/20 £	20/21 £	21- 30/09/21 £	Nifer y mannau wedi'u marcio
Aberaeron						
Traeth y Gogledd	23,830.32	26,095.97	26,271.89	931.66	35,442.84	48
Ffordd y Gaer	48,166.79	47,833.34	43,451.69	1,109.25	55,880.16	65
Traeth y De	17,273.30	18,304.84	21,694.81	89.33	26,646.25	79
Aberystwyth						
Coedlan y Parc Isaf	17,977.14	19,727.98	15,601.30	1,296.58	11,665.34	0*
Maesyrafon	52,354.52	57,867.87	58,850.03	2,639.09	54,277.42	89
Rhodfa Newydd	38,789.55	39,749.08	47,094.53	689.67	64,229.17	88
Ffordd y Gogledd	46,464.84	46,574.29	46,391.40	1,372.42	40,312.33	62
Coedlan y Parc	18,459.00	21,480.45	23,863.14	0	13,307.99	159
Aberteifi						
Y Baddondy a Mwldan**	39,608.52	43,474.93	41,318.85	697.34	18,109.92	Y Baddondy: 56 Mwldan: 35
Cae'r Ffair	68,123.97	70,259.08	68,480.78	1,557.67	27,642.27	149
Rhes Gloster	3,261.63	3,730.18	4,558.74	0	0	23

Tudalen 43

Sgwâr Cae Glas	100,453.42	102,385.38	115,555.72	2,897.16	72,577.68	94
Stryd y Cei	89,879.30	95,136.15	106,794.72	1,578.16	80,301.93	142
Llanbedr Pont Steffan						
Cwmins	53,196.67	59,811.81	58,713.31	3,476.58	20,863.75	85
Stryd y Farchnad	107,718.27	122,541.74	126,100.52	18,357.75	46,792.56	66
Y Rwceri	14,584.90	15,104.87	17,414.43	729.92	3,869.58	114
Llandysul						
Rhes y Porth	8,325.39	10,185.95	8,125.65	0	0	82
Ceinewydd						
Ffordd yr Eglwys	31,484.62	39,787.38	41,759.39	780.33	63,387.15	132
Stryd y Cware	89,341.02	99,812.14	97,778.04	1,752.42	89,055.40	101
Tregaron						
Iard Talbot	4,203.26	5,532.74	5,519.40	0	0	61
Cyfanswm						
	873,496.43	945,396.17	975,338.34	39,955.33	724,361.74	1,730

*Oherwydd wyneb Maes Parcio Coedlan y Parc Isaf yn Aberystwyth nid yw'r manau parcio wedi'u marcio.

** Mae incwm Meysydd Parcio'r Baddondy a Mwldan wedi'u cyfuno o dan yr un cod incwm.

Mae'n amlwg y bydd pandemig COVID-19 wedi effeithio'n sylweddol ar y blynyddoedd 2020/21 a 2021/22 o ran defnydd a'r incwm a gynhyrchwyd drwy'r peiriannau.

2.4.2 Tocynnau Tymor

Mae'r strwythur codi tâl ar gyfer 2021/22 ar gyfer tocynnau tymor i'w defnyddio ym Meysydd Parcio Talu ac Arddangos Ceredigion wedi'i ddarparu yn **Atodiad 1**.

Tabl 4. Yr incwm o'r tocynnau tymor fesul tref ar gyfer y blynyddoedd ariannol priodol.

Tref / Math o Docyn	18/19 £	19/20 £	20/21 £	21-30/09/21 £
Aberaeron	1,422.00	1,808.00	1,967.00	265.00
Aberystwyth	9,651.00	8,108.00	3,565.00	7,842.00
Aberteifi	4,757.00	4,371.00	1,137.00	3,728.00
Llanbedr Pont Steffan	2,263.00	2,808.00	1,375.00	797.00
Llandysul	1,155.00	983.00	175.00	0
Ceinewydd	990.00	1,633.00	1,108.00	1,552.00
Tregaron	1,492.00	1,050.00	175.00	0

Tudalen 44

Cerbydau Nwyddau Trwm a Choetsis:	1,837.00	2,546.00	933.00	195.00
Ledled y sir	522.00	320.00	0	0
Cyfanswm	24,090.00	23,627.00	9,842.00	14,379.00

Tabl 5. Cyfanswm pob un o'r tocynnau tymor a werthwyd yn ystod y blynyddoedd ariannol priodol.

Tocyn Tymor	Y nifer yn ystod 18/19	Y nifer yn ystod 19/20	Y nifer yn ystod 20/21	Y nifer yn ystod 21-30/09/21
Ceir a Beiciau Modur: 3 mis	9	14	4	17
Ceir a Beiciau Modur: 6 mis	25	22	8	15
Ceir a Beiciau Modur: 9 mis	11	7	8	7
Ceir a Beiciau Modur: 12 mis	68	56	23	30
Cerbydau Nwyddau Trwm a Choetsis: 6 mis	0	1	0	1
Cerbydau Nwyddau Trwm a Choetsis: 12 mis	5	5	6	0
Ceir a Beiciau Modur: Ledled y Sir 3 mis	0	0	0	0
Ceir a Beiciau Modur: Ledled y Sir 6 mis	3	1	0	0
Ceir a Beiciau Modur: Ledled y Sir 9 mis	1	0	0	0
Ceir a Beiciau Modur: Ledled y Sir 12 mis	0	1	0	0
Cyfanswm	122	107	49	70

Tabl 6. Cyfanswm yr incwm o'r tocynnau tymor a werthwyd yn ystod pob un o'r blynyddoedd ariannol priodol.

Tocyn Tymor	18/19 £	19/20 £	20/21 £	21-30/09/21 £
Ceir a Beiciau Modur: 3 mis	1,188.00	1,250.00	367.00	1,710.00
Ceir a Beiciau Modur: 6 mis	3,704.00	3,329.00	1,250.00	2,480.00
Ceir a Beiciau Modur: 9 mis	2,299.00	1,554.00	1,717.00	1,709.00
Ceir a Beiciau Modur: 12 mis	15,061.00	15,137.00	5,575.00	8,290.00

Tudalen 45

Cerbydau Nwyddau Trwm a Choetsis: 6 mis	0	196.00	933.00	196.00
Cerbydau Nwyddau Trwm a Choetsis: 12 mis	1,837.00	2,350.00	0	0
Cyfanswm	24,089.00	23,816.00	9,842.00	14,385.00

Tabl 7. Ystod y tocynnau tymor sy'n cael eu cynnig ar hyn o bryd.

Tocyn Tymor	Nifer y meysydd parcio sy'n ei gynnig	Nifer y tocynnau a werthwyd 21-30/09/21	Y pris isaf £	Y pris uchaf £	Ledled y Sir £
Ceir a Beiciau Modur: 3 mis	19	14	84.00	125.00	146.00
Ceir a Beiciau Modur: 6 mis	19	22	141.00	211.00	247.00
Ceir a Beiciau Modur: 9 mis	19	9	195.00	293.00	336.00
Ceir a Beiciau Modur: 12 mis	15	54	254.00	319.00	417.00
Cerbydau Nwyddau Trwm a Choetsis: 6 mis	7	1	254.00	319.00	N/A
Cerbydau Nwyddau Trwm a Choetsis: 12 mis	6	0	444.00	509.00	N/A

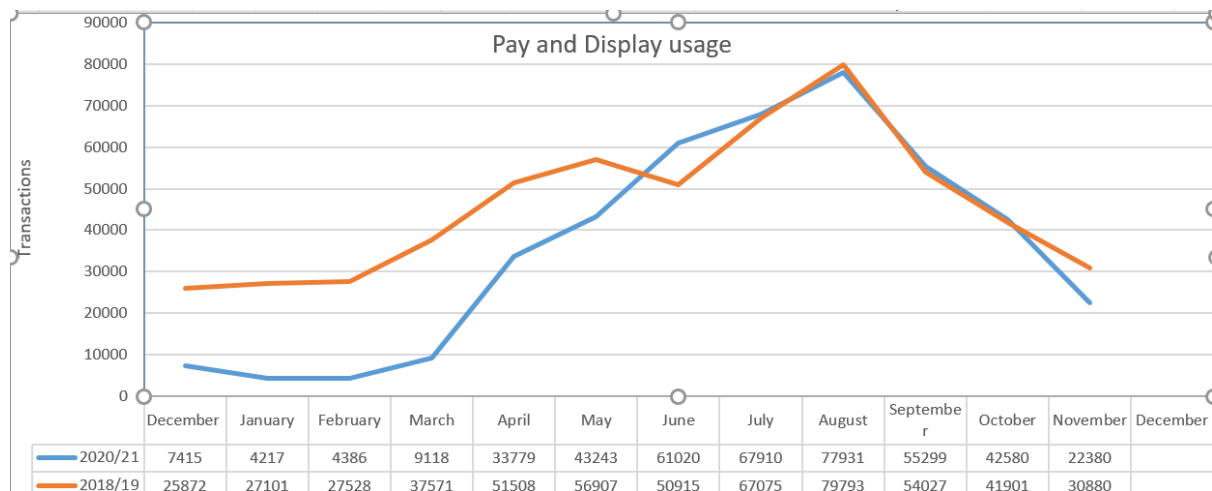
3.0 GWEITHREDU AR YR ADBORTH GAN Y PWYLLGOR CRAFFU

3.1 Parcio Heb Arian Parod

Mae wedi bod yn bosibl datblygu'r awgrym a wnaed gan y Pwyllgor ym mis Hydref 2019 o ran darparu mwy o beiriannau parcio sy'n derbyn cerdyn yn unig. Mae Meysydd Parcio Talu ac Arddangos y Cyngor wedi bod yn ddi-arian-parod ers 1 Rhagfyr 2020. Mae'r newid, gan ystyried nifer y trafodion a wnaed, wedi mynd yn dda, gyda'r trefniadau'n cael eu hadolygu a'u gwella'n barhaus i adlewyrchu'r adborth a dderbynnir a phrofiad. Gellir gweld yr adroddiad i'r Cabinet, a gyflwynwyd ar 12 Ionawr 2021, drwy'r ddolen ganlynol:

[http://www.ceredigion.gov.uk/cpdl/Democratic_Services_Meetings_Public/\(Dwyeitho g\)%20-%20Cashless%20Car%20Parking%20Charges.pdf](http://www.ceredigion.gov.uk/cpdl/Democratic_Services_Meetings_Public/(Dwyeitho g)%20-%20Cashless%20Car%20Parking%20Charges.pdf)

Ffigur 1. Trafodion talu ac arddangos o fis Rhagfyr i fis Tachwedd ar gyfer blynyddoedd ariannol 2018/2019 (cyn pandemig COVID-19) a 2020/2021 (yn ystod y pandemig).



Mae **Ffigur 1** yn cymharu nifer y trafodion ar gyfer y cyfnod rhwng mis Rhagfyr a mis Tachwedd 2018/19 (cyn COVID-19) a 2020/21 (yn ystod y pandemig). Mae'r graff yn ddefnyddiol i grynhoi'n weledol sut mae nifer y trafodion y mae peiriannau talu ac arddangos sglodyn a phin digyswilt y Cyngor wedi cyrraedd lefelau cyn COVID-19 yn gyflym iawn, ar ôl i'r cyfnod clo cenedlaethol olaf a'r cyfyngiadau cenedlaethol gael eu llacio o fis Mai 2021. Mae hyn yn rhoi sicrwydd nad yw'n ymddangos bod y dull talu heb arian parod newydd wedi cael effaith negyddol ar ddefnydd.

Y bwriad yw gosod peiriannau talu ac arddangos di-arian-parod ac ailddechrau codi tâl ym meysydd parcio Iard Talbot, Tregaron, Rhes Gloster, Aberteifi a'r Porth, Llandysul o 1 Ebrill 2022 ymlaen. Mae'r mater hwn yn bodoli ers cyflwyno'r prosiect parcio heb arian parod lle cafodd y peiriannau a oedd ar gael eu blaenoriaethu i'w defnyddio yn y meysydd parcio a ddefnyddir fwyaf / sy'n cynhyrchu'r incwm mwyaf, ond mae angen datrys y mater hwn yn awr.

3.2 Parcio am Ddim a Chynnal Incwm

Tabl 8. Cyfanswm yr incwm talu ac arddangos a gynhyrchwyd gan y meysydd parcio yn ystod y blynyddoedd ariannol perthnasol.

Blwyddyn ariannol	17/18 £	18/19 £	19/20 £	20/21 £	21-30/09/21 £
Cyfanswm	873,496.43	945,396.17	975,338.34	39,955.33	724,361.74

Tabl 9. Yr incwm a gynhyrchwyd yn ystod y blynyddoedd perthnasol ar gyfer y cynigion awr a dwy awr ar draws y portfolio o feysydd parcio.

	18/19	19/20	20/21	21-30/09/21
Nifer y tocynnau 1 awr a werthwyd	124,593	134,539	14,555	65,562

Tudalen 47

% o gyfanswm y tocynnau a werthwyd	26%	27%	58%	22%
Cyfanswm incwm 1 Awr (£)	172,773.00	186,041.00	18,408.00	99,816.00
% o gyfanswm yr incwm	18%	19%	46%	14%
Nifer y tocynnau 2 Awr a werthwyd	171,370	193,738	5,660	101,542
% o gyfanswm y tocynnau a werthwyd	36%	39%	23%	34%
Cyfanswm incwm 2 Awr	284,653.00	319,239.00	8,675.00	198,828.00
% o gyfanswm yr incwm	30%	33%	22%	27%
Cyfanswm yr incwm ar gyfer tocynnau 1 a 2 Awr (£)	457,426.00	505,280.00	27,083.00	298,644.00
% o gyfanswm yr incwm	48%	52%	68%	41%

3.3 Rhesymoli'r Ddarpariaeth

Bwriedir rhesymoli'r cynigion ar draws y meysydd parcio a chodi pris cyson fesul gofod parcio ar gyfer y rhain ar draws y portffolio o feysydd parcio.

3.3.1 Tocynnau Talu ac Arddangos

Tabl 10. Cyfanswm y tocynnau talu ac arddangos a werthwyd ar gyfer pob un o'r cynigion ar draws y portffolio o feysydd parcio.

Cynnig	Y nifer yn ystod 18/19	Y nifer yn ystod 19/20	Y nifer yn ystod 20/21	Y nifer yn ystod 21-30/09/21
Ceir, Faniau a Beiciau Modur: 1 Awr	124,593	134,539	14,555	65,562
Ceir, Faniau a Beiciau Modur: 2 Awr	171,370	193,738	5,660	101,542
Ceir, Faniau a Beiciau Modur: 3 Awr	39,682	42,785	1,000	32,253
Ceir, Faniau a Beiciau Modur: 4 Awr	3,383	2,478	0	0
Ceir, Faniau a Beiciau Modur: Y Diwrnod	120,376	118,136	3,607	93,328
Ceir: Tocyn Wythnos	1,569	1,387	177	1,996
Car a Charafán/Trelar: 2 Awr	9,238	4,327	0	151
Car a Charafán/Trelar: Y Diwrnod	931	1,433	0	471
Cerbydau Trwm: Y Diwrnod	226	219	0	212
Carafanet: Y Diwrnod	292	868	0	1,047
Cyfanswm	471,660	499,910	24,999	296,562

Tudalen 48

Tabl 11. Yr incwm talu ac arddangos a gynhyrchwyd gan bob un o'r cynigion parcio ar draws y portffolio o feysydd parcio.

Cynnig	18/19 £	19/20 £	20/21 £	21- 30/09/21 £
Ceir, Faniau a Beiciau Modur: 1 Awr	172,773.00	186,041.00	18,408.00	99,816.00
Ceir, Faniau a Beiciau Modur: 2 Awr	284,653.00	319,239.00	8,675.00	198,828.00
Ceir, Faniau a Beiciau Modur: 3 Awr	99,577.00	107,558.00	2,305.00	92,351.00
Ceir, Faniau a Beiciau Modur: 4 Awr	5,668.00	2,731.00	0	0
Ceir, Faniau a Beiciau Modur: Y Diwrnod	322,368.00	311,928.00	8,890.00	297,413.00
Ceir: Tocyn Wythnos	17,111.00	14,116.00	1,678.00	24,053.00
Car a Charafán/Trelar: 2 Awr	35,137.00	18,482.00	0	627.00
Car a Charafán/Trelar: Y Diwrnod	3,954.00	7,701.00	0	2,417.00
Cerbydau Trwm: Y Diwrnod	2,400.00	2,361.00	0	818.00
Carafanet: Y Diwrnod	1,755.00	5,181.00	0	8,040.00
Cyfanswm	945,396.00	975,338.00	39,956.00	724,363.00

Tabl 12. Ystod yr opsiynau parcio talu ac arddangos presennol ar draws y portffolio o feysydd parcio.

Cynnig	Nifer y meysydd parcio sy'n ei gynnig	Nifer y tocynnau a werthwyd 21-30/09/21	Y pris isaf £	Y pris uchaf £
Ceir, Faniau a Beiciau Modur: 1 Awr	11	65,562	1.10	1.80
Ceir, Faniau a Beiciau Modur: 2 Awr	15	101,542	1.00	2.70
Ceir, Faniau a Beiciau Modur: 3 Awr	8	32,253	2.90	3.60
Ceir, Faniau a Beiciau Modur: 4 Awr	2	0	1.40	1.40

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Ceir, Faniau a Beiciau Modur: Y Diwrnod	19	93,328	1.90	4.80
Ceir: Tocyn Wythnos	17	1,996	10.10	16.30
Car a Charafán/Trelar: 2 Awr	3	151	4.00	5.40
Car a Charafán/Trelar: Y Diwrnod	8	471	3.80	8.20
Cerbydau Trwm: Y Diwrnod	6	212	11.90	13.00
Carafanet: Y Diwrnod	7	1,047	7.00	7.10

Tabl 13a Opsiynau posibl ar gyfer y prisiau talu ac arddangos arfaethedig ar gyfer 2022/23 (2023/24 a 2024/25) a **Thabl 13b** sut y byddai'r rhain yn adlewyrchu ar incwm yn seiliedig ar werthiannau 2018/19:

Tabl 13a

Cynnig	2022-25	2022-25	2022-25
	£	£	£
1 awr	1	1	
2 awr	2	2	
3 awr		3	2
4 awr	4		
Y Diwrnod	5	5	4
Tocyn Wythnos	20	20	20

Tabl 13b

Cynnig	18/19	2022-25	2022-25	2022-25
	Nifer	£	£	£
Ceir, Faniau a Beiciau Modur: 1 Awr	124,593	124,593	124,593	249,186
Ceir, Faniau a Beiciau Modur: 2 Awr	171,370	342,740	342,740	342,740
Car a Charafán/Trelar: 2 Awr	9,238	18,476	18,476	18,476

Tudalen 50

Ceir, Faniau a Beiciau Modur: 3 Awr	39,682	158,728	119,046	79,364
Ceir, Faniau a Beiciau Modur: 4 Awr	3,383	13,532	16,915	13,532
Ceir, Faniau a Beiciau Modur: Y Diwrnod	120,376	601,880	601,880	481,504
Car a Charafán/Trelar: Y Diwrnod	931	4655	4655	3724
Cerbydau Trwm: Y Diwrnod	226	1130	1130	904
Carafanet: Y Diwrnod	292	1460	1460	1168
Ceir: Tocyn Wythnos	1,569	31,380	31,380	31,380
Cyfanswm	471,660	1,298,574	1,262,275	1,221,978

3.3.2 Tocynnau Tymor

Mae **Tabl 14** yn dangos y pris isaf a'r pris uchaf ar gyfer pob un o'r tocynnau tymor a gynigir:

Tocyn Tymor	Y pris isaf £	Y pris uchaf £
Ceir a Beiciau Modur: 3 mis	84.00	125.00
Ceir a Beiciau Modur: 6 mis	141.00	211.00
Ceir a Beiciau Modur: 9 mis	195.00	293.00
Ceir a Beiciau Modur: 12 mis	254.00	319.00
Cerbydau Nwyddau Trwm a Choetsis: 6 mis	254.00	319.00
Cerbydau Nwyddau Trwm a Choetsis: 12 mis	444.00	509.00
Ledled y Sir – Ceir a Beiciau Modur: 3 mis	146.00	
Ledled y Sir – Ceir a Beiciau Modur: 6 mis	247.00	

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Ledled y Sir – Ceir a Beiciau Modur: 9 mis	336.00
Ledled y Sir – Ceir a Beiciau Modur: 12 mis	417.00

3.3.3 Rhesymoli'r Strwythur Codi Tâl

Mae **Tabl 15** yn dangos sut y gellid rhesymoli'r prisiau parcio, gan amrywio o tua 150 o brisiau penodol, fel y dangosir yn **Atodiad 1**, i 15 neu lai pe bai dim ond 3 neu 4 o'r opsiynau X yn cael eu defnyddio. Byddai hefyd yn fuddiol ystyried gwneud y cynnig, yn gyffredinol, ar sail fesul gofod parcio yn hytrach nag ar sail y math o gerbyd.

Maes Parcio	Cynnig	£
Pob un	Ceir, Faniau a Beiciau Modur: 1 Awr	X1
Pob un	Ceir, Faniau a Beiciau Modur: 2 Awr	X2
Pob un	Ceir, Faniau a Beiciau Modur: 3 Awr	X3
Pob un	Ceir, Faniau a Beiciau Modur: 4 Awr	X4
Pob un	Ceir, Faniau a Beiciau Modur: Y Diwrnod	X5
Pob un	Ceir: Tocyn wythnos	X6
Pob un	Ceir a Beiciau Modur: 3 Mis	Y1
Pob un	Ceir a Beiciau Modur: 6 Mis	Y2
Pob un	Ceir a Beiciau Modur: 9 Mis	Y3
Pob un	Ceir a Beiciau Modur: 12 Mis	Y4
Pob un*	Carafanet: Y Diwrnod*	Z
Pob un*	Cerbydau Nwyddau Trwm a Choetsis: Y diwrnod*	R1
Pob un*	Cerbydau Nwyddau Trwm a Choetsis: Tocyn Wythnos*	R2
Pob un*	Cerbydau Nwyddau Trwm a Choetsis: 6 mis*	R3
Pob un*	Cerbydau Nwyddau Trwm a Choetsis: 12 mis*	R4

*Ile caniateir

3.3.4 Modelu

Pe bai awydd i ystyried rhesymoli'r strwythur codi tâl byddai angen gwaith modelu pellach i ragweld yr effaith ar gynhyrchu incwm. Oherwydd lefel yr incwm a gynhyrchir, byddai angen rhoi ystyriaeth ofalus i'r opsiynau a ystyrir.

3.3.5 SWOT

Cynhaliwyd y dadansoddiad SWOT canlynol (Cryfderau, Gwendidau, Cyfleoedd a Bygythiadau) mewn perthynas â'r cynnig.

<p>CRYFDERAU</p> <ol style="list-style-type: none"> 1. Dull cyson ar draws Ceredigion – yr un pris am yr un gwasanaeth 2. Datrys anghysondebau hanesyddol – e.e. mae prisiau amrywiol iawn ym mhob un o'r 5 maes parcio yn Aberystwyth 3. Effeithlonrwydd gweithredol 4. Gwell marchnata a chyfathrebu 5. Haws i'w ddeall 6. Symleiddio'r broses o drosglwyddo'r taliad 7. Cynnig deniadol i breswylwyr drwy docynnau tymor am bris ffafriol 8. Sefydlogrwydd yn y tymor canol 9. Llai o amser yn cael ei dreulio ar drafodaethau parhaus sy'n cael fawr ddim neu ddim effaith neu ddylanwad gwirioneddol/mesuradwy. 10. Gwell cynnig i gwsmeriaid – hyblygrwydd wrth ddefnyddio tocynnau 	<p>GWENDIDAU</p> <ol style="list-style-type: none"> 1. Byddai rhagolygon incwm yn seiliedig ar ragdybiaethau cyfyngedig 2. Newidiadau sylweddol i rai prisiau lleol
<p>CYFLEOEDD</p> <ol style="list-style-type: none"> 1. Mwy o hyblygrwydd wrth symud ymlaen 2. Rhagolwg o gynnydd mewn incwm 3. Portffolio cryf o feysydd parcio 4. Proffil mwy cadarnhaol ar gyfer y ddarpariaeth barcio 	<p>BYGYTHIADAU</p> <ul style="list-style-type: none"> • Gwrthwynebiad i newidiadau • Ystyriaethau ar lefel macro (strategol) yn hytrach na micro (lleol)

3.4 Argraffu tocynnau parcio yn y cartref

Ni fu'n bosibl mynd ar drywydd yr awgrym o gyfleuster ar-lein i brynu ac argraffu tocynnau parcio ceir yn y cartref. Mae pryderon ynghylch diogelwch a'r defnydd tebygol o'r ddarpariaeth, yn enwedig yng nghyd-destun taliadau heb arian parod a chyfleoedd pellach i dalu dros y ffôn.

3.5 Maes Parcio Pendre

Ni wnaed unrhyw gynnydd mewn perthynas â newid Maes Parcio Pendre, Aberteifi o fod yn faes parcio trwydded yn unig i fod yn faes parcio talu ac arddangos arhosiad byr oherwydd bod y sefyllfa wedi newid ers cyflwyno'r adroddiad gwreiddiol. Defnyddiwyd y maes parcio i ddarparu manau parcio i'r anabl pan oedd y Parthau Diogel ar waith er mwyn cynnig mynediad gwastad, hawdd at stryd fawr Aberteifi. Mae'r gwaith o ystyried defnydd y maes parcio yn y dyfodol yn parhau.

4.0 PARCIO ODDI AR Y STRYD YNG NGHEREDIGION YN EI GYD-DESTUN

Yn ogystal â'r parcio oddi ar y stryd y telir amdano a ddarperir gan Gyngor Sir Ceredigion, mae darparwyr eraill sy'n cynnig parcio am ddim ac yn codi tâl am barcio oddi ar y stryd ledled Ceredigion. Mae'r trefniadau, a'r prisiau lle bo hynny'n berthnasol, ar gyfer y rhain yn amrywio ac yn ôl disgrisiwn y gweithredwyr / darparwyr. Mae proffil y ddarpariaeth o ran maint, nifer a phrisiau yn amrywio'n sylweddol.

5.0 CYD-DESTUN STRATEGOL

Ystyrir bod prisiau parcio ceir yn arf defnyddiol i gefnogi, hyrwyddo a hwyluso newid moddol o geir i ddulliau eraill mwy cynaliadwy o deithio, gan gynnwys trafnidiaeth gyhoeddus a theithio llesol. Mae'r uchelgais hwn yn cyd-fynd â'r dyheadau a nodir mewn nifer o strategaethau, ymrwymadau a chynlluniau lleol a chenedlaethol sy'n cynnwys ond heb fod yn gyfyngedig i'r canlynol:

- Strategaeth Gorfforaethol Cyngor Sir Ceredigion 2017-22
- Mae Cyngor Sir Ceredigion wedi datgan argyfwng hinsawdd byd-eang
- Deddf Llesiant Cenedlaethau'r Dyfodol Cymru (2015)
- Statws Carbon Sero-Net erbyn 2030 Llywodraeth Cymru
- Llwybr Newydd – Strategaeth Drafnidiaeth Newydd i Gymru Llywodraeth Cymru (2021)

**LLESIANT
CENEDLAETHAU'R
DYFODOL:**

**A gwblhawyd Aseiad Effaith
Integredig? Os na, nodwch pam
Crynodeb:
Hirdymor:
Integreiddio:
Cydwethio:
Cynnwys:
Atal:**

ARGYMHELLIAD: Bod y Pwyllgor yn cefnogi gwneud rhagor o waith ar y cysyniad o resymoli'r strwythur codi tâl ym Meysydd Parcio Talu ac Arddangos Cyngor Sir Ceredigion.

Y RHESWM DROS YR ARGYMHELLIAD: Er mwyn cefnogi'r Cyngor Sir yn ei ymdrechion i ddarparu system barcio addas i'r diben a chyson sy'n gwneud y gorau o'r cyfleusterau hyn ac yn cefnogi'r agendâu economaidd ac amgylcheddol ehangach.

Enw Cyswllt: Gerwyn Jones / Nicola Parry
Swydd: Rheolwr Corfforaethol y Gwasanaethau Amgylcheddol /
 Rheolwr y Gwasanaethau Parcio
Dyddiad yr Adroddiad: 5 Ionawr 2022
Acronymau:

Atodiad 1

Prisiau Meysydd Parcio 2021/22

Maes Parcio	Cynnig	£
Arhosiad Byr		
Aberteifi – Sgwâr Cae Glas	Ceir, Faniau a Beiciau Modur: 1 Awr	1.60
	Ceir, Faniau a Beiciau Modur: 2 Awr	2.00
	Ceir, Faniau a Beiciau Modur: 3 Awr	2.90

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Llanbedr Pont Steffan – Stryd y Farchnad (Sainsbury's)	Ceir, Faniau a Beiciau Modur: 1 Awr	1.60
	Ceir, Faniau a Beiciau Modur: 2 Awr	2.00
Arhosiad Hir		
Aberaeron – Ffordd y Gaer Isaf	Ceir, Faniau a Beiciau Modur: 1 Awr	1.60
	Ceir, Faniau a Beiciau Modur: 2 Awr	1.80
	Ceir, Faniau a Beiciau Modur: 3 Awr	2.90
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.60
	Ceir: Tocyn Wythnos	10.40
Aberaeron – Traeth y Gogledd	Ceir, Faniau a Beiciau Modur: 2 Awr	2.00
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.60
	Carafanet: Y Diwrnod	7.10
	Cost ychwanegol ar gyfer Carafán/Trelar: 2 Awr	2.00
	Cost ychwanegol ar gyfer Carafán/Trelar: Y Diwrnod	3.60
	Ceir: Tocyn Wythnos	10.40
Aberaeron – Traeth y De (1 Mawrth - 31 Hydref)	Ceir, Faniau a Beiciau Modur: 2 Awr	2.00
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.60
	Carafanet: Y Diwrnod	7.10
	Cost ychwanegol ar gyfer Carafán/Trelar: 2 Awr	2.00
	Cost ychwanegol ar gyfer Carafán/Trelar: Y Diwrnod	3.60
	Ceir: Tocyn Wythnos	10.40
Aberystwyth - Maesyrafon	Ceir, Faniau a Beiciau Modur: 1 Awr	1.80
	Ceir, Faniau a Beiciau Modur: 2 Awr	2.70
	Ceir, Faniau a Beiciau Modur: 3 Awr	3.60

Tudalen 56

	Ceir, Faniau a Beiciau Modur: Y Diwrnod	4.80
	Cost ychwanegol ar gyfer Carafán/Trelar: Y Diwrnod	4.80
	Ceir: Tocyn Wythnos	16.30
Aberystwyth – Coedlan y Parc (Hen faes parcio Parcio a Theithio)	Ceir, Faniau a Beiciau Modur: Y Diwrnod	1.90
	Ceir: Tocyn Wythnos	10.10
Aberystwyth – Coedlan y Parc Isaf	Ceir, Faniau a Beiciau Modur: Y Diwrnod	1.90
	Cost ychwanegol ar gyfer Carafán/Trelar: Y Diwrnod	1.90
	Cerbydau Trwm: Y Diwrnod	13.00
	Coetsis: Y Diwrnod	13.00
	Ceir: Tocyn Wythnos	10.10
Aberystwyth – Rhodfa Newydd (1 Mawrth - 31 Hydref)	Ceir, Faniau a Beiciau Modur: 2 Awr	2.70
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	4.10
	Cost ychwanegol ar gyfer Carafán/Trelar: 2 Awr	2.70
	Cost ychwanegol ar gyfer Carafán/Trelar: Y Diwrnod	4.10
	Carafanet: Y Diwrnod	7.10
	Ceir: Tocyn Wythnos	16.30
Aberystwyth – Ffordd y Gogledd	Ceir, Faniau a Beiciau Modur: 1 Awr	1.80
	Ceir, Faniau a Beiciau Modur: 2 Awr	2.70
	Ceir, Faniau a Beiciau Modur: 3 Awr	3.60
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	4.10
	Carafanet: Y Diwrnod	7.10
	Ceir: Tocyn Wythnos	16.30
Aberteifi – Y Baddondy a Mwldan	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.10
	Cost ychwanegol ar gyfer Carafán/Trelar: Y Diwrnod	3.10

Tudalen 57

	Cerbydau Trwm: Y Diwrnod	11.90
	Ceir: Tocyn Wythnos	10.40
Aberteifi – Stryd y Cei	Ceir, Faniau a Beiciau Modur: 1 Awr	1.60
	Ceir, Faniau a Beiciau Modur: 2 Awr	2.00
	Ceir, Faniau a Beiciau Modur: 3 Awr	2.90
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.10
	Carafanet: Y Diwrnod	7.10
	Cerbydau Trwm: Y Diwrnod	11.90
	Ceir: Tocyn Wythnos	10.40
Aberteifi – Cae'r Ffair	Ceir, Faniau a Beiciau Modur: 1 Awr	1.60
	Ceir, Faniau a Beiciau Modur: 2 Awr	2.00
	Ceir, Faniau a Beiciau Modur: 3 Awr	2.90
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.10
	Cost ychwanegol ar gyfer Carafán/Trelar: Y Diwrnod	3.10
	Ceir: Tocyn Wythnos	10.40
Aberteifi – Rhes Gloster	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.10
	Ceir: Tocyn Wythnos	10.40
Llanbedr Pont Steffan – Y Rwceri	Ceir, Faniau a Beiciau Modur: 1 Awr	1.60
	Ceir, Faniau a Beiciau Modur: 2 Awr	2.00
	Ceir, Faniau a Beiciau Modur: 3 Awr	2.90
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.10
	Carafanet: Y Diwrnod	7.10
	Cerbydau Trwm: Y Diwrnod	11.90
	Ceir: Tocyn Wythnos	10.40

Tudalen 58

Llanbedr Pont Steffan - Cwmins	Ceir, Faniau a Beiciau Modur: 1 Awr	1.60
	Ceir, Faniau a Beiciau Modur: 2 Awr	2.00
	Ceir, Faniau a Beiciau Modur: 3 Awr	2.90
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.10
	Ceir, Faniau a Beiciau Modur: Tocyn Wythnos	10.40
Llandysul – Rhes y Porth	Ceir, Faniau a Beiciau Modur: 2 Awr	1.00
	Ceir, Faniau a Beiciau Modur: 4 Awr	1.40
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	2.00
Ceinewydd – Ffordd yr Eglwys (1 Mawrth - 31 Hydref)	Ceir, Faniau a Beiciau Modur: 1 Awr	1.10
	Ceir, Faniau a Beiciau Modur: 2 Awr	1.60
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	3.10
	Cost ychwanegol ar gyfer Carafán/Trelar: Y Diwrnod	3.10
	Carafanet: Y Diwrnod	7.00
	Cerbydau Trwm: Y Diwrnod	11.90
	Coetsis: Y Diwrnod	11.90
	Ceir: Tocyn Wythnos	10.40
Ceinewydd – Stryd y Cware (1 Mawrth - 31 Hydref)	Ceir, Faniau a Beiciau Modur: 1 Awr	1.60
	Ceir, Faniau a Beiciau Modur: 2 Awr	1.90
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	4.20
	Ceir: Tocyn Wythnos	15.10
Tregaron – Iard Talbot	Ceir, Faniau a Beiciau Modur: 2 Awr	1.00
	Ceir, Faniau a Beiciau Modur: 4 Awr	1.40
	Ceir, Faniau a Beiciau Modur: Y Diwrnod	2.00
Tocynnau Tymor		

Tudalen 59

Aberaeron – Ffordd y Gaer Isaf a Thraeth y Gogledd	Ceir a Beiciau Modur: 3 mis	114.00
	Ceir a Beiciau Modur: 6 mis	190.00
	Ceir a Beiciau Modur: 9 mis	268.00
	Ceir a Beiciau Modur: 12 mis	319.00
Aberaeron – Traeth y De (1 Mawrth - 31 Hydref)	Ceir a Beiciau Modur: 3 mis	114.00
	Ceir a Beiciau Modur: 6 mis	190.00
	Ceir a Beiciau Modur: 9 mis	268.00
Aberystwyth – Coedlan y Parc, Coedlan y Parc Isaf, Maesyrafon a Ffordd y Gogledd	Ceir a Beiciau Modur: 3 mis	125.00
	Ceir a Beiciau Modur: 6 mis	211.00
	Ceir a Beiciau Modur: 9 mis	293.00
	Ceir a Beiciau Modur: 12 mis	346.00
Aberystwyth – Coedlan y Parc Isaf	Cerbydau Nwyddau Trwm a Choetsis: 6 mis	319.00
	Cerbydau Nwyddau Trwm a Choetsis: 12 mis	509.00
Aberystwyth – Rhodfa Newydd (1 Mawrth - 31 Hydref)	Ceir a Beiciau Modur: 3 mis	125.00
	Ceir a Beiciau Modur: 6 mis	211.00
	Ceir a Beiciau Modur: 9 mis	293.00
Aberteifi – Y Baddondy, Cae'r Ffair, Mwldan a Stryd y Cei	Ceir a Beiciau Modur: 3 mis	114.00
	Ceir a Beiciau Modur: 6 mis	190.00
	Ceir a Beiciau Modur: 9 mis	268.00
	Ceir a Beiciau Modur: 12 mis	319.00
	Cerbydau Nwyddau Trwm a Choetsis: 6 mis	319.00
	Cerbydau Nwyddau Trwm a Choetsis: 12 mis	509.00
Aberteifi - Rhes Gloster	Ceir a Beiciau Modur: 3 mis	103.00
	Ceir a Beiciau Modur: 6 mis	173.00

Tudalen 60

	Ceir a Beiciau Modur: 9 mis	247.00
	Ceir a Beiciau Modur: 12 mis	293.00
Llanbedr Pont Steffan – Y Rwceri a Chwmins	Ceir a Beiciau Modur: 3 mis	114.00
	Ceir a Beiciau Modur: 6 mis	190.00
	Ceir a Beiciau Modur: 9 mis	268.00
	Ceir a Beiciau Modur: 12 mis	319.00
Llanbedr Pont Steffan – Y Rwceri	Cerbydau Nwyddau Trwm a Choetsis: 6 mis	254.00
	Cerbydau Nwyddau Trwm a Choetsis: 12 mis	444.00
Llandysul – Rhes y Porth	Ceir a Beiciau Modur: 3 mis	84.00
	Ceir a Beiciau Modur: 6 mis	141.00
	Ceir a Beiciau Modur: 9 mis	195.00
	Ceir a Beiciau Modur: 12 mis	228.00
Ceinewydd – Ffordd yr Eglwys a Stryd y Cware (1 Mawrth - 31 Hydref)	Ceir a Beiciau Modur: 3 mis	114.00
	Ceir a Beiciau Modur: 6 mis	190.00
	Ceir a Beiciau Modur: 9 mis	268.00
Ceinewydd- Ffordd yr Eglwys (1 Mawrth - 31 Hydref)	Cerbydau Nwyddau Trwm a Choetsis: 6 mis	254.00
Tregaron – Iard Talbot	Ceir a Beiciau Modur: 3 mis	84.50
	Ceir a Beiciau Modur: 6 mis	141.00
	Ceir a Beiciau Modur: 9 mis	195.00
	Ceir a Beiciau Modur: 12 mis	228.00
Ledled y Sir – Meysydd Parcio Arhosiad Hir yn Unig	Ceir a Beiciau Modur: 3 mis	146.00
	Ceir a Beiciau Modur: 6 mis	247.00
	Ceir a Beiciau Modur: 9 mis	336.00

Tudalen 61

	Ceir a Beiciau Modur: 12 mis	417.00
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Mae'r dudalen yn wag yn fwriadol

Cyngor Sir CEREDIGION

ADRODDIAD I'R:	Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus
DYDDIAD:	20 Ionawr 2022
LLEOLIAD:	Rhithiol
TEITL:	Asesiad o Lety Sipsiwn a Theithwyr 2022
DIBEN YR ADRODDIAD:	Craffu ar yr Asesiad Drafft o Anghenion Llety Sipsiwn a Theithwyr 2022 a gwneud argymhellion i'r Cabinet
Y RHESWM PAM FOD Y PWYLLGOR CRAFFU WEDI GOFYN AM Y WYBODAETH:	Mae'r Asesiad o Lety Sipsiwn a Theithwyr yn fater hynod sensitif sy'n gofyn am waith craffu manwl cyn cymeradwyo ei gyflwyno i Lywodraeth Cymru i gytuno arno.
CEFNDIR:	

Daeth yr asesiad o anghenion llety Sipsiwn a Theithwyr, a'r ddyletswydd i ddarparu ar gyfer safleoedd lle mae'r asesiad yn nodi angen, yn ofynion statudol o dan Adran 101 o Ddeddf Tai (Cymru) 2014.

Diben Asesiad o Lety Sipsiwn a Theithwyr yw sicrhau bod Awdurdodau Lleol yn cael gwell dealltwriaeth o faint o leiniau sydd eu hangen ar gyfer Sipsiwn a Theithwyr yn eu hardal, a dylai ffurfio sylfaen dystiolaeth gadarn ar gyfer polisïau cynllunio lleol sy'n diwallu'r anghenion hynny.

Rhaid cynnal yr Asesiad o Lety Sipsiwn a Theithwyr o leiaf bob pum mlynedd, ac yn y cyddestun hwn cyhoeddodd Llywodraeth Cymru 'Canllawiau Cynnal Asesiadau O Anghenion Llety Sipsiwn A Theithwyr' (2015) i gynorthwyo Awdurdodau Lleol i lunio asesiad cadarn o anghenion llety Sipsiwn a Theithwyr yn eu hardal.

Cyflwynodd Cyngor Sir Ceredigion Asesiad o Lety Sipsiwn a Theithwyr i Lywodraeth Cymru ym mis Ionawr 2020, a derbyniodd adborth yn gofyn am waith pellach ar yr angen posibl am safle tramwy yn y sir. Fodd bynnag, yn dilyn y cyngor hwn, dechreuodd pandemig Covid-19, ac roedd hyn yn gwneud ymgysylltu yn anodd iawn. Felly, rhoddodd Llywodraeth Cymru estyniad tan fis Chwefror 2022 i bob Awdurdod Cynllunio Lleol gynnal eu Hasesiad o Lety Sipsiwn a Theithwyr, er mwyn caniatáu digon o ymgysylltu â'r gymuned Sipsiwn-Teithwyr. Paratowyd yr Asesiad o Lety Sipsiwn a Theithwyr mewn ymgynghoriad â'r Grŵp Llywio Sipsiwn-Teithwyr.

Y SEFYLLFA BRESENNOL:

Mae'r adroddiad hwn yn cyflwyno canlyniadau Asesiad o Lety Sipsiwn a Theithwyr 2022 a gynhaliwyd gan Gyngor Sir Ceredigion gyda'r nod o ddarganfod yr angen am ddarpariaeth lleiniau tramwy, dros dro neu barhaol yn ystod y pum mlynedd nesaf a thros gyfnod pymtheng mlynedd y Cynllun Datblygu Lleol (CDLI) newydd sy'n cwmpasu 2018-2033.

Ar hyn o bryd, nid oes unrhyw safleoedd Sipsiwn a Theithwyr gan yr awdurdod lleol, a dim ond un safle preifat awdurdodedig sydd yn y sir. Nid oes unrhyw ddarpariaeth barhaol chwaith ar gyfer siewmyn. Credir bod Teithwyr Newydd yn y sir ond nid oes gan y Cyngor unrhyw gofnod o'u lleoliad. Ers mis Mehefin 2016, mae ethnigrwydd wedi ei gynnwys ym mhroses ymgeisio'r gofrestr dai a chanfuwyd pedwar aelod o'r Gymuned Sipsiwn a Theithwyr drwy gyfrwng y broses hon. O'r pedwar, nid yw tri yn byw yng Ngheredigion ar hyn o bryd ac mae un yn byw mewn llety brics a mortar. Mae dau aelod arall o'r Gymuned Sipsiwn a Theithwyr mewn llety brics a mortar ers nifer o flynyddoedd a hynny cyn bod modd canfod ethnigrwydd drwy broses ymgeisio'r gofrestr dai.

Yn ôl y disgwyl, bu'n eithriadol o anodd lleoli'r boblogaeth darged ar gyfer yr asesiad hwn. Cafodd data o Gyfrifiad 2011 ac unrhyw wybodaeth berthnasol a gasglwyd o adrannau'r Cyngor, gan gynnwys Addysg, Ysgolion a Thai, cyrff cyhoeddus eraill a sefydliadau trydydd sector eu dwyn ynghyd i geisio creu'r ffrâm sampl orau bosibl, ond dim ond 5 aelwyd bosibl a nodwyd, ac yn anffodus roedd 4 o'r rhain yn amharod i gymryd rhan yn yr arolwg. Cysylltwyd ag Urdd Siewmyn Prydain Fawr (*The Showmen's Guild of Great Britain*) ond ni dderbyniwyd unrhyw ymatebion ganddynt.

Mae'r asesiad yn seiliedig ar yr ymatebion a dderbyniwyd o holiadur a gwblhawyd gan aelodau'r cymunedau Sipsiwn a Theithwyr, sy'n amlygu a oes angen llety preswyl/tramwy arnynt ai peidio. Oherwydd nifer isel y Sipsiwn a'r Teithwyr yng Ngheredigion, gwnaed pob ymdrech i ymgysylltu â'r gymuned i'w hannog i gwblhau'r holiadur a chymryd rhan yn yr asesiad, fodd bynnag roedd yr ymateb yn gyfyngedig.

Yn 2016, daeth system gofnodi'r Cyfrif Carafanau yn system fyw ac mae canlyniadau'r cyfrifiad hwn wedi cael eu hystyried yn fanwl. Dim ond un cofnod neilltuol a nodwyd gan y Cyfrif Carafanau, sef chwe charafán ar safle ym Mhlwmp, ond nid yw'r safle'n cael ei feddiannu ar hyn o bryd.

Yn dilyn cyngor gan Lywodraeth Cymru a ofynnodd am ragor o waith ymgysylltu ynghylch a oes angen safle tramwy yn y sir, mae grŵp llywio'r Asesiad o Lety Sipsiwn a Theithwyr (ar ôl i gyfyngiadau Covid gael eu llacio) wedi cynnal nifer o ymweliadau safle a thrafodaethau gyda phartïon perthnasol. Mae'r gwaith ymgysylltu pellach hwn wedi datgelu bod gan y preswylwyr dros dro ar safle Plwmp gysylltiad hanesyddol â'r safle penodol hwn a pherchennog y tir ac ni fyddai ganddynt ddiddordeb mewn defnyddio safle tramwy pe bai un yn cael ei ddarparu.

Felly, ar sail y nifer bach iawn o holiaduron a ddychwelwyd a'r cyfweliadau/ymweliadau safle a gynhaliwyd ynghyd â'r trafodaethau gyda Llywodraeth Cymru, daw'r asesiad i'r casgliad nad

oes angen safle preswyl parhaol ar gyfer Sipsiwn a Theithwyr yn y sir, ac ar ôl gwaith ymgysylltu pellach gyda pherchennog y tir a phreswylwyr y safle ym Mhlwmp, nid oes angen safle tramwy. Fodd bynnag, mae angen gwneud gwaith pellach gyda pherchennog y tir a'r preswylwyr i drefnu'n ffurfiol ar gyfer 'safle a oddefir' a ganiateir o dan ganllawiau Llywodraeth Cymru yn ogystal ag ystyried gwelliannau posibl.

Ar ôl i Lywodraeth Cymru gymeradwyo Asesiad o Lety Sipsiwn a Theithwyr 2022, bydd angen Asesiad o Lety Sipsiwn a Theithwyr arall ymhen 5 mlynedd.

A gwblhawyd Asesiad Naddo. Nid yw'r Asesiad o Angen Effaith Integredig? Os na, Llety Sipsiwn a Theithwyr yn nodwch pam

gwneud penderfyniadau ar bolisiâu nac yn adolygu polisiâu sy'n bodoli eisoes, nac yn cynnig cwtogi ar neu derfynu gwasanaeth. Nid yw'r Asesiad o lety Sipsiwn a Theithwyr yn nodi'r angen am safle. Mae'r Strategaeth a Ffeirir ar gyfer y Cynllun Datblygu Lleol wedi bod yn destun Asesiad Effaith Integredig. Byddai unrhyw gynigion yn y dyfodol i ddatblygu safle ar gyfer Sipsiwn-Teithwyr yn destun Asesiad Effaith Integredig ar y pryd hwnnw. Paratowyd yr Asesiad o lety sipsiwn a theithwyr yn unol â chanllawiau Llywodraeth Cymru ar Gynnal Asesiad o Anghenion Llety Sipsiwn a Theithwyr a gyhoeddwyd yn 2015. Roedd y canllawiau hyn yn destun Asesiad Effaith ar Gydraddoldeb sydd ar gael yma: <https://gov.wales/sites/default/files/publications/2019-03/undertaking-gypsy-and-traveller-accommodation-assessments-impact-assessments.pdf>

**LLESIANT
CENEDLAETHAU'R
DYFODOL:**

**Crynodeb:
Hirdymor:
Integreiddio:
Cydweithio:
Cynnwys:**

Atal:

ARGYMHELLIAD:

Mae'r Pwyllgor yn argymhell i'r Cabinet bod Asesiad o Lety Sipsiwn a Theithwyr 2022 yn cael ei gyflwyno i Lywodraeth Cymru i gytuno arno.

Y RHESYMAU DROS YR ARGYMHELLIAD:

- Er mwyn sicrhau bod yr awdurdod yn bodloni'r gofyniad o dan Ddeddf Tai (Cymru) 2014 i baratoi Asesiad o Lety Sipsiwn a Theithwyr o leiaf pob pum mlynedd.
- Er mwyn sicrhau bod sylfaen dystiolaeth gyfredol a chynhwysfawr ar waith i lywio'r gwaith o baratoi Cynllun Datblygu Lleol newydd ar gyfer 2018-2033 pan ddaw cyfnod ffurfiol o oedi'r CDLI i ben

Enw Cyswllt:	Dr Sarah Groves-Phillips
Swydd:	Rheolwr Gwasanaeth Polisi Cynllunio
Dyddiad yr Adroddiad:	09/12/2021
Acronymau:	CDLI – Cynllun Datblygu Lleol

January 2022



Cyngor Sir
CEREDIGION
County Council

GYPSY AND TRAVELLER ACCOMMODATION ASSESSMENT

2022

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1. Summary

This report presents the results of the 2019 Gypsy and Traveller Accommodation Assessment (GTAA) undertaken by Ceredigion County Council (CCC) and relevant updates to January 2022. With the aim of establishing the need for transit, temporary or permanent pitch provision over the next five years and over the fifteen-year period of the replacement local development plan (LDP) 2018-2033.

The covid pandemic in 2020 has hampered the Local Authority's ability to engage with the GT community however where it has been possible since the easing of restrictions engagement is noted in the appendices.

Currently there are no local authority Gypsy Traveller sites and only one authorised private site in the county, nor is there any permanent provision for Showmen. Historically, it has been challenging to contact New Travellers as the Council holds no records of their location. Since June 2016, ethnicity has been included in the housing register application process which identified four members of the Gypsy Traveller community, three of whom are not currently living in Ceredigion and one who lives in bricks and mortar accommodation. There are two further members of the Gypsy Traveller community who have been housed in bricks and mortar accommodation for a number of years prior to the ability to identify ethnicity through the housing register application process.

As expected, it has proved extremely difficult to locate the target population for this assessment. Data from the 2011 Census and relevant information gathered from Council departments including Education, Schools, Planning and Housing, other public bodies and third sector organisations were pooled to try to create the best possible sample frame, but only 5 potential households were identified and unfortunately 4 of these were unwilling to take part in the survey. The Showmen's Guild of Great Britain were contacted but no responses were received from them.

One individual did respond stating that they weren't satisfied with their current accommodation. However, prior to finalising the assessment, the individual moved out of County.

From the very small number of questionnaires returned and interviews/site visits carried out, particularly those following the Covid 19 pandemic it would appear that there is no need for a permanent or transit site within the County.

2. Introduction

Gypsies and Travellers are one of the most disadvantaged groups in Welsh society, suffering from social exclusion and racism, educational disadvantage and shorter life expectancy than the settled community. The health impact of their living conditions is explored in a report by the Traveller Movement, commissioned by the National Inclusion Health Board, which was published on 8 January 2016¹. The report found that:

- two-thirds of Gypsies and Travellers reported poor, bad, or very bad health
- the living conditions of Gypsies and Travellers significantly contribute to their physical and mental health
- the poor health of Gypsies and Travellers is made worse by their living environment, accommodation insecurity and community discrimination
- A closer partnership working across health and other interests to address these issues is needed.

Welsh Government is trying to improve the relationship between Gypsies and Travellers and the settled community and promote better understanding between communities. Rather than

“ living in agitation at the presence of the other, [the settled and Gypsy Traveller (GT) community] can live as cohesive communities, accepting differences, but not allowing these differences to define the nature of interaction between groups.”²

The Gypsy Traveller Accommodation Assessment (GTAA) is an integral part of this vision.

¹ 'Impact of insecure accommodation and the living environment on Gypsies' and Travellers' health' available at <https://www.gov.uk/government/publications/gypsy-and-traveller-health-accommodation-and-living-environment>

² 'Travelling to a better future', available at <http://www.romaniarts.co.uk/wp-content/uploads/2012/06/110928gypsytravelleren.pdf>

3. Regulatory framework

Legislation and guidance

The Welsh Government's (WGs) 'Enabling Gypsies, Roma and Travellers (June 2018) replaces 'Travelling to a Better Future: a Gypsy and Traveller Framework for Action and Delivery Plan' (2014) and sets Wales' vision for the inclusion of these communities in Welsh society. The Framework seeks to ensure the needs of Gypsies and Travellers are assessed, planned for and implemented more strategically and their access to services improved. It includes a commitment from the Welsh Government to work with Local Authorities to seek to facilitate the Gypsy Traveller way of life and therefore improve access to services for Gypsy and Traveller households, and where a need is identified, to deliver new Gypsy and Traveller sites which sits alongside the WG's Sites Capital Grant programme.

The assessment of Gypsy and Traveller accommodation needs, and the duty to make provision for sites where the assessment identifies need, became statutory requirements under Section 101 of the Housing (Wales) Act 2014. The Gypsy Traveller Accommodation Assessment (GTAA) must be carried out at least every five years and in this context Welsh Government published 'Undertaking Gypsy and Traveller Accommodation Assessments Guidance'³ to assist Local Authorities in producing a robust assessment of Gypsy and Traveller accommodation needs in their area.

The Housing (Wales) Act 2014 consolidated the definition of 'Gypsies and Travellers' with the Mobile Homes (Wales) Act 2013 as:

- (a) Persons of a nomadic habit of life, whatever their race or origin, including:
 - (i) Persons who, on grounds only of their own or their family's or dependant's educational or health needs or old age, have ceased to travel temporarily or permanently, and
 - (ii) Members of an organised group of travelling show people or circus people (whether or not travelling together as such); and
- (b) All other persons with a cultural tradition of nomadism or of living in a mobile home⁴.

This means that all such individuals should be considered as having 'Gypsy Status' in planning terms. There is a full summary of definitions in Table in [Annex 1](#).

Section 56 of the Mobile Homes (Wales) Act 2013 provides additional safeguards for those living on and running Local Authority Gypsy and Traveller sites as well as an outline of the mechanisms through which a Local Authority can comply with the new

³ Available at <https://gov.wales/sites/default/files/publications/2019-03/undertaking-gypsy-and-traveller-accommodation-assessments.pdf>

⁴ "mobile home" ("*cartref symudol*") has the meaning given by section 60 of the Mobile Homes (Wales) Act 2013.

requirement under the Housing (Wales) Act 2014 to meet any identified need. These mechanisms are summarised below.

- 1) Providing Local Authority Gypsy and Traveller sites.
- 2) Supporting households to develop viable private sites
- 3) Supporting households to develop viable community-led approaches such as Community Land Trusts.

The option of providing a Local Authority Gypsy and Traveller site offers the Council opportunities to control the allocation of pitches, in accordance with the Mobile Homes (Wales) Act 2013 and housing allocation policies. Welsh Government also provide a Sites Capital Grant which will be available to local authorities for the purpose of creating and developing sites of up to £1.5million per site.

When committing to the duty to make provisions for any identified accommodation need, the Local Authority must also follow the advice set out in Planning Circular WGC 016/2014 'The Use of Planning Conditions for Development Management' in respect of the Gypsy and Traveller community and Welsh Government Circular 005/2018: Planning for Gypsy, Traveller and Showpeople Sites which has replaced Circular 30/2007 'Planning for Gypsy and Traveller caravan sites', Welsh Office Circulars 78/91 'Travelling Show People' and 2/94 'Gypsy Sites and Planning'.

Welsh Government's 'Designing Gypsy and Traveller Sites' guidance provides the practical advice required to assist Local Authorities to ensure their sites are fit-for-purpose. The guidance is designed to assist Local Authorities and others in the development and improvement of Gypsy and Traveller sites in their area, and compliance with it will form part of Welsh Government's assessment of applications for Sites Capital Grant funding in relation to Gypsy and Traveller sites.

The requirements for assessing accommodation needs and identifying Gypsy Sites set out above are echoed in Para 4.2.35 of Planning Policy Wales (Edition 10, December 2018) which states: *'Local authorities are required to assess the accommodation needs of Gypsy and Traveller families and to allocate sites to meet the identified need. Where a Gypsy and Traveller Accommodation Assessment (GTAA) identifies an unmet need, a planning authority should allocate sufficient sites in their development plan to ensure that the identified pitch requirements for residential and/or transit use can be met. Planning authorities will need to demonstrate that sites are suitable for development and deliverable in the identified timescales.'*

Welsh Government issued guidance in May 2020 in relation to moving Gypsy and Travellers from unauthorised sites during the Covid 19 Pandemic which the Local Authority took into consideration. The guidance outlined the increased difficulties the Gypsy and Traveller community could face as a result of the pandemic which led to changes to the usual guidance that was in place. The Local Authority were notified that they should not evict unauthorised encampments unless there was a significant risk to the public arising from their continued occupation. If eviction was the only option it was the Local Authority's duty to find an alternative location for the Gypsy and Travellers. The welfare of the Gypsy and Traveller community was a priority too as the guidance referred to increased toilets and shower blocks being provided as

well as ensuring welfare checks were carried out within 24 hours of being notified of the encampment. The space between trailers was also an important aspect to consider during the pandemic, the guidance refers to needing a gap of 6 meters to ensure that residents could isolate.

Local Development Plan

The Ceredigion Local Development Plan 2007-2022 (LDP) was adopted in April 2013. LDP Policy LU04: 'Meeting a Range of Housing Needs' sets out the criteria to be used to determine planning applications for new Gypsy Traveller sites or extensions to existing sites. The policy recognises the need:

“to permit new gypsy and traveller sites and the accommodation of Gypsy and Traveller caravans where there is evidence of the need for permanent or temporary stay sites, subject to the availability of access and utilities infrastructure, located so as to afford access to education and health services and to ensure the safety of occupants, and constructed in accordance with the standards set out for Gypsy and Traveller sites”
(Ceredigion County Council, 2013, Volume 1, p77)

Because the Gypsy Traveller needs assessments conducted in 2011 and 2015/16 found no evidence of need for a public site in Ceredigion, nor of sufficient populations travelling through Ceredigion to justify the development of a permanent transit site, there are currently no site specific allocations in the LDP. The LDP therefore applies criteria through policy to proposals for Gypsy and Traveller sites.

In terms of the LDP, the channels through which accommodation assessments should inform the planning process are outlined in Figure 1 below.

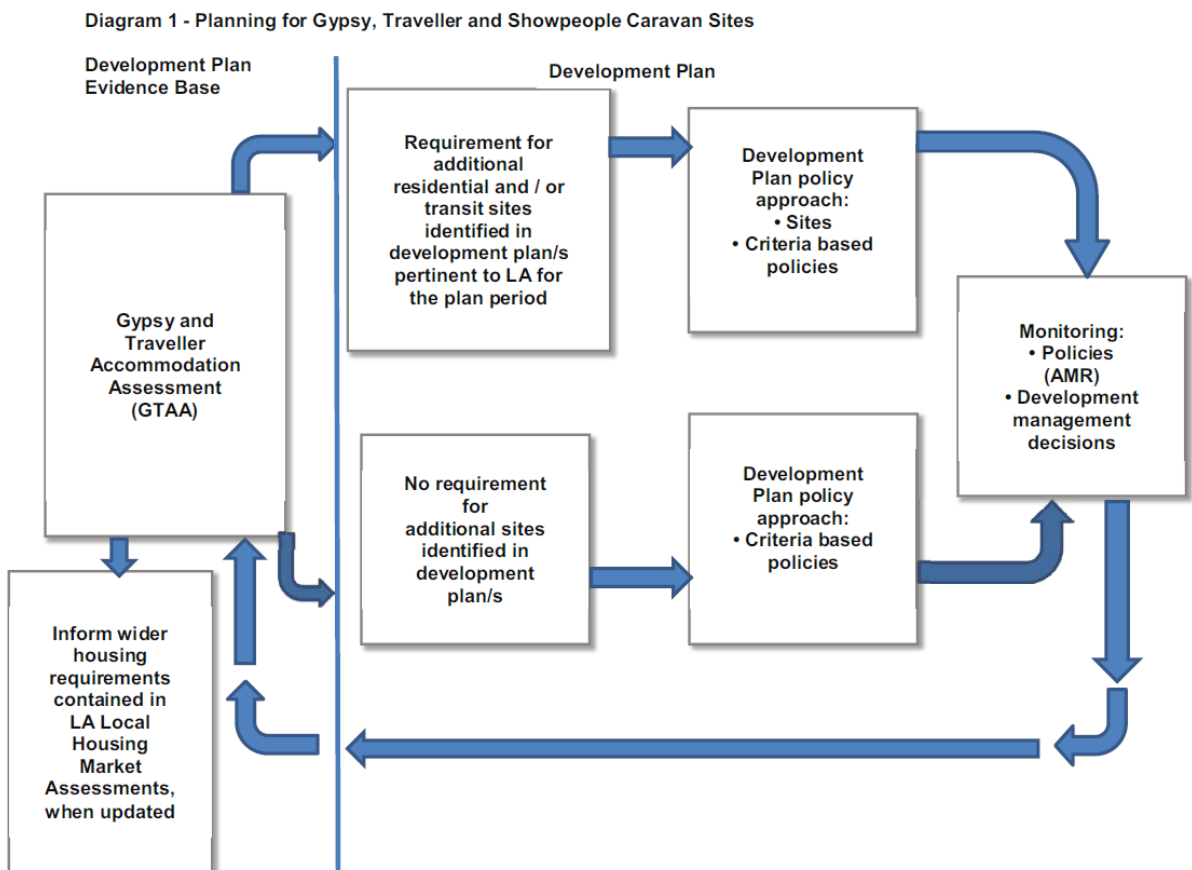


Figure 1: Planning for Gypsy Traveller and Showpeople Sites (2018 WG Circular)

This assessment will inform the preparation of a replacement Ceredigion LDP for the period 2018-2033. Planning Policy Wales (Edition 11, February 2021) para 4.2.35 states that; ‘...In drawing up policies planning authorities should consult providers of social housing, representatives of Gypsies and Travellers communities and landowners in areas likely to be appropriate for site provision. The consultation should be undertaken in a manner that is consistent with the planning authority’s Community Involvement Scheme.’

This assessment has not identified a potential need for a Gypsy Traveller site.

Should a need arise during the plan period, proposals will be considered for compliance with Policy LU04. The authority has reviewed LDP policy LU04 and considers it still fit for purpose.

Policy LU04:

Meeting a Range of Housing Needs

The LDP provides for a range of housing needs based on an overall assessment of those needs by:

1. Permitting new gypsy and traveller sites and the accommodation of gypsy and traveller caravans:

i. where there is evidence of the need for permanent or temporary stay sites;

- ii. subject to the availability of access and utilities infrastructure;*
- iii. located so as to afford access to education and health services and to ensure the safety of occupants; and*
- iv. constructed in accordance with the standards set out for Gypsy and Traveller sites.*

The replacement plan 2018-2033 is currently on hold in Ceredigion due in part to the impact of the Covid 19 pandemic and more recently to the interim planning guidance issued by NRW in relation to phosphates on the river Teifi SAC⁵. Effectively this guidance places an embargo on future developments across the affected area of the county 44.6% of the land of Ceredigion and on any developments, which could increase waste water, including but not limited to GT sites. At present the LDP team are focussing on developing a Nutrient Management Board and seeking solutions and mitigations for Phosphates and other nutrients county wide.

⁵ [Natural Resources Wales / Advice to planning authorities for planning applications affecting phosphorus sensitive river Special Areas of Conservation](#)

4. The current situation

The current accommodation provision in Ceredigion is as follows:

- There are no local authority sites for Gypsies, Travellers or Showmen in the county.
- There is one consented privately-owned site with space for five caravans, all of which will provide for the emerging additional needs within the family for the period through to 2033.
- There are three known Gypsy Traveller households whose accommodation needs are currently being met by bricks and mortar accommodation.
- There is one unauthorised site which when periodically visited had two static caravans and two touring caravans, but according to the caravan count has been occupied by a maximum of up to 13 caravans in prior monitoring years. The influx in caravans is mainly during the period March-October.
- There are occasional unauthorised encampments as groups of Travellers pass through Ceredigion though this is sporadic in nature and has been very limited due to the Covid 19 pandemic over the last two monitoring years.

5. Study Methodology

Given the lack of identified need in previous assessments, establishing contact with households who might agree to be interviewed in the 2019 GTAA was challenging. A series of steering group meetings took place throughout 2019 and attendees included:

Corporate Manager Housing Services, Ceredigion County Council
Housing Strategy and Monitoring Officer, Ceredigion County Council
Ceredigion County Council Councillors/Cabinet members for the following portfolios:

- Highways and Environmental Services together with Housing
- Economy and Regeneration (which includes Planning)
- Finance and Procurement Services and Public Protection Services

Engagement and Equalities Officer, Ceredigion County Council
Development Management Assistant (Compliance), Ceredigion County Council
Development Management Team Leader (Compliance), Ceredigion County Council

Environmental Health Officer responsible for the caravan count, Ceredigion County Council

Performance and Research Manager, Ceredigion County Council

Research Officer, Ceredigion County Council

Research Assistant, Ceredigion County Council

Planning Policy Officer, Ceredigion County Council

Planning Policy Manager, Ceredigion County Council

Corporate Manager Planning Services, Ceredigion County Council

Service Manager (Development Management), Ceredigion County Council

Solicitor, Ceredigion County Council

Regional Community Cohesion Co-ordinator

A representative from Hywel Dda Health Board

A representative from Travelling Ahead

A representative from the GT Community from Pembrokeshire

A representative from the Dyfed Powys Police Force

Unfortunately, no members of the local Gypsy Traveller community within Ceredigion were willing to take part in the steering group meetings. A representative from the GT Community in Pembrokeshire attended the meetings to provide insight but unfortunately wasn't aware of a contact within Ceredigion that we could approach to attend.

All parties that were involved with the engagement process of the GTAA were understanding of the Housing Acts Definition of the GT community. They were all included in the GT steering group and were involved in the preparation of the assessment, particularly around utilising planning information.

Ceredigion County Council committed to updating the study in-house, on the basis of the skills & expertise of staff having undertaken previous assessments and the existing GTAA steering group and regular dialogue across relevant stakeholders in Ceredigion. Regular contact with the neighbouring authorities was maintained,

particularly Carmarthenshire and Pembrokeshire. The Regional Community Cohesion Co-ordinator attended the steering group for Ceredigion and was able to provide an overview for Mid and West Wales.

Data sources

A desk top study was carried out to assess all secondary sources of data which might help in identifying potential contacts and, as further possibilities emerged, the scope of the study was extended.

2011 Census

Although it provides no information on New Travellers or Show People, in 2011 for the first time the ethnic group choices in the Census included the category 'White: Gypsy or Irish Traveller' and this provided the starting point for assessing the potential size of the target population in the county. In total, 74 individuals usually resident in Ceredigion identified themselves as Gypsies or Irish Travellers and Table 1 and Figure 2 below show the breakdown of this population by ward.

Since Ceredigion is a sparsely populated rural county, wards tend to cover relatively large areas and there is no obvious concentration of the target population in any one location. The largest number of individuals recorded in any ward in the county was 12, while 23 wards recorded five or fewer residents in this ethnic group and 14 of the 40 wards had none.

Table 1: Number of individuals identifying as Gypsy or Irish Traveller by Ward

2011 ward	All usual residents	White: Gypsy or Irish Traveller
W05000357 : Aberaeron	1,422	0
W05000358 : Aberporth	2,374	7
W05000359 : Aberteifi/Cardigan-Mwldan	1,784	0
W05000360 : Aberteifi/Cardigan-Rhyd-y-Fuwch	1,226	0
W05000361 : Aberteifi/Cardigan-Teifi	1,174	1
W05000362 : Aberystwyth Bronglais	2,075	1
W05000363 : Aberystwyth Canol/Central	2,471	4
W05000364 : Aberystwyth Gogledd/North	2,641	4
W05000365 : Aberystwyth Penparcau	3,122	0
W05000366 : Aberystwyth Rheidol	2,731	1
W05000367 : Beulah	1,627	0
W05000368 : Borth	2,078	0
W05000369 : Capel Dewi	1,293	0
W05000370 : Ceulanamaesmawr	1,910	1
W05000371 : Ciliau Aeron	1,974	1
W05000372 : Faenor	2,545	1
W05000373 : Lampeter	2,970	12
W05000374 : Llanarth	1,616	1
W05000375 : Llanbadarn Fawr-Padarn	1,042	1
W05000376 : Llanbadarn Fawr-Sulien	2,338	1
W05000377 : Llandyfriog	1,835	1

Tudalen 79

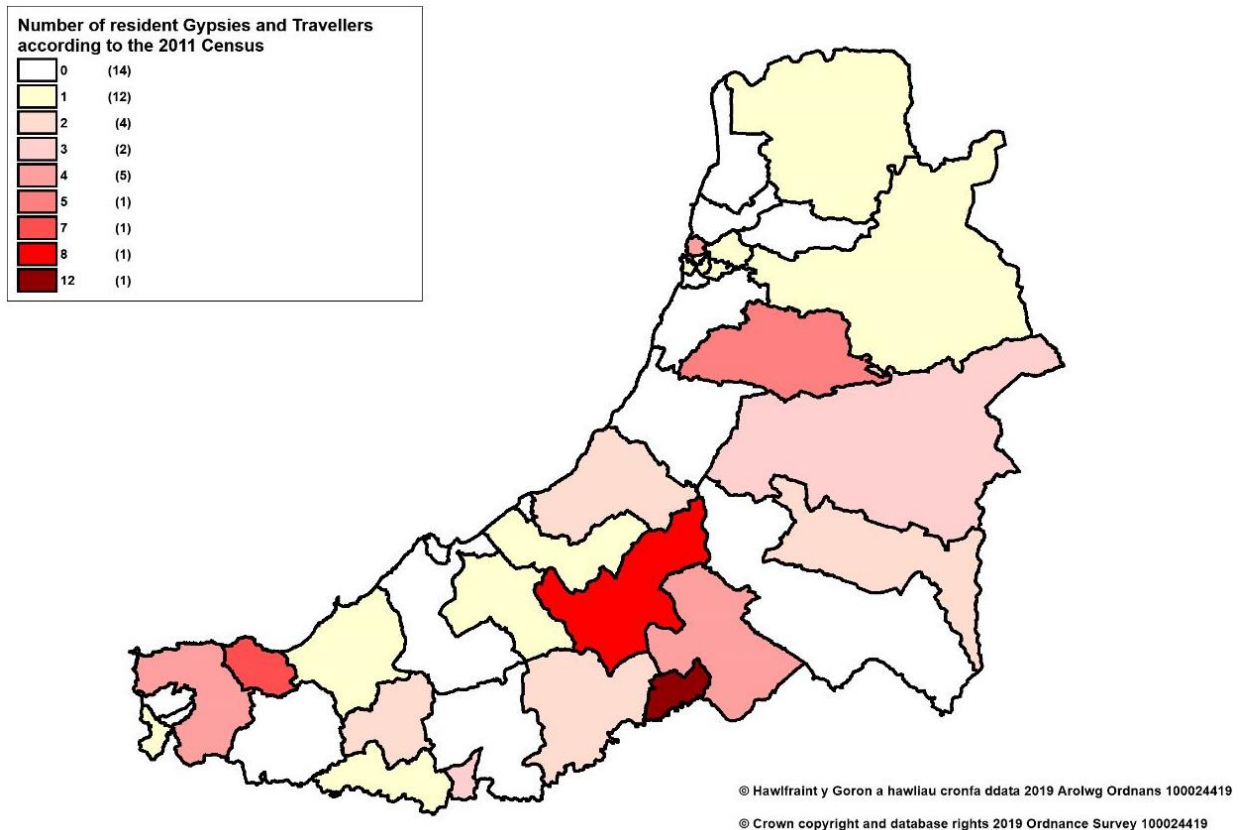
2011 ward	All usual residents	White: Gypsy or Irish Traveller
W05000378 : Llandysilio-gogo	1,979	0
W05000379 : Llandysul Town	1,439	3
W05000380 : Llanfarian	1,541	0
W05000381 : Llanfihangel Ystrad	2,037	8
W05000382 : Llangeitho	1,459	0
W05000383 : Llanybi	1,484	4
W05000384 : Llanrhystyd	1,562	0
W05000385 : Llansantffraed	2,386	2
W05000386 : Llanwenog	1,854	2
W05000387 : Lledrod	2,209	3
W05000388 : Melindwr	2,020	1
W05000389 : New Quay	1,082	0
W05000391 : Pen-parc	2,308	4
W05000390 : Penbryn	2,045	1
W05000392 : Tiryrynach	1,901	0
W05000393 : Trefeurig	1,771	0
W05000394 : Tregaron	1,213	2
W05000395 : Troedraur	1,310	2
W05000396 : Ystwyth	2,074	5

NB: In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

Source: ONS 2011 Census

These 74 individuals are recorded in 29 households, of which 21 were living in houses or bungalows, 5 in flats, maisonettes or apartments and only three in caravans or other mobile or temporary structures. However, it is widely recognised for a variety of reasons that the Census figures underestimate the total population.

It is important to note that most of the Gypsy and Irish Traveller population were not living in caravans. In the county as a whole the 2011 Census records 389 households living in a caravan or other mobile home. Although it may be tempting to equate living in a caravan with having a nomadic way of life or a cultural tradition of nomadism, the evidence from the Census does not bear this out. In Ceredigion it is quite commonplace to live in a caravan on site whilst building a home and there are also a number of caravan sites where there are permanent residents who do not declare themselves to be members of the Gypsy and Irish Traveller population.



Source: ONS 2011 Census

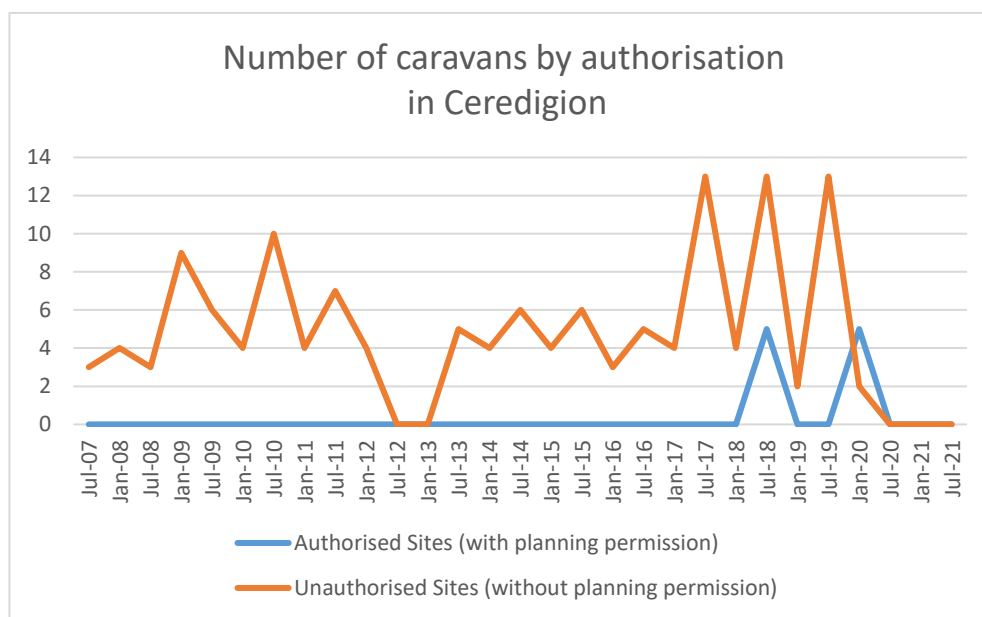
Figure 2: Distribution of Gypsy or Irish Travellers by Ward from 2011 Census

The Bi-annual Caravan Count

The bi-annual caravan count is conducted by all local authorities in Wales on a specific date in January and July of each year. The most recent return for July 2021 indicated no caravans on authorised sites or on unauthorised site. Since July 2007 a maximum of 10 unauthorised sites have been identified in any one count, which provides some indication of trends in transit need. Since 1991 no more than thirteen caravans have been recorded in any one year and in several years there were none at all.

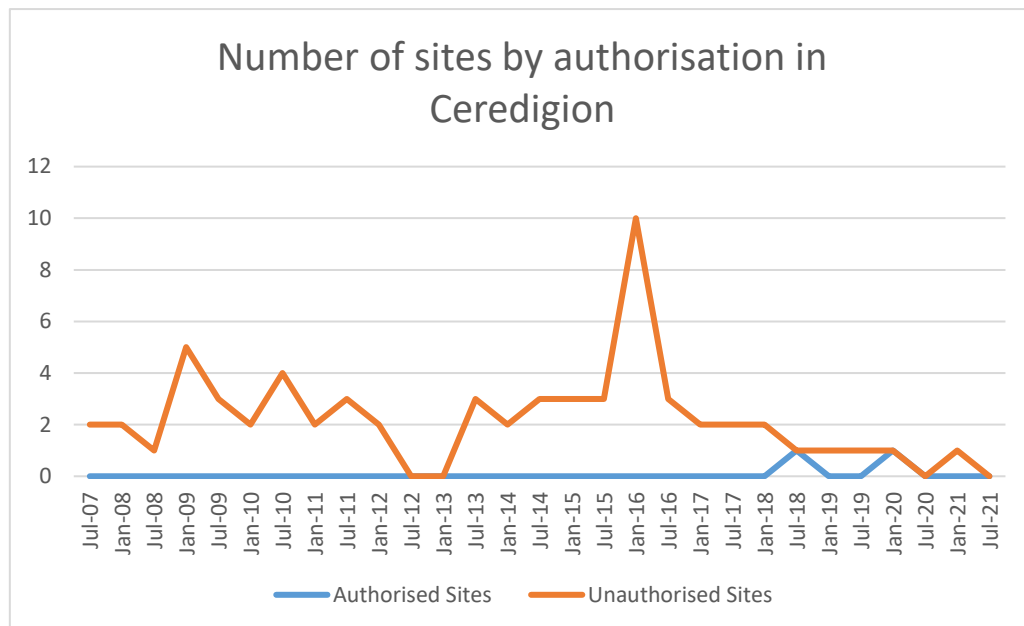
The following graph shows the number of caravans on both authorised and unauthorised sites in Ceredigion between July 2007 and July 2021. It is clear from the graph that there are no authorised sites in Ceredigion except for the one which has planning permission for 5 pitches, which was counted during the July caravan count in 2018. It's evident that there was an increase in the number of caravans on unauthorised sites between 2016 and 2017 as the number of caravans during the summer increased from 5 to 13 and has remained consistent at 13 during the following two summers. The number of caravans on unauthorised sites in Ceredigion

has previously been a similar figure back in July 2009 and July 2010 with 9 and 10 caravans counted respectively. Although, since January 2020 there was a sudden decrease in the number of caravans on unauthorised sites, it decreased to 2 and then was 0 for the following 3 counts. The difference between the number of caravans counted on unauthorised sites during the count in January and July highlights their seasonality in travelling patterns to Ceredigion during the summer as the numbers tend to peak in July when the Royal Welsh show is held in Builth Wells. Although, the relatively low numbers of caravans counted on unauthorised sites since 2007 highlights the fact that the number of members from the Gypsy Traveller community in Ceredigion is low and this corresponds with the lack of responses we have received to our attempts at engagement.



Source: Welsh Government Caravan Count (2007 – 2021)

This graph shows the number of authorised and unauthorised Gypsy and Traveller sites in Ceredigion between July 2007 and July 2021. The one authorised site which was recorded in the count during July 2018 corresponds with the 5 caravans parked in the pitches at the private site with planning permission. Whilst assessing the change in the number of unauthorised encampments, this graph highlights the fact that the 13 caravans on the unauthorised sites shown in the above graph are all located on one site due to the fact that only one unauthorised site was documented during the July 2018 and July 2019 count. The number of sites in Ceredigion has been consistently low since 2017 but has decreased further to only 0 site since July 2021.



Source: Welsh Government Caravan Count (2007 – 2021)

However, since the caravan count records only those encampments of which the authority is aware and is limited to two days per year, it cannot be considered to provide an accurate assessment of accommodation need nor of travelling patterns. Since it records caravans rather than households it cannot identify any cases of overcrowding. Nor does it normally require engagement with the occupants and therefore some encampments may not actually involve the Gypsy Traveller community at all.

Live Caravan Count System

Since the last assessment in 2015 the online live caravan system has been developed and has provided better means of monitoring patterns of Gypsy and Traveller migrations as encampments are recorded in real time rather than at fixed points in the year. Monitoring the encampments also provides the Council with a more comprehensive picture of when, how and by whom transit routes are used (annex 5).

Whilst assessing the live caravan count numerous entries were recorded in Llangybi Common. These entries correspond with two individuals who lived in unauthorised encampments on the Common for many years. They moved into social housing in April 2016 and the entry was consequently closed on the system in 2017. Llangybi layby is also entered in the system, this layby was often occupied by one of the caravan owners who was recorded as staying on the common. They would occasionally travel up to Aberystwyth so would sometimes decide to camp in the layby rather than return to the common.

Corner Wood was entered as a record into the system numerous times. It was noted as an unauthorised encampment but after further investigation it was understood that the occupants do not claim Gypsy or Traveller status, therefore this encampment was discounted from the assessment. There is a long history of enforcement on the site which is still ongoing after a request for planning permission on the site was refused.

A group of travellers were recorded in Cardigan, Quay Street Car Park on the 15/06/2017 which had 8 caravans and 5 vans. They were waiting for another group to arrive from Anglesey and later moved onto Llandysul Business Park. The entry referring to Llandysul states that the number of caravans recorded were 16, it's therefore likely that the group mentioned above had been joined by the individuals from Anglesey when they moved to Llandysul. They were only on the site from the 13/07/2017 to 20/07/2017 and were only travelling through which highlights transit patterns rather than a need for an authorised site in Ceredigion.

There were three separate entries which highlight the fact that there may be a need of a transit site in Ceredigion rather than a permanent residential site.

- 11 caravans were recorded on Parc Teifi land on the 21/07/2017, although the record was closed on the 3rd August 2017 so it's likely that they were just passing through and are not in need of an authorised site. The industrial estate they were staying on is Welsh Government land.
- 11 caravans were recorded on Penweddig Playing fields on the 25th July 2018 but was vacated within a week following a court hearing on August 1st. The occupants of the caravans were likely to just be passing through as it was around the time of the Royal Welsh Show so could be heading to Builth Wells.
- It was noted that 6 caravans were recorded at Lampeter Rookery Car Park for 4 days on the 3rd September 2018. As the caravans were on site for such a short amount of time it would suggest that they were only passing through Lampeter as they travelled on to another location.

The only active unauthorised encampment on the live system is located in Plwmp. 13 caravans were counted on site in July 2018 but they had left by October 2018. Since 2018 it is only encampments on the Plwmp site which has been recorded on the live caravan count. 8 caravans were recorded on the site in 2019, the number then fell to 0 in 2020 until July 2021 – this could be due to the Covid-19 pandemic. By August 2021 6 caravans were recorded on the site although they have since left as 2 tourers were present when the Housing Officer visited in October 2021 but no one was on site. The reason provided for them being in the area is to attend cultural events and therefore the fact that they are here for a few months highlights the potential need for a transit site for people who do attend events to be able to stop for a period of time. Although, it is clear that they are there for an extended number of months as another record in March 2019 states that 8 caravans were on site, this could mean that a transit site would not be considered appropriate as they are on site for longer than 3 months. Although, it is believed that various members of the family come and go and therefore may be on the site for less than 3 months, if an authorised transit site was developed the members on site could be monitored through a contract between the council and the residents. Further engagement with the residents of the site at the end of July 2021 indicates that they would not be interested in using a transit site as they have always come to Plwmp and would not want to stay at any other location. Discussions have been ongoing with the temporary residents and landowner which has yielded little in regularising the site. The GT community vary and differ over the summer in essence using the site as a holiday type pitch with multiple families using the site at different times, the landowner has been in ill health and has attempted to lessen the number of visitors

but is unwilling at the present time to regularise the site through the planning system expressing a strong desire to lessen use over time.

Overall, the locations of the encampments indicates that the majority of the need for a transit site could potentially be in the south of the county. Notwithstanding the views of the GT community who have made it expressly clear that if a site were provided, they would choose not to use it as they visit the specific location in Plwmp in a historical context and are not seeking a formal arrangement for an alternative site with the Local Authority.

Findings of the 2015/16 Gypsy and Traveller Accommodation Needs Study

Following the introduction of the Housing (Wales) Act 2014 statutory requirement to produce a Gypsy and Traveller Accommodation Assessment, and assessment was commissioned in 2015 and delivered in 2016. No evidence of need for a permanent or transit site to be provided by the local authority was established by the study. Indeed, the study found that Gypsies and Travellers living in the area had often moved to Ceredigion to have more freedom and therefore would not wish to live on a public site alongside other families. Also, while unauthorised encampments do arise in the county, particularly around the time of the Royal Welsh Show, there was no clear evidence of sufficient need to justify the development of a permanent transit site.

The study did identify a need in the immediate five year period for two private sites, each capable of accommodating one family. One private site with space for five pitches had been granted planning permission at the end of 2010 for a Gypsy Traveller family but restrictive personal and temporary conditions had been imposed. These conditions were rescinded through the appeals process in 2013 and the site is currently occupied by the family under standard GT conditions.

The occupants of the other site did not identify as Gypsy or Travellers and were therefore discounted from the assessment.

Housing and Homelessness

Since the previous Gypsy and Traveller accommodation assessment, progress has been made in the recording of ethnicity whilst monitoring affordable housing in Ceredigion. As a result of this we were able to contact the housing department to try and identify Gypsy and Traveller households in bricks and mortar accommodation. Unfortunately, of the four individuals which were identified in our system, 3 were currently living out of county and therefore were unlikely to have any need for accommodation within Ceredigion and one elderly individual was contacted but had previously registered a need for sheltered bricks and mortar accommodation.

One respondent who is living in a substandard private rented caravan accommodation has registered a need for bricks and mortar accommodation which is being followed up by the Housing / Homelessness Service. It was unclear whether the respondent did meet the Gypsy and Traveller definition in the housing Act. Therefore, checks were carried out to try and determine this by confirming whether there was a history of nomadism etc, and the LA were in the process of seeking a legal opinion when the individual left the county.

Unfortunately, New Age Travellers do not have a defined class in our registers thus do not show as a specific group in our records and therefore are very difficult to engage with countywide. Furthermore there is not a representative body to facilitate engagement, Travelling ahead officers haven't been able to identify any opportunities. We therefore tried to reach out to New Travellers through publicity such as advertising the assessment on social media and placing posters in public places, however this proved futile. Further analysis of the Councils planning system to identify unauthorised caravans was compounded by incomplete data and a significant amount of caravans' complaints being undefined in terms of occupied, tourism based, touring, static, temporary. permanent etc. Thus no formal mechanism exists to filter out potentially unidentified New Age travellers.

Education

There are currently no traveller education services operating in Ceredigion: no applications have been made for the relevant funding in recent years on the basis of the very small number of children from families identifying as Gypsy or Traveller in the county. As part of the GTAA,

- Letters were sent out to every school in the county requesting posting of posters in the schools or discreet information to any known families to advise of the assessment.
- Family Centres in Ceredigion were contacted in a bid to gain information about any Gypsy and Traveller families who may want to be part of the assessment but unfortunately, we received no response from them.
- A representative from GO Wales, NERS and Youth Services were contacted as they might know of Gypsy and Traveller community members within the education system, but this did not provide any new leads.

Planning and Enforcement

Development Management and Enforcement Officers were asked to provide guidance on travelling patterns and planning applications. Planning colleagues are aware of the Act and the definition through involvement in the assessment preparation and being members of the GT Steering group.

Records were looked at in a systemic way to try and determine if any particular sites need to be investigated further. Meetings were set up with the Development Management team to discuss their knowledge of Gypsy & Traveller related cases and determine whether any need could possibly be determined. As a constituent part of the steering group and following extensive investigation of the council's data systems it was determined that it wasn't feasible to review every case relating to a caravan given the sheer volume of caravan sites and associated applications and enforcement complaints in Ceredigion. However, the internal planning system was queried for a 5-year period relating to 2016 – 2021 for terms relating to Caravan and the following results returned:

1. 105 planning applications - the majority relating to siting of temporary residential caravans whilst undertaking building works, providing caravans as auxiliary accommodation to a dwelling or business-related activity relating to caravans. There were a small number of certificates relating to retention of caravans as residential accommodation (Non identifying as GT).

2. 111 enforcement queries relating to the term caravan, activity on such cases may well be ongoing, but known deficits in our enforcement resource mean cases are prioritised into high, medium and low, and only those in the high priority category are followed up.
3. 3 appeals in relation to caravans.

The Development Management Service Manager, Senior officers, and planning officers many of whom are chartered town planners and have over 50 years' experience between them were interviewed. These interviews were undertaken to ascertain in their collective experience whether they could identify any cases (planning, enforcement and appeals over the previous 5 years) that may be relevant and consider the definition of GT including that of New Age travellers as outlined in the Housing (Wales) Act 2014 to flag up potential cases, this has to date yielded no further identification of GT/ New Age community in the county.

The main outcome from the meeting with Development Management was historical information in that they were able to provide background information on the authorised private site which was granted permission in December 2010. A subsequent application for the variation of conditions was refused by the authority, but allowed on Appeal in March 2013.

An enforcement notice was served in 2001 on the unauthorised development which had 8 caravans on site in the summer in Plwmp, however no further action has been pursued. The Council is not seeking to pursue further action until the apparent needs arising from the site have been addressed, in many ways it may be prudent to pursue a 'tolerated site' approach.

Other Agencies

Travelling Ahead is a Welsh project with the overall aim of working alongside Gypsy, Roma and Traveller communities to ensure that they have the opportunity to express their needs, as well as providing them with advice on their rights. Since their remit includes the Gypsy Traveller community in Ceredigion, researchers contacted them directly. However, although project staff were able to act as intermediaries to facilitate site visits, they were unable to provide any additional contacts with the Gypsy Traveller community within the county. The Travelling Ahead staff visited two households alongside the Research Assistant with the aim of completing the questionnaires, although one visit was unsuccessful as the Travellers weren't on the site at the time.

The Showmen's Guild of Great Britain was contacted to establish a formal line of communication with this group, but with no response and therefore no new leads.

Conducting the assessment

The assessment was conducted in accordance with Welsh Government guidance as outlined above.

The caravan count offered an obvious starting point for the survey and our aim was to conduct as many interviews as possible at the same time as the July 2019 count. During the July count only one unauthorised encampment was identified in

Ceredigion and unfortunately the women on the site were unwilling to speak to the Environmental Health Officer responsible for doing the caravan count therefore no questionnaires were completed. The Research Assistant then attempted to visit the site again alongside representatives from Traveling Ahead but the site was empty during that visit. Initially the interview period was expected to last from July to October 2019 but this was extended twice until the end of November 2019 because of the very poor response levels. Following advice from WG further engagement was sought, however due to the Covid 19 pandemic this was hampered by the restrictions in place. Since restrictions have eased 2021 site engagement has been more fruitful and details of the visits and conversations are included in Annex 2 and 3.

Assessment Publicity

Publicity for the assessment was crucial. The lack of previous positive engagement between the Local Authority and community members was clearly a particular problem.

Bilingual posters and flyers (see annex 4) were produced which provided an outline of the purpose of the assessment, a contact telephone number, a contact e-mail address specific to the project and a QR code link to the Council's website which highlighted the aim of the assessment. These materials were distributed to all GP surgeries, schools and Council offices in Ceredigion with a request to display the information and to pass on to the project team the contact details of any individuals who requested further information or were interested in participating.

A bilingual webpage was created on the Ceredigion website, as shown in Figure 3 below. The main aim of the webpage was to provide further information about the assessment to potential respondents. A link to the previous Gypsy Traveller Accommodation Assessment conducted in 2015 was also included on the webpage. The CCC bilingual Twitter feed and Facebook pages also carried information about the assessment. Posters were also sent to a representative at the Romani Cultural & Arts Company for their inclusion on their social media.

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County Council

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Resident / Housing / Gypsy and Traveller Accommodation Assessment (GTAA) 2019

Gypsy and Traveller Accommodation Assessment (GTAA) 2019

Your Future, Your Say
To speak with the Council, please telephone 01545 570881
E-mail: gt@ceredigion.gov.uk
or visit one of the Council offices

Part 3 of the Housing (Wales) Act 2014 requires local authorities in Wales to undertake a Gypsy and Traveller accommodation assessment and, where an unmet need is identified, to make provision for residential site pitches. We therefore need to talk to the Gypsy, Traveller and Travelling Showpeople communities to find out whether your family needs a residential pitch, house or transit site.

The definition of the target community as it appears in Section 108 of the Housing (Wales) Act 2014 is:

Persons of a nomadic habit of life, whatever their race or origin, including:

- persons who, on grounds only of their own or their family's or dependant's educational or health needs or old age, have ceased to travel temporarily or permanently, and
- members of an organized group of travelling show people or circus people (whether or not travelling together as such); and
- all other persons with a cultural tradition of nomadism or of living in a mobile home.

The assessment is meant to be carried out every 5 years but Ceredigion Council are conducting ours earlier in relation to the development of the Local Development Plan (LDP).

We are hoping to talk to as many families and individuals as possible before the 12th November 2019 in order to produce a robust evaluation of need in Ceredigion. Information collected during the survey will be used to determine how many pitches are needed within the county, both now and in the future. Any personal data gathered will be held under our privacy notice which is available on our website: [Privacy Notice](#).

The GTAA will be carried out in accordance with statutory guidance issued by Welsh Government available at: [Gypsy and traveller accommodation assessments: guidance](#).

If you have any further questions about the assessment, or if you would like to take part in the survey, please email gt@ceredigion.gov.uk or telephone 01545 570881.

Gypsy and Traveller Accommodation Assessment 2015-16

Ceredigion County Council undertook a Gypsy and Traveller Accommodation Assessment (GTAA) in 2015-16 with the aim of establishing the need for transit, temporary or permanent pitch provision over the next five years and over the fifteen year period of the local development plan (LDP) 2007-2022. The report can be found [here](#).

[Gypsy and Traveller Accommodation Assessment 2015-16](#)

Contact

[Our Online Contact Form](#)

[Online Form](#)

[Full contact details Community Wellbeing Team](#)

You are in

- ▲ Housing
- ▶ Empty Properties
- ▶ Financial Assistance
- ▶ Homelessness
- ▶ Homeowner Zone

Figure 3: Ceredigion County Council GTAA web page

Dyfed Powys Police, Hywel Dda, Ceredigion Council Youth Officers and Ceredigion NERS officers were contacted to enquire if they knew of any Gypsy and Travellers who may be in need in Ceredigion but they did not provide any new leads.

Assessment Approach

The preference was to undertake face to face interviews, however where these or telephone interviews were declined questionnaires were sent by post and email which resulted in two responses. The methods of engagement and the responses received can be found in the interview log (annex 2).

A member of the Gypsy Traveller community who has been re housed in bricks and mortar since the last assessment was happy to take part in an interview and a questionnaire was filled in on their behalf by the Research Assistant as the interview was being conducted. Members of Travelling Ahead were also present as they were

known to the contact and therefore provided reassurance to the interviewee. The outcome of this questionnaire response was that their accommodation needs are being met through bricks and mortar. Unfortunately Travelling Ahead had very few contacts within Ceredigion although working with them did help to broker trust and maximise respondent engagement.

A completed questionnaire was returned to us from an individual currently living in a privately rented caravan. A site visit and a telephone interview was offered but the interviewee wanted to fill in the questionnaire himself.

If the conversation around the questionnaire strayed onto other topics, respondents were encouraged to explore any themes that might enhance CCC's comprehension of their needs. In particular, officers probed for more information on transit patterns to gauge where and when need might arise and why the interviewee considered that there was an unmet need.

Effort was made to follow up with the contact that now lives on a private site with planning permission but we received no response which leads to us assuming that they are currently happy with their accommodation needs and do not require an authorised site.

Names and addresses were recorded so that those that wished to be kept up-to-date could be contacted but all responses are confidential and have been anonymised in this report.

Constraints to respondent engagement

The primary obstacle to be overcome was making initial contact with the target population. Thereafter, the intention was to use snowballing techniques to widen the reach of the survey. However, several major constraints were recognised at the outset:

- The difficulty involved in identifying Gypsies and Travellers living in bricks and mortar
- Relatively low literacy rates within the Gypsy and Traveller communities
- The poor history of engagement between Ceredigion County Council and the Gypsy and Traveller community
- No recent engagement with New Travellers
- Limited representatives for the Gypsy Traveller community operating in Ceredigion

6. Survey Findings

Despite considerable efforts, we only received formal responses from two households, but did engage with a third household following easing of covid restrictions in 2020. A deliberate attempt to avoid making the information about such a small number of people disclosive has been made. There is no doubt anyone with a strong desire to do so could identify individuals from the information currently provided in this document and we believe this is inappropriate. It is not our intention to provide any more than the minimum of information which might be used for this purpose.

Table 2 below shows the number of responses by type of accommodation.

Table 2: Number of respondents by dwelling type

Type of accommodation	Households contacted	Completed questionnaires
Council residential site	0	0
Council transit site	0	0
Private site:		
– with planning permission	1	0
– without planning permission	0	1
- subject to appeal	0	0
Residential Caravan Park	0	0
Unauthorised encampment	1	0
Bricks and mortar	3	1
- socially rented	3	1
- privately rented	0	0
- tenure unknown	0	0
- owner-occupied	0	0
No fixed abode – currently travelling	0	0
Homeless Hostel	0	0
Total	5	2

The ethnicity of respondents is shown in Table 3 and the age profile is shown in Table 4 below.

Table 3: Ethnic breakdown of respondents

Ethnicity	No. of individuals
'Romani'/ 'Romani Gypsy'/ 'Romani Traveller'/ 'Welsh Romani'/ 'British Romani'	1
'Irish Traveller'	0
'New Traveller'	0
'English Traveller'	0
Gypsy Traveller	0
'Traveller'/ 'Welsh Traveller'/ Old Traveller	0
'Showperson' / 'Welsh British Showperson'	0
'Roma Gypsy'	0
'Gypsy'/ 'Welsh Gypsy'/ Welsh British Gypsy	0
White British/ White Welsh British	1
'Other'/ Non response	0
Non Gypsy Traveller	0
Total	2

Table 4: Age profile of respondents

Age	Frequency
0 < 10	0
10 < 20	0
20 < 30	0
30 < 40	1
40 < 50	0
50 < 60	0
60+	1
No response	0
Total	2

Given the poor response rate, it is not possible to infer robust or meaningful conclusions regarding the demographic profile of the Gypsy and Traveller community in the county.

Table 5: Number of households satisfied with accommodation

Type of accommodation	No. of households satisfied with accommodation	No. of households dissatisfied with accommodation	Percentage of households satisfied w. accommodation
Local Authority residential site	-	-	-
Council transit site	-	-	-
Private site			
- with planning permission	-	-	-
- without planning permission	-	-	-
- subject to appeal	-	-	-
Unauthorised encampment	0	1	0%
'Bricks and mortar'	1	0	100%
- socially rented	1	0	100%
- privately rented	-	-	-
- owner-occupied	-	-	-
Homeless hostel	-	-	-
No fixed abode – currently travelling	-	-	-
Total	1	1	50%

It is evident from the table that most of the known Gypsy Traveller community in Ceredigion is satisfied with their current accommodation.

The only exception was the individual who came forward stating that the caravan he currently resides in is inadequate, although he has since left the county and we are therefore assuming that his need has been met elsewhere.

Needs calculations

The calculation of the overall residential need takes into account the number of households who are likely to be seeking pitches, and the expected number of pitches likely to become available. The calculation is composed of the following elements:

Spaces that will become available:

- Current empty pitches
- New sites or site extensions which are likely to gain planning permission
- Migration away from the area
- Movement to bricks and mortar
- Dissolution of households

Groups of people:

- seeking permanent site accommodation in the area
- on unauthorised encampments
- on unauthorised developments for which planning permission is not expected
- on a currently overcrowded pitch
- new households expected to arrive from elsewhere
- new family formation from within existing households
- in housing but with a need for site accommodation

Residential need

The interview conducted with a member of the Gypsy Traveller community who now resides in bricks and mortar reported that she was happy with her current accommodation.

A respondent staying in a privately rented caravan identified as a New Traveller and stated that his current accommodation was unsatisfactory which highlights a need for accommodation. However following further enquiries, we were investigating whether the individual qualifies for inclusion in this assessment. To try and determine whether this individual did meet the criteria we did try and discuss his background and patterns of nomadism with him. We were in the process of discussing the matter with the legal department but prior to the assessment finalisation, we were informed that the individual has left the County and is currently living in Carmarthenshire.

Welsh Government Guidance on undertaking the GTAA advises using a growth rate derived from the survey process and sense-checked against research literature in order to calculate the necessary site provision required over the fifteen year period of the LDP. However, with only three years of the current LDP left to run and the extremely low number of responses, it is impossible to derive a robust average growth rate from the survey.

Since there are no Local Authority pitches, there is no information from which to calculate an estimated pitch turnover rate. On the basis of the survey information, the one private site in the county which is currently occupied by a single household, we do not anticipate that any of these pitches will become available in the foreseeable future. They did not respond to the survey and therefore it is not possible to know the number of new households which may form in the next five to ten years but the five pitches on the current site should be able to accommodate any such growth.

A summary of identified need is provided in Table 6 below.

Table 6: Residential need by type of pitch

Current residential supply	No. of pitches / (households)
A. Occupied Local Authority pitches	0
B. Occupied authorised private pitches	5 (1)
Total	5 (1)

Planned residential supply	No. of pitches
C. Vacant Local Authority pitches and available vacant private pitches	0
D. Pitches expected to become vacant in the near	0
E. New Local Authority and private pitches with planning permission	0
Total	0

Current residential demand	No. of pitches
F. Unauthorised encampments	0
G. Unauthorised developments	6 (3)
H. Overcrowded pitches	0
I. Conventional housing	0
J. New households to arrive	0
Total	6 (3)

Current households	Future households (at year five)	Future households (Plan period 2033)
K. 0	0	0
L. Total additional pitch need	0	0

Unmet need	Need arising	Need accommodated
M. Current residential demand	0	–
N. Future residential demand (five-year)	0	-
O. Future residential demand (Plan period to 2033)	0	-
P. Planned residential supply	0	-
Q. Unmet need (five-year)		0
R. Unmet need (Plan period 2018-2033)		0

Following consideration of the survey responses and all other data resources, No need for permanent residential site provision has been identified.

Transit Need

The caravan count indicates some transit movements occurring in the spring and summer months, in particular around Plwmp where eight caravans were present at the end of July 2019. Although since, the start of 2020 it appears that the activity at this site has decreased dramatically as the number of caravans on site were 0 up until the caravan count in July 2021. The caravans on this particular site seems to be a seasonal encampment, primarily occupied in the summer months as the number of caravans is much higher in July than in January. This encampment is associated with the annual horse sales in Carmarthen, summer holidays and with working locally. This encampment is on private land owned by a third party, is occupied without planning consent and has been subject to past enforcement action.

It would appear that transit patterns in Ceredigion tend to be associated with the Royal Welsh Show, seasonal self-employment and pastoralist traditions. Although one respondent stated that they believed that a transit site is needed in Ceredigion as they tend to stay in one place for 1-2 weeks. If they were to do so on an unauthorised encampment they would risk being asked to leave the site. Although the latest entry from the caravan count system indicated 0 caravans on the unauthorised development, up to 13 caravans have been recorded at the site in the past. In addition, there appears to be a few unauthorised encampments in the south of the County some years. Together, this could indicate a need for transit site provision. According to the designing gypsy traveller site guidance, transit site pitches should be capable of accommodating two touring caravans per pitch. It is therefore considered that a transit site for potentially up to 10 pitches would accommodate the needs of those at the unauthorised development as well as those of any other ad hoc short term unauthorised encampments in the County.

Further engagement with the residents at Plwmp occurred during the travelling season of 2021 whereby the group outlined that they had a historic connection with this landowner having visited this site to assist on the farm since the 1940's. However, they now did little in the way of farm work, considering this visit more of a summer holiday to visit old friends. It has come to the Local Authorities attention that the previous landowner has passed away and the new landowner is keen to lessen the use and length of the season. Thus, in the 2021 travelling season the site was occupied for fewer weeks by women and children only, it is clear the landowner has a strong intention to lessen its use and manage the site better and the GT community appear to be mindful of this. No complaints have been received by the LA during this travelling season. The maximum number of caravans on site during this season was 6. The housing officer carried out welfare checks on the site and tried to engage with the residents on numerous occasions. The leader of the group did engage with the housing officer and advice was provided re sightseeing locations and covid vaccinations, the GT community present stated that they would not be interested in using a transit site in Ceredigion as they had historically visited the Plwmp site.

The LA have considered a variety of options for the Plwmp site previously engaging with the prior owner as to regularising the site through planning and highways, however the previous owner was reluctant to engage with the LA. The new owner whilst not formally wanting to regularise the site through a planning application, is hoping to minimise use. Thus, now is an opportune time to work with the landowner to come to a mutually agreeable solution for all parties.

Ceredigion currently has no resident Show People and only has regular visits in July for the New Quay fair and in November for the Aberaeron, Aberystwyth and Cardigan fairs. An attempt to engage the Showmen's Guild to assess whether they had further accommodation needs received no response.

Difficulties encountered

Establishing contact with the target community continues to prove difficult.

Since we were able to contact only one household living in conventional housing, we have no more information on the views of the Gypsy Traveller community in this situation.

Another obstacle was the Covid-19 pandemic as it made engagement with the Gypsy Traveller community impossible during the travelling season of 2020 due to strict restrictions. As restrictions eased a little during 2021, the Housing Officer was able to visit the site more freely and was able to engage. Unfortunately, a representative from Travelling Ahead was not able to visit the site too as they still didn't have the authority to approach sites due to the pandemic.

7. Conclusions and Recommendations

The survey was undertaken between July 2019 and October 2021, following Welsh Government guidance and using methodology agreed by the Steering Group. The survey period was extended beyond its original planned deadline because of the disappointing response rate, and the covid 19 pandemic and every effort was made to contact members of the Gypsy Traveller community and travelling show people. However, success was very limited: no Gypsy Traveller households living in caravans completed the survey; only one community member living in bricks and mortar completed a questionnaire; members of a travelling circus and Show People at the local fairs all declined to take part in the assessment; one New Traveller was identified but later left the authority area.

Based on the evidence gathered, there is no need for permanent residential provision, however, a potential need for transit provision has been identified over the replacement LDP period which ends in 2033. However, this is provisional in the sense engagement with the GT community who visit Ceredigion during the summer has revealed a strong preference to continue using the unauthorised site and no desire to use a formal transit site. Therefore, the local authority proposes to work with the new landowner of the site on potentially developing a memorandum of understanding regarding enforcement action and work towards the site becoming a formally 'tolerated encampment' in line with the provisions as set out in the WG Guidance on managing Unauthorised Camping 2013. Whilst the landowner for their part works to lessen the use of the site as they have demonstrated they are able during this past travelling season.

The reasons for this are two-fold – firstly in understanding the historic connection the GT community have with this particular location the LA would not want to disrupt a generational gathering on private land without exceptional reasons and secondly the new landowner has not had sufficient opportunity to regularise the use as they so wish to do. Adopting such an approach during the next GTAA period would allow further monitoring of the site, engagement with the residents and outcome of discussions to be realised, if however, use increases and enforcement action becomes inevitable this will be reported in the next GTAA and a transit site solution may need to be found.

It is the intention of the LA to work with the landowner on agreeing a 'Negotiated Code of Conduct for tolerated stopping', alongside formal acceptance that enforcement proceedings will not be brought subject to the code of conduct being met. The LA will also consider options around site safety in conjunction with the highway's authority.

It may be that the current lack of sites and lack of engagement are deciding factors in the decision to travel or to live in Ceredigion, but unless a dialogue between the Council and the target community can be established, assessing need will continue to be extremely challenging.

With the help of Travelling Ahead representatives, the authority will closely monitor encampments and again explore opportunities to engage with the Gypsy Traveller

community during the next travelling season, so that a better understanding of their specific needs can be obtained. The LA will also work with organisations outside of the county namely CAT the Centre for Alternative Technology to better understand the needs of any New Age Travellers in the county for whom we as well as Travelling Ahead have also struggled to identify and engage with.

Beyond 2022

Ceredigion County Council is committed to equality and community cohesion. Going forward, the priority must be to develop mutual understanding and to improve community engagement. It would appear that the majority of the Gypsy Traveller community has integrated into the settled community but the Council will continue to monitor the situation.

The authority regularly sends representatives to the All Wales Gypsy and Traveller Accommodation Forum. The Council is actively developing its equality agenda in response to the 2010 Act and recognises Gypsy Traveller ethnicity as a protected characteristic.

The Council is supported by a Regional Community Cohesion Co-ordinator who is currently working to a regional Action Plan. Within the Regional Plan which runs until the end March 2021 there is an objective which states that they:

- Have a dedicated team and assigned officer to support Gypsy and Traveller community.
- Are actively developing a new site for Llanelli in addition to the existing one.
- Will provide cohesion support around proposed and approved Gypsy and Traveller Accommodation sites, including promoting the needs of Gypsy and Traveller communities in the site selection process.
- Will support media strategies and community engagement in relation to sites.
- Will support Elected Member training regarding their duties and planning processes in relation to sites.

Officers will work to ensure the one identified site which is used for a few weeks a year is regularly monitored and welfare checks are completed. Officers will engage with the landowner and residents where possible to work towards a mutually agreeable solution. The LA will also publish its decision making in this regard to ensure openness and transparency for the public.

Officers will work with the planning and enforcement sections to better capture data on caravans that could potentially be GT or New Age Travellers to strengthen the evidence base in the next 5-year GTAA period.

Given the introduction of The Corporate Joint Committee (General) (No.2) (Wales) Regulations 2021 coming into force and the requirement under said regulations to undertake a Strategic Development Plan, officers will work on establishing and addressing cross border GTAA needs.

Officers will continue to update the caravan count system as it provides a better means of monitoring patterns of Gypsy and Traveller migration by recording encampments in real time rather than at fixed points in the year. This will offer the opportunity for Council officers to interact more effectively with the travelling population and to build up a more comprehensive picture of when, how and by whom transit routes are used.

With a better grasp of the size and location of the target population, it will be possible for the Council to provide more effective support to the community, e.g. if literacy is a barrier to accessing services then appropriate assistance can be provided. This may make the planning process easier to navigate and facilitate the provision of private sites both now and in the future.

Working more closely with Travelling Ahead and other similar bodies may eventually open doors to the Gypsy Traveller population within the county as the tenor of Welsh Government policy on their particular needs becomes more widely known and accepted.

Annex 1: Definitions

Table 7: Summary of definitions

Gypsy and Travellers	<p>(a) Persons of a nomadic habit of life, whatever their race or origin, including:</p> <ul style="list-style-type: none"> (1) Persons who, on grounds only of their own or their family's or dependant's educational or health needs or old age, have ceased to travel temporarily or permanently, and (2) Members of an organized group of travelling show people or circus people (whether or not travelling together as such); and <p>(b) All other persons with a cultural tradition of nomadism or of living in a mobile home.</p> <p>Source: Section 108, Housing (Wales) Act 2014</p>
Residential site	<p>A permanent residential site can be privately owned or owned by the Local Authority. This site will be designated for use as a Gypsy and Traveller site indefinitely. Residents on these sites can expect to occupy their pitches for as long as they abide by the terms of their pitch agreements, under the Mobile Homes (Wales) Act 2013. Working space may also be provided on, or near, sites for activities carried out by community members.</p>
Temporary residential site	<p>These sites are residential sites which only have planning permission or a site licence for a limited period. Residents on these sites can expect to occupy their pitches for the duration of the planning permission or site licence (or as long as they abide by the terms of their pitch agreements, under the Mobile Homes (Wales) Act 2013 – whichever is sooner).</p>
Transit site	<p>Transit sites are permanent facilities designed for temporary use by occupiers. These sites must be designated as such and provide a route for Gypsies and Travellers to maintain a nomadic way of life. Individual occupiers are permitted to reside on the site for a maximum of 3 months at a time.</p> <p>Specific terms under the Mobile Homes (Wales) Act 2013 apply on these sites. Working space may also be provided on, or near, sites for activities carried out by community members.</p>
Temporary Stopping Place	<p>Also known as a 'stopping place', 'Atchin Tan', or 'green lane', amongst other names. These are intended to be short-term in nature to assist Local Authorities where a need for pitches is accepted, however, none are currently available. Pro-actively identified temporary stopping places can be used to relocate inappropriately located encampments, whilst alternative sites are progressed.</p> <p>Temporary stopping places must make provision for waste disposal, water supply and sanitation at a minimum.</p>

Residential pitch	Land on a mobile home site where occupiers are entitled to station their mobile homes indefinitely (unless stated in their pitch agreement). Typically includes an amenity block, space for a static caravan and touring caravan and parking.
Transit pitch	Land on a mobile home site where occupiers are entitled to station their mobile homes for a maximum of 3 months. Transit pitches can exist on permanent residential sites, however, this is not recommended.
Unauthorised encampment	Land occupied without the permission of the owner or without the correct land use planning permission. Encampments may be tolerated by the Local Authority, whilst alternative sites are developed.
Unauthorised development	Land occupied by the owner without the necessary land use planning permission.
Current residential supply	The number of authorised pitches which are available and occupied within the Local Authority or partnership area. This includes pitches on Local Authority or private sites.
Current residential demand	Those with a need for authorised pitches for a range of reasons, including: <ul style="list-style-type: none"> • an inability to secure an authorised pitch leading to occupation of unauthorised encampments; • an inability to secure correct planning permission for an unauthorised development; • households living in overcrowded conditions and want a pitch; • households in conventional housing demonstrating cultural aversion; • New households expected to arrive from elsewhere.
Future residential demand	The expected level of new household formation which will generate additional demand within the 5 year period of the accommodation assessment and longer LDP period.
Overall residential pitch need	The ultimate calculation of unmet accommodation need, which must be identified through the Gypsy and Traveller accommodation assessment process. This figure can be found by adding the immediate residential need to the future residential demand. The overall residential need will capture the needs across the 5 year period within which the accommodation assessment is considered to be robust.

Planned residential pitch supply	The number of authorised pitches which are vacant and available to rent on Local Authority or private sites. It also includes pitches which will be vacated in the near future by households moving to conventional housing or in other circumstances. Additional pitches which are due to open on private sites likely to achieve planning permission shortly should be included as planned residential supply.
Household	This refers to individuals from the same family who live together on a single pitch / house / encampment.
Concealed or 'doubled-up' household	This refers to households which are unable to achieve their own authorised accommodation and are instead living within authorised accommodation (houses or pitches) assigned to another household. This may include adult children who have been unable to move home or different households occupying a single pitch.
Household growth	Household growth is defined by the number of new households arising from households which are already accommodated in the area.

Extract from Mobile Homes (Wales) Act 2013

60 Meaning of “mobile home”

- (1) In this Act “mobile home” means any structure designed or adapted for human habitation which is capable of being moved from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer) and any motor vehicle designed or adapted for human habitation, but does not include—
- (a) any railway rolling stock which is for the time being on rails forming part of a railway system, or
 - (b) any tent.
- (2) A structure designed or adapted for human habitation which—
- (a) is composed of not more than 2 sections separately constructed and designed to be assembled on a site by means of bolts, clamps or other devices, and
 - (b) is, when assembled, physically capable of being moved by road from one place to another (whether by being towed, or by being transported on a motor vehicle or trailer), is not to be regarded as not being (or as not having been) a mobile home for the purposes of this Act by reason only that it cannot lawfully be moved on a highway when assembled.

- (3) For the purposes of this Act “mobile home” does not include a structure designed or adapted for human habitation which falls within subsection (2)(a) and (b) if its dimensions when assembled exceed any of the following limits, namely—
- (a) length (exclusive of any drawbar): 20 metres,
 - (b) width: 6.8 metres, and
 - (c) overall height of living accommodation (measured internally from the floor at the lowest level to the ceiling at the highest level): 3.05 metres.
- (4) The Welsh Ministers may by order substitute for any figure mentioned in subsection (3) such other figure as may be specified in the order.

Annex 2: Activity Log

Code	Type of tenure	Interview attempts			Engagement techniques used	Questionnaire completed or refusal?	Reasons for refusal?
GTA A_1	Unauthorised encampment	x	x	x	Knocked on door/Visit	refusal	Only women were present on the site when the Officer responsible for the caravan count visited and they refused to interact with him. Site was empty when the Research Assistant and Representatives from Travelling Ahead visited. Multiple attempts made by the housing officer to engage throughout 2021 but individuals on site made it clear that they wouldn't be interested in a transit site.
GTA A_2	Bricks and Mortar	x			Arranged a home visit	completed	Happy with current accommodation
GTA A_3	Private Authorised Encampment	x	x		Sent out a questionnaire, email	completed	Discussed the assessment with the individual and they showed an interest in taking part. A questionnaire was sent out alongside the offer of a site visit or completing the questionnaire over the phone. A completed

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Code	Type of tenure	Interview attempts	Engagement techniques used	Questionnaire completed or refusal?	Reasons for refusal?
					questionnaire was posted back.
GTA A_4	Private Authorised Site	x	Sent out a letter	refusal	No response but have received no further planning applications and therefore assuming there's no further need.

Annex 3: Interview Log

Date of engagement	Type of Tenure	Number of Caravans Present	Discussion
Jul-19	Unauthorised Encampment - Plwmp Site	13	Officer responsible for the caravan visited the Plwmp site - only women were present on the site and they refused to interact with him.
29.10.19	Private Authorised Encampment	5	Sent a letter to a private authorised encampment but didn't receive a response, haven't received any further planning applications and therefore assuming there's no further need.
07.11.19	Unauthorised Encampment - Plwmp Site	0	Site was empty when the Research Assistant and Representatives from Travelling Ahead visited.
07.11.19	Bricks and Mortar	0	Visited an individual who lived in bricks and mortar who we identified by using the housing register with representatives from Travelling Ahead. A questionnaire was completed and the individual was happy with their current accommodation.
14.11.19	Private Authorised Encampment	0	Discussed the assessment with an individual who made contact and identified themselves as a traveller. They showed an interest in taking part, therefore a questionnaire was sent out alongside the offer of a site visit or completing the questionnaire over the phone. A completed questionnaire was posted back.
20.01.21	Unauthorised Encampment - Plwmp Site	0	Housing Standards Officer passed the site and the site was closed and no caravans present.
17.05.21	Unauthorised Encampment - Plwmp Site	0	Housing Standards Officer visited the site and the site was still closed and no caravans present.
03.07.21	Unauthorised Encampment - Plwmp Site	0	Housing Standards Officer passed the site and the site was closed and no caravans present.
End of July	Unauthorised Encampment - Plwmp Site	0	Housing Standards Officer visited the site 5 times over the summer, the Gypsy and Traveller community arrived on site at the end of July.
3.08.21	Unauthorised Encampment - Plwmp Site	6	Visited the Plwmp site, however, only women and children were present and therefore, decided not to

			approach and return later on in the month.
12.08.21	Unauthorised Encampment - Plwmp Site	6	Visited the Plwmp site, still only women and children present. Engaged with the community to carry out a welfare check – confirmed that everyone is well and satisfied. 6 touring caravans were present on site (women and children only). There is access to two toilets, access to water, access to showers (included within the caravans), and refuse and recycling is being collected by CCC. The caravans also have electric hook-ups. A discussion was had on providing covid-19 vaccinations to the community, a follow up visit will be undertaken next week with some further information on covid-19 vaccinations and pregnancies. The community are returning to Ireland in two weeks' time.
17.08.21	Unauthorised Encampment - Plwmp Site	5	5 touring caravans on site. Visited the site to provide further information on the Covid-19 vaccines. Housing Standard Officer spoke to the NHS and it was suggested that there was little point in the community getting vaccinated here as different vaccines are used in Ireland. Details of the nearest covid-19 centre was provided as a negative covid-19 result is a requirement to return back to Ireland. As the community was concerned about the vaccine myths, details on the vaccine was provided. Contact details of the housing Standards Officer was given to the community if they wanted to engage any further. Questions were asked re: need for transit site, they stated that they were not interested as they only came historically to the Plwmp site.
07.09.21	Unauthorised Encampment - Plwmp Site	4	4 Touring Caravans present, however, no one on site. Housing Standards Officer will continue to monitor the site to see if the community have returned to Ireland.
06.10.21	Unauthorised Encampment - Plwmp Site	4	4 Touring Caravans present and one small white van (Renault Kangoo), however no one on site.

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13.10.21	Unauthorised Encampment - Plwmp Site	2	2 tourers and 1 old rusty grey ford, nobody on site.
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Annex 4: Questionnaire

SECTION A – YOUR HOME

A1 Where do you live now?

Local Authority (“Council”) residential site	
Council transit site	
Private site with planning permission	
Private site currently without planning permission	
Unauthorised encampment	
Bricks and Mortar – Socially Rented	
Bricks and Mortar – Privately Rented	
Bricks and Mortar – Owner Occupied	

A2 Are you satisfied with your current accommodation?

Yes	
No	
Prefer not to say	

If ‘no’ please explain what could be improved:

A3 Can you tell me why you live here?

Local connections (family or work)	
No alternative authorised pitch	
Can’t find a house to move into	
Health or age reasons	
Prefer houses to caravans	
Other:	

A4 How long have you lived here?

Less than 1 month	1–6 months	7 – 12 months	1 - 2 years	2-5 years	Over 5 years

A5 If you have moved within the last year, was your last home in this Local Authority?

YES / NO

Please give details below:

Type of accommodation	Did it have planning permission?	Which Local Authority was it in?	Why did you leave?

A6 How long do you think you'll stay here?

1 or 2 days	3 – 28 days	1 – 3 months	3 months – 2 years	2 – 5 years	Over 5 years	Do not intend to move	Don't know

A7 Would you stay longer if changes or improvements were made to your current accommodation?

(Note: The Local Authority may not be able to make these improvements but understanding the problems with your accommodation may help)

YES

NO

Reason	Tick
Repairs needed	
Site made bigger	
Accommodation made safer	
Planning permission granted	
Adaptations needed (please state below)	

Reason	Tick
Just passing through	
Want authorised pitch in other area	
Want to move into housing	
Relationships broken down	
Prefer living in caravan	

Other:

SECTION B – YOUR FAMILY

	Relationship to respondent (eg. Spouse, son/daughter etc)	Age	Gender	Romani / Irish Traveller / New Traveller / Showperson / Roma / Other (Self-ascribed)	Are there any reasons why you cannot continue to live in this accommodation? (give details)
Respondent					
Person 2					
Person 3					
Person 4					
Person 5					
Person 6					
Person 7					
Person 8					
Person 9					
Person 10					
Person 11					
Person 12					

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If not living in caravans proceed to B4.

B2 If living in caravans, are there enough sleeping areas for all residents?

YES / NO

B3 Is there room on the pitch for additional trailers to prevent overcrowding?

(Note: guidance suggests that there should be 6 metre gap between trailers and 3 metre gap to boundaries to be safely accommodated on pitch)

YES / NO

If yes, how many additional sleeping areas can be added?

B4 Would anyone in your family like to join the Local Authority waiting list for pitches or housing?

YES / NO

Please provide address for application pack to be posted to below:

Please state if already on a waiting list and which.

SECTION C – YOUR PLANS

C1 Are you planning to move into other accommodation?

Yes	<i>Go to C2</i>	
No	<i>Go to D1</i>	
Prefer not to say	<i>Go to D1</i>	

C2 Where are you planning to move to?

Within the Local Authority	
Another Local Authority in Wales – please state which:	
Somewhere else in the UK	

C3 Why are you planning to move?

Need more space	
Need different facilities	
Local connection (family or work)	
Need to be closer to services – schools etc (Please give details below)	
Employment opportunities	
Other (Please specify below)	

Services:

Other:

--	--

C4 What type of accommodation are you planning to move to?

1. Site	
Council / Social rented	
Private site owned by self	
Private site owned by other	

2. Bricks and Mortar	
Owner / occupied	
Rent from Council / Housing Association	
Rent from private landlord	

C5 Do you own land in the Local Authority which you would like to be considered as a possible future site?

(Note: Interviewer to explain that there is no guarantee that the site will be allocated or developed but planning officers may contact respondent to discuss their situation and offer support)

Yes	<i>Give details below</i>	
No	<i>Go to C6</i>	
Prefer not to say	<i>Go to C6</i>	

If you like the Local Authority to discuss these plans with you, provide contact details below:

		YES	NO
C6	If you are looking for an authorised pitch, would you live on a site managed by the Local Authority if offered one?		
C7	If an authorised pitch was available in another Local Authority, would you consider moving there? If ' yes', which Local Authorities?		

SECTION D - FAMILY GROWTH

D1 Is anyone in your household likely to want to move to their own home in the next 5 years?

Yes	<i>Go to D2</i>	
No	<i>Go to D4</i>	
Don't know	<i>Go to D4</i>	
Prefer not to say	<i>Go to D4</i>	

D2 Will this be in this Local Authority?

Yes	<i>Go to D3</i>	
No	<i>Go to D4</i>	
Prefer not to say	<i>Go to D4</i>	

D3 How many new households will there be and when will these be needed?

	Type of accommodation (LA site; private site; B&M housing)	No. of people	Now	Within a year	1-2 years	2-5 years
Household 1						
Household 2						
Household 3						
Household 4						

D4 Do you have family members living outside this area who camp in this Local Authority regularly?

Yes	<i>Go to D5</i>	
No	<i>Go to E1</i>	
Don't know	<i>Go to E1</i>	
Prefer not to say	<i>Go to E1</i>	

D5 If they would like to be interviewed about the need for pitches, provide their contact details and Local Authority where they currently live below:

SECTION E - TRANSIT SITES

E1 Have you camped by the roadside / on an unauthorised encampment / on a transit site in Wales while travelling in the past year?

(Prompt: this information is only to be used to understand if more transit sites are needed)

Yes	Go to E2	
No	Go to E4	
Prefer not to say	Go to E4	

E2 In which Local Authority areas have you camped?

Prefer not to say

E3 How long would you usually stay in one place whilst travelling?

1 – 2 days	3 days – 1 week	1 – 2 weeks	2 weeks – 1 month	1 – 3 months

E4 Do you think there is a need for more transit sites in Wales?

Yes	Go to E5	
No	Questionnaire ends	
Prefer not to say	Questionnaire ends	

E5 Where are they needed?

(Probe for Local Authorities and specific locations)

Prefer not to say	

Questionnaire ends.

Annex 5: Bilingual Posters

A law called the Housing (Wales) Act 2014 means that Councils must assess and make provision for the accommodation needs of Gypsies and Travellers in their area.

The Council would like to speak with all Gypsies and Travellers living in the county or travelling through it to find out whether your family requires a residential pitch or a yard.

Gypsy and Traveller Survey



Your Future, Your Say

To speak with the Council, please telephone 01545 570881



e-mail: gt@ceredigion.gov.uk



or visit one of the Council offices

We would like to speak to you before the 12th of November 2019

Mae Deddf Tai (Cymru) 2014 yn ei wneud yn ofynnol i bob awdurdod lleol asesu anghenion llety Sipsiwn a Theithwyr a darparu safleoedd priodol pan nodir bod yna anghenion llety sydd heb eu diwallu.

Mae'r Cyngor eisiau siarad gyda'r holl Sipsiwn a Theithwyr sy'n byw yn y sir neu'n teithio drwyddi er mwyn darganfod os oes angen llain breswyl neu iard ar eich teulu.

Aseiad o Lety Sipsiwn a Theithwyr



Eich Dyfodol, Eich Barn

I siarad gyda'r Cyngor, ffoniwch 01545 570881



e-bostiwch: gt@ceredigion.gov.uk



neu gallwch alw mewn i un o swyddfeydd y
Cyngor

Hoffwn siarad â chi cyn y 12^{fed} o Dachwedd 2019

Annex 6: Live Caravan Count System

 Auto-pan

Table		Map					
Name	Local Authority	Caravans	Residential	Transit	Authorised	Updated	
Plwmp 2021 (August)	Ceredigion	6	0	0	✘	16/08/2021	Actions ▾
Plwmp 2021 (July count)	Ceredigion	0	0	0	✘	13/07/2021	Actions ▾
Plwmp 2021	Ceredigion	0	0	0	✘	24/05/2021	Actions ▾
Plwmp 2019	Ceredigion	8	0	0	✘	08/12/2020	Actions ▾
Plwmp	Ceredigion	13	0	0	✘	03/12/2018	Actions ▾
Lampeter Rookerly Car Park	Ceredigion	6	0	0	✘	08/10/2018	Actions ▾
Penweddig Playing Fields	Ceredigion	11	0	0	✘	28/08/2018	Actions ▾
Coedmore Cardigan	Ceredigion	2	0	0	✘	06/10/2017	Actions ▾
Parc Teifi	Ceredigion	11	0	0	✘	26/07/2017	Actions ▾
Cardigan, Quay Street Car Park	Ceredigion	8	0	0	✘	18/07/2017	Actions ▾
Llandysul Business Park	Ceredigion	16	0	0	✘	18/07/2017	Actions ▾
Llangybi	Ceredigion	2	0	0	✘	08/02/2017	Actions ▾
Furnace	Ceredigion	1	0	0	✘	08/02/2017	Actions ▾
Croes y Llan	Ceredigion	1	0	0	✘	08/02/2017	Actions ▾
Coedmore	Ceredigion	1	0	0	✘	08/02/2017	Actions ▾
Llangybi layby	Ceredigion	1	0	0	✘	08/02/2017	Actions ▾
Llangybi common	Ceredigion	1	0	0	✘	08/02/2017	Actions ▾
Cardigan	Ceredigion	2	0	0	✘	26/09/2016	Actions ▾

Disclaimer : The Caravan Count System should not be used to track the movements of individuals or households from place to place. Using the system in this way could be a breach of the Human Rights Act 1998 or Data Protection Act 1998. The Welsh Government accepts no liability for personally identifiable information inputted on the system. Users should be aware that their data is accessible by all other Local Authorities and Police forces in Wales. Other public bodies or organisations may be added in time but this will not be done without consultation with all existing users.

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Mae'r dudalen yn wag yn fwriadol

**Cofnodion Cyfarfod o PWYLLGOR TROSOLWIG A CHRAFFU CYMUNEDAU
FFYNIANNUS**

**a gynhaliwyd yn Siambr y Cyngor, Neuadd Cyngor Ceredigion, Penmorfa, Aberaeron.
ddydd Dydd Llun, 8 Tachwedd 2021**

PRESENNOL: Cynghorydd Marc Davies (Cadeirydd), Cynghorwyr Cynghorydd Euros Davies (Is-Gadeirydd), Cynghorydd John Adams-Lewis, Cynghorydd Gareth Davies, Cynghorydd Gethin Davies, Cynghorydd Ifan Davies, Cynghorydd Meirion Davies, Cynghorydd Rhodri Davies, Cynghorydd Steve Davies, Cynghorydd Elizabeth Evans, Cynghorydd Keith Evans, Cynghorydd Gwyn James, Cynghorydd Dai Mason a/ac Cynghorydd John Roberts

HEFYD YN BRESENNOL: Y Cynghorwyr Rhodri Evans, Alun Williams, Catrin Miles, Gareth Lloyd ac Ellen ap Gwynn. (Aelodau Cabinet).

Roedd y Cynghorydd Dafydd Edwards wedi ymddiheuro am na fedrai ddod i'r cyfarfod. Serch hynny, ymunodd y Cynghorydd Edwards â'r cyfarfod yn ystod y trafodaethau.

Roedd y Cynghorwyr Ceredig Davies, Lloyd Edwards ac Elaine Evans hefyd yn bresennol.

SWYDDOGION YN BRESENNOL: Rhodri Llwyd, Swyddog Arweiniol Corfforaethol – Priffyrdd a Gwasanaethau Amgylcheddol; Steve Hallows, Rheolwr Gwasanaeth - Datblygu'r Priffyrdd; Russell Hughes Pickering, Swyddog Arweiniol Corfforaethol – Economi ac Adfywio; Lowri Edwards, Swyddog Arweiniol Corfforaethol – Gwasanaethau Democraataidd; Nia Jones, Rheolwr Corfforaethol – Gwasanaethau Democraataidd; Lisa Evans, Swyddog Safonau a Chraffu; Dwynwen Jones, Swyddog Trosolwg a Chraffu; Carwyn Williams a Llinos Williams (Cyfieithwyr).

(10.00 am - 12.49 pm)

23 Ymddiheuriadau

Ymddiheurodd y Cynghorwyr Alun Lloyd Jones a Clive Davies am na fedrent ddod i'r cyfarfod.

Ymddiheurodd y Cynghorydd Catherine Hughes (Aelod Cabinet) am na fedrai ddod i'r cyfarfod. Hefyd, ymddiheurodd y Cynghorydd Dafydd Edwards (Aelod Cabinet) am na fedrai ddod i'r cyfarfod. Fodd bynnag, daeth y Cynghorydd Edwards i'r cyfarfod yn ddiweddarach yn ystod y trafodaethau.

24 Datgelu buddiant personol (gan gynnwys datganiadau chwipio) Atgoffir aelodau am eu cyfrifoldeb personol yn datgan unrhyw fudd personol a budd sydd yn rhagfarnu yn gysylltiedig â materion a gynhwysir yn yr agenda hwn yn unol â darpariaethau Deddf Llywodraeth Leol 2000, Cyfansoddiad y Cyngor a Chod Ymddygiad Aelodau. Yn ogystal, mae'n rhaid i Aelodau ddatgan unrhyw chwip plaid gwaharddedig a roddwyd ar Aelod yng nghyswllt y cyfarfod yn ôl Mesur Llywodraeth Leol (Cymru) 2011.

Ni ddatgelodd yr un Aelod o'r Pwyllgor fuddiant personol na buddiant a oedd yn rhagfarnu (nac ychwaith unrhyw ddatganiadau chwipio).

Datgelodd y Cyngorydd Ceredig Davies, Sylwedydd, fuddiant personol a buddiant a oedd yn rhagfarnu a dywedodd wrth y Pwyllgor ei fod wedi derbyn gollyngiad gan y Pwyllgor Moeseg a Safonau i siarad yn unig.

25 Cadw elfennau o'r Gorchmynion Rheoleiddio Traffig Dros Dro mewn trefi yng Ngheredigion

Dywedodd y Cyngorydd Rhodri Evans, Aelod Cabinet, nad oedd y Cyngorydd Dafydd Edwards, Aelod Cabinet yn medru bod yn bresennol yn y cyfarfod i gyflwyno'r adroddiad ac felly byddai'r swyddogion yn gwneud hynny.

Croesawodd y Cadeirydd Russell Hughes-Pickering, Rhodri Llwyd a Steve Hallows i'r cyfarfod.

Rhoddodd Russell Hughes-Pickering grynodedb byr i'r Aelodau o'r wybodaeth a gyflwynwyd i'r Pwyllgor ar 1 Hydref 2021. Cyfeiriodd yn benodol at y camau nesaf yr oedd wedi sôn amdanynt yn y cyfarfod hwnnw a oedd yn cynnwys ymgysylltu â'r Aelodau Lleol a'r Aelodau Cabinet ym mis Hydref a chyflwyno'r adroddiad hwn i'r Pwyllgor Craffu heddiw. Dywedodd hefyd y byddai'r adroddiad hwn yn cael ei gyflwyno gerbron y Cabinet ym mis Ionawr 2022. Pe byddai'r cynigion yn cael eu cefnogi, cadarnhaodd y byddai Gorchymyn Rheoleiddio Traffig Arbrofol (ETRO) yn cael ei gyflwyno ac y byddai hyn yn cynnwys cyfnod ymgynghori o chwe mis er mwyn casglu barn y cyhoedd.

Ar ôl hynny cyflwynodd Steve Hallows y cynigion ar gyfer Gorchmynion Rheoleiddio Traffig Arbrofol fel rhan o'r broses o wneud elfennau dethol sy'n ymwneud â pharcio a llif y traffig, a roddwyd ar waith dros dro mewn ymateb i'r pandemig Covid-19, yn nodweddig parhaol. Dywedodd y Swyddog fod nifer o fesurau rheoli traffig wedi'u cyflwyno drwy gyfrwng Gorchmynion Rheoleiddio Traffig Dros Dro (TRRO) yn Aberaeron, Aberystwyth, Aberteifi a Cheinewydd, er mwyn hwyluso ymbellhau cymdeithasol yn ystod cyfyngiadau'r cyfnodau clo yn sgil y pandemig Covid-19. Mae Gorchmynion Rheoleiddio Traffig Dros Dro yn para uchafswm o 18 mis, ac mae'r rhai hynny sydd mewn grym yn dechrau dod i ben o fis Hydref 2022 ymlaen. Mae'n bosibl iddynt gael eu hystyried gyda chaniatâd priodol ond dim ond os yw'r rhesymeg sydd wrth wraidd eu creu yn dal yn berthnasol ac yn ddilys. Dywedwyd bod hyn yn annhebygol ar hyn o bryd o ystyried bod y cyfyngiadau clo cyntaf wedi'u llacio.

Dywedodd Mr Hallows fod adolygiad o'r trefniadau dros dro wedi cydnabod bod rhai o'r elfennau wedi bod o fudd ehangach i gymdeithas a bod achos dros ddechrau'r broses gyfreithiol i ystyried gwneud y rhain yn fwy parhaol, drwy wneud dau Orchymyn Rheoleiddio Traffig Arbrofol. Un er mwyn ymdrin â'r cyfyngiadau parcio a fydd yn diwygio'r Gorchymyn Parcio Traffig sy'n bodoli ar lefel sirol ac un i ymdrin â'r rheoliadau 'symud', megis llif traffig unffordd, gwaharddiadau troi i'r dde/chwith, dim mynediad ayb.

Aeth y Swyddog yn ei flaen wedyn i esbonio'r broses. Ar ôl cyhoeddi Hysbysiad o Fwriad, byddai gan aelodau'r cyhoedd gyfnod o chwe mis pan fyddai modd iddynt gyflwyno gwrthwynebiadau ffurfiol i'r broses Gorchmynion Rheoleiddio Traffig Arbrofol. Esboniodd hefyd y gall Gorchmynion Rheoleiddio Traffig Arbrofol barhau mewn grym am gyfnod o hyd at 18 mis. Ar ddiwedd y cyfnod chwe mis cychwynol ar gyfer gwrthwynebiadau, gall yr Awdurdod benderfynu dirymu Gorchmynion Rheoleiddio Traffig Arbrofol, ei ddiwygio neu ei wneud yn barhaol. Drwy ddefnyddio Gorchmynion Rheoleiddio Traffig Arbrofol fel y broses o wneud nodweddion yn barhaol a'u haddasu lle bo angen, caniateir cyfnod hwy, felly, pan ellir monitro eu heffeithiau a gall aelodau'r cyhoedd fynegi unrhyw wrthwynebiadau i gyflwyno Gorchmynion Rheoleiddio Traffig Parhaol.

Ar ôl hynny, cafodd y mesurau arfaethedig i gadw/newid eu cyflwyno i'r Aelodau fel a ganlyn:

ABERTEIFI

Yn ogystal â'r Gorchmynion Rheoleiddio Traffig Arbrofol a amlinellir uchod, cynghorir cadw'r adrannau o'r droedffordd a ledwyd yn y lleoliadau canlynol. Mae'r rhain wedi eu lleoli yn:

- Y Stryd Fawr (ger Belottis)
- Neuadd y Dref
- Pendre (ger y Siop Sglodion)
- Stryd y Priordy (Crwst)

Cynigir cynnwys y mesurau parcio canlynol yn y Gorchmynion Rheoliadau Traffig Arbrofol:

1. Cyflwyno Cilfan Lwytho newydd 12 metr o hyd, o ddydd Llun i ddydd Sadwrn, rhwng 8am a 5pm am 20 munud a dim dychwelyd o fewn 20 munud ar Y Stryd Fawr gyferbyn â'r safle bws (a fydd yn cael ei adfer) i'r de o Neuadd y Sir. Bydd hon yn lle'r Gilfan Lwytho dros dro a gyflwynwyd yn lleoliad y safle bws. Bydd y Gilfan Lwytho newydd yn lle rhan o'r gilfan aros am amser cyfyngedig a oedd ar ochr arall y ffordd cyn cyflwyno'r parth diogel.
2. Cyflwyno man parcio newydd i Ddeiliaid Bathodyn Anabl yn unig, rhwng 8am a 6pm, 3 awr a dim dychwelyd o fewn 3 awr wrth ochr y Gilfan lwytho uchod yn 1 er mwyn meddiannu gweddill y gilfan lle'r oedd aros cyfyngedig.
3. Cyflwyno gwaharddiad newydd rhag Aros ar Unrhyw Adeg ar y Stryd Fawr o ben gogleddol y safle bws i'r de o Neuadd y Sir i'r groesffordd â Lôn y Farchnad (ychydig y tu hwnt i siop delicatessen Belotti)
4. Cadw'r adran a gyflwynwyd dros dro yn yr ardal lle y gwaharddwyd Aros ar unrhyw adeg ar Stryd y Priordy, ger Crwst, lle y gosodwyd darn estynedig newydd.
5. Cadw'r adran a gyflwynwyd dros dro yn lle parcio ar gyfer Deiliaid Bathodyn Anabl yn Unig, rhwng 8am a 6pm, 3 awr a dim dychwelyd am 3 awr ger y Clinig Traed ar ochr arall Stryd y Priordy.
6. Cadw'r gwaharddiad dros dro rhag aros ar unrhyw amser ym Mhendre o Mundos/Caffi Food for Thought i'r gyffordd â Rhodfa'r Felin gerllaw Caffi

a Siop Pysgod a Sglodion Pendre.

Cynigir cynnwys y Gwaharddiadau canlynol rhag Symud yn y Gorchmynion Rheoliadau Traffig Arbrofol:

1. Cadw'r llif traffig unffordd a gyflwynwyd dros dro yn Rhes y Coleg (o'r Stryd Fawr i Res y Frenhines/Mwldan Ganol ger maes parcio Caeglas).
2. Cyflwyno gwaharddiad newydd rhag troi i'r chwith o'r [maes parcio] ym Mwldan Uchaf i mewn i Res y Coleg
3. Cyflwyno gwaharddiad rhag troi i'r dde o Fwldan Ganol i mewn i Res y Coleg.
4. Cyflwyno llif traffig unffordd newydd ym Mhwllhai o Ganolfan Hen Bethau Aberteifi (Cardigan Antiques Centre) i'r gyffordd â'r Stryd Fawr (o'r dwyrain i'r gorllewin).
5. Cyflwyno llif traffig unffordd newydd yn Lôn Siawnsri o gyfeiriad Stryd y Santes Fair i'r Stryd Fawr (o'r de i'r gogledd).

CEINEWYDD

Cynigir cynnwys y mesur parcio canlynol yn y Gorchmynion Rheoleiddio Traffig Arbrofol:

1. Cadw'r parcio ar gyfer Deiliaid Bathodyn Anabl yn unig rhwng 9am a 5pm, 3 awr a dim dychwelyd o fewn 3 awr a osodwyd dros dro ar yr ochr sy'n wynebu'r môr o Res Glanmor yn y bae gyferbyn â'r Penwig.
2. Cyflwyno Gwaharddiad newydd rhag Parcio ar unrhyw adeg ar ochr orllewinol Stryd loan ac ar bob ochr i'w chyffordd â Stryd yr Efail i ymuno â'r Gwaharddiadau presennol rhag Parcio ar unrhyw adeg.
3. Cyflwyno Gwaharddiad newydd rhag parcio ar unrhyw adeg ar Stryd loan o ddiwedd y gwaharddiad presennol rhag parcio ar unrhyw adeg ger eiddo o'r enw The Marina i ffin yr eiddo ar ochr y tir o Dŷ Glyn yng Nglan Dolau gyferbyn â'r gyffordd â Maes yr Odyn.

Cynigir cynnwys y canlynol yn y Gwaharddiad rhag Symud yn y Gorchmynion Rheoleiddio Traffig Arbrofol:

1. Cadw'r rhan o'r llif traffig unffordd ar Heol y Dŵr o'r gyffordd â Stryd yr Hen Goleg wrth deithio i'r gogledd-ddwyrain i'r gyffordd â'r Beili.
2. Cyflwyno gwaharddiad newydd rhag troi i'r dde o Res y Morwyr i mewn i Heol y Dŵr.
3. Cyflwyno gwaharddiad newydd rhag troi i'r chwith o'r Beili i mewn i Heol y Dŵr.

ABERAERON

Yn ychwanegol at y Gorchmynion Rheoleiddio Traffig Arbrofol a amlinellir isod, cynghorir cadw'r adran a ledwyd o'r droedffordd yn y lleoliadau canlynol. Mae'r rhain wedi'u lleoli ar

- Heol y Farchnad (ger Tafarn Cadwgan, Celtic, Costcutters)

Argymhellir i Lywodraeth Cymru / Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru bod y rhan o'r droedffordd sydd wedi ei lledu ger Ambassadors ar yr A487 yn cael

ei thynnu ymaith a bod y rhan hon yn dychwelyd i fod yn fan lle mae cyfyngu ar aros, a bod y rhan sydd â llinellau melyn dwbl ger y gyffordd â'r A487 a Sgwâr Alban ger y Royal Oak yn cael ei chadw.

Cynigir cynnwys y mesurau parcio canlynol yn y Gorchmynion Rheoleiddio Traffig Arbrofol:

1. Cadw hanner deheuol (tuag at gefnffordd yr A487) y parcio i Ddeiliaid Bathodyn Anabl yn unig, 2 awr a dim dychwelyd am ddwy awr a gyflwynwyd dros dro i'r gilfan ar ochr arall y ffordd i Costcutter ar Heol y Farchnad. Bydd hanner gogleddol y gilfan (tuag at yr harbwr) yn mynd yn ôl i fod yn aros cyfyngedig, o ddydd Llun i ddydd Sadwrn, rhwng 9am a 6pm, 1 awr a dim dychwelyd o fewn yr awr.
2. Cadw'r rhan lle ceir gwaharddiad rhag aros ar unrhyw adeg gyferbyn y cilfannau uchod – ar gyfer deiliaid bathodyn anabl a lle ceir cyfyngu ar aros (i) y tu allan i Costcutter i gydfynd â'r droedffordd a ledwyd (ac sydd wedi'i chadw.
3. Cadw'r rhan o'r Gwaharddiad Rhag Aros ar Unrhyw Adeg a gyflwynwyd dros dro yng Nghadwgan ar yr ochr sydd ar bwys Pwll Cam o'r gyffordd â Heol y Farchnad / Stryd y Tabernacl hyd at y gyffordd â Lôn Ganol, ac ymestyn hyn i'r gyffordd â Phen Cei ger The Hive, gan gynnwys y fynedfa at lan cei yr harbwr.
4. Cadw'r rhan lle ceir parcio i Ddeiliaid Bathodyn Anabl yn unig, 2 awr a dim dychwelyd o fewn 2 awr a gyflwynwyd dros dro ar ochr ddeheuol Stryd Buddug ger Neuadd y Sir.
5. Cyflwyno Cilfan newydd i Gerbydau Nwyddau ar gyfer Llwytho yn unig, o ddydd Llun i ddydd Sadwrn, rhwng 9am a 5pm, 30 munud a dim dychwelyd o fewn awr, 12 metr o hyd ar ochr orllewinol Sgwâr Alban ar ochr orllewinol y ffordd.
6. Cyflwyno cilfan newydd ar gyfer Deiliaid Bathodyn Anabl yn Unig, 6.6 metr o hyd ar ochr orllewinol Sgwâr Alban ar ochr orllewinol y ffordd..

Cynigir cynnwys y Gwaharddiadau rhag Symud canlynol yn y Gorchmynion Rheoleiddio Traffig Arbrofol:

1. Cadw'r llif traffig unffordd a gyflwynwyd dros dro ar ran isaf Ffordd y Gaer o'r gogledd i'r maes parcio talu ac arddangos, hyd at lan y môr, ar hyd glan y môr ac i mewn i Stryd y Tabernacl ac yna Heol y Farchnad.
2. Cyflwyno gwaharddiad newydd rhag troi i'r chwith o Heol Tudur i Stryd y Tabernacl.
3. Cyflwyno gwaharddiad newydd rhag troi i'r dde o Lan y Môr i Stryd y Tabernacl.

ABERYSTWYTH

Yn ychwanegol at y Gorchmynion Rheoleiddio Traffig Arbrofol a amlinellir isod cynghorir bod y rhannau o'r droedffordd sydd wedi eu lledu yn y lleoliadau canlynol yn cael eu cadw. Mae'r rhain wedi eu lleoli fel a ganlyn:

- Heol y Wig (ger Sports Direct a Cactws)
- Y Ffynnon Haearn (ger Evola)
- Ffordd y Môr (ger Stars a Boots)

Cynigir cynnwys y mesurau parcio canlynol yn y Gorchmynion Rheoleiddio Traffig Arbrol:

1. Cael gwared ar y parcio ar gyfer Deiliaid Bathodyn Anabl, 2 awr a dim dychwelyd o fewn 2 awr (2-3 lle) ar Stryd y Farchnad ac yn lle hynny rhoi Gwaharddiad rhag Aros ar unrhyw Adeg.
2. Cadw'r Gwaharddiad rhag Aros ar unrhyw Adeg a gyflwynwyd dros dro ar ochr orllewinol Heol y Wig rhwng y gyffordd â'r Stryd Newydd a Stryd y Brenin. (Roedd hwn wedi ei osod yn lle llinell felen sengl a oedd yn Gwahardd rhag Aros rhwng 9am a 6pm).
3. Cadw'r Gilfan i Gerbydau Nwyddau ar gyfer Llwytho yn unig, o ddydd Llun i ddydd Sadwrn, 8am i 6pm, 1 awr a dim dychwelyd o fewn 1 awr a gyflwynwyd dros dro ar ochr ddwyreiniol y Ffynnon Haearn y tu allan i salon trin gwallt Evola a siop gigydd Rattray.
4. Cadw'r Gwaharddiad rhag Aros ar Unrhyw Adeg a gyflwynwyd dros dro yn lle cilfan lwytho ac aros cyfyngedig ar ochr orllewinol y Ffynnon Haearn gyferbyn â'r Gilfan Lwytho yn ii) uchod.
5. Cadw'r parcio ar gyfer Deiliaid Bathodyn Anabl yn unig rhwng 11am a 6pm, 2 awr a dim dychwelyd o fewn 2 awr a gyflwynwyd dros dro ar ochr orllewinol y Ffynnon Haearn ger Cymdeithas Gofal ayb. ond addasu'r amser i fod rhwng 9am a 5pm, 2 awr a dim dychwelyd o fewn 2 awr..
6. Cadw'r rhan parcio ar gyfer Deiliaid Bathodyn Anabl yn unig, o ddydd Llun i ddydd Sadwrn, rhwng 9am a 5pm, 2 awr a dim dychwelyd o fewn 2 awr a gyflwynwyd dros dro ar ochr orllewinol Stryd y Popty (bydd y gilfan ar ochr ddwyreiniol Stryd y Popty yn dychwelyd i fod yn Gilfan Lwytho, o ddydd Llun i ddydd Sadwrn, rhwng 8am a 1pm, 1 awr a dim dychwelyd o fewn 1 awr; Aros Cyfyngedig, o ddydd Llun i ddydd Sadwrn rhwng 1pm a 6pm, 30 munud a dim dychwelyd o fewn 30 munud).
7. Cadw'r parcio ar gyfer Deiliaid Bathodyn Anabl yn Unig, o ddydd Llun i ddydd Sadwrn, rhwng 8am a 5pm, 2 awr dim dychwelyd o fewn dwy awr ar ochr ogleddol y Porth Bach y tu allan i Downies Vaults, Fusion King ayb.
8. Cadw'r gilfan i gerbydau nwyddau ar gyfer llwytho yn unig, o ddydd Llun i ddydd Sadwrn, 8am i 5pm, 1 awr a dim dychwelyd o fewn 1awr a gyflwynwyd dros dro ar ochr ogleddol Stryd Portland wrth y gyffordd â Ffordd y Môr, y tu allan i fynedfa fach fferyllfa Boots.
9. Cadw'r parcio ar gyfer deiliaid bathodyn anabl yn unig 9am i 5pm, 2 awr a dim dychwelyd o fewn 2 awr a gyflwynwyd dros dro ar ochr orllewinol Maes Lowri ger eglwys San Mihangel, ond newid yr amser i 9am i 5pm, 2 awr a dim dychwelyd o fewn 2 awr.
10. Cadw'r Gilfan i Gerbydau Nwyddau ar gyfer Llwytho yn unig o ddydd Llun i ddydd Sadwrn rhwng 8am a 5pm, 1 awr a dim dychwelyd o fewn 1 awr y tu allan i rifau 8 i 10 am 14.6 metr a gyflwynwyd dros dro ar ochr orllewinol Heol y Wig (ger Sports Direct)
11. Cadw'r Gilfan i Gerbydau Nwyddau ar gyfer Llwytho yn unig o ddydd Llun i ddydd Sadwrn rhwng 8am a 5pm, 1awr a dim dychwelyd o fewn 1 awr a gyflwynwyd dros dro y tu allan i siop Cactws am 12 metr ar ochr ddwyreiniol Heol y Wig.
12. Cadw'r Gilfan i Gerbydau Nwyddau ar gyfer Llwytho yn unig o ddydd Llun i ddydd Sadwrn, rhwng 8 am a 5pm, 1 awr a dim dychwelyd o fewn 1 awr a gyflwynwyd dros dro ar ochr orllewinol Ffordd y Môr ger Stars.

Cynigir cynnwys y Gwaharddiadau Symud canlynol yn y Gorchmynion Rheoleiddio Traffig Arbrol:

1. Cadw'r llif traffig unffordd a gyflwynwyd dros dro ar Heol y Wig (o'r de i'r gogledd o'r Stryd Fawr i'r Promenâd Newydd/Glan-y-Môr).
2. Cyflwyno Gwaharddiad rhag Troi i'r Chwith o'r Porth Bach i Heol y Wig, er mwyn ategu'r system unffordd yn Heol y Wig.
3. Cyflwyno Gwaharddiad newydd rhag Troi i'r Dde o Stryd y Brenin i Heol y Wig.
4. Cadw'r llif traffig unffordd a gyflwynwyd dros dro ar Ffordd y Môr o lan y môr yng Nglany-Môr i'r cyffyrdd â Stryd Portland
5. Cyflwyno Gwaharddiad newydd rhag Troi i'r Dde o fraich ddwyreiniol Stryd Portland i Ffordd y Môr.
6. Cyflwyno Gwaharddiad rhag Troi i'r Chwith o fraich orllewinol Stryd Portland i Ffordd y Môr.
7. Cyflwyno Gwaharddiad newydd rhag Troi i'r Dde o Ffordd Portland i Ffordd y Môr.
8. Cadw'r llif traffig unffordd a gyflwynwyd dros dro ar Stryd y Popty, o gyfeiriad y gyffordd â Stryd Portland tuag at y gyffordd â Rhodfa'r Gogledd/Y Stryd Fawr.
9. Cyflwyno Gwaharddiad newydd rhag Troi i'r Dde o Stryd y Baddon i Ffordd y Môr.
10. Cadw'r llif traffig unffordd a gyflwynwyd dros dro ar Stryd y Baddon.
11. Cyflwyno gwaharddiadau rhag troi (i'r chwith ac i'r dde) o'r Morfa Mawr i Stryd Baddon.

Diolchodd y Cadeirydd i Steve Hallows am gyflwyno'r wybodaeth a gwahoddodd gwestiynau gan Aelodau'r Pwyllgor. Gofynnodd yr Aelodau nifer o gwestiynau ynglŷn â'r ardaloedd a oedd o ddi-ddordeb ynddyn nhw ac atebwyd y cwestiynau hynny yn eu tro gan y Swyddogion.

Gofynnodd yr Aelodau i ystyriaeth gael ei rhoi i bobl oedrannus ac eiddil nad oes ganddynt fathodyn glas gan fod parcio yn agos i'r dref yn bwysig iawn iddynt. Wrth ymateb, cadarnhawyd bod yr astudiaeth a wnaed wedi edrych ar bob tref yn unigol.

Wrth ymateb i gwestiwn, cadarnhaodd y Swyddogion y byddai angen iddynt ymchwilio i'r oriau a ganiateir o dan y Bathodyn Glas. Roedd un o'r Aelodau wedi nodi bod yr oriau a ganiateir wedi gostwng o 3 awr i 2 awr. Roedd yr Aelod o'r farn y dylai'r 3 awr a ganiateid yn wreiddiol ddychwelyd bellach ym mhob un o'r lleoliadau dan sylw.

Wrth ymateb i gwestiwn arall, cadarnhaodd y Swyddogion fod dŵr yn cronni wedi bod yn broblem mewn rhai manau. Dywedwyd bod modd datrys y broblem hon yn weddol hawdd.

Yn dilyn ymholiad, cadarnhawyd y byddai ffioedd trwyddedu ar waith o 2022 ymlaen, ac mai'r rheswm am beidio â chodi tâl tan hynny oedd yr angen i gefnogi masnachwyr Ceredigion yn ystod cyfnod hynod o heriol ac anodd.

Mynegodd un o'r Cynghorwyr ei siom bod aelod o'r cyhoedd wedi gwneud cais i siarad ynglŷn â pharcio i'r anabl yn y cyfarfod y bore yma ond bod y cais hwnnw wedi'i wrthod.

Yn dilyn cwestiwn, cadarnhawyd bod parcio i'r cyhoedd ar gael am 30 munud ar Stryd y Popty, Aberystwyth rhwng 1pm a 6pm bob dydd. Pwysleiswyd hefyd, gan y byddai'r ymgynghoriad yn para 6 mis, y byddai pob sylw, awgrym a barn ynglŷn â'r cynigion hyn a'r

holl drefniadau eraill yn cael eu hystyried.

Yn dilyn cwestiwn ynglŷn ag Aberteifi, cadarnhawyd bod y gilfan lwytho ger y Castell wedi'i lleoli mor agos ag y bo modd er mwyn i draffig fedru mynd heibio yn hwylus. Hefyd, gofynnwyd i'r swyddogion ymchwilio i'r cais am arwyddion i rybuddio loriau bod ffordd benodol yn anaddas ar gyfer cerbydau nwyddau trwm. Gwnaed cais am weld y warden traffig ym Mhendre yn amlach.

Cytunodd Aelodau'r Pwyllgor fod angen rhoi cyhoeddusrwydd i'r hysbysiad o fwriad, a fyddai'n ymddangos yn y wasg ym mis Chwefror 2021 ac yn cynnwys gwybodaeth am y cyfnod ymgynghori 6 mis, gan sicrhau bod y cyhoedd yn ymwybodol ohono.

Cytunodd Aelodau'r Pwyllgor fod sicrhau mynediad rhwydd i bawb yn allweddol a bod angen ystyried anghenion pobl hŷn ac eiddil (y rheiny heb fathodynau glas) hefyd. Argymhellwyd y dylid sicrhau, wrth bennu ffioedd parcio, eu bod yn fforddiadwy i bawb fel y gall y trigolion barhau i siopa yn eu trefi lleol.

Wrth ymateb i gwestiwn ynglŷn â'r amserlen arfaethedig ar gyfer gweithredu'r cynigion, dywedwyd mai cynigion y swyddogion oedd y rhain ac y byddai angen i'r Cabinet eu cadarnhau.

Dywedodd un o Aelodau'r Pwyllgor ei fod wedi derbyn nifer o gwynion oddi wrth ei etholwyr a oedd yn byw y tu allan i Aberystwyth. Esboniodd nad oeddent bellach yn teimlo'n gyffyrddus yn siopa yn y dref oherwydd y ffyrdd a oedd wedi'u cau a'r systemau unffordd. Cadarnhaodd un o'r swyddogion fod y parthau diogel yn fater ar wahân ac y byddai gan y cyhoedd y cyfle i roi eu barn am y gorchmynion arbrolfol hyn. Croesawodd Aelodau'r Pwyllgor y cyfle i ymateb drwy'r ymgynghoriad.

Ar ôl hynny, rhoddodd y Cadeirydd y cyfle i'r Aelodau nad oeddent yn Aelodau o'r Pwyllgor siarad a chodwyd y pryderon canlynol:

- Bu'n hynod o anodd i'r preswylwyr barcio a dylid ystyried yr effaith ar yr unigolion hynny;
- Dylid ystyried effeithlonrwydd llif y traffig;
- Byddai adroddiad llawn ar yr effaith economaidd yn fuddiol;
- Awgrymwyd y dylid ystyried man gollwng teithwyr y tu allan i'r *Factory Shop* yn Aberteifi;
- Roedd ymestyn y palmentydd wedi arwain at fwy o lifogydd ym Mhendre, Aberteifi.

Yn dilyn trafodaeth hir, gofynnwyd i Aelodau'r Pwyllgor ystyried yr argymhelliad canlynol:

ARGYMHELLIAD:

Argymhellir bod y cynigion hyn ac unrhyw newidiadau, y tybir eu bod yn angenrheidiol, yn cael eu cymeradwyo i'w cyflwyno i'r Cabinet, er mwyn ceisio caniatâd i wneud y Gorchmynion Rheoleiddio Traffig Arbrolfol a chyhoeddi Hysbysiad i'r perwyl hwnnw yn y wasg leol a dirymu pob mesur arall sy'n gysylltiedig â Gorchmynion Traffig Dros Dro y Parthau Diogel.

Cytunodd Aelodau'r Pwyllgor i argymhell yr argymhelliad diwygiedig canlynol (y newidiadau i'w gweld yn y print bras) i'r cabinet:

Argymhellir bod y cynigion hyn ac unrhyw newidiadau, y tybir eu bod yn angenrheidiol **yn**

dilyn trafodaeth yng nghyfarfod y Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus a gynhaliwyd ar 8 Tachwedd, ac ar ôl ymgynghori â'r Aelodau Lleol yn cael eu cymeradwyo i'w cyflwyno i'r Cabinet, er mwyn ceisio caniatâd i wneud y Gorchmynion Rheoleiddio Traffig Arbrol a chyhoeddi Hysbysiad i'r perwyl hwnnw yn y wasg leol a dirymu pob mesur arall sy'n gysylltiedig â Gorchmynion Traffig Dros Dro y Parthau Diogel.

Diolchodd y Cadeirydd i'r Swyddogion, yr Aelod Cabinet a'r Aelodau eraill am eu cyfraniad i'r cyfarfod. Dymunodd Nadolig Llawen i bawb gan ddweud ei fod yn edrych ymlaen at weld pawb yn y Flwyddyn Newydd.

Cadarnhawyd yng Nghyfarfod y Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus a gynhaliwyd ar Dydd Iau, 20 Ionawr 2022

Cadeirydd: _____

Dyddiad: _____

Mae'r dudalen yn wag yn fwriadol

**Cofnodion Cyfarfod o PWYLLGOR TROSOLWIG A CHRAFFU CYMUNEDAU
FFYNIANNUS**

**a gynhaliwyd yn Siambr y Cyngor, Neuadd Cyngor Ceredigion, Penmorfa, Aberaeron.
ddydd Dydd Llun, 1 Tachwedd 2021**

PRESENNOL: Cynghorydd Marc Davies (Cadeirydd), Cynghorwyr Cynghorydd Euros Davies (Is-Gadeirydd), Cynghorydd John Adams-Lewis, Cynghorydd Clive Davies, Cynghorydd Gareth Davies, Cynghorydd Gethin Davies, Cynghorydd Ifan Davies, Cynghorydd Meirion Davies, Cynghorydd Rhodri Davies, Cynghorydd Steve Davies, Cynghorydd Gwyn James, Cynghorydd Lyndon Lloyd MBE, Cynghorydd Dai Mason a/ac Cynghorydd John Roberts

HEFYD YN BRESENNOL: Y Cynghorwyr Dafydd Edwards, Rhodri Evans, Alun Williams, Gareth Lloyd. (Aelodau Cabinet).
Y Cynghorwyr Ceredig Davies a Wyn Thomas.

SWYDDOGION YN BRESENNOL: Rhodri Llwyd, Swyddog Arweiniol Corfforaethol, Priffyrdd a Gwasanaethau Amgylcheddol; Steve Hallows, Rheolwr Gwasanaeth – Datblygu'r Priffyrdd; Bethan Lloyd Davies, Rheolwr y Rhaglen Lleihau Carbon, Ynni a Rheoli Asedau; Lyndon Griffiths, Rheolwr Corfforaethol – Gwasanaethau Eiddo, Economi ac Adfywio; Cari Barker, Rheolwr Gwaith Trin Carthffosiaeth; Andrew Ginn, Rheolwr Gweithrediadau; Phil Jones, Rheolwr Corfforaethol; Gari Jones, Peiriannydd, Teithio Llesol a Diogel; Chris Wilson, Rheolwr y Strategaeth Drafnidiaeth a Diogelwch; Allan Bailey, Rheolwr Rhaglen; Lisa Evans, Swyddog Safonau a Chraffu; Dwynwen Jones, Swyddog Trosolwg a Chraffu; Carwyn Williams a Carol Thomas (Cyfieithwyr).

(10.00 am - 12.17 pm)

16 Ymddiheuriadau

Ymddiheurodd y Cynghorydd Keith Evans am na fedrai ddod i'r cyfarfod gan ei fod yn cyflawni dyletswyddau eraill ar ran y Cyngor. Hefyd, ymddiheurodd y Cynghorydd Elizabeth Evans am na fedrai ddod i'r cyfarfod.

17 Datgelu buddiant personol (gan gynnwys datganiadau chwipio) Atgoffir aelodau am eu cyfrifoldeb personol yn datgan unrhyw fudd personol a budd sydd yn rhagfarnu yn gysylltiedig â materion a gynhwysir yn yr agenda hwn yn unol â darpariaethau Deddf Llywodraeth Leol 2000, Cyfansoddiad y Cyngor a Chod Ymddygiad Aelodau. Yn ogystal, mae'n rhaid i Aelodau ddatgan unrhyw chwip plaid gwaharddedig a roddwyd ar Aelod yng nghyswllt y cyfarfod yn ôl Mesur Llywodraeth Leol (Cymru) 2011.

Ni ddatgelodd yr un Aelod o'r Pwyllgor fuddiant personol na buddiant a oedd yn rhagfarnu (nac ychwaith unrhyw ddatganiadau chwipio).

18 Adolygu'r Mapiau Rhwydwaith Teithio Llesol

Daeth Chris Wilson a Gari Jones i'r cyfarfod i roi gwybodaeth i'r Pwyllgor am y gwaith o baratoi Mapiau Rhwydwaith Teithio Llesol. Cafodd y Pwyllgor wybodaeth am rwydwaith cynyddol yr Awdurdod Priffyrdd Lleol o lwybrau a seilwaith Teithio Llesol a fyddai'n dod o dan y Cynllun Rheoli Asedau Priffyrdd (HAMP). Dywedwyd ei bod yn debygol y byddai gan hyn oblygiadau o ran sicrhau adnoddau ychwanegol ar gyfer gwaith cynnal a chadw parhaus.

Byddai'r Aelodau'n ymwybodol fod Llywodraeth Cymru, o dan ddarpariaethau'r Ddeddf, wedi pennu tair ardal yng Ngheredigion fel 'Ardaloedd Dynodedig' ar gyfer teithio llesol sef Aberystwyth, Aberteifi a Llanbedr Pont Steffan.

Roedd y gwaith o fonitro'r cynllun teithio llesol yn cael ei adrodd i Lywodraeth Cymru yn flynyddol ac yn cael ei gyhoeddi ar wefan y Cyngor Sir. Dywedodd y Swyddogion wrth y Pwyllgor fod y gwaith o ddatblygu ac adeiladu'r rhan fwyaf o gynlluniau seilwaith teithio llesol yng Ngheredigion yn cael ei ariannu bron yn gyfan gwbl gan geisiadau am grantiau cyfalaf Llywodraeth Cymru. Roedd yr arian yn dod yn bennaf o'r Gronfa Teithio Llesol ac i raddau llai, o'r grant Llwybrau Diogel mewn Cymunedau. Dywedodd y Swyddogion mai un o amodau arian grant Llywodraeth Cymru oedd bod yn rhaid i gynlluniau gael eu dylunio a'u hadeiladu yn unol â Chanllawiau Dylunio Teithio Llesol Llywodraeth Cymru.

Wrth ymateb i gwestiwn gan un o'r Aelodau, cadarnhaodd y Swyddogion nad oedd Llywodraeth Cymru yn clustnodi cymorth cyllid refeniw ar gyfer cynnal a chadw seilwaith newydd ac mai un o amodau derbyn yr arian grant cyfalaf oedd y byddai'r Cyngor Sir yn dod yn gyfrifol am unrhyw gostau cynnal a chadw yn y dyfodol. Dywedwyd y byddai goblygiadau amlwg felly ar gyllidebau'r gwasanaethau.

Roedd llwybrau newydd at ddibenion hamdden yn bennaf a llwybrau y tu allan i'r tair ardal ddynodedig a'r dalgylch teithio llesol, yn debygol o fod yn aflwyddiannus ac ni fyddent yn denu cyllid. Mynegodd Aelodau'r Pwyllgor bryder ynglŷn â hyn am fod nifer o bentrefi a threfi gwledig yng Ngheredigion.

Wrth ymateb i gwestiwn gan Aelod, cadarnhaodd y Swyddogion fod perchnogion tir yn chwarae rhan fawr yn y broses a dywedwyd os na fyddent yn rhoi eu caniatâd, ni fyddai modd i'r Cynllun Teithio Llesol fynd yn ei flaen. Felly, roedd eu cydweithrediad yn hanfodol.

Gofynnodd yr Aelodau nifer o gwestiynau ynglŷn â'r hyn a oedd o ddiddordeb iddynt ac atebwyd y cwestiynau hynny gan y Swyddogion. Gofynnodd y Cadeirydd a fyddai modd postio llythyron cyflwyno tir i berchnogion tir cynllun Rhiwgoch, Aberaeron unwaith eto. Dywedodd un o'r swyddogion y byddai modd gwneud hynny. Hefyd, gofynnodd y Cadeirydd fod hyn yn cael ei nodi yn y cofnodion. Yn dilyn cais gan Aelod o'r Pwyllgor, rhoddwyd sicrwydd y byddai'r swyddogion yn cysylltu â swyddogion Sir Gaerfyrddin i ofyn a oedd ganddynt

unrhyw fwriad o wella'r A484/B4333 rhwng Castellnewydd Emlyn a Chaerfyrddin.

Yn dilyn trafodaeth hir, gofynnwyd i'r Aelodau ystyried yr argymhelliad canlynol:

- Gofynnir i'r Pwyllgor argymell bod y Cabinet yn cymeradwyo'r adolygiad o'r Mapiau Rhwydwaith Teithio Llesol a'r cyfrifoldebau ychwanegol dros Reoli Asedau a'r rhwydwaith Priffyrdd yn y dyfodol mewn perthynas â'r ddarpariaeth Teithio Llesol.

Cytunodd yr Aelodau i argymell bod y Cabinet yn cymeradwyo'r adolygiad o'r Mapiau Rhwydwaith Teithio Llesol a'r cyfrifoldebau ychwanegol dros Reoli Asedau a'r rhwydwaith Priffyrdd yn y dyfodol mewn perthynas â'r ddarpariaeth Teithio Llesol.

Ymddiheurodd y Cynghorydd Dafydd Edwards, Aelod Cabinet, am gyrraedd y cyfarfod yn hwyr. Roedd wedi bod i un o gyfarfodydd eraill y Cyngor.

Diolchodd y Cadeirydd i'r Swyddogion am y wybodaeth.

19 Cynllun Gweithredu Sero-Net - Y Diweddaraf am y Cynnydd

Daeth y Cynghorydd Alun Williams, Aelod Cabinet, i'r cyfarfod i roi'r diweddaraf am y cynnydd a wnaed o ran y camau gweithredu a nodwyd yn y Cynllun Gweithredu Sero Net. Roedd Bethan Lloyd Davies a Lyndon Griffiths yn bresennol i ateb unrhyw gwestiynau gan yr Aelodau.

Gwelwyd gostyngiadau mewn allyriadau ym mhob maes gwasanaeth yn ystod 2020/21, o gymharu â'r blynyddoedd ariannol blaenorol. Roedd hyn yn cyfateb i ostyngiad cronol o 28.77% yn erbyn targed o 15% rhwng 2017/18 a 2020/21.

Dywedwyd bod y gostyngiad mwyaf nodedig yn ymwneud â milltiroedd busnes (teithio a wnaed gan staff yn eu cerbydau eu hunain), sef gostyngiad o 71.96% o gymharu â'r flwyddyn ariannol flaenorol. Gwariodd yr Awdurdod £1,322,919 yn llai ar ynni yn 2020/21 nag a wnaeth yn 2019/2020.

Adroddwyd bod yr Awdurdod wedi derbyn dau grant, a fyddai'n cael eu defnyddio i ystyried y posibilrwydd o gynyddu'r seilwaith ar gyfer gwefru cerbydau trydan yn y sir.

Roedd Cyngor Sir Ceredigion eisoes yn caffael trydan 'gwyrdd' drwy'r contract trydan corfforaethol. Roedd lle pellach i edrych ar gaffael nwy 'gwyrdd', yn ogystal â thanwyddau hylifol (e.e. LPG neu fiodiesel). Er nad oedd llawer o fudd o ran y ffigurau cyfrifyddu carbon, gellid ei ystyried yn arfer orau i sicrhau bod y cyfleustodau rydym yn eu defnyddio yn dod o ffynonellau cynaliadwy 'gwyrdd'.

Roedd adolygiad asedau tir a gynhaliwyd gan Wasanaeth Ynni Llywodraeth Cymru wedi ystyried amrywiol safleoedd ar gyfer ynni adnewyddadwy. Roedd y rhain yn bennaf yn destun cyfyngiadau sylweddol o ran y grid. Fodd bynnag, tynnodd hyn sylw at y ffaith y byddai angen sicrhau bod y

gosodiadau adnewyddadwy o faint digonol a bod y lleoliadau'n cael eu dewis yn ddibynnol ar eu gallu i ddefnyddio'r ynni a gynhrychir ar y safle.

Roedd maes parcio Canolfan Rheidol wedi'i nodi fel lleoliad posib ar gyfer canopiâu solar ac roedd hyn yn cael ei archwilio ar hyn o bryd.

Roedd ynni adnewyddadwy hefyd yn cael ei gyflwyno fel mater o drefn fel rhan o waith adnewyddu adeiladau a hefyd rhaglen Ysgolion yr 21ain Ganrif. Fel rhan o'r rhaglen, wrth ystyried adeiladu ysgolion newydd, bydd Cyngor Sir Ceredigion yn gweithio tuag at ddatgarboneiddio ac adeiladau sero-net. Roedd gan yr estyniad newydd yn Ysgol Llwyn yr Eos y potensial i ddod yn adeilad sero-net cyntaf y Cyngor. Gosodwyd gwresogi o'r ddaear a phaneli solar fel rhan o'r cynllun a'r gobaith oedd y byddai hyn yn gosod meincnod ar gyfer gwaith adeiladu a fyddai'n cael ei wneud gan yr awdurdod yn y dyfodol.

Dywedodd y swyddogion eu bod wrthi ar hyn o bryd yn cyfrifo'r ôl-troed carbon yn ei gyfanrwydd a byddai'r wybodaeth honno ar gael pan fyddent yn rhoi'r diweddariad nesaf.

Gofynnodd yr Aelodau nifer o gwestiynau ac atebwyd y cwestiynau hynny yn eu tro gan yr Aelod Cabinet a'r Swyddogion.

Cytunodd Aelodau'r Pwyllgor nodi'r cynnydd a wnaed o ran y camau a amlinellir yn y Cynllun Gweithredu Sero-net. Diolchodd y Cadeirydd i'r Swyddogion a'r Aelod Cabinet am gyflwyno'r wybodaeth.

20 Adroddiad ar sefyllfa bresennol y rhaglen Gwaith Trin Carthffosiaeth

Daeth y Cynghorydd Rhodri Evans, Aelod Cabinet, i'r cyfarfod i roi gwybodaeth am sefyllfa bresennol y Rhaglen Gwaith Trin Carthffosiaeth fel y nodir yn yr adroddiad.

Roedd Lyndon Griffiths, Cari Barker ac Andrew Ginn hefyd yn bresennol i ateb unrhyw gwestiynau oddi wrth yr Aelodau.

Dywedwyd bod tri gwaith trin carthffosiaeth wedi cael eu mabwysiadu gan Ddŵr Cymru hyd yn hyn sef Tan y Groes, Betws Bledrws a Blaencelyn, a bod pedwar cais wedi'u cyflwyno parthed gwaith trin carthffosiaeth ond bod y Cyngor yn aros am ymateb iddynt sef Olmarch, Pontrhydygroes, Abermagwr a Bronant. Roedd wyth cais arall yn barod i'w cyflwyno yn y dyfodol sef Capel Dewi, Coed y Bryn, Cwmcou, Llandyfriog, Sarnau, Swyddffynnon, Ysbyty Ystwyth a Brynhoffnant. Roedd gan chwe safle arall faterion oedd angen eu datrys sef Blaenannerch (materion hawddfrait), Blaenporth (cysylltiad anghyfreithlon), Lledrod (mater ynglŷn â'r tir – Barcud), Llwynygroes 1 (cadarnhad ynghylch yr angen am dir), Rhydowen (mater ynglŷn â'r tir) a Glan Ifor, Glanrhyd. O ran Glan Ifor, byddai angen dylunio gorsaf bwmpio bwrpasol. Bwriedir gwneud y gwaith drwy contract dylunio ac adeiladu. Roedd y gwaith dylunio i ddiweddar safle Bro Tygwydd, Llandygwydd wedi'i wneud ac roedd y cynllun wedi'i dendro. Byddai ymgynghoriad yn cael ei gynnal ym mis Tachwedd gyda'r trigolion yr effeithir arnynt. Hefyd, dywedodd y Swyddog nad oedd y gwaith o ran Tregroes

(caffael tir), Llangwryfon (mater mynediad), Cilcennin (caffael tir), Llwynogroes 2 a Phentregat (methu canfod cwrs dŵr addas) wedi'i gwblhau.

Gofynnodd yr Aelodau nifer o gwestiynau a oedd yn ymwneud â'r ardaloedd dan sylw. Codwyd pryder ynghylch y ffaith bod rhai trigolion yn gorfod talu Trethi Busnes sy'n swm llawer yn uwch. Cytunodd yr Aelodau fod angen i'r mater hwn gael ei ddatrys ar fyrder. Cytunodd y Swyddogion â hyn a gwnaethant gadarnhau bod gwaith ar y gweill o ran yr achosion hyn a'u bod yn cyfathrebu'n barhaus â Dŵr Cymru.

Diolchodd y Cynghorydd Rhodri Evans i'r Swyddogion am y gwaith caled a wnaed ym mhob ymgais i ddatrys y materion hyn.

Hefyd, diolchodd y Cadeirydd i'r Swyddogion a'r Aelod Cabinet am y wybodaeth a gyflwynwyd.

Gofynnwyd i'r Aelodau nodi cynnwys yr adroddiad.

21 Cadarnhau Cofnodion y Cyfarfod blaenorol ac ystyried unrhyw faterion sy'n codi o'r Cofnodion

Cytunwyd i gadarnhau cofnodion y cyfarfod a gynhaliwyd ar 1 Hydref 2021 yn rhai cywir. Nid oedd dim materion yn codi ohonynt.

22 Ystyried Rhaglen Flaen Trosolwg a Chraffu

Cytunodd yr Aelodau i nodi'r Flaenraglen fel y'i cyflwynwyd yn amodol ar wahodd Swyddog o Dŵr Cymru i un o gyfarfodydd y dyfodol.

Nodwyd y byddai eitem ynglŷn â Chasglu Sbwriel yn cael ei hystyried yng nghyfarfod y Pwyllgor ar 20 Ionawr 2022. Gofynnodd Lisa Evans i'r Aelodau i gysylltu â hi pe byddai ganddynt unrhyw faterion penodol y byddent yn dymuno eu trafod yn y cyfarfod hwnnw.

Cytunwyd i gynnwys Llifogydd / Afonydd fel eitem i'w hystyried yn un o gyfarfodydd y dyfodol. Serch hynny, ni phennwyd dyddiad ar gyfer yr eitem hon.

**Cadarnhawyd yng Nghyfarfod y Pwyllgor Trosolwg a Chraffu
Cymunedau Ffyniannus a gynhaliwyd ar**

Cadeirydd: _____

Dyddiad: _____

Mae'r dudalen yn wag yn fwriadol

Cyngor Sir CEREDIGION County Council

ADRODDIAD I'R: Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus

DYDDIAD: 20 Ionawr 2022

LLEOLIAD: Cyfarfod rhithiol

TEITL: Blaenraglen Waith Ddrafft 2021/22

PWRPAS YR ADRODDIAD: Adolygu rhaglen waith bresennol y Pwyllgor

Y RHESWM PAM FOD

**CRAFFU WEDI GOFYN AM MAE BLAENRAGLEN WAITH Y PWYLLGOR YN CAEL EI HAROLYGU A'I
Y WYBODAETH HON:** diweddarau ymhob cyfarfod

CEFNDIR:

Mae'r Pwyllgorau Trosolwg a Chraffu'n goruchwyllo gwaith y Cyngor er mwyn sicrhau y darperir gwasanaethau yn y ffordd orau posib a hynny er budd y gymuned leol.

Swyddogaeth Trosolwg a Chraffu yw ystyried y gwasanaethau a'r materion sy'n effeithio ar bobl yng Ngheredigion. Mae'r broses yn rhoi cyfle i Gynghorwyr archwilio amryw swyddogaethau'r Cyngor, holi cwestiynau am sut y gwnaethpwyd penderfyniadau, ystyried os ellir gwneud gwelliannau i wasanaethau a gwneud argymhellion yn unol â hynny.

Mae craffu'n hanfodol wrth hyrwyddo atebolrwydd, effeithlonrwydd ac effeithiolrwydd wrth i'r Cyngor fynd ati i wneud penderfyniadau a'r ffordd mae'n darparu gwasanaethau.

Prif swyddogaethau'r Pwyllgorau Trosolwg a Chraffu yw'r canlynol:

- Galw'r Cabinet a'r Swyddogion i gyfrif ynghylch eu penderfyniadau
- Bod yn 'gyfaiil beirniadol', drwy holi cwestiynau am sut y gwnaethpwyd penderfyniadau, fel bod y bobl sy'n penderfynu'n destun 'rhwysrau a gwrthbwsau', gan wneud y drefn o benderfynu yn fwy dilys
- Cynnal adolygiadau o wasanaethau a pholisïau'r Cyngor
- Cynnal adolygiadau ar gyfer datblygu gwasanaethau a pholisïau'r Cyngor
- Ystyried unrhyw fater arall sy'n effeithio ar y sir
- Sicrhau bod Ceredigion yn perfformio hyd eithaf ei allu ac yn darparu gwasanaethau o'r radd flaenaf i'w ddinasyddion
- Asesu effaith polisïau'r Cyngor ar gymunedau lleol, ac argymhell ffyrdd o wella
- Gweithio gyda'r cyhoedd i ddatblygu polisïau a gwasanaethau sy'n canolbwyntio ar y dinasyddion.

Gall trefn effeithiol o Drosolwg a Chraffu arwain at y canlynol:

- Penderfyniadau gwell
- Gwelliant o ran Darparu Gwasanaethau a Pherfformiad
- Trefn gadarn ar gyfer Datblygu Polisiâu, yn seiliedig ar ymgynghori â'r cyhoedd a chyfraniad arbenigwyr annibynnol
- Gwelliant o ran Democratiaeth, Cynhwysiant, Arweinyddiaeth Gymunedol ac Ymgysylltu
- Ychwanegu haen eglur o dryloywder ac atebolrwydd i brosesau gwleidyddol y Cyngor
- Rhoi cyfle i bob Aelod feithrin sgiliau a gwybodaeth arbenigol a allai fod o fudd yn y dyfodol wrth lunio polisiâu a monitro perfformiad
- Creu diwylliant o hunan-herio ar sail tystiolaeth.

Y SEFYLLFA BRESENNOL:

Cwestiynau i'w hystyried wrth ddewis pynciau

- A oes amcan clir dros archwilio'r pwnc hwn?
- Ydych chi'n debygol o lwyddo i gael y canlyniad a ddymunir?
- Beth yw'r manteision tebygol i'r Cyngor a dinasyddion Ceredigion?
- Ydy'r mater yn un sylweddol?
- Oes yna gysylltiadau â'r Strategaeth Gorfforaethol?
- A yw'n fater allweddol i'r cyhoedd?
- Ydy'r materion wedi cael eu codi gan archwiliad allanol?
- A yw'n wasanaeth sy'n perfformio'n wael?

Dewis pynciau

Dylai Pwyllgorau Trosolwg a Chraffu ystyried gwybodaeth o'r Strategaeth Gorfforaethol, Cynllun Gwella, Cynllun Strategol, Cynlluniau Gwasanaeth, y Gofrestr Risg Gorfforaethol, arbedion yn y gyllideb – cynigion ac effaith, cyfarfodydd chwarterol y panel Rheoli Perfformiad Corfforaethol a mewnbwn adrannol wrth ddewis pynciau a chynllunio eu Blaenraglenni Gwaith, ynghyd ag unrhyw waith sy'n parhau.

ARGYMHELLIAD (ARGYMHELLION):

Adolygu a diweddarau'r Blaenraglen Waith bresennol.

Enw Cyswllt:	Lisa Evans
Dynodiad:	Swyddog Craffu a Safonau
Dyddiad yr Adroddiad:	12/1/2022
Acronymau:	BW- Blaenraglen Waith FWP- Forward Work Programme

Blaenraglen Waith y Pwyllgorau Trosolwg a Chraffu 2021/22

Pwyllgor	Eitem (disgrifiad/teitl)	Siaradwyr Gwadd
<i>Cymunedau Ffyniannus</i>		
26 Mai	Adroddiad Blynyddol ar Reoli Carbon	Lyndon Griffiths
15 Gorffennaf	Cod Ymarfer ar gyfer Arolygu Priffyrdd	Rhodri Llwyd
1 Hydref	Parthau Diogel	Rhodri Llwyd / Russell Hughes Pickering
1 Tachwedd	Cyflawni Sero-Net erbyn 2030 - bob chwe mis Teithio Llesol Adroddiad ar sefyllfa bresennol y rhaglen Gwaith Trin Carthffosiaeth	Lyndon Griffiths Rhodri Llwyd Lyndon Griffiths
8 Tachwedd	Parthau Diogel	Rhodri Llwyd / Russell Hughes Pickering
<u>2022</u> 20 Ionawr	Parcio ceir yn y trefi – edrych ar y sefyllfa yn ariannol, yn flynyddol, yn dymhorol, ac yn ôl lleoliad.	Gerwyn Jones

	<p>Diweddariad ar Clefyd coed ynn</p> <p>Casglu sbwriel</p> <p>Gwahoddiad i Dwr Cymru a CNC (materion cynllunio)</p> <p>Asesiad o Lety Sipsiwn a Theithwyr 2022</p>	<p>Phil Jones</p> <p>Gerwyn Jones</p> <p>Dwr Cymru a CNC</p> <p>Sarah Groves-Phillips</p>
<p>18 Ionawr</p> <p>Paratoi'r Gyllideb</p> <p>9:30am</p>	<p>Paratoi'r Gyllideb</p>	
<p>Cyfarfodydd y dyfodol</p>	<p>Afonydd a llifogydd</p> <p>Defnyddio Mannau Agored</p> <p>Strydlun (codwyd gan aelod pwyllgor Cydlynu – parcio ac arwyddion ar balmentydd/cyrbiau isel)</p>	