

# Pecyn Cyhoeddus



Cyngor Sir  
**CEREDIGION**  
County Council

Neuadd Cyngor Ceredigion, Penmorfa,  
Aberaeron, Ceredigion SA46 0PA  
[ceredigion.gov.uk](http://ceredigion.gov.uk)

Dydd Mawrth, 12 Rhagfyr 2023

Lisa Evans

## **Annwyl Syr / Fadam**

**Ysgrifennaf i'ch hysbysu y cynhelir Cyfarfod o Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus yn hybrid - Neuadd Cyngor Ceredigion, Penmorfa, Aberaeron /o bell trwy fideo-gynadledda, Dydd Llun, 18 Rhagfyr 2023 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. Adolygu Polisi Rheoli Harbyrau Ceredigion: Ymgynghoriad (Tudalennau 3 - 118)**
- 4. Torri Porfa (Tudalennau 119 - 148)**
- 5. Adroddiad Blynyddol y Fforwm Mynediad Lleol (Tudalennau 149 - 162)**
- 6. Adborth yn dilyn yr ymweliad â Chanolfan Bwyd Cymru (Tudalennau 163 - 166)**
- 7. Cadarnhau Cofnodion y Cyfarfod blaenorol ac ystyried unrhyw faterion sy'n codi o'r Cofnodion (Tudalennau 167 - 172)**
- 8. Ystyried Rhaglen Flaen Trosolwg a Chraffu (Tudalennau 173 - 178)**

**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**

<b><u>Adroddiad i'r</u></b>	<b>Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus</b>
<b><u>Dyddiad y Cyfarfod:</u></b>	<b>18 Rhagfyr 2023</b>
<b><u>Teitl:</u></b>	<b>Adolygu Polisi Rheoli Harbyrau Ceredigion: Ymgynghoriad</b>
<b><u>Pwrpas yr adroddiad:</u></b>	<b>Rhoi'r diweddaraf i Aelodau'r Pwyllgor ar ganlyniad y broses Ymgynghori</b>

**Y rheswm y mae'r Pwyllgor Craffu wedi gofyn am y wybodaeth: I adolygu polisi****1.0 Cefndir**

Cymeradwywyd Polisi presennol Rheoli Harbyrau Ceredigion gan y Cyngor ar 19 Hydref 2010.

Mae'r Polisi wedi darparu fframwaith clir, defnyddiol a phriodol ar gyfer cyflawni a rheoli'r gweithgarwch yn Harbyrau'r Cyngor yn Aberaeron, Aberystwyth a Cheinewydd. Fodd bynnag, erbyn hyn ystyrir ei bod hi'n briodol ac yn amserol adolygu a diweddarau'r Polisi i adlewyrchu'r newidiadau perthnasol ers i'r Polisi gael ei roi ar waith. Hefyd, i fynd i'r afael ag unrhyw fylchau rhwng y Polisi a gweithgarwch presennol yr Harbyrau sydd wedi'u nodi neu sy'n deillio o brofiad.

Mae'r newidiadau a gynigir yn adeiladu ar y Polisi presennol sydd wedi gwasanaethu'r rhanddeiliaid yn dda ers dros ddegawd. Mae'r newidiadau yn cydnabod ac yn adlewyrchu bod yr Harbyrau yn gyfleusterau aml-ddefnydd sy'n cael eu rhannu, a bwriad cyffredinol y Cyngor yw cryfhau'r Polisi fel y gellir parhau i reoli'r rhain mewn ffordd deg, dryloyw a chytbwys er budd yr holl randdeiliaid.

**2.0 Y Sefyllfa Bresennol**

Mae Polisi drafft diweddaredig wedi'i baratoi ac fel rhan o'r broses o newid polisi, cynhaliwyd ymgynghoriad gan roi cyfle i randdeiliaid roi eu barn.

**2.1 Y Broses Ymgynghori**

Lansiwyd yr ymgynghoriad ar 20 Medi 2023 ac roedd ar agor hyd 20 Hydref 2023.

Gellir gweld mwy o wybodaeth am y broses yma: [Ymgynghoriad Polisi Rheoli Harbyrau Ceredigion - Cyngor Sir Ceredigion](#) ac fe'i darperir yn **Atodiad 1** er hwylustod.

Yn gyfangwbl cafwyd 108 o ymatebion (105 ar-lein a 3 chopi caled/papur) drwy'r broses ymgynghori benodedig.

Yn ogystal â'r adborth a gafwyd drwy'r broses ymgynghori benodedig, cafwyd a nodwyd adborth drwy ffyrdd eraill.

## Tudalen 4

I roi'r cyd-destun, mae'r canlynol yn disgrifio nifer a mathau'r deiliaid angorfeydd yn y tri harbwr:

### Aberystwyth

Deiliaid Angorfeydd Hamdden 72

Deiliaid Angorfeydd Pysgota Masnachol 4

Cyfanswm: 77

### Aberaeron

Deiliaid Angorfeydd Hamdden 88

Deiliaid Angorfeydd i Deithwyr Masnachol 3

Cyfanswm: 91

### Ceinerarydd

Deiliaid Angorfeydd Hamdden 168

Deiliaid Angorfeydd i Deithwyr Masnachol 4

Deiliaid Angorfeydd Pysgota Masnachol 6

Deiliaid rac caiac: 84

Cyfanswm: 264

**Cyfanswm at ei gilydd: 432**

### **2.2 Adborth i'r Ymgynghoriad**

- i. Darperir tablau i grynhoi ymatebion y rhanddeiliaid yn ôl eu nifer (ar-lein a chopi caled/papur) yn **Atodiad 2**.
- ii. Darperir yr adborth ansoddol a gafwyd gan y rhanddeiliaid (ar-lein a chopi caled/papur) yn **Atodiad 1**.
- iii. Darperir gohebiaeth ysgrifenedig, a gyflwynwyd y tu allan i'r broses ymgynghori benodedig, yn **Atodiad 2**.
- iv. Darperir ymatebion y Gwasanaeth Harbyrau i'r adborth ansoddol yn **Atodiad 3**.

### **2.3 Crynodeb o'r Adborth**

Fel y gwelir, roedd peth o'r adborth a gafwyd yn benodol neu'n bersonol ei natur tra bod rhai eraill yn fwy cyffredinol.

Yng nghyd-destun cyffredinol y Polisi gellir ystyried y newidiadau arfaethedig fel addasiadau bach yn hytrach na rhywbeth trawsnewidiol, ond mae'r adborth wedi canolbwyntio'n bennaf ar dri phrif fater.

Y materion a oedd yn berthnasol i'r Polisi ac a gynhyrchodd yr adborth mwyaf oedd y cynigion canlynol (gan nodi'r rhesymeg y tu ôl iddynt):

- Peidio â chynnig hawlenni parcio gyda'r angorfeydd (bernir bod hynny'n fudd amhriodol ac anghymesur)
- Tynnu'r hawl i drosglwyddo trefniadau angori (i fod yn fwy tryloyw a theg a gwella'r cyfleon o gael angorfa)
- Tynnu'r hawl i etifeddu trefniadau angori (i wella'r cyfleon o gael angorfa)

Hefyd cafwyd adborth ynghylch materion megis ffioedd a thaliadau a sut maen nhw'n cael eu gosod a'u gweinyddu. Er nad yw'r rhain yn uniongyrchol berthnasol i'r adolygiad o'r Polisi Rheoli Harbyrau - gan eu bod yn rhan o brosesau a systemau ehangach sy'n berthnasol i holl wasanaethau'r Cyngor - rhoddwyd ymatebion i egluro hyn.

### **2.4 Newidiadau yn dilyn adborth i'r ymgynghoriad**

Yn dilyn yr adborth a gafwyd drwy'r broses ymgynghori, gwnaed newidiadau i ddrafft diweddaraf y Polisi newydd. Mae'r fersiwn hon i'w gweld yn **Atodiad 3**. Darperir y newidiadau ar ffurf 'marcio newidiadau' er hwylustod.

### **3.0 Casgliad**

Mae'r adborth a gafwyd wedi cael ei nodi a'i ystyried. Mae rhywfaint yn ymwneud â'r hyn y gellir ei ystyried yn faterion rheoli o ddydd i ddydd a dylid ymdrin â nhw yn y modd yna. Mae adborth arall yn mynegi safbwyntiau neu farn bersonol a nodwyd y rhain hefyd.

Fel gydag unrhyw ymgynghoriad sy'n ymwneud â newid polisi, ni fydd yn bosib ymateb yn gadarnhaol i'r holl adborth ac awgrymiadau a sylwadau a ddaw i law. Yn wir, gall amcanion, dyheadau a disgwyliadau'r gwahanol randdeiliaid wrthdaro â'i gilydd.

Y bwriad yw cael fframwaith polisi eang sy'n cefnogi ac yn hwyluso'r gwaith o reoli'r harbyrau yn deg, yn gyson ac yn dryloyw gan gydnabod amrywiaeth y rhanddeiliaid sy'n defnyddio'r cyfleusterau. Derbynnir na fydd pawb yn cymeradwyo nac yn cytuno â'r manylion a'r goblygiadau. Fodd bynnag, cyfleusterau a weithredir gan y Cyngor yw'r rhain, ac yn y pen draw mater i'r Cyngor yw penderfynu sut orau i'w rheoli nhw a'r gweithgarwch sy'n digwydd ynddynt.

### **Llesiant Cenedlaethau'r Dyfodol:**

**A gwblhawyd Asesiad Effaith Integredig? Os naddo, nodwch pam.**

Fe'i darperir yn **Atodiad 4**.

### **Crynodeb o'r Asesiad Effaith Integredig:**

- Hirdymor:** Mae'r Polisi arfaethedig yn cydbwyso gofynion byr-dymor a hirdymor y rhanddeiliaid.
- Cydweithio:** Mae'r Gwasanaeth Harbyrau yn ymgysylltu ac yn cydweithio â rhanddeiliaid mewn gwahanol ffyrdd, fel y nodir yn yr ymateb i'r adborth i'r ymgynghoriad.
- Cynnwys:** Mae'r Gwasanaeth Harbyrau yn ymgysylltu â rhanddeiliaid ac yn eu cynnwys mewn gwahanol ffyrdd, fel y nodir yn yr ymateb i'r adborth i'r ymgynghoriad.
- Atal:** Mae datblygu Polisi clir yn atal risgiau a allai godi fel arall, a hynny drwy ddarparu fframwaith clir, tryloyw a theg ar gyfer rheoli'r harbyrau.
- Integreiddio:** Mae'r Gwasanaeth Harbyrau wedi'i integreiddio yn rhan o'r Cyngor Sir. Mae hyn yn sicrhau fod y systemau, polisiau a phrotocolau corfforaethol yn cael eu rhoi ar waith.

## Argymhelliad:

### Bod y Pwyllgor yn

- i. nodi cynnwys yr adroddiad.
- ii. argymhell i'r Cabinet bod y fersiwn ddiweddaraf o Bolisi drafft Rheoli Harbyrau Ceredigion, sy'n ymgorffori'r newidiadau a wnaed yn dilyn y broses ymgynghori, yn cael ei chymeradwyo er mwyn ei gweithredu wedi hynny.

## Rheswm dros y penderfyniad:

Mabwysiadu a gweithredu Polisi Rheoli Harbyrau sy'n cefnogi ac yn hwyluso'r gwaith o reoli'r harbyrau yn deg, yn gyson ac yn dryloyw er budd holl ddefnyddwyr yr harbyrau.

Enwau Cyswllt: Gerwyn Jones, Katy Spain, Owen Morgan

Swyddi: Rheolwr Corfforaethol - Gwasanaethau Amgylcheddol;  
Rheolwr Gwasanaeth - Gwasanaethau Trafnidiaeth;  
Rheolwr Harbyrau Ceredigion

Dyddiad yr Adroddiad: 1 Rhagfyr 2023

## Acronymau:

Ddim yn berthnasol

## Atodiad 1

# Polisi Rheoli Harbyrau Ceredigion Ymgynghoriad Cyhoeddus

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Mae'r Harbyrau yn asedau sy'n dra hoff a gwerthfawr iawn, o amrywiaeth o safbwyntiau masnachol a hamdden ac sydd â rôl bwysig wrth gyfrannu at Amcan Strategaeth Gorfforaethol y Cyngor o:

### *Hybu'r economi, cefnogi busnesau a galluogi cyflogaeth*

Ymgwymerir â rheolaeth yr Harbyrau gan Dîm Gwasanaethau'r Harbwr. Mae Polisi Rheoli Harbyrau Ceredigion yn rhoi'r fframwaith strategol sy'n sail i sut rydym yn cyflawni ein rhwymedigaethau fel Awdurdod Harbwr a sut rydym yn darparu'r Gwasanaeth. Cymeradwywyd a mabwysiadwyd y Polisi presennol gan y Cyngor ar 19 Hydref 2010 ac, o'r herwydd, mae adolygiad bellach yn amserol.

Mae eich barn yn bwysig i ni, felly manteisiwch ar y cyfle i ddweud eich dweud ar y Polisi drafft drwy ymateb i'r cwestiynau a ofynnir yn yr ymgynghoriad hwn. Bydd hyn yn sicrhau y gellir coladu eich ymateb yn effeithiol ac yn effeithlon ac yn sicrhau ei fod yn cael ei ystyried fel rhan o'r gwerthusiad o'r ymateb i'r ymgynghoriad.



### **Y Cynghorydd Keith Henson**

Aelod y Cabinet ar gyfer Priffyrdd a Gwasanaethau Amgylcheddol a Rheoli Carbon

## 1) Pam ydym ni'n adolygu ac yn diweddarau Polisi Rheoli Harbyrau Ceredigion?

Cymeradwywyd a mabwysiadwyd y Polisi presennol gan y Cyngor ar 19 Hydref 2010 ac, o'r herwydd, mae adolygiad bellach yn amserol.

Wrth adolygu'r Polisi, rydym wedi ceisio cadw'r elfennau sydd wedi gweithio'n dda dros y blynyddoedd, tra'n cynnig newid a diweddarau rhai agweddau i adlewyrchu profiad ac adborth. Mae hyn yn cynnwys mynd i'r afael ag unrhyw fylchau rhwng y Polisi a gweithgareddau cyfredol sy'n ymwneud â'r Harbwr sydd wedi'u hadnabod a/neu yn deillio o brofiad.

## Tudalen 8

Gellir ystyried y newidiadau arfaethedig fel mân addasiadau yn hytrach na thrawsnewidiol, gan adeiladu ar y Polisi sydd wedi gwasanaethu rhanddeiliaid yn dda ers dros ddegawd. Mae'r Polisi cyffredinol a'r newidiadau arfaethedig yn cydnabod ac yn adlewyrchu bod yr Harbyrau yn gyfleusterau aml-ddefnydd a rennir a bwriad cyffredinol y Cyngor yw cryfhau'r Polisi fel y gellir parhau i reoli'r rhain mewn modd teg, tryloyw a chytbwys er budd yr holl randdeiliaid.

### 2) Cyfranogwyr a Sefydliadau a Wahoddwyd

Gwahoddir unrhyw randdeiliaid sydd â buddiant yn yr Harbyrau i gymryd rhan yn yr ymgynghoriad.

### 3) Dod o hyd i Bolisiâu Rheoli Harbyrau Ceredigion

Gallwch chi ddarllen y Polisi sydd ar waith ar hyn o bryd drwy fynd at:

[Polisi Rheoli Harbyrau Ceredigion](#)

Gallwch chi ddarllen y Polisi arfaethedig drwy fynd at:

[Polisi Rheoli Harbyrau Ceredigion](#)

Hefyd, mae copïau papur o'r dogfennau hyn ar gael yn y manau a nodir isod

### 4) Trefniadau'r Ymgynghoriad

**Mae'r ymgynghoriad hwn bellach wedi cau.**

Mae modd i chi weld arolwg yr ymgynghoriad drwy ddilyn y ddolen ganlynol:

[Adolygiad Polisi Rheoli Harbyrau Ceredigion Arolwg Ymgynghoriad](#)

Os byddwch chi'n llanw'r ffurflen ar-lein, bydd modd i ni gasglu'r ymatebion ynghyd a'u hadolygu mewn modd effeithlon. Serch hynny, os nad oes modd i chi wneud hynny, gallwch chi hefyd lanw'r arolwg sydd i'w weld yn Atodiad 1 a'i ddychwelyd i'r cyfeiriad canlynol, Ymgynghoriad y Polisi Rheoli Harbyrau, Cyngor Sir Ceredigion, Canolfan Rheidol, Rhodfa Padarn, Llanbadarn Fawr, Aberystwyth, Ceredigion, SY23 3UE.

Hefyd, gallwch chi gael copïau o'r arolwg yn y manau canlynol.

**Swyddfeydd yr Harbyrau (oriau agor yn dibynnu ar y staff sydd ar gael)**

#### **Aberystwyth**

**Cyfeiriad:** Swyddfa Harbwr Aberystwyth, Harbwr Aberystwyth, Aberystwyth, Ceredigion, SY23 1JX

#### **Aberaeron**

**Cyfeiriad:** Swyddfa Harbwr Aberaeron, Harbwr Aberaeron, Traeth y De, Aberaeron, Ceredigion, SA46 0BE

#### **Cei Newydd**



## Tudalen 9

**Cyfeiriad:** Swyddfa Harbwr Ceinewydd, Harbwr Ceinewydd, Y Pier, Ceinewydd, Ceredigion, SA45 9NW

Gellir cysylltu â holl swyddfeydd yr harbwr drwy:

**Rhif Ffôn:** 01545 570 881

**E-bost:** [cllc@ceredigion.gov.uk](mailto:cllc@ceredigion.gov.uk)

### **Swyddfeydd y Cyngor/Llyfrgelloedd (yn ystod oriau agor)**

Mae amseroedd agor Swyddfeydd y Cyngor/Llyfrgelloedd i'w gweld ar dudalen [Lleoliadau Canghaiu](#).

### **Aberaeron**

**Cyfeiriad:** Neuadd y Sir, Stryd y Farchnad, Aberaeron, SA46 0AT

**Rhif Ffôn:** 01545 572500

**E-bost:** [llyfrgell@ceredigion.gov.uk](mailto:llyfrgell@ceredigion.gov.uk)

### **Aberystwyth**

**Cyfeiriad:** Canolfan Alun R. Edwards, Sgwâr y Frenhines, Aberystwyth, SY23 2EB

**Rhif Ffôn:** 01970 633717

**E-bost:** [llyfrgell@ceredigion.gov.uk](mailto:llyfrgell@ceredigion.gov.uk)

### **Aberteifi**

**Cyfeiriad:** Swyddfa'r Cyngor, Stryd Morgan, Aberteifi, SA43 1DG

**Rhif Ffôn:** 01545 574110

**E-bost:** [llyfrgell@ceredigion.gov.uk](mailto:llyfrgell@ceredigion.gov.uk)

### **Llanbedr Pont Steffan**

**Cyfeiriad:** Stryd y Farchnad, Llanbedr Pont Steffan, SA48 7DR

**Rhif Ffôn:** 01570 423606

**E-bost:** [llyfrgell@ceredigion.gov.uk](mailto:llyfrgell@ceredigion.gov.uk)

### **Llandysul**

**Cyfeiriad:** Canolfan Ceredigion, Llandysul, SA44 4QS

**Rhif Ffôn:** 01545 574236

**E-bost:** [llyfrgell@llandysul.cymru](mailto:llyfrgell@llandysul.cymru)

### **Cei Newydd**

**Cyfeiriad:** Llyfrgell Gymunedol Ceinewydd, Ystafell 4, Neuadd Goffa, Ffordd Towyn, Ceinewydd, Ceredigion, SA45 9QQ

**Rhif Ffôn:** 01545 560803

**E-bost:** [newquaylibrary@gmail.com](mailto:newquaylibrary@gmail.com)

Ar ôl llanw'r arolygon papur, gallwch chi eu cyflwyno yn y manau hyn.

## 5) Gyda phwy i gysylltu os oes angen mwy o wybodaeth arnoch cyn cwblhau'r arolwg

Os oes gennych unrhyw gwestiynau am yr arolwg neu os oes angen y wybodaeth arnoch mewn fformat arall, gallwch chi gysylltu â Rheolwr yr Harbyrau drwy anfon neges i [cllic@ceredigion.gov.uk](mailto:cllic@ceredigion.gov.uk) neu drwy ffonio 01545 570881 neu fel arall drwy'r post i Cyngor Sir Ceredigion, Canolfan Rheidol, Rhodfa Padarn, Llanbadarn Fawr, Aberystwyth, Ceredigion, SY23 3UE.

## Atodiad 1 – Arolwg Ymgynghoriad Adolygiad Polisi Rheoli Harbyrau Ceredigion

### Adolygiad Polisi Rheoli Harbyrau Ceredigion Arolwg Ymgynghoriad

#### Sut rydym yn defnyddio eich gwybodaeth

Defnyddir eich gwybodaeth i fod yn sail i adolygiad Polisi Rheoli Harbyrau Ceredigion.

Mae'n bwysig iawn bod Cyngor Sir Ceredigion yn trin gwybodaeth bersonol yn gywir er mwyn darparu ein gwasanaethau a chynnal hyder y cyhoedd. Rydym yn cydymffurfio â'n rhwymedigaethau o dan y Rheoliad Cyffredinol ar Ddiogelu Data ac egwyddorion Deddf Diogelu Data 2018.

Y sail gyfreithlon ar gyfer prosesu eich gwybodaeth yw cyflawni tasg er budd y cyhoedd a ddarperir gan Ddeddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 a Deddf Cydraddoldeb 2010.

#### Eich hawliau Diogelu Data

I gael rhagor o wybodaeth am eich hawliau ac i gael manylion cyswllt ein Swyddog Diogelu Data, ewch i [wefan Cyngor Sir Ceredigion](#) a chwiliwch am 'Hysbysiad Preifatrwydd' neu ewch i'r [dudalen Hysbysiad Preifatrwydd](#).

#### Manylion Arolwg yr Ymgynghoriad

Mae'r ymgynghoriad yn agor ar *start date* ac yn cau ar *end date*. Gellir dychwelyd ffurflenni arolwg wedi'u cwblhau drwy e-bost at [cllic@ceredigion.gov.uk](mailto:cllic@ceredigion.gov.uk) neu fel arall drwy'r post i, Cyngor Sir Ceredigion Canolfan Rheidol, Rhodfa Padarn, Llanbadarn Fawr, Aberystwyth, Ceredigion, SY23 3UE.

**Atodiad 2**

Ydych chi'n ymateb fel:	Nifer
Defnyddiwr yr Harbwr	5
Defnyddiwr yr Harbwr - Pysgota Masnachol	6
Defnyddiwr yr Harbwr - Pysgota Masnachol a Chludo Teithwyr Masnachol	3
Defnyddiwr yr Harbwr - Pysgota Masnachol a Chludo Teithwyr Masnachol a Defnyddiwr y Cyfleusterau	1
Defnyddiwr yr Harbwr - Cludo Teithwyr Masnachol	4
Defnyddiwr yr Harbwr - Hamdden	75
Defnyddiwr yr Harbwr - Hamdden a Defnyddiwr y Cyfleusterau	6
Arall	5
Cyfanswm	108

Pa harbwr (harbyrau) ydych chi'n ei ddefnyddio?	Nifer
Aberaeron	11
Aberystwyth	10
Ceinewydd	51
Aberaeron ac Aberystwyth	1
Aberaeron a Cheinewydd	22
Aberystwyth a Cheinewydd	1
Aberaeron, Aberystwyth a Cheinewydd	9
Aberaeron a harbwr arall sydd ddim yn cael ei reoli gan y Cyngor	1
Aberaeron, Ceinewydd a harbwr arall sydd ddim yn cael ei reoli gan y Cyngor	1
Aberaeron, Aberystwyth, Ceinewydd a harbwr arall sydd ddim yn cael ei reoli gan y Cyngor	1
Cyfanswm	108

Wyddech chi fod yna Bolisi yn bod cyn gweld yr ymgynghoriad yma?	Nifer
Ie, gwyddwn	75
Na, wydden i ddim	32
Dim ymateb	1
Cyfanswm	108

## Tudalen 12

	Bodlon iawn	Bodlon	Niwtral	Anfodlon	Anfodlon iawn	Cyfanswm
I ba raddau ydych chi'n fodlon â Pholisi presennol Rheoli Harbyrau Ceredigion sydd wedi bod ar waith ers 2010?	5	18	31	29	25	108

I ba raddau ydych chi'n fodlon â Pholisi presennol Rheoli Harbyrau Ceredigion sydd wedi bod ar waith ers 2010?						
Wyddech chi fod yna Bolisi yn bod cyn gweld yr ymgynghoriad yma?	Bodlon iawn	Bodlon	Niwtral	Anfodlon	Anfodlon iawn	Cyfanswm
Na, wydden i ddim	2	3	5	17	6	33
Ie, gwyddwn	3	15	26	12	19	77
Cyfanswm	5	18	31	29	25	108

	Bodlon iawn	Bodlon	Niwtral	Anfodlon	Anfodlon iawn	Cyfanswm
I ba raddau ydych chi'n fodlon â Pholisi diwygiedig/arfaethedig Rheoli Harbyrau Ceredigion?	0	6	13	25	64	108

I ba raddau ydych chi'n fodlon â Pholisi diwygiedig/arfaethedig Rheoli Harbyrau Ceredigion?						
I ba raddau ydych chi'n fodlon â Pholisi presennol Rheoli Harbyrau Ceredigion sydd wedi bod ar waith ers 2010?	Bodlon iawn	Bodlon	Niwtral	Anfodlon	Anfodlon iawn	Cyfanswm
Bodlon iawn	0	0	0	1	4	5
Bodlon	0	2	2	5	9	18
Niwtral	0	2	10	6	13	31
Anfodlon	0	1	1	10	17	29
Anfodlon iawn	0	1	0	3	21	25
Cyfanswm	0	6	13	25	64	108

## Tudalen 13

	Nifer
Anfodlon neu Anfodlon iawn â'r Polisi presennol ac Anfodlon neu Anfodlon iawn â'r Polisi arfaethedig	51
Anfodlon neu Anfodlon iawn â'r Polisi presennol a Niwtral, Bodlon neu Fodlon iawn â'r Polisi arfaethedig	3
Niwtral, Bodlon neu Fodlon iawn â'r Polisi presennol ac Anfodlon neu Anfodlon iawn â'r Polisi arfaethedig	38
Niwtral, Bodlon neu Fodlon iawn â'r Polisi presennol a Niwtral, Bodlon neu Fodlon iawn â'r Polisi arfaethedig	16
Cyfanswm	108

**Atodiad 3**

## **Yr ymatebion i faterion a godwyd fel rhan o'r ymgynghori ar Bolisi Rheoli Harbyrau Ceredigion**

### **1.0 Braslun**

#### **1.1 Y Broses Ymgynghori a'r Amserlenni**

Ystyrir bod proses ac amserlen yr ymgynghoriad wedi bod yn gymesur ac yn briodol yng nghyd-destun y Polisi presennol a'r un arfaethedig.

Roedd y broses ymgynghori ar agor rhwng 20 Medi a 20 Hydref. Rhoddwyd amrywiol weithgareddau ar waith i godi ymwybyddiaeth gan gynnwys datganiad i'r wasg a chysylltu'n uniongyrchol â defnyddwyr yr harbwr.

Dyluniwyd yr ymgynghoriad gyda'r nod o gael adborth a mewnbwn ystyrion, perthnasol a chymesur y gellid ei ystyried fel rhan o'r broses o adolygu'r polisi. Mae'r trefniadau wedi bod yn gyson â'r hyn a weithredwyd mewn prosesau eraill i ddatblygu polisi ac roeddent wedi elwa o gael mewnbwn gwasanaeth corfforaethol sy'n arbenigo mewn gweithgarwch ymgynghori ac ymgysylltu.

Mae'r 108 o ymatebion a gafwyd yn awgrymu fod y broses wedi'i gweithredu'n gadarnhaol.

Roedd llawer o'r adborth ansoddol a dderbyniwyd yn disgyn i nifer o themâu neu feysydd cyffredinol. Felly rhoddir yr ymatebion i'r rhain isod.

Hefyd derbyniwyd sylwadau eraill y tu allan i'r broses benodedig. Er mwyn bod mor agored a chynhwysol â phosib, fe nodir y rhain isod. Fel gyda'r adborth ansoddol a gafwyd drwy'r broses ymgynghori benodedig, roedd y materion a godwyd yn disgyn i nifer o themâu neu feysydd cyffredinol ac ymatebir iddynt isod.

Mae'r Awdurdod wedi ceisio ymateb i'r materion a godwyd p'un a ystyriwyd eu bod yn berthnasol i bwnc penodol yr ymgynghoriad ai peidio, neu'n berthnasol i faterion ehangach eraill sy'n ymwneud â'r harbyrau a'r dull o'u rheoli. Mae'r ymateb i'r adborth wedi'i strwythuro er mwyn adlewyrchu hyn. Fodd bynnag, ni fyddai'n bosib, yn briodol, yn berthnasol nac yn fuddiol ymateb yn unigol i'r holl sylwadau ac adborth a roddwyd, yn ogystal â'r datganiadau a wnaed, er bod y rhain wedi'u nodi.

I roi blas o'r adborth a roddwyd, dywedodd 33 o'r ymatebwyr nad oeddent yn ymwybodol o fodolaeth y polisi presennol ond gwnaethant roi barn arno serch hynny (dywedodd 23 o'r 33 nad oedd yn ymwybodol o fodolaeth y polisi presennol eu bod yn anfodlon neu'n anfodlon iawn ag ef).

## 2.0 Adborth sy'n uniongyrchol berthnasol i'r Ymgynghoriad

### 2.1 Etifeddiaeth

Gwnaed y cynnig i gael gwared ar y trefniadau etifeddu er mwyn gwella cyfleon y cyhoedd o gael angorfa yn yr harbyrau a reolir gan y cyngor sir.

Nid yw'r trefniadau etifeddu yn ddarpariaeth a roddir gan y cyngor sir mewn sefyllfaoedd tebyg eraill (e.e. deiliaid trwyddedau preifat mewn meysydd parcio, prydlesau eiddo sydd yn enw rhywun).

Bernir bod cadw'r trefniadau etifeddu yn cefnogi'r canfyddiad bod cael mynediad i wasanaethau ac angorfeydd yr harbyrau yn dipyn o 'siop gaeëdig'.

Cydnabyddir yn y broses ymgynghori fod gwahaniaeth rhwng yr angorfeydd masnachol a hamdden yn yr ystyr bod busnesau wedi cronni cyfalaf o gael mynediad parhaus i'r angorfeydd hyn, a hynny dros gyfnod hir mewn ambell i achos. Gyda hyn mewn golwg, y bwriad yw cadw'r trefniadau etifeddu ar gyfer angorfeydd masnachol ond eu tynnu ymaith o'r angorfeydd hamdden.

Bydd y Cyngor, fel rhan o'r broses o bennu Ffioedd a Thaliadau, yn adolygu a yw'r strwythur codi tâl ar gyfer gweithrediadau masnachol yn yr Harbwr yn parhau i fod yn berthnasol, yn ddilys ac er budd pennaf y Cyngor.

Pan fydd profedigaeth yn digwydd mewn perthynas ag angorfa hamdden, bydd y Gwasanaeth Harbyrau yn ymdrin â hyn mewn modd sensitif. Caniateir cyfnod o dri mis i gwblhau trefniadau.

### 2.2 Trosglwyddo Angorfeydd

Mae'r trefniadau sydd ar waith ar gyfer trosglwyddo cychod yn cael eu hystyried yn amhriodol erbyn hyn ac felly bwriedir eu dileu. Mae'r trefniant yn tanseilio'r rhestrau aros a gallai arwain at dalu premiymau sylweddol am gychod y credir eu bod yn cael eu prynu gydag angorfa bresennol.

Bernir bod cadw'r trefniadau o ran trosglwyddo angorfeydd yn cefnogi'r canfyddiad bod cael mynediad i wasanaethau ac angorfeydd yr harbyrau yn dipyn o 'siop gaeëdig', neu eu bod yn cyfyngu mynediad i'r rheiny sy'n gallu ac yn barod i dalu'r premiwm.

### 2.3 Parcio Ceir

Ni ystyrir ei bod hi'n briodol bellach i ddarparu hawlenni parcio am ddim i ddefnyddwyr yr harbyrau yn y meysydd parcio a reolir gan Gyngor Sir Ceredigion a hynny fel rhan o'r trefniadau angori tymhorol. Mae hyn yn rhannol oherwydd bod gwerth sylweddol i'r ddarpariaeth parcio am ddim.

Nid yw hyn yn ddarpariaeth a roddir gan y cyngor sir mewn sefyllfaoedd tebyg eraill (e.e. rhandiroedd, prydlesu adeilad sydd heb lefydd parcio preifat).

### 2.4 Rhestrau Aros

Mae angen deall y trefniadau fel y maent ar hyn o bryd. Mae'r adborth a gafwyd o'r ymgynghori, a'r trafodaethau yng nghyfarfodydd mwyaf diweddar Pwyllgor Ymgynghorol Defnyddwyr yr Harbyrau, yn awgrymu'n gryf nad yw pobl yn eu deall.

Yn awr cynigir:

- cyflwyno ffi - na chaiff ei ad-dalu - fel tâl i ymuno â'r rhestr aros briodol. Pennir y ffi fel rhan o broses ehangach pennu ffioedd a thaliadau.
- dim ond caniatáu un cofnod i bob person ar unrhyw restr aros unigol.
- dileu'r cyfyngiadau ar y nifer a ganiateir ar y rhestrau aros.

Gellir darparu fersiynau (heb enwau) o'r rhestrau aros ac maent wedi'u rhannu fel rhan o'r pecyn dogfennau ar gyfer Pwyllgorau Ymgynghorol diweddar Defnyddwyr yr Harbyrau. Bwriedir i hyn fod yn eitem sefydlog yn y cyfarfodydd yn y dyfodol.

## **2.5 Tîm yr Harbyrau**

Gellir darparu'r Disgrifiadau Swyddi a'r Manylebau Person ar gyfer swyddi'r Tîm Harbyrau ac maent wedi'u rhannu fel rhan o'r pecyn dogfennau ar gyfer Pwyllgorau Ymgynghorol diweddar Defnyddwyr yr Harbyrau.

Rydym yn ffodus o gael gweithwyr cymwys ac ymroddedig o fewn y Gwasanaeth Harbyrau sydd yn ymroi i ddatblygiad personol parhaus.

## **2.6 Cyfleusterau**

Dylai'r cyfleusterau y mae'r Cyngor yn gallu eu darparu gael eu hadlewyrchu yn y taliadau a godir. Ar hyn o bryd nid yw hyn yn wir ac mae'r Gwasanaeth Harbyrau yn derbyn cymhorthdal sylweddol. Er ein bod yn ceisio mynd i'r afael â hyn, rhaid nodi bod yn rhaid trosglwyddo i ddefnyddwyr y gwasanaethau unrhyw gynnydd mewn costau neu ddarpariaeth. Mae hyn yn cynnwys darpariaethau y mae'n ofynnol i'r Awdurdod Harbyrau eu gwneud megis y Cynllun Rheoli Gwastraff Porthladdoedd.

## **2.7 Gwasanaethau Dewisol**

Mae'r gwasanaethau a'r cyfleusterau a gynigir yn yr harbyrau, a'r telerau cysylltiedig, yn ddewisol yn yr ystyr bod gan bobl ddewis i'w defnyddio ai peidio. Mae'r Cyngor yn parchu hawl y cyhoedd i arfer hyn.

## **2.8 Cyfleusterau a ddefnyddir ar y cyd**

Mae'r harbyrau yn gyfleusterau a ddefnyddir ar y cyd a bwriad y Cyngor yw eu rheoli mewn ffordd deg a chyson i'r holl randdeiliaid. Derbynnir na fydd pob rhanddeiliad yn cytuno â hyn. Er bod ganddynt hawl i'r rhain, nid yw'n golygu y dylent gael dylanwad amhriodol neu anghymesur drostynt.

## **2.9 Y Polisi Presennol a'r un Newydd**

Roedd y farn am y newidiadau rhwng y polisi presennol a'r un newydd yn amrywio'n fawr. Roedd rhai o'r farn nad oedd fawr o newid o gwbl ac eraill yn credu bod y newid yn fawr.

## **2.10 Angorfeydd Dŵr Dwfn**

Cynigir tynnu'r cyfyngiad ar angorfeydd dŵr dwfn yn y Polisi newydd.



## 3.0 Materion Eraill

### 3.1 Rolau a Chyfrifoldebau

Mae'n briodol ac yn amserol adolygu ac addasu safbwyntiau a disgwyliadau mewn perthynas â rheoli'r harbyrau a'r rolau a chyfrifoldebau.

Mae'r Gwasanaeth Harbyrau yn rhan o'r Cyngor Sir yn ehangach. Mae'n destun yr un polisïau, protocolau a rheolau sefydlog â gwasanaethau eraill y Cyngor. Mae hyn hefyd yn wir mewn perthynas â'r strwythur rheoli, rheoli perfformiad, archwilio ac atebolrwydd gwleidyddol.

Er y gallai fod gan randdeiliaid, gan gynnwys cwsmeriaid a phartïon sydd â budd yn y maes, eu barn, eu hamcanion a'u dyheadau eu hunain, nid oes gan y rhain flaenoriaeth na dylanwad dros y trefniadau sydd ar waith ar gyfer rheoli a chyflawni gwasanaeth sy'n rhan o'r Cyngor Sir. Mae hyn yn cynnwys materion sy'n ymwneud â llywodraethu, derbyn ac ymateb i ohebiaeth, prosesau sy'n gysylltiedig â thrafodion ariannol gan gynnwys anfonebu a gwaith cysylltiedig – mae'r rhain yn cael eu gweithredu ar draws gwasanaethau'r Cyngor ac nid ydynt yn berthnasol yn unig yng nghyd-destun yr harbyrau.

Deallir na fyddai rhai rhanddeiliaid yn cytuno neu'n croesawu rhai elfennau o sut mae'r harbyrau'n cael eu rheoli ac er bod hyn yn cael ei barchu, ni fydd yn cael dylanwad uniongyrchol dros y ffordd y caiff y cyfleusterau eu rheoli.

Defnyddir y polisïau presennol ac arfaethedig fel dull o reoli ar gyfer Rheolwr yr Harbyrau a'r Gwasanaeth Harbyrau. Rôl Rheolwr yr Harbyrau yw gweithredu'r Polisi a hynny gyda'r disgresiwn a ddiffinnir. Ceir rhagor o fanylion yn y Disgrifiadau Swyddi ar gyfer rolau'r Gwasanaeth Harbyrau.

### 3.2 Pennu Ffioedd yr Harbyrau

Pennir ffioedd a thaliadau'r harbyrau fel rhan o'r broses ehangach o osod ffioedd a thaliadau yng nghyllideb flynyddol y Cyngor. Mae'r rhain yn amodol ar drosolwg a chraffu a chymeradwyaeth wleidyddol cyn eu gweithredu.

Mae gan y Cyngor Bolisi Cynhyrchu Incwm ac Adennill Costau a ddylai fod yn berthnasol mewn perthynas â'r Harbyrau. Ar hyn o bryd nid yw'n darparu ar gyfer adennill y costau'n llawn ac mae'r Gwasanaeth Harbyrau yn cael cymhorthdal gan nad yw'r incwm a gynhyrchir yn ateb y costau o ddarparu'r gwasanaethau.

Nid yw'n briodol i'r Cyngor sybsideiddio gwasanaeth dewisol tra ei fod yn gorfod ad-drefnu a chwtdogi gwasanaethau craidd a statudol eraill. Bydd y Cyngor yn ceisio sicrhau bod y gwasanaeth Harbyrau yn cyrraedd sefyllfa lle mae o leiaf yn talu am ei hun.

Gosodir y ffioedd ar gyfer angorfeydd hamdden ar sail metrau yn hytrach na'r math o gwch. Nid oes rheswm dros newid y trefniant hwn.

### 3.3 Tymhorau

Y tymhorau, yng nhyd-destun yr harbyrau a reolir gan Geredigion, yw:

- Haf 1 Ebrill – 30 Medi

- Gaeaf 1 Hydref – 31 Mawrth

Mae hyn yn cynnig eglurder a chysondeb ac nid oes rheswm dros newid y rhain.

### **3.4 Disgwyliadau realistig, cymesur, perthnasol a phriodol**

Mae angen i ddisgwyliadau rhanddeiliaid fod yn realistig, yn gymesur, yn berthnasol ac yn briodol gan ystyried mai gwasanaethau dewisol yw'r rhai a ddarperir gan y Gwasanaeth Harbyrau.

Gall cwsmeriaid ddewis p'un ai i ddefnyddio'r cyfleusterau a'r gwasanaethau a ddarperir.

### **3.5 Pwyllgorau Ymgynghorol Defnyddwyr yr Harbyrau**

Yn eu ffurf bresennol, bernir nad yw'r rhain yn addas i'r diben ac maent wedi ymbellháu - o ran aelodaeth a mynychwyr - oddi wrth y trefniadau cyfansoddiadol sy'n sail iddynt. Bydd adolygiad yn cael ei gynnal gyda'r bwriad o gyrraedd at rywbeth mwy priodol, perthnasol, cynhyrchiol a buddiol.

### **3.6 Barn a Safbwyntiau**

Mae'r Gwasanaeth Harbyrau yn parchu ac yn gwerthfawrogi barn a safbwyntiau rhanddeiliaid yn eu cyd-destun fel ag y mae.

Mae rhywfaint o'r adborth yn cyfeirio at safbwyntiau goddrychol unigolion gydag ychydig neu ddim tystiolaeth i'w cefnogi. Roedd y sylwadau yn gwrthddweud ei gilydd mewn rhai achosion (e.e. dim yn ymwybodol o'r Polisi presennol ond yn nodi ei fod yn dda/drwg).

### **3.7 Ymgysylltu**

Mae'r canlynol yn crynhoi prif ffyrdd y Gwasanaeth Harbyrau o ymgysylltu â rhanddeiliaid:

- Pwyllgorau Ymgynghorol Defnyddwyr yr Harbyrau (dwywaith y flwyddyn)
- Cymorthfeydd yr Harbyrau (misol)
- Presenoldeb rheolaidd Tîm yr Harbyrau yn yr Harbyrau (yn rheolaidd a pharhaus) gyda dull / polisi 'drws agored'
- Dyfroedd Tawel (cyhoeddi dwywaith y flwyddyn)
- Cyswllt drwy Clic (llythyron, e-byst, galwadau ffôn, ffurflenni adborth)
- Hysbysiadau i Forwyr
- Negeseuon e-bost grŵp at Ddeiliaid Angorfeydd
- Tudalennau pwrpasol ar wefan y Cyngor sy'n cynnwys mynediad i'r Polisi Rheoli Harbyrau.

Mae'r uchod yn mynd y tu hwnt - o dipyn - i lefel yr ymgysylltu y mae'r Cyngor yn ei gynnig i ddefnyddwyr gwasanaethau dewisol tebyg eraill (e.e. cwsmeriaid meysydd parcio, cwsmeriaid gwastraff masnach, cwsmeriaid rhandiroedd).

### **3.8 Gweithredu'r Polisi**

Mae'r Polisi yn rhoi fframwaith cyffredinol i Dîm yr Harbyrau ar gyfer rheoli'r harbyrau o ddydd i ddydd, gwaith sy'n cael ei arwain a'i reoli gan Reolwr yr Harbyrau. Mae'r Rheolwr yn cael ei gefnogi ac yn ymgynghori ag uwch reolwyr o fewn y gwasanaeth

yn ehangach er mwyn cyflawni'r dyletswyddau. Mae hyn yn cynnwys mewn perthynas ag unrhyw apeliadau yn erbyn penderfyniadau a wneir neu gyfarwyddiadau a roddir. Mae hyn yn gyson â'r dull a fabwysiadir mewn meysydd gwasanaeth eraill.

### **4.0 Materion Gweithredol**

#### **4.1 Mynediad i'r Anabl**

Mae Harbyrau Ceredigion yn harbyrau gwaith hanesyddol ac mewn rhai achosion, yn seilwaith rhestredig.

Er ein bod yn ceisio ystyried ffyrdd ymarferol a fforddiadwy o wella mynediad, fe allai'r cyfle i wneud hyn fod yn gyfyng. Byddwn yn parhau i fynd ar ôl, ystyried a chyflawni cyfleoedd yn hyn o beth.

#### **4.2 Carthu**

Caiff carthu (dredjo) ei wneud yn ôl yr angen, yn ôl barn Rheolwr yr Harbyrau ac os bydd cyllid ar gael.

#### **4.3 Materion Gweithredol Penodol ac Unigol**

Cyfeiriwyd at rai materion gweithredol penodol neu unigol - nad oedd yn ymwneud yn uniongyrchol â'r Polisi - yn y sylwadau a gafwyd fel adborth i'r ymgynghoriad. Byddai'n fwy priodol mynegi'r rhain yn bersonol i'r Gwasanaeth Harbyrau, megis yn y cymorthfeydd rheolaidd, yn swyddfeydd yr Harbwr neu drwy Clic.

#### **4.4 Neilltuo Angorfeydd a chyfleusterau eraill i bobl**

Gwneir hyn yn unol â'r Polisi a gyda'r nod o wneud y mwyaf o'r capasiti sydd ar gael.

Bydd y Polisi arfaethedig, os caiff ei gymeradwyo, yn gwella argaeledd yr angorfeydd ym mhob harbwr. Gan fod y Cyngor yn cynnig dileu'r darpariaethau ar gyfer trosglwyddo angorfeydd (rhai masnachol a hamdden) ac etifeddiaeth (ar gyfer angorfeydd hamdden), bydd y rhestrau aros ym mhob harbwr yn fwy symudol.

#### **4.5 Diogelu Bywyd Gwyllt Morol**

Mae'r Gwasanaeth Harbyrau wrthi'n hyrwyddo ac yn cefnogi'r egwyddorion a'r ffyrdd o weithio a nodwyd ar gyfer Arfordir Treftadaeth Forol Ceredigion, Ardal Cadwraeth Arbennig Bae Ceredigion ac Ardal Cadwraeth Arbennig Pen Llŷn a'r Sarnau.

## **Atodiadau**

### **Atodiad 1**

Yr adborth ansoddol a gafwyd gan y rhanddeiliaid (ar-lein a chopi caled/papur).

### **Atodiad 2**

Yr ohebiaeth ysgrifenedig a gyflwynwyd y tu allan i'r broses ymgynghori benodedig.

### **Atodiad 3**

Polisi Rheoli Harbyrau Ceredigion (yn dangos y newidiadau yn dilyn yr adborth i'r ymgynghoriad).

### **Atodiad 4**

Asesiad Effaith Integredig.

Attachment 1

ID	Are you responding as:	Were you aware that a Policy existed prior to seeing this consultation?	Which harbour(s) do you use?	To what extent are you satisfied with the current Ceredigion Harbours Management Policy which has been in place since 2010?	In relation to your answer in question 6 please outline up to three reasons for your response:	To what extent are you satisfied with the reviewed/proposed Ceredigion Harbours Management Policy?	In relation to your answer in question 8 please outline up to three reasons for your response:
1	Leisure Harbour User;	Yes	Aberaeron;	Neutral	The current policy nor previous policy offer any explanation as to the role of the harbour management. Whilst the title exists it appears they have little to no responsibility, if their responsibility isn't to be listed in the policy I would encourage there job role/description to be made public via your website.	Neutral	It's very close to the previous policy. Nothing stands out as relating to the modern needs of the harbours.
2	Leisure Harbour User;	Yes	Aberystwyth;	Satisfied		Satisfied	
3	Leisure Harbour User;	Yes	New Quay;Aberaeron;	Satisfied		Neutral	Overall it is reasonably clear. I think the start of the season should be defined as 1st April or Monday before Easter, which ever comes first. Under commercial section no mention of research and monitoring vessels or XXXX - I vital facility to encourage training, development and safe use of the water. Finally there should be some facility for passing on moorings to children of deceased. The adult siblings are unlikely to be on the mooring waiting list.
4	Leisure Harbour User;	Yes	New Quay;	Very Satisfied		Very Dissatisfied	There is no right of appeal or independent arbitration if the council issues notice of termination. Clause 16.1 of the old policy has been removed - it has been custom and practice for many year that families could continue to use the facility in the event of the named Mooring holder death. There needs to be a right of transfer in the event of the vessel sale as there is a limited market for vessels in the area and acquirers of vessels will naturally look to acquire existing vessels. If you are on the waiting list with a vessel you can't use it, if you are allocated a mooring you need to find a vessel. The current transfer arrangements should be at a fee payable to the council and not for gain by the mooring holder
5	Leisure Harbour User;	Yes	Aberaeron;	Neutral	Most Harbour Users are unaware of the Policy. There have been failures to apply it. There have been inconsistent interpretations and applications of it.	Very Dissatisfied	The best way to consider the proposed policy would be for CCC to list the changes rather than expecting people to read the old and the new policies. There is a statement about Car Park passes as part of the mooring fee which will greeted with concern. Similarly the statement on Partnerships.
6	Leisure Harbour User;	Yes	New Quay;	Satisfied	Functioning management of the facility. Appropriate maintenance of the facility. Reasonable cost of the facility.	Satisfied	Correct level of engagement with harbour users. Continuation of provision of service.
7	Leisure Harbour User;	Yes	Aberystwyth;	Neutral	No rubbish bins, electric points provided. Harbour dues increase each year but no improvement to services/ amenities	Neutral	
8	Commercial Fishing Harbour User;Commercial Passenger Trip Harbour User;A Facility User;	Yes	New Quay;	Neutral	As a public facing Policy document the previous iteration seemed hurried and poorly crafted. The new document is better but still lacks substance. A Policy doc. Should clearly and unambiguously state Policy that actions can be measured against.	Satisfied	Section 1.7 caveats the entire Policy and leaves differing ways of working outside of Policy open to the Harbourmaster and therefore his or her line managers. Surely a Policy is a Policy otherwise this document should be strategic or a process doc. In b 4.6 vi please name the commercial vessels and their owners and if a mooring is empty state it as empty. Clearer guidance is needed regarding refueling of commercial vessels in the harbour.

9	Leisure Harbour User;	Yes	Aberystwyth;	Neutral		Neutral	
10	Leisure Harbour User;A Facility User;	No	Aberystwyth;	Neutral	Condition and upkeep is poor. Very little engagement with users until you want payment. Preferential treatment given to innappropriate parties e.g XXXXXXXXXX.	Neutral	There is very little content related to leisure craft and their rights and obligations.
11	Leisure Harbour User;	Yes	New Quay;	Neutral	I struggle to access my double kayak on the top of the rack on the slip on Penpolion New Quay. Unless I can find someone to swap with and we both attend Aberaeron offices, an unlikely event, this can't change. I'd like some mention in the policy that moorings must be suitable for the person paying. I'm too short to easily put the kayak on or off and others are in a simile position. I shouldn't have to ask for help from a taller person.	Neutral	
12	Leisure Harbour User;	Yes	Aberaeron;Aberystwyth;	Neutral	state of harbour needs dredging . mooring chains need refixing. better spacing for tenders	Neutral	
13	Leisure Harbour User;	Yes	Aberaeron;	Very Dissatisfied	Lack of consultation with harbour users, lack of response to their concerns, lack of response to problems brought to their attention.	Very Dissatisfied	Lack of consideration for boatowners, lack of communication with that, lack of response
14	Leisure Harbour User;	Yes	New Quay;	Very Dissatisfied	Lack of maintenance	Satisfied	Getting a mooring is far too difficult and residents should be prioritised. People should be limited to one leisure mooring
15	Leisure Harbour User;	Yes	New Quay;	Very Dissatisfied	Pricing local people out. Im fourth generation, welsh first language family to be born in new quay and to use the harbour, you target everyone as second home owners with stacks of cash. You're penalising genuine local people who cant afford the prices. im related to the founder member of plaid, but Im conflicted moving forward. This isnt the plaid that has been.	Very Dissatisfied	As above, local people cant afford the continued price hikes
16	Other - please specify below in Question 2;	No	New Quay;	Dissatisfied	Considering the importance of the New Quay Harbour to 1. tourism & 2. local enjoyment &3. Commercial fiscal importance.	Neutral	Will wait & see how the consultation is dealt with.
17	Leisure Harbour User;	No	New Quay;	Very Dissatisfied	The costs, the maintenance,attitude of harbourmaster	Very Dissatisfied	No consultation with users
18	Leisure Harbour User;	Yes	New Quay;	Neutral		Dissatisfied	Car Park facility taken away, Lack of Dinghy facilities in New Quay on the pier, Bins No longer on the beach, now my dinghy becomes convenient for that purpose!!
19	Leisure Harbour User;	No	Aberaeron;	Dissatisfied	Fees, maintence	Dissatisfied	
20	Leisure Harbour User;	No	Aberystwyth;Aberaeron; New Quay;	Very Dissatisfied	There is no qualified management of Ceredigion Harbours	Very Dissatisfied	A review by users and professionals sea users is required

21	Leisure Harbour User;	Yes	Aberaeron;	Neutral		Neutral	The policy is very wordy. As an Aberaeron harbour user I would prefer to see a subsection indicating how moorings can be allocated on a fairer basis. It has been my understanding that the allocation of moorings in Aberaeron takes into account that when moorings become available they should be first offered to those persons who have a less favourable mooring. This process needs to be stated as without a detailed process there is a possibility of corruption. While the stated aim is to encourage harbour use I feel it is more likely to put users off.
22	Commercial Fishing Harbour User;	No	New Quay;	Dissatisfied	My main one as a fishing working harbour when our landing days come !! Fisherman are not able to get in while pleasure boats have decided to load passengers up in front planned pick ups as had to be done on tides so priority should be given as it's not everyday usually can be once a week !!of	Dissatisfied	In place about transfer of moorings I can understand non family but what happens if like me are married and something god forbid happens to husband and can't fish and need to have someone family to take over or keep our livelihood going !! Can't marriage be as one ? I am concerned as both me and my husbands family have fished for years and it's always gone down the family is the beginning of a end of families traditions
23	Leisure Harbour User;	Yes	New Quay;	Very Dissatisfied	1. Disabled access very poor or non existent in New Quay Harbour 2. Pier unsafe for wheelchair users 3. No suitable loading or unloading point for wheelchair users	Very Dissatisfied	1. No mention of improving disabled access. 2. No mention of improving disabled facilities around the harbour. 3. Lack of understanding of disabled users needs.
24	Leisure Harbour User;	Yes	New Quay;Aberaeron;	Very Dissatisfied	Lack of mooring availability. Lack of dredging in NQ harbour.	Very Dissatisfied	It doesn't address the key problems of access and maintenance of the harbours
25	Leisure Harbour User;	Yes	New Quay;	Dissatisfied	1.No differentiation between dinghies and larger boats. The dinghy places have been progressively reduced and replaced with car parking spaces and large, hazardous pieces of commercial equipment. The particular aspect I'm concerned about is fees for dinghies and access to the pier. Even very recently there was boat parking space at reasonable cost on the main pier. Boats have been progressively evicted to accommodate cars and general storage of fishing gear, most of which seems to sit there year round. The very limited space that now exists is charged at the same rate per meter as a yacht in the harbour, rounded up to the nearest meter. This means that a child starter boat like an optimist (2.3m) is charged at 3m. The next size up, for example a topper (3.38m) is charged at 4m. A typical youth boat like a laser (4.19m) is charged at 5m. The fee last year was £51 per meter and has now increased to £66.50. At the moment boats are being stored on the sand on the main beach (possibly free, no one knows) or the  Sandy Slip by the lifeboat house, though that space is full and we think will be charged at the above rates. In contrast, Cardiff Bay YC charge £85 for optimists and toppers and £105 for a laser and anything bigger £158 pa. This gives space on concrete, with tie downs so boats don't blow about in gales, in a locked compound. These smaller boats are the entry to the water. The XXXXXXXXXXXXX has done a great job of getting local youngsters on the water - if you come down any Saturday morning you will see lots of them out. An entry level optimist or topper can be picked up for a few £100s. Sailing is also potentially a much bigger source of income than it currently is - places like Pwllheli make millions from hosting dinghy	Dissatisfied	1.No differentiation between dinghies and larger boats. The dinghy places have been progressively reduced and replaced with car parking spaces and large, hazardous pieces of commercial equipment. The particular aspect I'm concerned about is fees for dinghies and access to the pier. Even very recently there was boat parking space at reasonable cost on the main pier. Boats have been progressively evicted to accommodate cars and general storage of fishing gear, most of which seems to sit there year round. The very limited space that now exists is charged at the same rate per meter as a yacht in the harbour, rounded up to the nearest meter. This means that a child starter boat like an optimist (2.3m) is charged at 3m. The next size up, for example a topper (3.38m) is charged at 4m. A typical youth boat like a laser (4.19m) is charged at 5m. The fee last year was £51 per meter and has now increased to £66.50. At the moment boats are being stored on the sand on the main beach (possibly free, no one knows) or the  Sandy Slip by the lifeboat house, though that space is full and we think will be charged at the above rates. In contrast, Cardiff Bay YC charge £85 for optimists and toppers and £105 for a laser and anything bigger £158 pa. This gives space on concrete, with tie downs so boats don't blow about in gales, in a locked compound. These smaller boats are the entry to the water. The XXXX has done a great job of getting local youngsters on the water - if you come down any Saturday morning you will see lots of them out. An entry level optimist or topper can be picked up for a few £100s. Sailing is also potentially a much bigger source of income than it currently is - places like Pwllheli make millions from hosting dinghy sailing events. 2.Inheritance and partnerships. Most boats are owned by families but registered in a single name. My RIB is used heavily by myself, my wife and my two adult children and their families. I have had the mooring for almost 20 years. If I were to die, my wife would presumably have to sell the boat. Similarly, my adult children would not be able to keep using it. The blockage on sharing within de facto partnerships is unfair to long term supporters of the area and its tourist industry. While I can see that turnover of moorings is potentially desirable, this policy seems to be

26	Leisure Harbour User;	Yes	Aberaeron;Other harbour not managed by the Council;	Very Dissatisfied	The employment of assistant 'harbour managers' that sit in their office during their working hours and do not patrol the harbour or undertake any other useful function. Inadequate facilities provided by CCC to both resident and visiting harbour users (water +electricity provided by XXX NOT CCC), Poor harbour maintenance such as failure to adjust CCC harbour chains, dangerous state of slipway and failure to maintain navigation lights, combined with ruinously high mooring fees.	Dissatisfied	C. 3.5 No mention of XXXX as the primary promoter of annual harbour events which would not happen were it not for the voluntary actions of XXXX members, 12.2 the previously successful system in which the 'harbourmaster' inspected and recorded the insurance details of vessels using Aberaeron harbour has been discontinued and there is no longer a check on valid insurance of any vessel (dinghy's sailboards etc. included) which is an abdication of CC responsibility, 24.3 As the various harbour assistants do not enter the harbour, just how is this clause checked and enforced? There are several more Reasons that should be included but for obvious avoidance of responsibility this questionnaire has restricted replies to only three thus restriction the ability of harbour users to enter full and valid comments.
27	A Facility User;	No	New Quay;	Neutral	I wasn't aware that there was a policy	Neutral	
28	Other - please specify below in Question 2;	Yes	Aberystwyth;	Neutral	More work needs doing on dredging harbour entrance to enable us to launch at low water for rescue purposes , repairs to Landing stage at main beach are urgently needed for us to be able to land casualties to the care of other emergency services	Satisfied	
29	Commercial Fishing Harbour User;	Yes	New Quay;	Dissatisfied	Not answering	Very Dissatisfied	Objections to No inheritance related to mooring 2 No mooring transferable on both leisure and commercial. 3 car parking No transferable
30	Leisure Harbour User;	Yes	Aberaeron;New Quay;	Very Dissatisfied	Insufficient space to discuss.Makes consultation farcical	Very Dissatisfied	Insufficient space to enumerate. Also makes consultation farcical
31	Leisure Harbour User;	Yes	New Quay;	Neutral	there is not much done by the council for the annual fee we pay.	Dissatisfied	i think moorings should be transferable with sale of boat also the parking ticket should continue with mooring and any empty moorings should be offered to local people,there are a lot of families from England who have more than 1 mooring
32	Commercial Passenger Trip Harbour User;	Yes	Aberaeron;New Quay;	Neutral	inappropriate mooring allocated to commercial 10 metre vessel. Lack of shoreside facilities. No plan to improve access to all vessels at low water on the larger tides or maintain the existing harbour structures.	Very Dissatisfied	Inability to pass on my existing boat business developed over nearly 40 years (benefiting the local economy and community and supporting the research and conservation work of the Wildlife Trust South and West Wales) to the next generation of my family, Welsh speaking individuals born and bred in New Quay
33	Leisure Harbour User;	No	New Quay;	Satisfied	Easy to understand	Neutral	No issues



34 Commercial Fishing Harbour User;	Yes	Aberystwyth;	Very Dissatisfied		Dissatisfied	<p>To whom it may concern I am writing this statement in response the current consultation on the proposed Ceredigion harbour management policy. I am responding to specific points set out below: 15.1 Inheritance rights, My father has had commercial berths in Aberystwyth harbour for the past 57 years. Over the past 25 years, since I left school we have worked hard to develop our now family owned business. We employ 6 local people and bring regular trade to several local trades people within the Aberystwyth area. However, while I have equal shares within the business, my father manages the berths within this arrangement. The inheritance rights proposals within the consultation document as currently written, would mean that if something unforeseen were to happen to my father. Our business and life's work would be put in jeopardy. Due to the size of our vessels, there are no other harbours which my vessels could operate out of in Wales and continue to fish in our traditional fishing area. We have four commercial vessels and as mentioned above employ several local staff, if we were to lose the berths in Aberystwyth my business would be destroyed, and my crew would be out of work. I personally would be unable to provide for my family and face bankruptcy. While I recognise the inheritance rights may be a suitable and appropriate approach for pleasures boats, this proposal is not suitable for commercial boat owners in Ceredigion where businesses are family run and I am strongly opposed to this proposal</p>
35 Leisure Harbour User;A Facility User;	No	Aberystwyth;	Dissatisfied	Dredging not completed to a good standard the last time this was done the displaced material was placed on the mouth of the Ystwyth river, this was then pushed by the river flow and has made Aberystwyth bar shallower. The contractors were not even wearing life jackets during this work even though it was being observed by ccc managers	Satisfied	I understand the rules and birthing allocation but there needs to be consideration to the overall lack on compliance on the harbour lifting regs, ladder inspections fork lift operations general tidying and safe storage of equipment.

36	Leisure Harbour User;	Yes	New Quay;	Dissatisfied	I believe there are flaws in the previous Policy that have not been addressed in the Draft amendment. The following is a short-list of some of my suggestions: A Lack of Review Period and Review Process and Appeals Procedure: The original CHM Policy does not state a review timescale, nor a consultation process to ensure Harbour User views are accounted for. It also fails to state procedures that an individual should follow to appeal any decision made against them. 4.6 Deep Water Moorings: As an Internationally qualified Sailing Instructor/Examiner and regular user of many UK and overseas harbours, I believe that there is plenty of room within New Quay Harbour area for many more 'Deep Water' moorings to be added, thus enabling additional short and long-term use, and providing a better safe-haven for visitors and local Harbour Users alike. Thus, the statement at Paragraph 4.7 that 'the number of deep-water moorings has reached maximum capacity' is incorrect and this policy should be rescinded in order to add more moorings to attract visitors and to expand the availability for local users; such a positive change would also pay for itself, or more likely increase income for CCC. 5.1 Leisure Mooring Waiting List: The current Waiting List Policy is not transparent, provides no indication of when a space becomes available, fails to show where individuals are on the List and does not provide indication of historic average waiting times to provide context to subscribers. GDPR has been quoted as a reason for lack of transparency, but that is incorrect as if permission to publicise names and vessel/mooring requirements was made a requirement to be included on the List then a more transparent system could be provided. Without such openness, the	Very Dissatisfied	Consultation: I believe the Review of the Harbour Management Policy is a great opportunity to improve and expand the use of Ceredigion Harbours by bringing the policies, services and User experiences up to date and more aligned to best practice. However, only allowing 3 points to be raised via an online form is insufficient to undertake a proper consultation. To do so, I recommend the current online Consultation is made more inclusive and responsive to the Harbour User's needs by extending the consultation period and by including face-to-face discussions with nominated Users and representatives, such as the recently formed Ceredigion Harbours' Users Consultative Committee (CHUCC). Without improving this Consultation, I do not believe that the CCC will achieve the 'Gunning Principles' as directed by the Local Government Association and laid down in law. I believe there are flaws in the Draft amendment and that some of these will restrict, rather than expand harbour use. The following is a short-list of some of my suggestions: 14.1 Prohibition on Assignment/Sub Letting of Mooring Facilities: I agree that sub-letting should be prohibited; however, if a mooring has been paid for and is normally used by the designated craft, there should be no reason that whilst that vessel is temporarily away on a passage, or undergoing maintenance, that the empty mooring should not be utilised by another craft on agreement with the rightful user. This more flexible approach will assist Harbour User safety, particularly when weather and/or tide preclude a vessel's return to the assigned mooring, especially through use of an available deep-water mooring. 16.1 Inheritance & 19.1 Partnerships: If a family's option following death, or incapacity, to apply for a mooring is to be removed (which I disagree with) then an amnesty period of 8 months should be provided for current Users to add new partners and/or family members to the vessel's name/registration at NO COST before this fundamental policy change is implemented. 17.1 & 17.2 Change of Vessel, Watercraft, or Other Equipment: I agree with the aim of increasing turnover and usage of moorings, but I believe preventing a boat owner who does not wish to keep their mooring the opportunity to sell and transfer a mooring with that
37	Other - please specify below in Question 2;	Yes	Aberystwyth;	Dissatisfied	Greater provision for the protection of marine wildlife needed, namely speed controls and restrictions on high-speed vessels in the harbour and bay	Dissatisfied	Greater provision for the protection of marine wildlife needed, namely speed controls and restrictions on high-speed vessels in the harbour and bay
38	Leisure Harbour User;	Yes	Aberaeron;New Quay;	Neutral	It was vague but allowed some use of judgement and had some reference to governance and appeals.is	Dissatisfied	We do not believe this consultation is effective or the policy fit for purpose. We wish greater consultation with those using the harbours with the Ceredigion Harbour Users Consultation Committee as the main voice for the users.
39	Leisure Harbour User;	Yes	New Quay;	Neutral	Please refer to CHUCC minutes / open letter.	Very Dissatisfied	Please refer to CHUCC minutes / open letter.
40	Leisure Harbour User;	Yes	New Quay;	Very Dissatisfied	Increased harbour fees on mooring	No inheritance Sale of boat Very Dissatisfied	As aboveChu

41 Leisure Harbour User;	Yes	Aberystwyth;Aberaeron; New Quay;	Dissatisfied	1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. Lack of transparency, engagement and the effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, with no process for appeal/redress. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for or take into account National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Very Dissatisfied	Please read in full the following open-letter from CHUCC to CCC which has been copied to local councillors, MPs, MSs and the press. An easier to read pdf is available on request from the below email address. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose.Ceredigion Harbours' Users Consultative Committee (CHUCC) – 1 Oct 2023 at New Quay Crows' Nest Minutes of Meeting and Open Letter to CCC regarding proposed Harbour Management Policy (HMP) and Consultation Process In attendance: over Ceredigion 30 Boat owners/operators XXXX (New Quay CHUCC Rep) as Secretary Agenda Discussion Items relating to Harbour Management Policy (HMP): a. Lack of Governance/Authority/Structure b. 'Inheritance' policy c. Sale of Boats/Moorings policy d. Waiting List Process e. Fee Structure f. Partnerships/Joint Owners g. New Quay Deep Water/Visitors' Moorings h. Sub-Letting i. Harbour Users Meetings j. Document Terminology k. Service Level Agreement l. Missed Opportunities m. Consultation Process The above points were discussed in some detail with respect to the current management of Ceredigion Statutory Harbour Authority (SHA): a. Lack Governance/Authority/Structure (Para 1). A policy document such as the HMP should clearly state and define the following: i. The overarching legal authority of the policies therein. ii. The SHA governance structure (including duty holders and responsible persons etc). iii. Terms of reference, any required qualifications and training of SHA team and Committees. iv. The accepted means of compliance (including alternative means of doing so) with policies. v. Any penalties/remonstration for non-compliance. vi. Processes that allow for review and challenge. Sadly, there is no mention in the draft HMP of the overarching legislation and guidance such as the Harbours Act 1964, the Harbours, Docks and Piers Clause Act 1847, nor any related guidance documents for the effective management of Harbours. Infringement of the Aberporth Range By-Law of 1976 should also be mentioned. There is no definition of the reporting structure of the SHA and the responsibilities, qualifications and required skills of any staff, nor of their training. There is no mention of the DfT/Welsh Government requirements of the Ports'
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42 Leisure Harbour User;	Yes	Aberaeron;New Quay;Aberystwyth;	Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.</p>	<p>Very Dissatisfied</p> <p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to Mr XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>
43 Leisure Harbour User;	Yes	Aberystwyth;Aberaeron; New Quay;	Very Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.</p>	<p>Very Dissatisfied</p> <p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>

44	Leisure Harbour User;	Yes	New Quay;Aberaeron;	Neutral	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Very Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to Mr XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.
45	Leisure Harbour User;	No	New Quay;Aberaeron;	Dissatisfied	1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Very Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.
46	Leisure Harbour User;	Yes	New Quay;Aberaeron;	Very Dissatisfied	The harbour authorities did/do not uphold their own rules laid out in the policy especially regarding many aspects to the "Waiting List" of which I have been on for many years, and having to pay for the privilege to be on it.	Very Dissatisfied	Too many to mention here, a maximum of three is ridiculous.

47	Leisure Harbour User;	No	Aberaeron;New Quay;	Neutral	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Neutral	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.
48	Leisure Harbour User;	Yes	New Quay;Aberaeron;	Neutral	lack of transparency re waiting lists - allowing some moorings to be held for years without the boats leaving the mooring	Very Dissatisfied	removing inheritance rights insensitive at best, likely to cause financial loss, spouses and civil partners are by law equal partners. lack of governance or appeal. sale of boats could be offered to mooring list on an initial - transparent basis. No mention of "not for Profit" commercial users covering education, training and research.
49	Leisure Harbour User;	Yes	Aberaeron;New Quay;Other harbour not managed by the Council;	Very Dissatisfied	1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Very Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur.

50	Leisure Harbour User;	Yes	Aberaeron;	Neutral		Very Dissatisfied	1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.
51	Leisure Harbour User;	No	Aberystwyth;Aberaeron; New Quay;	Neutral	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.

52 Leisure Harbour User;	No	New Quay;	Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion</p>	<p>Very Dissatisfied</p> <p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>
53 Leisure Harbour User;	No	New Quay;	Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.</p>	<p>Very Dissatisfied</p> <p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>



54	Leisure Harbour User;	Yes	New Quay;Aberaeron;	Neutral	Please see response from the Ceredigion Harbour Users Consultative Committee, which I support in full.	Very Dissatisfied	Please see response from the Ceredigion Harbour Users Consultative Committee, which I support in full.
55	Leisure Harbour User;	Yes	Aberaeron;New Quay;	Dissatisfied	1. Thin in governance and oversight processes (compounded by reduced availability of any skilled staff fir the majority of the year, with no means of redress and referral. A secret, shambolic and ineffective moorings waiting list process that was by passed often. Missed opportunity to encourage local young, old and disabled people to get on water while completely ignoring any encouragement to meet conservation initiatives.Complete review required.	Very Dissatisfied	No great difference from answer above, in fact, arguably worse than previous policy and even likely to be non-compliant with Harbours Act 1964 and PortsGood Governance Guide 2018, with even less definitive due proces and structure. The intent to increase waiting list turn-over has meant the process has becom completely jumbled and will not achieve its intent especially as it is tied to fe structure that favours the rich over local residents - old young and disabled. Still there is no addressing of policies to promote the conservation of the environment or improvement of access to water-sports. The whole policy needs a re-write with the input of all stakeholders to produce a jointly owned document that addresses these and many other shortcomings in this draft.
56	Leisure Harbour User;	Yes	Aberaeron;New Quay;	Neutral	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.
57	Leisure Harbour User;A Facility User;	Yes	New Quay;	Dissatisfied	Sailing dinghies (eg 3m Toppers) charged at same rate as large ( 12m+)craft. Very limited space available for sailing dinghies resulting in decline of sailing in NQ. I agree with points made inCHCC meeting summary/open letter.	Very Dissatisfied	Too short timescale for response. Only asks for 3 reasons. No mention of next step after consultation .
58	Leisure Harbour User;	Yes	New Quay;	Dissatisfied	Poor condition of harbour,high mooring fees,inability to use Pier to load and unload	Very Dissatisfied	Inability to pass on mooring to my family,higher mooring fees lack of outer mooring availability.

59 Other - please specify below in Question 2;	Yes	Aberystwyth;Aberaeron; New Quay;Other harbour not managed by the Council;	Very Dissatisfied	1The 2010 policy names XXXXXXXXXI (XXX) but makes no distinction between it and tour operators or commercial fishing. The policy does not recognise the unique role the school has in training the safe use of power and sailing vessels in the county of Ceredigion. This training has undoubtedly contributed to the low incidences of marine accidents in this area since its inception in 2002. 2The 2010 policy does not afford financial benefit to XXX in its status as a recognised charity (no. XXXXXXXX) where it has received both Mandatory and Discretionary Relief from non-domestic rates since 2006. 3The 2010 policy could have initiated ground breaking environmentally advantageous distinction between sailing boats and power boats by charging lower harbour dues to wind powered vessels reflecting their lower use of fossil fuels and carbon emissions.	Very Dissatisfied	1.Loss of parking permit. XXXX (XXXX) uses several different RYA Instructors to deliver courses using the vessels on our allocated moorings. Courses are typically held over two days. This inflicts extra financial pressure on volunteers making it more difficult to recruit. We would like to suggest that parking permits are retained but issued against the name of the vessel not the vehicle thereby allowing instructors to benefit from this financial advantage. It would in addition credit Ceredigion County Council as supportive of the charity rather than punitive. 2.Commercial mooring does not recognise or distinguish between a person and an organisation. XXX employs a manager who is responsible for registering vessels but it is XXX that owns the vessels. We therefore consider that revised policy should have capacity to register the organisation as the mooring holder not the manager as the latter will be subject to change. 3.The 2023 Proposed Harbour Management policy like the 2010 policy does not afford financial benefit to XXX in its status as a recognised charity (no. XXXX) where it has received both Mandatory and Discretionary Relief from non-domestic rates since 2006. Offering relief from harbour dues would credit Ceredigion County Council as supportive of its locally based training charity rather than punitive. This would help reduce the burden from the organisation further empowering it to deliver low cost courses and sessions to local people.
60 Leisure Harbour User;	Yes	New Quay;	Very Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Very Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.
61 Other - please specify below in Question 2;	No	New Quay;	Neutral	I don't have a boat, but my family do - I want that to continue. Boats are a key part of New Quay and what it is about and my sister and I sailed and rowed, our children are and I want my grandchildren to have that opportunity	Very Dissatisfied	It is unfair that moorings cannot be transferred within families

62	Leisure Harbour User;	No	Aberaeron;New Quay;Aberystwyth;	Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.	Very Dissatisfied	A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.
63	Leisure Harbour User;	Yes	New Quay;	Satisfied	The policy in the main is appropriate to the running of the harbours and is reasonable	Very Dissatisfied	1. My main and biggest objection is to the changes to inheritance in clause 15.1. This is an unnecessary blunt way to 'churn' moorings through an unfortunate and sad event. The existing policy approach is appropriate. 2. I object to clause 5 with regards to the sale of a boat and mooring. This makes it harder to sell boats, more likely for older boats to stagnate and is an unnecessary change to something that has successfully operated for decades. The council could benefit from an increased transfer fee. 3. I am concerned about the apparent blanket powers and heavy wording within the policy without an appropriate appeals process. For example (but not exclusive), if as has been the case for the past few years, that CCC does not acknowledge and invoice an application until after the deadlines set out in the policy (but the application was made in good time) where does this stand?
64	Leisure Harbour User;	Yes	New Quay;	Neutral		Dissatisfied	

65 Leisure Harbour User;	No	New Quay;Aberaeron;	Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.</p>	Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>
66 Leisure Harbour User;A Facility User;	Yes	Aberaeron;New Quay;	Dissatisfied	<p>1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.</p>	Very Dissatisfied	<p>1 - Propose changes to inheritance Policy. Current policy should remain in place as it allowed for sensible discretion and it would be common practice to presume in favour of 'inheritance' of family/legal partners etc and that this should be included in any new policy. 2 . Sale of Boats/Moorings Policy. The same rationale (increased waiting list turn-over) for this policy was presumed. Generally, the meeting thought its introduction was understandable, as sale of boats with moorings had been a way for people to 'by-pass' the waiting list; which, of course, could seem very unfair to those on the list and stagnated 'churn'. However, not being able to sell a boat with a mooring sometimes made negotiating the sale of the boat very difficult and by not allowing a 'transfer' option, meant the SHA was missing out on income, as well as opportunities to get the waiting list moving. A solution might be for the SHA to ensure that an owner wishing to sell both boat and mooring must first offer any boats for sale to those people on the waiting list, which would also ensure that the moorings and are matched to the boats on them, speeding up the process. 3 - Waiting List Process : List must be transparent and favour residents of NQ.</p>

67 Leisure Harbour User;	Yes	Aberaeron;Aberystwyth; New Quay;	Very Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.</p>	<p>Very Dissatisfied</p> <p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>
68 Leisure Harbour User;	Yes	Aberystwyth;Aberaeron; New Quay;	Very Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.</p>	<p>Very Dissatisfied</p> <p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>
69 A Facility User;	No	New Quay;	Very Dissatisfied	Very Dissatisfied	

70	Commercial Fishing Harbour User;	Yes	New Quay;	Satisfied	I believe the existing policy covers all bases from a commercial point of view and requires none of the 'tweaks ' outlined in the proposed update	Very Dissatisfied	I would like to see the commercial aspect of the tweaks to transfer rights and inheritance of commercial moorings removed,I believe they are unnecessary and pose a very real threat to the existing businesses that run in Ceredigions harbours.
71	Leisure Harbour User;A Facility User;	Yes	Aberaeron;	Very Dissatisfied	Lack of understanding of harbour users and usage. Cost of moorings with low level of service by CCC. Lack of quality of harbour bottom and not allowing harbourmaster to properly assist boat owners.	Dissatisfied	The policy doesn't seem to reflect the interests of harbour users whether they are boat owners or tourists enjoying the environs.
72	Leisure Harbour User;	Yes	New Quay;	Very Satisfied	My views are represented by CHUCC	Dissatisfied	My views are represented by CHUCC
73	Leisure Harbour User;	No	New Quay;	Dissatisfied	Orders are coming from 'on high' to presumably make the harbour better, but it doesn't. 2.The Harbour is slowly silting up and every year I have less water under my boat. 3. The harbour is particularly filthy this year. Old chains everywhere, dumped sand from dredging which smells (is it sewage.) Crushed Whelk shells on the beach which cuts kiddies feet needing a trip to Cardigan Care Centre. .	Dissatisfied	1. More instructions making less sense if you have a mooring. 2. Problem passing on moorings to family (I had a Cardiac Arrest this year, but mercifully recovered. 3. Your ideas on cleaning up the harbour , guarantee it wont happen.
74	Leisure Harbour User;	Yes	Aberaeron;	Satisfied	The harbour is full.	Dissatisfied	The fact that moorings do not go with boats.
75	Leisure Harbour User;	No	Aberystwyth;New Quay;	Dissatisfied	No provision for visiting boats (cruisers) in particular recognised anchorages, provision for tender landing and access to water and waste disposal.	Dissatisfied	It is all about mooring provision and fails to address the needs of visiting boats from outside the area. This could be an important tourism enhancement. There are few safe natural anchorages on this coast. Once past Fishguard, there is only New Quay and that is only safe when there is no northerly wind. Aberystwyth marina is an option for shelter but aberaeron is too shallow and needs dredging.
76	Leisure Harbour User;	No	New Quay;	Dissatisfied	1. the current practise of selling a boat with its mooring is unfair. It allows the purchaser of a boat to acquire a mooring at the expense of someone who may have been on the waiting list for many years. The storage of the pleasure boat ramp on the main slipway at New Quay has meant the loss of many dinghy spaces and associated revenue the council. I would be interested to learn whether any harbour fees are paid for this and if so, how much	Very Dissatisfied	1. I do not agree with the withdrawal of the free parking facility for the Church Street car park. 2. I consider that in the event of the death of the mooring holder that the right to that mooring should pass to his/her spouse, partner or children. 3. I note that the proposal do not include any right of appeal or the right to refer any dispute to arbitration. I do not agrre with this.
77	Commercial Fishing Harbour User;	No	Aberystwyth;	Satisfied	Harbour runs itself fishermen do there best to keep clean and tidy .	Dissatisfied	Mooring holders need safety of births large amounts of money are spent on boats gears etc by mainly local people that have a vested interest in the town .
78	Commercial Fishing Harbour User;Commercial Passenger Trip Harbour User;	No	New Quay;	Dissatisfied	The council have allowed commercial moorings which were licenced for 12 passengers to be increased to 25 passengers, this could lead to several other boat owners wishing to do the same.	Very Dissatisfied	XXX started doing boat trips in a 15 foot dinghy at a very tender ageand in XXXX I worked with my father,fishing and doing boat trips. Unfortunately he passed away in XXXX and my brother and I carried on the business and in the late sixties we bought our first multi passeger vessel and another three in the early seventies. I am still fishing but on a smller scale and very involved with the trip boats and the business is successful and I fully expected to pass this business on to my children as is the normal thing in all other walks of life as far as il know.
79	Commercial Fishing Harbour User;	Yes	New Quay;	Satisfied	It has served to be a management policy very well	Very Dissatisfied	As a commercial operator I am very concerned about the proposed changes to transfer and inheritance rights
80	Commercial Fishing Harbour User;	Yes	New Quay;	Neutral	The current policy has served its purpose well	Very Dissatisfied	As the founder of one of the commercial ventures based in Newquay I am extremely concerned at the proposed changes to commercial mooring rights

81	Leisure Harbour User;	Yes	New Quay;	Satisfied	Fairly flexible and fair	Very Dissatisfied	Do not think that the mooring should be non transferable and believe those who have invested in property and have a commitment to NQ and it's charm and beauty should be able to pass on a mooring on death.
82	Commercial Passenger Trip Harbour User; Commercial Fishing Harbour User;	Yes	New Quay;	Neutral		Very Dissatisfied	XXXX firmly objects to Ceredigion County Councils' proposed policy change, within the draft Ceredigion Harbour Management Policy Consultation document, that removes the right to inherit or sell a viable business as a going concern. If implemented this business, in common with all commercial businesses that operate vessels out of Ceredigion Harbours, will be irretrievably devaluedtgeir benefits permanently lost to the local community and economy.
83	A Facility User;	Yes	Aberaeron;Aberystwyth; New Quay;	Neutral	Morning Management is good. Management of sea defences poor.	Neutral	Actions rather than words. It is difficult to answer this without seeing action.
84	Leisure Harbour User; A Facility User;	Yes	New Quay;	Satisfied	The current Policy appears to have worked with few exceptions	Dissatisfied	The proposed policy is not considered to be fit for purpose and requires considerable discussion and consultation with stakeholders before reconstruction in a manner acceptable to both CCC and stakeholders
85	Commercial Fishing Harbour User;	Yes	New Quay;	Very Satisfied	1) Transferring ownership of a mooring allowed people to pass their boat to a family member or friend of the family who had been sharing the responsibility of looking after a boat for a number of years. 2) The expectation to inherit a family boat on the death of a parent is logical as many boats are used by the whole family and I dont see why i should be prevented from passing my fishing boat onto my son or other family member. 3) Joining the waiting list only required a deposit and your name. I would like to know how I was on top of the list when XXXX was HM but now I am told I am no longer at the top but nearer the bottom. How can I have been moved down the list since XXXX arrived?	Very Dissatisfied	1)Removing inheritance right is cruel and creates complicated issues for people at a difficult time in their lives why does Ceredigion have the right to control peoples lives? 2)Removing the right to transfer a mooring prevents young fishermen coming into the business on the promise of taking over one day in the future. 3)Partnerships should be permitted at any point not just at the moment of application. The restriction of all of these things makes future planning impossible. Ceredigion just want to control everything themselves, why?

86 A Facility User;	No	New Quay;Aberaeron;	Very Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: (add yr own selection if required). 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion</p>	Very Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>
87 Leisure Harbour User;	No	New Quay;Aberaeron;	Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy and greatly undermines this survey. However, as the harbours' policy will undoubtedly be replaced eventually, there is little point in listing the issues in full - but here are 3 very concerning issues with the 2010 version and not addressed by the proposed draft: 1. Very thin governance processes and the lack of any defined structure of oversight including the lack of Harbour Management Committees, along with the overall non-compliance with Harbours Act 1964, Ports Good Governance Guide and Port Safety Management Codes. 2. A lack of transparency, engagement and effective communication with stakeholders - as epitomised by the confused, secretive and ineffective waiting list system, often by-passed and abused, with no process for appeal/redress for this - or any other of the policies. 3. Lack of an agreed service level agreement with stakeholders, aligned to a rapidly-escalating fee structure since 2017, way above the rate of inflation, which does not then provide for, or take into account of, National and Regional legislation and for Equality, Diversity or Conservation. This has led to many missed opportunities to promote water-sports that could improve the mental health and well-being the young, the old and less-able residents of Ceredigion.</p>	Dissatisfied	<p>A limit of only 3 objections is grossly insufficient for over 100 'lines' of policy. Please read in full the Minutes/Open Letter from CHUCC meeting of 1 Oct 2023 (representing the majority views of the attending harbour users from Aberaeron, Aberystwyth and Cei Newydd to CC) and with which I concur. I can provide a pdf copy but the Open Letter has been copied to XXXX CCC, local councillors, MPs, MSs and the press. In sum, CHUCC believes the current and proposed Harbour Management Policies are not fit for purpose and require much remedial action. I believe we can do so much better with a collaborative effort to update the policy. I understand that CHUCC and all stakeholders would expect and be willing to help in the production of a more fair, reasonable, transparent and effective harbour management policy and process.</p>



88	Commercial Passenger Trip Harbour User; Commercial Fishing Harbour User;	Yes	New Quay;Aberaeron;	Satisfied	The ability of a commercial mooring user to pass their moorings down to their children is a must to protect family businesses equally the ability to transfer for the same reason but prior to the death of the person who's name is on the historic mooring. In my family's case the original application was before I was born, so its logical that if he wants to retire someone needs to take over the business or a dozen people will have no job in the morning. The existing policy of not recognising partnerships could have been improved. Why force an owner to pay a high transfer fee and transfer the mooring into a new company name when a simple admin fee would be more appropriate to change the names on the mooring. This seems like profiteering. Lastly, there is a legal classification of small commercial vessel which allows most boats of sufficient size to become passenger carrying boats, there is a maximum number for passengers in the class of vessel and it is 12. Why is there not a banding for this number?	Very Dissatisfied	I have written separately on behalf of all the commercial mooring holders in New Quay and two in Aberystwyth of our objection to the removal of inheritance and transfer rights. In addition to this, I would add the two points I raised about the existing policy which remain in the new policy ie If the moorings are discretionary and annual then why are partnerships not recognised upon the annual submission of the mooring application ? Followed by my feeling that a banding which recognises the legal maximum of 12 passengers for most boats is missing from the pricing structure. Lastly the 'Use it or Lose it' policy is draconian in the policy and should include exceptional circumstances which is merely to put in writing the discretion shown by the harbour master already.
89	Leisure Harbour User;	Yes	Aberaeron;	Very Dissatisfied	no true consultation prior to implimentation	Very Dissatisfied	see correspondence from CHUCC to CCC ( chairman XXXX)
90	Leisure Harbour User;	No	New Quay;Aberaeron;	Dissatisfied	Lack of harbourmaster presence. Parking of commercial vehicles allowed on NQ slipway. No visibility of waiting list.	Dissatisfied	Restrictions on passing on mooring on death. Part ownership of boats is normal and so should not impact mooring rights. Dinghy and small boat use should be encouraged.
91	Leisure Harbour User;	Yes	New Quay;	Neutral		Very Dissatisfied	XXXX stated in his introduction that the proposed HMP is tweaking the existing policy. I disagree. The maintenance and management the Harbour is pivotal to the success of New Quay. The proposed HMP cancels the historic 'right of tenure' of the fishermen, trip boats owners and leisure boat owners. This is a fundamental change. It is unreasonable, questionable in law and will undermine investment. The HMP should include the responsibilities of CCC. The HMP should include an arbitration clause as it is impossible for it to cover all eventualities and disputes/misinterpretations are inevitable.
92	Leisure Harbour User;	Yes	New Quay;	Very Dissatisfied	poor service, aggressive behaviour, unfair unreasonable treatment	Very Dissatisfied	Unfair , discriminatory, aggressive
93	Leisure Harbour User;	Yes	New Quay;	Satisfied	With the exception of the structure and process regarding the waiting list and allocation of mooring when available the existing policy has worked well by giving the harbour master discretion in applying the policy.	Very Dissatisfied	Please see response from Ceredigion Harbours' Users Consultation Committee although there are many other points to be made. Such as for example: waiting lists where by under category/order of priority a person on the waiting list as a resident of Ceredigion (priority 1) would be penalised by the death of a partner as then entitled to a single person discount and is therefore no longer a full Council tax payer. There is no mention or details of any complaint/appeal process regarding decisions of the Harbourmasters regarding the three harbours.eredigion
94	Commercial Passenger Trip Harbour User;	Yes	Aberaeron;New Quay;	Satisfied	Moorings are able to be transferred and inherited meaning my job is stable however partnerships are not allowed and as a skipper, in the future I would like the option of buying a stake in the company but this isn't possible.	Very Dissatisfied	Moorings are not able to be inherited or transferred meaning if XXXX was to die there is a high possibility my job is not secure at all also partnerships still aren't allowed.
95	Commercial Passenger Trip Harbour User;	No	New Quay;	Satisfied	My job is safe, the company I work for owner and employees is safe.	Very Dissatisfied	When my boss passes away, due to his son not being able to inherit the moorings with the new policy it means that I will lose my job that I love - as will all the employees for the business. The business which has been operating for 70 years will potentially be forced to close.

96	Leisure Harbour User;	Yes	New Quay;	Neutral		Very Dissatisfied	I agree with CHUCC
97	Commercial Passenger Trip Harbour User;	No	New Quay;	Very Satisfied	I like the right to be able to transfer moorings over and the right to inherit moorings	Very Dissatisfied	I'm not happy with potential new owners on the "list" being able to take over existing moorings and not being able to be inherited by one of my bosses in the future would put me out of a job. I also am not happy that there isn't the ability to go into partnership either as this restricts the expansion and growth of the company
98	A Facility User;	Yes	New Quay;	Dissatisfied		Very Dissatisfied	1. The revised Harbour Management Policy should be used to embrace environmentally supportive initiatives such as distinguishing between sailing vessels (auxiliary engine only) and power driven vessels, by charging lower harbour fees to wind powered vessels, thus reflecting their lower use of fossil fuels and carbon emissions. 2. The revision of the Harbour Management Policy should be used as an opportunity to develop environmentally sound sports for both young and old, and at a cost and availability similar to many harbours around the UK. To enable this, XXXX supports the reduction of car parking spaces on the Harbour slipway and a return to more dinghy storage, including pricing to match similar locations. XXXX has many competitive dinghy sailing Members including the Welsh Youth and Junior Topper Class Champion and such positive young role models can be supported by more effective management of New Quay Harbour's real estate. 3. Ceredigion Harbour commercial moorings should be identified by the Organisation's title and not by an individual's name. XXXX Volunteers are responsible for registering vessels that are owned by XXXX to support its activities. We therefore recommend that the revised Policy should include the need to register an organisation as the mooring holder, not a specific Club Volunteer, as the latter is subject to regular changes.
99	Leisure Harbour User;	No	Aberaeron;	Dissatisfied	Too much discretion with the Harbour Manager without taking responsibility. Harbour accounts should be more detailed and transparent.	Dissatisfied	Same as Q7 but new policy is even more
100	Leisure Harbour User;	No	Aberaeron;New Quay;	Very Dissatisfied	Inheritance of moorings should remain 2 larger boats should have facility of an outside mooring 3 waiting list should be transparent and publicised	Very Dissatisfied	1please see Chucc document supplied by XXXX.
101	Leisure Harbour User;	No	Aberaeron;	Very Dissatisfied		Very Dissatisfied	Does not do enough for the mental health and wellbeing of harbour user
102	Leisure Harbour User;	Yes	New Quay;	Dissatisfied	No governance. Lack of communication. Lack of engagement	Very Dissatisfied	More extensive response from Ceredigion Harbour users consultative committee. Lack of governance. Inheritance policy. Lack of sufficient space to go into problems in depth
103	Leisure Harbour User;	Yes	New Quay;	Satisfied		Very Dissatisfied	1. While I understand the desire to keep the waiting list moving, I fully object to Clause 15.1 'Inheritance' as I believe this is a disrespectful and unethical approach. I would recommend a clause that allows for a direct family member to be given the option of keeping the mooring upon the death of the mooring holder. For most the boat is a key part of the mooring holders immediate families hobbies. 2. In my opinion the policy is missing any reference to an arbitration clause to cover any misinterpretations or disputes. 3. I support the open and constructive response letter from the Ceredigion Harbours Users Consultative Committee (CHUCC)
104	Leisure Harbour User;	No	New Quay;	Dissatisfied	Lack of communication	Very Dissatisfied	Not being able to pass mooring on to my family .
105	Leisure Harbour User;	Yes	New Quay;	Satisfied		Dissatisfied	Please read the open letter from the CHUCC meeting of 1 October with which I agree.

106	Leisure Harbour User;	Yes	Aberaeron;New Quay;	Neutral	Please see attached copy of the minutes of the meeting of the chucc 01/10/2023 which I fully support	Very Dissatisfied	As above
107	Leisure Harbour User;	No	New Quay	Very Satisfied	It has worked for years we had a harbour master! who could be contacted and if we had a problem it could be sorted	Very Dissatisfied	DRACONAIN
108	Commercial Fi	Yes	Aberystwyth;	Satisfied		Dissatisfied	1. DO NOT LIKE CHARGE FOR PASSING BERTHS TO SON ON RETIREMENT 2. REALISE REASON FOR THIS BUT PROBLEM SHOULD BE SOLVED ADHOC 3. REGARDING 1+2 THIS IS NOT A PROBLEM AT ABER AND I DON'T THINK EVERY HARBOUR SHOULD BE TREATED THE SAME BECAUSE EACH ONE HAS VERY DIFFERENT CHARACTERISTICS AND HISTORY - THIS IS MY MAIN CONCERN

Mae'r dudalen yn wag yn fwriadol

[REDACTED]  
Cyngor Sir Ceredigion County Council  
Canolfan Rheidol  
Llanbadarn Fawr  
Aberystwyth SY23 3UE

02.10.23

[REDACTED]  
On the 20th September 2023 the Ceredigion Harbour Services Team published a revised harbour management policy and launched a public consultation survey with a foreword by Cllr. Keith Henson, in which he stated that ***"The proposed changes can be considered as tweaks rather than transformational"***.

Our members are acutely aware of the considerable impact the proposed changes will have. We are not seeking to denigrate the office of the harbour services team nor the Cabinet Member for issuing the statement but we strongly refute it.

The description of the proposed changes as tweaks betrays a lack of understanding of the impact they will have. We are rightly concerned that the cabinet is informed about the ramifications of the new policy and we are anxious to have our voices heard over and above a public survey, the outcome of which could have a catastrophic impact on many people's lives.

Losing access to such a fundamental part of a business as a commercial mooring while grieving for a recently deceased parent is unconscionable in itself. Moreover it is essential that it is understood that the livelihoods of many people depend on a commercial mooring, not just the person who pays the mooring fees.

The discontinuation of a thriving multigenerational business because the mooring was is the name of the deceased will not only end the next of kin's ability to continue to provide for their family and keep a roof over their head but in some cases a commercial mooring is the engine which drives a multifaceted business employing many people directly and indirectly. Collapsing this pyramid will end contractual obligations with suppliers and buyers and create untold disruption in the supply chain. Serious consequences will be laid at the door of the policy makers as bank loans may no longer be affordable and homes may be lost.

Every business will be affected comprehensively by the new policy as each business will be brought to an end prematurely by the removal of rights which currently exist to inherit or transfer a commercial mooring to secure the continuation of the business and the livelihood of its employees. Many people will be forced into unemployed as a result of the implementation of this new policy and this will undoubtedly lead to unnecessary suffering and hardship.

We the undersigned, request, the harbour services team retract the threat of ending both inheritance and transfer rights for commercial moorings to avoid unnecessary hardship to the families and employees dependent on the commercial moorings.

To continue with the consultation survey in its current form is contemptuous of the hard working people of Ceredigion harbours who rely on their commercial moorings for their livelihoods and bring untold socio and economic benefits to the county and country.

We, the [REDACTED] recommend that decision makers should be able to recognise the apparent contradiction of these proposed changes and Ceredigion council's own corporate strategy objective of supporting local business and enabling employment.

Yours faithfully

[REDACTED]

[REDACTED]

The following statements and letters are submitted as evidence of the impact which the new harbour management policy would have if it was to be approved.

1) [REDACTED]

Dear Sir/Madam,

We write to you in response to the recent airing of the draft Harbour Policy update. Some proposed updates to the policy will affect all commercial mooring holders including myself.

I shall outline as follows, in no order of importance how our business will be affected.

1. The grey area around transfer affects hugely a buyout of one of our boats by a young, motivated fisherman (of which there are precious few in Ceredigion). This individual is a 40% owner in monetary terms but not on paper nor the mooring. This is not a partnership but an agreement that was verbally ratified by a previous harbour employee.

2. I own a second vessel in a separate partnership, when the partner drops out I enter another grey area in that the mooring may not be transferred to my name solely.

3. Even in the event that both of the above scenarios do not play out I assume that both of us will have to pay the proposed increased transfer fee of £2300 to continue our businesses.

4. Regarding the inheritance clause, [REDACTED] I would not like to see them not have the same chance of taking over this business. As above, we have precious few young motivated people coming into the industry, I don't think placing another hurdle in front of them is conducive to a continuance of the industry in New Quay.

5. Apart from the fishing side of the businesses, we also run a factory processing our own shellfish. A loss of the moorings will affect us on two counts.

A) Our USP is we supply handpicked crab caught by our own vessels, we are one of only two businesses in Ceredigion that can do this. Without moorings or vessels we will have to buy in product which apart from removing our USP leads to the next potential problem.

B) [REDACTED] was successful in obtaining grant money from a very niche EMFF funding stream to set up our second factory unit, one of the main conditions of this grant is that we process and supply our own product caught on our own vessel. Without moorings nor boats this will be impossible to achieve and we will fail to meet our required target objectives and markers. At this point WG will fail the business and require that [REDACTED] pay back the grant money. While I am happy to disclose the sums at a later date if required, all that needs to be said at the moment is if the above scenarios play then [REDACTED] will cease to exist, we will be forced to enter voluntary bankruptcy, ending a [REDACTED] family business and curtailing any chances of the next generation carrying on the business.

It's an irony that this email ends on such a note when the opening introduction to the policy plays heavily on supporting local businesses.

Yours sincerely

[REDACTED]

02nd October 2023

2 of 9

2)

To Whom it may concern

Re Draft Harbour Management Policy Sept 2023

My father [REDACTED] and my grandfather [REDACTED] started running boat trips from New Quay [REDACTED] on the family fishing boat to make ends meet. [REDACTED] has spent his life as a fisherman in New Quay and now my dad and I have the pleasure of working side by side with each other. I have a young son who I would like to run the business with me one day too. There are few things as rewarding to a boy as taking after your father in a family business and making your father proud.

My grandfather died very suddenly one day while my dad was still at university and fortunately my [REDACTED] and his brother [REDACTED] were able to inherit the mooring along with the family boats and dad left university to take after his dad and become a fisherman. They worked together in partnership until Idris wanted to be bought out so he could buy a hotel in the village.

Our family business has been running for almost seventy years in New Quay and this would not have been possible if the current harbour services proposal to revoke inheritance rights and transfer rights were in place. If dad was subject to the new proposals my grandmother [REDACTED] may have been made destitute as the family would not have had any way to survive without grandad's mooring and [REDACTED] would have not been a fisherman !

During the tourist season we now employ fifteen people plus a few youngsters and some relief staff . The upheaval which would be caused to our staff if we were forced to close our business because dad died suddenly and I wasn't next on the waiting list would be crazy.

I do hope the harbour authority sees sense and retracts its plans to even consider such changes. These new proposals would rip up the socio economic fabric of the village and make no sense to anyone.

Thank you

[REDACTED]



3) [REDACTED]

To whom it may concern

I am writing this statement in response the current consultation on the proposed Ceredigion harbour management policy.

I am responding to specific points set out below:

15.1 Inheritance rights, My father has had commercial berths in Aberystwyth harbour for the past 57 years. Over the past 25 years, since I left school we have worked hard to develop our now family owned business. We employ 6 local people and bring regular trade to several local trades people within the Aberystwyth area. However, while I have equal shares within the business, my father manages the berths within this arrangement.

The inheritance rights proposals within the consultation document as currently written, would mean that if something unforeseen were to happen to my father. Our business and life's work would be put in jeopardy.

Due to the size of our vessels, there are no other harbours which my vessels could operate out of in Wales and continue to fish in our traditional fishing area. We have four commercial vessels and as mentioned above employ several local staff, if we were to lose the berths in Aberystwyth my business would be destroyed, and my crew would be out of work. I personally would be unable to provide for my family and face bankruptcy.

While I recognise the inheritance rights may be a suitable and appropriate approach for pleasures boats, this proposal is not suitable for commercial boat owners in Ceredigion where businesses are family run and I am strongly opposed to this measure.

Thanks [REDACTED]

[REDACTED]

4) [REDACTED]

To whom it may concern:

Thank you for your email attaching the new proposals for the harbours. I must say I am a little bit surprised when you start by saying the harbours are a much loved and valued asset. I am only able to speak for Aberystwyth which seems to be treated more like a hindrance than an asset.

I wish to make the following points:

1. To keep the commercial businesses successful in these times, when the fishing industry is in dire straits all over the country, I find the new commercial birth management to be quite astonishing. The harbour at Aberystwyth, the fishing sector employs approximately 15 people and yet we are not given any security of moorings at anytime. To have to apply for you birth every 12 months quite honestly is totally inadequate. No other business could be run successfully on that basis.
2. The small port of Aberystwyth brings very close to one million pounds of revenue into the town each year and on our part the investment in equipment, vessels, licences, etc is phenomenal. Fishing is not a one person job - every fisherman will involve his/her family, children, wives, etc to build up a business and then find that there could be a situation at the behest of the council where you could not pass this business on and your children not guaranteed a mooring is very short-sighted.
3. I think it is imperative that the mooring holder be able to pass this on to his family. I understand the council, like every other institution, is having to make cutbacks but it's very difficult to make a cutback in Aberystwyth when there is already so very little given. I do expect once again this year for there to be an increase in the cost of mooring fees like there has been over the past 5/6 years.
4. I notice you mention waste generated by the fishing vessels which is minimum and saying that I don't think we have had a regular waste collection of any sort for at least the last 10 years, even though the council is obliged to provide one.
5. I understand that the council feels the need to change things but I don't think it's a good idea to change things that already work. The harbour in Aberystwyth has run very smoothly for many years with only a handful of incidents.
6. I also notice that if the day after you pay your moorings by some unlucky twist of fate o you pass away, the council issues no refund of the mooring fees, but will be able to pass your mooring onto someone else I think that is unfair .
7. One thing I would like to see improved, the harbour now seems to be used as a walking area for dog walkers who do not clear up their dog mess after them. I think this needs to be addressed.

Yours sincerely

[REDACTED]

5) [REDACTED]

[REDACTED] of New Quay, unequivocally and resolutely expresses its strong dissent regarding the proposed policy modification put forth by Ceredigion County Council within the comprehensive draft of the Ceredigion Harbour Management Policy Consultation document. The proposed alteration in question seeks to eliminate the longstanding entitlement to inherit or transfer ownership of a thriving business as a viable ongoing concern.

In the event that this proposed policy change is enacted, the ramifications would extend far beyond the immediate scope of [REDACTED] impacting a broader spectrum of commercial enterprises engaged in vessel operations within Ceredigion Harbours. The implications are indeed profound, as such an alteration would inexorably erode the inherent value of these businesses, rendering their assets and operations considerably less attractive for both potential investors and those seeking to continue their maritime legacies.

Furthermore, it is crucial to acknowledge that these businesses, including [REDACTED] have long played an indispensable role in bolstering the local community and economy. Their contributions span across multiple facets, encompassing the creation of employment opportunities, provision of essential services, and the generation of income streams that flow into the broader economic ecosystem of Ceredigion. Thus, any diminution of these enterprises' viability would lead to a permanent and detrimental loss of these substantial benefits, significantly affecting not only the businesses themselves but also the residents and stakeholders of the local community.

In summary, [REDACTED] vehemently opposes the proposed policy shift, recognizing its profound and far-reaching consequences for the entire spectrum of commercial enterprises navigating the waters of Ceredigion Harbours. This stance is grounded in a deep commitment to preserving the economic vitality of the local community and ensuring the enduring prosperity of its residents, both now and for generations to come.

6

I would like to register my objection to Ceredigion County Councils' proposed Policy change, within the draft Ceredigion Harbour Management Policy Consultation document, that removes the right to inherit or sell a viable business as a going concern.

I have been running my boat business from New Quay harbour since 1987. My son has always shown a strong interest in running the business as I stand back from day to day operations but the proposed policy change jeopardises this smooth transition. If I were to die unexpectedly, all my son would have are the boats I own with no moorings to run them from and no benefit to himself or the wider community from the business I have built up over nearly forty years. In common with many other commercial boat based businesses in Ceredigion harbours, the next generations would not be able to continue their family businesses unlike land based businesses that can often continue from generation to generation.

May I urgently implore the council to re consider this policy change that will inevitably devalue businesses and their benefits to the wider community and have devastating effects on families wishing to continue businesses well established through the hard work of previous generations.

7

firmly objects to Ceredigion County Councils' proposed Policy change, within the draft Ceredigion Harbour Management Policy Consultation document, that removes the right to inherit or sell a viable business as a going concern. If implemented, this business, in common with all commercial businesses that operate vessels out of Ceredigion Harbours, will be irretrievably devalued and their benefits permanently lost to the local community and economy.

8) [REDACTED]

To Ceredigion County Council,

As a STAKEHOLDER and commercial fisherman of New Quay and born raised in Newquay I have seen a lot of unnecessary changes under the control of Ceridigion Council. As for the new Harbour management policy drafted and have read the new changes involved I am truly objecting to certain new rules added into it .

Object Ref 6.2 Both types of moorings are not transferable? Why?

OBJECT :This will affect my business if boat is sold commercial 2/ i can't transfer mooring to a new owner example to my son or new purchaser .3 Regarding leisure this stops my father transferring mooring me or to the above reason stated above .

Object Ref 6.4 Carpark not transferable? Why?

OBJECT: As reasons in 6.2 this is necessary for having a onsite vehicle this would affect my business.

Object 15.1 Inheritance : The are no inheritance rights in relation to the moorings .Why?

Over generations in New Quay and other ports in the UK When fathers get to old and hand down their business to their sons or daughter they pass on the rights to continue that business and service for their family's. CCC are taking this away and i object to the right a son or daughter has to inheritance the business if the mooring is not transferable to them the boat can not continue to operate.this is totally wrong and is to be stop. This would truly affect my business as it restricts me to pass it on to my son in the next 5 years.

Object to18:1 There are no transfer rights in relation to moorings or facilities within ceredigion managed harbours. WHY?

Yours faithfully

[REDACTED]

[REDACTED]

9) [REDACTED]

[REDACTED]

29th September 2023

Dear Sirs

**Re: Draft Harbour Management Policy**

As a commercial fisherman I write with alarm at the new draft proposed policy that the Council is putting forward without, it seems, any consideration to the impacts it will have to present local fishermen and boat operators.

I have been a fisherman for many years now and my son joined me in the business some 15 years ago. As a business we have constantly evolved to meet different fishing methods etc and the change in climate. This has meant huge financial implications with a lot of assistance from the bank and Welsh Government. At the moment we don't employ people, but in the past we have and who knows if this will change?

My son [REDACTED] now has a young family and is actively looking to buy a house. I expect that he too will carry on investing in the future business for his son hopefully to take over the business in good health.

Obviously if the new policy to end my mooring rights in New Quay is approved, then, if I drop dead anytime and the Council removed [REDACTED] from the harbour then the bank would not only take my son's livelihood away but also his house.

I hope with the above that the Council will not approve the draft policy but in fact engage with us, especially my son, to give him some certainty for the future.

Yours faithfully

[REDACTED]

10) [REDACTED]

Dear Sir or Madam,

I am writing to you today in the hope of changing your mind on the decision to change the rights for commercial mooring users which will have devastating effects on me and so many others.

In fact it will no doubt eventually put a end to many of these unique, long run and well loved businesses that not only bring in a living for the owners and its employees but also for many it plays a key part helping to bring in tourists that keep our villages thriving, allowing us and so many others to live and work in the place we all call home.

I am a fisherman in my late twenties and I have worked in my fishing village called New Quay for most of my life and I've been lucky enough to have worked on some of the boat businesses here.

I have worked hard from scratch for everything that I have and now as of the last few years I've finally gone into partnership with the intention of owning a hundred percent of this business therefore leaving me with no mooring and no place to work from if this change goes ahead with commercial mooring being included in it. Leaving our employees at risk to losing their jobs and income. And leaving me at risk to losing my business and its income completely or forcing my family and I to leave our home and relocate out of Ceredigion County.

[REDACTED]

[REDACTED]





[REDACTED]

[REDACTED]

Owen Morgan  
Ceredigion County Council

6<sup>th</sup> October 2023

**Formal response to Ceredigion Harbours Management Policy Consultation**

This company has made use of Ceredigion County Council's limited survey response form in respect of the above Consultation and now responds formally with specific concerns in respect of CCC's proposed changes to mooring transfer rights.

[REDACTED] firmly objects to Ceredigion County Councils' proposed Policy change, within the draft Ceredigion Harbour Management Policy Consultation document, that removes the right to inherit or sell a viable business as a going concern. If implemented, this business, in common with all commercial businesses that operate vessels out of Ceredigion Harbours, will be irretrievably devalued and their benefits permanently lost to the local community and economy.

Thereby rendering [REDACTED] et al worthless; undoing years of brand building, create a total loss of work for our employees, isolate thousands of returning customers per annum and place its directors into financial ruin. All of this would all have measurable impact on the local economy.

And instead allow an individual, who idles on a historic commercial mooring waiting list and has not been subjected to any due diligence by CCC in respect of their background, financials or most importantly need; can take the mooring and do what with it?

The monetization of the commercial mooring waiting list: - If this Policy change is made CCC have monetized said waiting list as 'next in line' individuals, those holding higher positions on the list, may be offered significant sums of money by those lower on the list, not to take up their claim to a mooring. Large sums of money of 'black money' could potentially change hands, thereby enhancing (not reducing as intended) a 'black market' for commercial moorings.

A valued business: - This business has built itself from scratch into a leading provider of Fishing Trips in Wales. We have built a brand, a business and a customer base in a wholly professional and totally committed manner. Our graft, our acumen, our passion and our own work have grown [REDACTED] [REDACTED] into a position where the business now plays a significant role in New Quay and Ceredigion. We directly bring tourists into Ceredigion to stay, eat and spend their money. In order to protect the Directors and employees of the Company we must be able to sell as a going concern.

[REDACTED]

## Tudalen 58

A loss of revenue to the Exchequer: - A commercial mooring should be able to be sold as a going concern. A business should be able to sell out for its full legitimate value, business, boat, brand etc. This would allow a maximised value (not just a boat value as enforced by the new Policy) and allow a fuller application of Capital Gains Tax to flow into the Exchequer.

Your sincerely,

██████████

██████████

From [REDACTED]

Sent: 01 October 2023 21:08

To: Ceredigion Technical Services <[technical\\_services@ceredigion.gov.uk](mailto:technical_services@ceredigion.gov.uk)>

Subject: Re: Ymgyngforiad ar Boliai Rheoli Harbryau Ceredigion - Ceredigion Harbours Management Policy Consultation

To whom it may concern:

Thank you for your email attaching the new proposals for the harbours. I must say I am a little bit surprised when you start by saying the harbours are a much loved and valued asset. I am only able to speak for Aberystwyth which seems to be treated more like a hindrance than an asset.

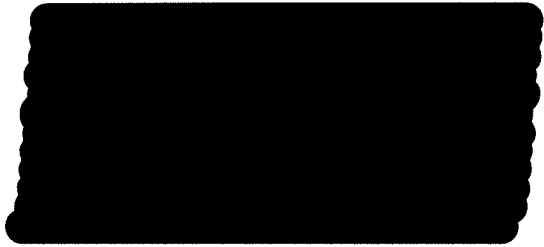
I wish to make the following points:

1. To keep the commercial businesses successful in these times, when the fishing industry is in dire straits all over the country, I find the new commercial berth management to be quite astonishing. The harbour at Aberystwyth, the fishing sector employs approximately 15 people and yet we are not given any security of moorings at anytime. To have to apply for you berth every 12 months quite honestly is totally inadequate. No other business could be run successfully on that basis.
2. The small part of Aberystwyth brings very close to one million pounds of revenue into the town each year and on our part the investment in equipment, vessels, licences, etc is phenomenal. Fishing is not a one person job - every fisherman will involve his/her family, children, wives, etc to build up a business and then find that there could be a situation at the behest of the council where you could not pass this business on and your children not guaranteed a mooring is very short-sighted.
3. I think it is imperative that the mooring holder be able to pass this on to his family. I understand the council, like every other institution, is having to make cutbacks but it's very difficult to make a cutback in Aberystwyth when there is already so very little given. I do expect once again this year for there to be an increase in the cost of mooring fees like there has been over the past 5/6 years.
4. I notice you mention waste generated by the fishing vessels which is minimum and saying that I don't think we have had a regular waste collection of any sort for at least the last 10 years, even though the council is obliged to provide one.
5. I understand that the council feels the need to change things but I don't think it's a good idea to change things that already work. The harbour in Aberystwyth has run very smoothly for many years with only a handful of incidents.
6. I also notice that if the day after you pay your moorings by some unlucky twist of fate o you pass away, the council issues no refund of the mooring fees, but will be able to pass your mooring onto someone else I think that is unfair.
7. One thing I would like to see improved, the harbour now seems to be used as a walking area for dog walkers who do not clear up their dog mess after them. I think this needs to be addressed.

Yours sincerely

Tudalen 59





Ceredigion County Council  
Highways & Environmental Services



19<sup>th</sup> October 2023

Dear Sir/Madam

**Re: Ceredigion Harbours Management Policy Consultation: Aberystwyth, Aberaeron & New Quay:**

I am writing on behalf of [redacted] in response to Ceredigion County Council's proposed changes to Ceredigion Harbours Management Policy consultation. Whilst [redacted] does not have a direct interest/stake in Ceredigion Managed harbours, our regional members and the respective communities do.

[redacted] support and represent tourism-related businesses throughout Ceredigion and the wider Mid Wales region, and [redacted] members have raised concerns regarding proposed changes to the Ceredigion Harbours Management Policy and the potential effect on long-standing tourism related businesses that depend on commercial moorings in Ceredigion.

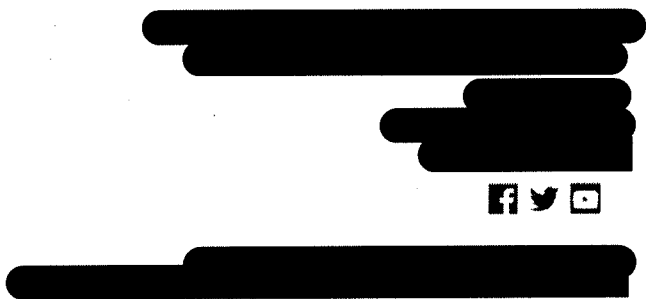
The tourism business sector in Ceredigion is vital to the rural economy, and coastal towns and harbours are key components of the tourism offer in the county which accounts for 12.9% of employment. In addition, the agriculture, forestry and fishing industries accounting for about 4.5% of the enterprises in the Ceredigion economy.

Our understanding is that the new policy proposal is to replace section 16.1 of the current Harbour Management Policy;

*"Where a member of a family wishes to continue using the named vessel on the allocated mooring after the death or incapacity of the existing holder, he/she must gain written consent from the council to do so".*

Specifically, section 15.1 of the new proposed draft policy relating to Inheritance states:

*'there are no inheritance rights in relation to moorings or facilities in Ceredigion harbours' and Section 5.2 which now states the 'moorings once allocated are not transferable'*






This new policy sections is likely to have unintended consequences for family-owned Leisure and Sightseeing Boat trips organisers operating on Commercial Moorings and the change could directly affect commercial tourism enterprises impacting on future generations that may now be unable to continue to operate well-established boat trip businesses.

We would suggest that an annual application/allocation process is already an unnecessary uncertainty for active commercial and fishing local family businesses. The proposal in section 1.3 to introduce a seasonal application approach is, in our considered opinion, an unnecessary policy change for commercial moorings/facilities.

There are circumstances that should be considered by the authority in the case of transfers for a commercial mooring/facilities holder. The inclusion of 'exceptional circumstances' in the new policy would provide the opportunity for a commercial mooring holder or his/her appointed agent to provide an explanation to the council's satisfaction prior to facilities or mooring re-allocation.

 recognise that Ceredigion Council has a difficult task in maintaining a balanced approach in respect of all harbour users. We would urge the council to carefully consider a separation of harbours management policies to include an appeals procedure within a standalone commercial users policy agreed in consultation with local commercial businesses.

This would help to ensure that long term harbour management policies are consistent with the council's corporate strategy and aligned to the needs of local fishing/commercial businesses to ensure business continuity, sustainability, succession for this and future generations.

Yours Faithfully


[REDACTED]

[REDACTED]

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Email to: [CLIC@ceredigion.gov.uk](mailto:CLIC@ceredigion.gov.uk)

17<sup>th</sup> October 2023

**Ceredigion County Council Highways & Environmental Services:**

**Ref: Proposed Ceredigion Harbours Management Policy Consultation 20/9 – 20/10/23: -**

**Aberystwyth, Aberaeron & New Quay:**

We thank you for the opportunity to respond to the Ceredigion County Council's proposed new harbours management policy consultation.

[REDACTED]

Whilst the [REDACTED] does not have a direct interest/stake in the Ceredigion harbours of: Aberystwyth, Aberaeron and New Quay our regional members and the respective communities do.

We agree that policy review is healthy, particularly given the extraordinary events of recent years and the ongoing cost of living pressures. That said, we are not persuaded that the proposed changes could be considered 'tweaks rather than transformational', neither do the proposals appear consistent with the Council's corporate strategy objective of: Boosting the economy, supporting businesses, and enabling employment, or the sustainable development duty under the Wellbeing of Future Generations (Wales) Act 2015.

We are aware of the existing/current Ceredigion Harbours Management Policy and limit our response to the draft policy changes that according to our members will directly and immediately affect local fishing and commercial enterprises notwithstanding any safeguarding requirements/policies necessary for future generations to prosper and contribute to the economy of already fragile coastal communities in the county.

[REDACTED]

The Gunning Principles are the founding legal principles applicable to all public consultations in the UK, first laid in 1985.

We note, with concern, that a digital first-online survey appears inconsistent with the Gunning Principles 1, 2 and 3 in order to ensure a prescription for fairness thereby compromising principle 4, *"The product of the consultation is conscientiously taken into account by the decision makers"*. In consideration of the above the [REDACTED] response will be submitted by email only and to the extent that we can will include the concerns raised by stakeholders in respect of the three named Ceredigion harbours within the limited time available.

### **Introduction:**

Section 1.3 of the draft policy amends section 1.2 of the current 2010 Ceredigion Harbours Management Policy removing;

*"each mooring and associated facility is allocated on an annual basis only"*

and replacing with

*"each mooring and associated facility is allocated subject to application on a seasonal (Summer 1<sup>st</sup> April – 31<sup>st</sup> October, Winter 1<sup>st</sup> November – 31<sup>st</sup> March) basis only"*.

We would argue that an annual application/allocation process is already an unnecessary uncertainty for active commercial and fishing local family businesses, the proposal in section 1.3 to introduce a seasonal application approach is, in our considered opinion, a completely unnecessary policy change for commercial and deep-water moorings/facilities.

Section 1.4: Proposes a consistent, fair and equitable approach and is applied to new, existing and potential mooring holders and harbour users. In our considered opinion, whilst we understand the principles and the authorities roles and responsibilities, we do not agree that commercial and leisure/recreational activities policies can be treated fairly or consistently as one application policy for all and would respectfully suggest that any harbour use, facilities and moorings for commercial users must be managed separately to ensure business continuity, sustainability, succession.

### **Objectives of the Policy:**

#### **Sections 2.1 (i) & (ii)**

Whilst inferred, we think these objectives would be strengthened by including the respective commercial operations i.e. *fishing boat operations*.

#### **Commercial Moorings – Waiting Lists:**

Section 6.2 of the proposed/draft policy states:

*"Both types of commercial moorings, once allocated, are not transferrable"*.

In the context of the current policy whereby

*"once allocated, commercial moorings are not transferrable to a third party without the council's prior written consent"*, we would welcome an explanation/justification for introducing a restriction to commercial moorings in the draft policy that does not consider the unplanned/unforeseen realities that can and do change a business dynamic necessitating a transfer for legal and succession purposes in our view transfers need to be considered and designed to accommodate commercial stakeholder necessities/realities particularly as many of the mooring holders will be long established family businesses.



Section 6.3 acknowledges the significant contribution to Ceredigion's local economy made by passenger vessels and commercial fishing vessels. Whilst we recognise the 'use it or lose it' approach we would strongly advocate the inclusion of 'exceptional circumstances' providing the opportunity for a commercial mooring holder or his/her appointed agent to provide an explanation to the council's satisfaction prior to re-allocation. There are many unforeseen/unplanned events that must be fairly and properly considered by the authority that in the case of transfers could constitute 'force majeure' for a commercial mooring/facilities holder.

## **Duration of Mooring, Landing & Facility Agreements**

### **Long term moorings:**

Section 8.1 of the draft consultation on harbours management policy proposals replaces and adds to section 8.1 of the current management policy.

Please see our comments in relation to section 1.3 above.

### **Moorings Facilities & Launching Charges & Rules:**

Section 9.3 and 9.6 of the draft Ceredigion Harbour Management Policy Proposals: -

Please refer to our response to section 6.3 above.

### **Renewal of Allocated Mooring/Facility:**

Section 10.2 of the Draft Ceredigion Harbours Management Policy Proposals. We consider the introduction of 10.2 to be entirely inappropriate for commercial mooring/facility holders. Please note our response to section 6.3 'exceptional circumstances'.

### **Inheritance:**

Section 15.1 of the Draft Ceredigion Harbours Management Policy Proposals;

*"There are no inheritance rights in relation to moorings or facilities within Ceredigion managed harbours".*

Proposes to replace section 16.1 of the current Harbour Management Policy;

*"Where a member of a family wishes to continue using the named vessel on the allocated mooring after the death or incapacity of the existing holder, he/she must gain written consent from the council to do so".*

We understand that, with the exception of Grandfather Rights, no property right is either inferred or conferred under the current policy given that the maximum duration of a mooring agreement is 12 months commencing 1<sup>st</sup> April. Given our previous comments we see no justification to change the provisions under the current management policy section 16.1 as the rule provides the necessary flexibility for Harbour Authorities to respond and adapt to unforeseen change in respect of commercial operations/mooring holders. In our opinion this underlines the need for a separate application/management policy for commercial moorings that facilitate business continuity and succession supporting and maintaining the significant economic contribution employment and related trades and services to the local economy.

## **Change of Vessel, Watercraft or Other Equipment:**

Section 17.2 – We would note that from time to time commercial/fishing vessels may need improvement and /or replacement to improve safety at sea. Given that license restrictions in many cases would constrain the potential to increase the size of fishing vessels we would not expect a like for like sized vessel upgrade or replacement to require a fresh application process in-year.

## **Mooring & Facility Transfers:**

Section 18.1 of the Draft Management Policy in our view is unnecessary in its application to commercial mooring holders – Please see our response to sections 6.2 and 6.3 above.

## **Partnerships:**

Section 19.1 – Whilst we acknowledge that there is no change proposed in this section that differs from section 20.1 of the current Harbour Management Policy, we would note the necessity for commercial agreements to be adaptive and responsive to unforeseen/unplanned change. As referenced in previous comments we fully recognise that Ceredigion County Council has a difficult task in maintaining a balanced approach in respect of all harbour users. However, for the reasons given above it appears that a one size fits all application policy is not appropriate for commercial/fishing businesses that rely on consistency, understanding, flexibility and the support of local authorities to maintain the social, environmental and economic sustainability of local fishing businesses that have a future and significant history and culture associated with the ports and harbours of Ceredigion.

We would urge the council to carefully consider a separation of harbours management policies to include an appeals procedure within a standalone commercial/facility users policy agreed in consultation with local commercial businesses ensuring that long term harbour management policies are consistent with the council's corporate strategy and aligned to the needs of local fishing/commercial businesses for this and future generations.

Sincerely

[REDACTED]  
[REDACTED]  
[REDACTED]

PS We would be grateful if you would kindly acknowledge receipt.

## Minutes of Meeting and Open Letter to CCC regarding proposed Harbour Management Policy (HMP) and Consultation Process

In attendance: over Ceredigion 30 Boat owners/operators

### Agenda Discussion Items relating to Harbour Management Policy (HMP):

- a. Lack of Governance/Authority/Structure
- b. 'Inheritance' policy
- c. Sale of Boats/Moorings policy
- d. Waiting List Process
- e. Fee Structure
- f. Partnerships/Joint Owners
- g. New Quay Deep Water/Visitors' Moorings
- h. Sub-Letting
- i. Harbour Users Meetings
- j. Document Terminology
- k. Service Level Agreement
- l. Missed Opportunities
- m. Consultation Process

The above points were discussed in some detail with respect to the current management of Ceredigion Statutory Harbour Authority (SHA):

- a. Lack Governance/Authority/Structure (Para 1). A policy document such as the HMP should clearly state and define the following:
  - i. The overarching legal authority of the policies therein.
  - ii. The SHA governance structure (including duty holders and responsible persons etc).
  - iii. Terms of reference, any required qualifications and training of SHA team and Committees.
  - iv. The accepted means of compliance (including alternative means of doing so) with policies.
  - v. Any penalties/remonstration for non-compliance.
  - vi. Processes that allow for review and challenge.

Sadly, there is no mention in the draft HMP of the overarching legislation and guidance such as the Harbours Act 1964, the Harbours, Docks and Piers Clause Act 1847, nor any related guidance documents for the effective management of Harbours. Infringement of the Aberporth Range By-Law of 1976 should also be mentioned. There is no definition of the reporting structure of the SHA and the responsibilities, qualifications and required skills of any staff, nor of their training. There is no mention of the DfT/Welsh Government requirements of the Ports' Good Governance Guide and how exactly the SHA will meet the requirements of the Ports Safety Management Code. As result, HMP was considered of little substance as a policy document because its authority and governance could not be determined. Furthermore, without a defined and fair process for appeal/redress over harbour staffs' decisions, the HMP is undemocratic and open to abuse/personality clashes and even inappropriate influence from above. The fact that each harbour does not have a Harbour Management Committee indicates a lack of clear, accountable and transparent governance.

**OUTCOME: OPPOSE ENTIRELY - MAJOR REVIEW REQUIRED/FORM HARBOUR MANAGEMENT COMMITTEES FOR EACH HARBOUR**

- b. Inheritance Policy (Para 16). This was discussed at length. It was thought that CCC were attempting to increase the turn-over of the waiting lists which was understandable but overall, this approach was condemned by the meeting as a very blunt instrument - being unethical, insensitive and lacking in compassion at what could be a stressful time for the families, as well as not being best-practice in other Harbour Authorities. Research shows that such a policy could not be found in other SHAs, in fact, we understand both Gwynedd and Pembrokeshire SHAs had rejected such policies as likely to attract adverse media attention. It was thought that the policy statement in the previous HMP allowed for sensible discretion. (See para f below) and it would be common practice to presume in favour of 'inheritance' of family/legal partners etc and that this should be included in any new policy.

OUTCOME: OPPOSE ENTIRELY- MAJOR REVIEW REQUIRED

- c. Sale of Boats/Moorings Policy (Para 5). The same rationale (increased waiting list turn-over) for this policy was presumed. Generally, the meeting thought its introduction was understandable, as sale of boats with moorings had been a way for people to 'by-pass' the waiting list; which, of course, could seem very unfair to those on the list and stagnated 'churn'. However, not being able to sell a boat with a mooring sometimes made negotiating the sale of the boat very difficult and by not allowing a 'transfer' option, meant the SHA was missing out on income, as well as opportunities to get the waiting list moving. A solution might be for the SHA to ensure that an owner wishing to sell both boat and mooring must first offer any boats for sale to those people on the waiting list, which would also ensure that the moorings are matched to the boats on them, speeding up the process.

OUTCOME: OPPOSE - FURTHER REVIEW/RE-WRITE REQUIRED

- d. Waiting List Process (Paras 4-7 and Appendix 1). The Waiting List process has been a major bone of contention for many years. The list is secretive and never published while, historically, some people have managed to apparently by-pass the list, even with new boats. As a result, it is nigh on impossible to get on the waiting list because no-one knows when a space has become available. Because the list is unavailable on request (contrary to national FOI legislation), public confidence in the fair and reasonable management of waiting lists has evaporated entirely. CCC's excuse for this lack of transparency is always "GDPR". However, it is understood that this is not correct and there are ways for a Waiting List to be seen, and even published, whilst meeting requirements of GDPR - as demonstrated by other SHAs. It was agreed that the priorities (Para 5.3) for locals were a step in the right direction, but it was believed that the Waiting List process needs a complete stem-to-stern overhaul as a separate work-stream, in which the [REDACTED] would be keen to participate and lend their considerable local knowledge.

OUTCOME: OPPOSE ENTIRELY- MAJOR REVIEW REQUIRED

- e. Fee Structure (Para 9). Whilst not directly addressed in the proposed HMP, (CCC's 'Fees and Charges' covers cost rates), there had been another workstream undertaken by the [REDACTED] to address the disputed fee increases, which is still gathering evidence because CCC have re-buffed any consideration of reductions going forward, making further engagement pointless. In fact, it is understood that CCC will further increase fees for boat owners/facilities in 2024. Even at the present 2023 levels, the fee structure is unjustifiably excessive and that it is discriminatory against locals, the old, the young and the disabled. This is actively preventing the uptake of water-borne activities in contravention of numerous CCC and WG initiatives and legislation. This issue requires an entirely separate, wholly inclusive and transparent review.

OUTCOME: OPPOSE ENTIRELY - MAJOR REVIEW REQUIRED

- f. Partnerships/Joint Owners (Para 19). The concept of joint and co-ownership of vessels is not covered well as many boats can only be afforded by 2 or more parties being joint or co-owners. All costs are shared and paid for equally, including insurance and mooring dues (in most other SHAs). Para 19 makes no sense because the ownership of shares when a boat is 'first registered' could be completely different as the years go by e.g marriage, death birth of offspring of any (or all) of the joint owners. It would seem excessively harsh, unreasonable and discriminatory to prevent such arrangements. It is suggested that when partnerships change, then the Harbour Master should be allowed some discretion and common sense....as in the case of inheritance (see Para a above).

OUTCOME: OPPOSE ENTIRELY - MAJOR REVIEW REQUIRED

- g. New Quay Deep-Water (DW) Moorings/Visitors Moorings (Para 4 and 7). In both of the HMPs there appears to be a limit on the number of deep-water moorings but no reason is given. Clearly, there is enough space for a number of extra deep-water/visitors' moorings, which could increase the revenue to the harbour. Furthermore, allocating any future DW moorings only to commercial vessels was not seen as sufficiently equitable. There should be the capacity to cater for DW moorings for large or bilge keel yachts, especially as the lack of dredging by CCC and the recent proliferation of sandbanks, means these deeper-keeled yachts can be 'neaped' (stuck on the sandbank during neap tidal periods – 2 per lunar month). Obviously, this can significantly reduce seafaring opportunities during the season. However, there are not many of this type of yacht left, in New Quay at least, as people are 'downsizing' in the face of increasing fees and so, the SHA is further losing revenue for harbours. This policy needs further review.

OUTCOME: OPPOSE - FURTHER REVIEW REQUIRED

- h. Sub Letting (Para 14). It would seem perverse for the CCC CEO to suggest that Harbours do not generate enough income when the HMP prevents increased revenue through schemes such as sub-letting. Failure to allow HM-controlled 'sub-letting' prevents people (perhaps those on the waiting list with a boat already) from getting on the water when a mooring IS available in the harbour – if only for a short period - say, because the current mooring holder could not launch because of illness/boat repairs etc. In this case, if short-term sub-letting was permitted (with Harbour Master oversight/approval of similar boat/size etc), not only would the SHA get the money from the allocated owner but also the additional costs of sub-letting.

OUTCOME: OPPOSE - FURTHER REVIEW REQUIRED

Also discussed at length were other shortcomings within the HMP which further undermined the authority and effectiveness of the proposed document:

- i. Harbour Users Meetings and SHA Communication. Whilst the recent introduction by the HM of 'Surgeries' and an online pamphlet, 'Calm Waters', are welcome, the surgeries are infrequent and not easily accessible by all harbour users, while copies of Calm Waters are not widely available. Neither does the pamphlet carry much useful information. In addition, there are only 2 Harbour Users' Meetings per year but they are now online Zoom-type meetings and access has to be requested. Even when given access, minutes and agendas can be hard to find and the meetings only last 45 mins per harbour which means they cannot cover anything in great depth. These meetings are viewed only as 'one-way transmission' with little evidence of actions, so are considered an insufficient and ineffective means of communication with harbour users. Also, many people are irritated by being labelled 'debtors' in emails from CCC; even when not yet invoiced, or the period for payment has not yet lapsed and no alerts have been sent. Invoices regularly do not arrive until after the cut-off date and even then,

receipts are often not sent once paid. Use of 'clit' and the response times (checked only once a week) are wholly inadequate. Overall, communication from CCC requires urgent improvement and softening – if nothing else, appreciating that harbour users are *customers* and not mega-wealthy and 'privileged' gin-palace owners would help. The financial system worked far better when done by the Harbour Masters themselves. In addition, the whole communication process should be completely reviewed and be clearly defined in the HMP.

OUTCOME REQUIRED: Ceredigion SHA to improve and define agreed two-way communication practices with harbour users, including face-to-face Harbour Users Meetings. Re-introduce Harbour-Master-centred invoice and payment processes (as well as an on-line option) with the hastened provision of receipts.

- i. Document Terminology. The origins of the HMP can be traced back to documents copied from Saundersfoot and Devon harbours before 2010. In the intervening time, maritime terminology has changed and moved on. It is suggested that the HMP should use the current terminology and definitions of the MCA/DFT/RYA as a matter of course. For example, vessels should be classified as Commercial Vessels (using up-to-date codes), Pleasure Vessels or Intended Pleasure Vessels (IPVs) etc and the HMP should reflect best practice as outlined in Marine Guidance Notices (MGNs).

OUTCOME REQUIRED: Ceredigion SHA to use present MCA terminology throughout HMP.

- k. Service Level Agreement (SLA). There is no defined and agreed level of Service that Ceredigion SHA is required to provide for the fees they charge. Clearly this needs rectifying. However, the CEO for CCC, in a letter to ████████ members when discussing fees/services provided and FOIs, included the following list of Services that he claims the SHA provides:

- Main chains
- Slipway access
- Dredging
- Provide and maintain Aids to Navigation
- Harbour maintenance (eg remedial works to infrastructure)
- Staff (including presence at harbour offices and engagement through meetings/surgeries and the Calm Waters publication)
- Port Waste Management Plan facilities
- Crown Estate Licence
- Free parking (current 9 month parking season ticket costs £370)
- Winter hard standing provision
- Water

However, it is abundantly clear that the list is very-much flawed because many of the services have not been provided by the SHA to an acceptable level (reduced slipway access, no dredging, poor navigation aids, broken fairway markers'/lights, little maintenance and waste disposal behind locked doors, along with the failure to remove obstructions, floating ropes on moorings/pots etc - despite repeated requests and their extant inclusion in the HMP. According to the draft HMP, discounted parking will no longer be offered to any harbour users and harbour staff are considerably less available, less qualified and are no longer considered at SME-level.

OUTCOME REQUIRED: CCC/ SHA to provide an agreed SLA to all Harbour Users against which the SHA is held to account. This needs to be done as a collaborative project with all stakeholders. Failure to meet SLA levels in a Harbour should result in some form of financial redress for boat owners. Review staff levels, skills, pay and training.

- l. Missed Opportunities. The re-vamp of the HMP appears to have missed a golden opportunity to reform the use of harbours in Ceredigion to meet national initiatives relating to the conservation of the environment, inclusivity, health and well-being, alongside possible development of the harbours for increased participation in water-sports and tourism. There are a number of possibilities that exist to help local young, old, disabled and low-income (residents and visitors) to get on/in/by the water but the HMP seems intent in ignoring such advances. For example, there could be discounts and dispensations for fees for the categories of user listed above, the SHA could lead on improved facilities for commercial operations, fishermen and amateur sports clubs, the creation of more-affordable, effective space for sailing dinghy, kayak and board users of all abilities in all harbours and even the expansion of the Cardigan Bay Water-Sports Centre in New Quay. For this to happen, a complete review of the HMP is required and the SHA needs to be more aligned and engaged with its customers, so that co-operation and transparency can become much improved.

OUTCOMES REQUIRED: Ceredigion SHA to review fee structure and development policies to encourage increased water-sports participation that is effective, environmentally friendly, inclusive and to embed this in the HMP. SHA to lead on future developments in conjunction with commerce, trade and tourism depts of CCC.

- m. Consultation Process. Overall, it was agreed that the very short timescale for the online consultation tool to be completed, aligned to an inappropriate question structure was highly unlikely to meet established principles of local government consultation. Simply, any such consultation needs to happen early, with sufficient reason for change, while allowing for intelligent consideration and response before any decision is made. Harbour users have not been involved in the consultation process early enough, while the reasons for policy changes have not been communicated clearly; nor were the changes identified in copies of the new HMP; which would have been helpful. Furthermore, the on-line consultation tool does not appear to allow for more than 3 possible objections, which is considered grossly insufficient for over 100 policies lines. Likewise, the timescale of only a few weeks is far too short and there is no guidance or indication on what number of responses would constitute a 'valid' objection – just one negative response? Or over 10/50/75% of respondents? That is even before any implementation of any changes is considered. As a result, there is no confidence in the whole consultancy process and it was even thought possible that any objections might not get considered at all by CCC officers. Ultimately, the [REDACTED] believes the proposed HMP and its consultation process is not compliant with a wide gamut of legislation and can only be classified as 'not yet fit for purpose'. Therefore, we oppose any implementation of any HMP without a great deal more work; ideally in collaboration. However, we acknowledge that the intent to improve the management of harbours is a seed that needs to be carefully tended and nurtured if it is to grow and capture those opportunities in para l above. It is only through collaboration, with focused engagement and transparency, that the Harbours and their management will improve - both as the shop-windows of our communities and as amenities for all walks of the local population as well as for the visitors - who provide the majority of the income to Ceredigion coastal businesses. To date however, CCC has shown little sign of wanting to engage collaboratively and openly with harbour users to achieve those aims.

OUTCOME DESIRED: CCC to cease the present HMP and Consultation Process and engage more openly and effectively with all harbour users to conduct an end-to-end rewrite of the HMP.

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## MEETING DECISION:

1. It was decided that, because of the many objections listed above, the proposed HMP and the associated consultation process was considered **Not Yet Fit for Purpose** and it would need considerable review. However, [REDACTED] would be keen to help the SHA conduct this review.
2. It was decided that those individuals and organisations in attendance might wish complete the on-line consultation only in brief - and refer instead to this [REDACTED] meeting minute summary/open letter as their considered response, sharing the letter wherever possible.

## ACTION:

- a. Individuals to use the above comments as 'intelligent consideration' when replying to the on-line consultation tool. It may prove necessary to do so in writing because the online tool is of limited functionality.
- b. [REDACTED] Rep to send the above minutes to Local Councillors, MPs and HM (via Clic email) and in hard copy and co-ordinate any further engagement.

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]



Received from [REDACTED]  
Date and time [REDACTED]

To Recipients: Clic@ceredigion.gov.uk

Cc Recipients:

Subject: Objection to CCC's draft Harbour Management Policy.

Body:

[REDACTED]

Dear Sirs,

I wish to register my firm objection to Ceredigion County Councils' proposed Policy change, within the draft Ceredigion Harbour Management Policy Consultation document, that removes the right to inherit or sell a vessel on its mooring.

If implemented, this Policy change, will undermine the fabric of Ceredigion's coastal communities by introducing an unmanageable state of constant flux within the harbours. Where, upon my passing, those on a historic waiting list, (that has had no due diligence applied to it by CCC), are more entitled to my boat and its mooring than my own children.

Please do not overlook the reality that a leisure boat is, almost without exception, bought for the enjoyment of a family, or families in the case of co-ownership. The children in that family(s) would, naturally, share in the pleasure, effort and cost of owning a boat over time. Consequently, they become invested in a very real sense – not just in the boat and mooring but in the Ceredigion community at large.

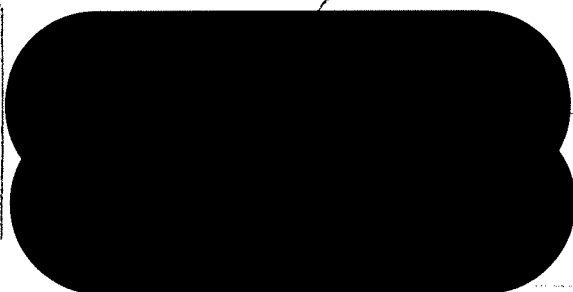
The principal of "successor in title" is a very well-established principal in the Laws of England and Wales. This applies to capital assets which hold value beyond the life of the current owner. This is evidently the same for a boat (inseparable from its mooring in the context of value) as it is for public sector housing that is leased to a family wherein the children of that family are not evicted upon the passing of their parent(s).

Thank you for considering my views.

[REDACTED]



11<sup>th</sup> Oct 2023



CEREDIGION COUNTY COUNCIL,  
HARBOURS MANAGEMENT,  
PENYCORFA  
ABERBERON  
CEREDIGION SAH6 0PA.

Dear Sirs

Re: CEREDIGION HARBOURS MANAGEMENT  
POLICY - DRAFT DISCUSSION

I have before me the existing and proposed draft documents for the above and in the first instance my initial reaction is "if it's not broken why fix it". In my opinion the wording abbreviations etc are generally similar without any major concerns. However the one major point in my book is 'INHERITANCE' and would comment as follows. I am now 76 years old and for the last 60 years or so New Quay has been my holiday destination even spiritual home.

So it has been for my 5 grown up children and grandchildren who have all loved holidays, weekends etc and are part of the local community. We have a house in [redacted] which we have owned since 1983 and since retirement have spent more and more time there.

I have been allocated a nearby flat

P.T.O

over 45 years and in those years the whole family has enjoyed the gifts of boating, its skills etc and have indulged in the Regattas and dived with volunteering.

It would be totally unfair if when I pass these benefits could not continue to be enjoyed by my children and grandchildren and indeed would disenfranchise my family.

Even at my age I understand the need for change but only where necessary. I don't think this is. In recent years New-Quay has suffered the deaths of some relatively young people with families and to think that they would be deprived part of their parents legacy would be a tragedy.

In my opinion, MR DENIS LENCORPIL was a real Kusboc master and since then little seems to have been done with the management of the Kusboc. I met with OWEN ROBERTS at New-Quay shortly after he took over his post and we discussed the like meetings of the PIER and he stated his proposal for solving the problem etc. To date nothing.

So perhaps all energies should be put into the management of the Kusboc and not spend unnecessary time on a new document where the original is still true.

Kind regards



# Polisi Rheoli Harbyrau Ceredigion

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Awdur a gwasanaeth: Owen Morgan – Priffyrdd a Gwasanaethau Amgylcheddol.

Dyddiad cymeradwywyd gan y Cabinet: I'w gadarnhau

Asesiad Effaith Integredig (Ie/Na): I'w gadarnhau

Dyddiad cyhoeddi: I'w gadarnhau

Dyddiad adolygu: I'w gadarnhau

# Tudalen 78

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## Polisi Rheoli Harbyrau Ceredigion

### Cyflwyniad

1.1 Polisi yw hwn ar gyfer rheoli cyfleusterau ac angorfeydd gwahanol gychod yn harbyrau Ceredigion a reolir gan y Cyngor, sef Aberystwyth, Aberaeron a Cheinewydd.

1.2 Tra mai harbyrau Aberystwyth, Aberaeron a Cheinewydd yw cwmpas presennol y polisi, os bydd unrhyw harbyrau eraill neu gyfleusterau cysylltiedig yn dod yn gyfleusterau a reolir gan y Cyngor yn y dyfodol, bydd y polisi hwn yn ymestyn yn awtomatig i gynnwys y cyfleusterau hynny.

1.3 Mae'r holl angorfeydd a chyfleusterau eraill yn rhan o wasanaeth dewisol a ddarperir gan Awdurdod yr Harbwr. Dyrennir pob angorfa a chyfleuster cysylltiedig yn amodol ar gais ar sail dymhorol (Haf 1 Ebrill – 31 Hydref, Gaeaf 1 Tachwedd – 31 Mawrth) yn unig, ac mae wedi'i gwmpasu gan Ffurflen Cytundeb Angori neu Gyfleuster gyda thelerau ac amodau defnydd cysylltiedig.

1.4 Pwrpas y polisi hwn yw sicrhau bod dull cyson, teg a chyfartal yn cael ei gymhwyso i ddeiliaid angorfeydd a defnyddwyr harbwr newydd, presennol a phosibl yn harbyrau Ceredigion. Ei nod yw sicrhau y deallir yn llawn y Polisi gweithredol a'r amodau cysylltiedig a'u bod yn deg, yn rhesymol ac yn gyfartal i bawb yn yr hyn sy'n gyfleusterau defnydd a rennir.

1.5 Mae'r datganiad polisi gweithredol hwn yn ategu Deddf Harbwr Aberystwyth 1987, Deddf Harbwr Aberaeron 1807, a Deddf Harbwr Ceinewydd 1835, Deddf Cymalau Harbyrau, Dociau a Phierau 1847 (a phob deddfwriaeth berthnasol arall gan gynnwys unrhyw Orchmynion a deddfwriaeth atodol a diwygio dilynol), yr Is-ddeddfau Harbwr cysylltiedig, a'r Telerau ac Amodau ar gyfer defnyddio harbyrau Cyngor Sir Ceredigion. Lle Cyngor Sir Ceredigion yw'r Awdurdod Harbwr Statudol mae'r Polisi hwn yn berthnasol.

1.6 Defnyddir y term 'Harbwr Feistr', fel y'i diffinnir mewn deddfwriaeth genedlaethol, i ddisgrifio'r term 'Rheolwr yr Harbwr' yn y polisi hwn.

1.7 Teclyn rheoli yw'r Polisi hwn, ni fydd dim ynddo yn amharu ar allu cyffredinol Rheolwr yr Harbyrau i ddyrannu neu reoleiddio nifer, lleoliad, maint a math yr angorfeydd a chyfleusterau a ddefnyddir ar unrhyw adeg o fewn tri Harbwr Ceredigion.

## **Amcanion y Polisi**

2.1 Bydd prif amcanion y polisi fel a ganlyn:

- (i) Diffinio'n glir y meini prawf ar gyfer gweithredu a rheoli angorfeydd yn yr harbwr ac unrhyw ddefnydd perthnasol wrth ochr y cei, gan roi sylw dyledus i anghenion a dymuniadau lleol yn ogystal ag annog defnydd a mwynhad y cyhoedd o geiau'r harbwr.
- (ii) Parhau i hyrwyddo'r harbyrau fel rhai o'r prif leoliadau yn y sir fel harbyrau gweithredol ac ar gyfer adloniant a gweithgareddau hamdden ar y dŵr, gan ystyried yr angen i ddarparu mynediad diogel a hawdd ar gyfer holl aelodau'r cyhoedd.
- (iii) Cyfrannu'n gadarnhaol at reoli amgylchedd naturiol ac adeiledig yr harbyrau sy'n cynnwys dilyn yr holl ddeddfwriaeth amgylcheddol berthnasol.
- (iv) Darparu trosolwg cyffredinol o gyfrifoldebau a rhwymedigaethau deiliaid angorfeydd/cyfleusterau a darparu amlinelliad o rai o'r telerau allweddol sy'n sail i ddyrannu'r angorfa/cyfleuster.

2.2 Darperir copi o'r polisi os gofynnir amdano i ymgeiswyr, ymgeiswyr posibl, aelodau'r cyhoedd a phersonau neu gyrrff eraill sydd â diddordeb. Bydd copi yn cael ei gyhoeddi ar wefan y Cyngor hefyd.

## **Swyddogaethau Harbyrau Ceredigion**

3.1 Bydd y paragraffau canlynol yn cadarnhau'r amrywiaeth gymhleth o swyddogaethau sydd gan yr harbyrau ac yn tanlinellu'r angen am bolisi angori clir fel sail i'w rheoli'n briodol.

### **(a) Gweithgarwch Masnachol**

3.2 Bydd y cwmnïau masnachol sy'n gysylltiedig â'r porthladd yn yr harbyrau yn cynnwys cwmnïau siartr sy'n rhedeg teithiau ym Mae Ceredigion, nifer o fusnesau cychod pysgota masnachol, a darparwyr gweithgareddau ar y dŵr.

### **(b) Gweithgarwch Hamdden**

3.3 Mae defnydd o'r harbyrau yn parhau i fod gan ddeiliaid angori hamdden yn bennaf sydd ar hyn o bryd yn amrywio o gychod hwylio i gychod pŵer. Hwylusir mynediad i gychod sy'n ymweld yn ogystal â deiliaid angorfeydd.

3.4 Mae defnydd o'r harbyrau ar gyfer adloniant ar y dŵr wedi cynyddu, yn enwedig ond heb ei gyfyngu i hwylfyrddio a hwylio dingis, canŵio, caiacio, rhwyfo, padlfyrddio a physgota. Lleolir llithrfeydd a chyfleusterau ar gyfer gweithgareddau dŵr ym mhob harbwr.

### **(c) Atyniadau Ymwelwyr**

3.5 Yn ogystal â digwyddiadau blynyddol ar y dŵr megis regatas, mae ardaloedd yr harbwr yn cyfrannu'n helaeth at economi twristiaeth y sir yn ogystal â bod yn adnodd hamdden werthfawr i bobl leol. Bydd yr harbyrau yn darparu mynediad i ymwelwyr a



phobl leol i'r ddwy Ardal Gadwraeth Forol Arbennig, cartref i ddolffiniaid enwog Bae Ceredigion a bywyd gwyllt arall o bwysigrwydd rhyngwladol.

## **Mathau o Angorfeydd a Chyfleusterau**

4.1 Mae'r dosbarthiad ar gyfer angorfeydd a chyfleusterau mewn harbyrau a reolir gan Gyngor Sir Ceredigion fel a ganlyn:

- (a) Angorfeydd hamdden
- (b) Angorfeydd masnachol
- (c) Angorfeydd dŵr dwfn
- (d) Angorfeydd tymor byr i ymwelwyr
- (e) Cyfleusterau
- (f) Maint a manylion cychod, badau dŵr ac offer arall

4.2 Heblaw am y trefniadau penodol y cyfeirir atynt yn ymwneud â'r parcio cyfyngedig ger y cei yn Harbwr Ceinewydd nid oes darpariaeth o ran parcio wedi ei gwneud na thocynnau tymor wedi eu rhoi i ddefnyddwyr yr Harbwr ym meysydd parcio Talu ac Arddangos y Cyngor.

### **(a) Angorfeydd Hamdden**

4.3 Mae darparu angorfeydd ar gyfer cychod hamdden (fel arfer cychod bach a ddefnyddir gan unigolion preifat at eu defnydd eu hunain) yn rhan hanfodol o ddefnydd hamdden y tri harbwr. Darperir angorfeydd hamdden mewn amrywiol leoliadau er mwyn galluogi hyblygrwydd rheoli a gweithredu. Mae hyn yn golygu y gellir diwallu'r galw amrywiol am angorfeydd o'r fath yn ystod y flwyddyn.

4.4 Mae'r rhain yn angorfeydd a ddefnyddir am gyfnod aros o fwy na phythefnos. Nid yw tymor hir yn golygu bod yr angorfeydd hyn yn barhaol nac ychwaith yn glwm wrth leoliad neu ddeiliad angorfa penodol. Defnyddir y math hwn o angorfa gan berchnogion cychod hamdden a hoffai gadw eu cychod yn yr harbwr am gyfnodau hwy yn seiliedig ar gytundeb tymhorol. Nid yw perchnogion y cychod yn berchen ar yr hawliau i'r angorfa, ac ni chaniateir iddynt drosglwyddo hawliau defnyddio'r angorfa os ydynt yn gwerthu'r cwch sydd ar yr angorfa ar hyn o bryd. Mae Cyngor Sir Ceredigion yn hyrwyddo defnydd o'r harbyrau gan gychod hamdden, ac mae darparu cyfleusterau gwasanaethau ychwanegol yn parhau i fod yn flaenoriaeth. Gall y rhain gael eu darparu gan y Cyngor neu mewn partneriaeth ag eraill.

### **(b) Angorfeydd Masnachol**

4.5 Mae nifer cyfyngedig o angorfeydd ar gyfer cychod pleser sy'n cludo teithwyr, chwaraeon dŵr masnachol a chychod pysgota masnachol wedi'u cytuno ym mhob harbwr. Cydnabyddir y gellir darparu angorfeydd pellach fel rhan o gyfleoedd datblygu yn y dyfodol neu lle bydd capasiti ar gael yn y dyfodol.

4.6 Mae angorfeydd masnachol yn amodol ar y rheolaethau canlynol:

(i) Gellir categoreiddio angorfeydd masnachol fel a ganlyn:

### **Angorfeydd Cychod Pleser sy'n Cludo Teithwyr**

Gellir defnyddio rhai angorfeydd ar gyfer cychod pleser sy'n cludo teithwyr i gynnig teithiau bywyd gwyllt, teithiau pysgota a gweithgareddau dŵr ym Mae Ceredigion.

### **Angorfeydd Cychod Pysgota Masnachol**

Gall angorfeydd penodol gael eu defnyddio gan gychod masnachol i bysgota ym Mae Ceredigion.

(ii) Bydd angen i bob cwch sydd am gael angorfa fasnachol benodedig feddu ar y trwyddedau masnachol, codio ac ardystio angenrheidiol yn ogystal â chytundeb angori.

(iii) Bydd yn ofynnol i unrhyw gwch masnachol sy'n masnachu mewn lleoliadau strategol o'r harbwr y bydd digwyddiadau yn effeithio arnynt allu symud er mwyn ei adleoli o dro i dro.

(iv) Caiff yr holl wastraff a gynhyrchir gan y defnyddiwr ei gadw lle bynnag y bo'n bosib ar y cwch. Rhaid cadw biniau ar y cwch a'u storio mewn modd boddhaol fel nad ydynt yn amharu ar edrychiad y cwch. Bydd yn ofynnol i gychod gydymffurfio â gofynion Rheolwr yr Harbwr o ran gwaredu gwastraff, a all amrywio o dro i dro yn dibynnu ar y cynllun gwaredu gwastraff sy'n weithredol ar y pryd. Rhaid i bob defnyddiwr masnachol waredu gwastraff yn unol â'r Cynllun Rheoli Gwastraff Porthladdoedd diweddaraf.

(vi) Mae cwota ar gyfer angorfeydd masnachol sef:

#### **Aberystwyth:**

Teithwyr Masnachol: 3.

Pysgota Masnachol: 9.

#### **Aberaeron:**

Teithwyr Masnachol: 6.

Pysgota Masnachol: 1.

#### **Ceinewydd:**

Teithwyr Masnachol: 11.

Pysgota Masnachol: 6.

Angorfeydd Dŵr Dwfn Masnachol: 12.

Gallai cwotâu newid yn dibynnu ar gyfleoedd datblygu yn y dyfodol neu lle bydd capasiti ar gael yn y dyfodol. Ni fydd unrhyw hawliau parcio ceir yn rhan o unrhyw angorfa fasnachol, er y bydd mynediad ar gyfer gwasanaethu'r cwch yn bosibl fel rheol.

### **(c) Angorfeydd Dŵr Dwfn**

4.7 Ar hyn o bryd mae 18 angorfa dŵr dwfn wedi eu lleoli oddi ar yr arfordir yng Ngheinewydd. Mae angorfeydd penodol wedi eu dynodi ar gyfer cymysgedd o gychod masnachol a hamdden. Mae nifer yr angorfeydd dŵr dwfn bellach yn llawn.

### **(d) Angorfeydd Ymwelwyr Tymor Byr**

#### 4.8 Angorfeydd Hamdden Ymwelwyr Tymor Byr

Bydd angorfeydd ymwelwyr arhosiad byr/dros nos ar gael ym mhob harbwr lle mae capasiti yn caniatáu hynny. Mae ffi benodol fesul dydd ac wythnos ar gyfer yr angorfeydd hyn (gweler llyfryn cyfredol 'Ffioedd a Thaliadau'). Yr hwyaf y gallwch aros ar yr angorfeydd hyn yw pythefnos a byddant ar gael ar sail y cyntaf i'r felin yn ôl disgrisiwn Rheolwr yr Harbwr. Gellir ymestyn hyd arhosiad yn ystod tymor y gaeaf, yn ôl disgrisiwn Rheolwr yr Harbwr.

#### 4.9 Angorfeydd Masnachol Ymwelwyr Tymor Byr

Bydd angorfeydd ymwelwyr masnachol arhosiad byr/dros nos ar gael ym mhob harbwr lle mae capasiti yn caniatáu hynny. Mae ffi benodol fesul dydd ac wythnos ar gyfer yr angorfeydd hyn (gweler llyfryn cyfredol 'Ffioedd a Thaliadau'). Yr hwyaf y gallwch aros ar yr angorfeydd hyn yw pythefnos a byddant ar gael ar sail y cyntaf i'r felin yn ôl disgrisiwn Rheolwr yr Harbwr. Gellir ymestyn hyd arhosiad yn ystod tymor y gaeaf yn ôl disgrisiwn Rheolwr yr Harbwr.

### **(e) Cyfleusterau Eraill**

4.10 Bydd angen i unrhyw gychod hamdden, tendars, cychod, ceir ac offer pysgota ac ati ar harbyrau, pierau, dociau a llithrfeydd mewn lleoliadau strategol neu unrhyw leoliad arall yn yr harbwr a effeithir gan ddigwyddiadau allu symud i ganiatáu ar gyfer adleoli ac anghenion gweithredu o dro i dro yn ôl disgrisiwn Rheolwr yr Harbwr.

4.11 Mae stondin offer gweithgareddau dŵr ar gael at ddefnydd tymor hir yn harbwr Ceinewydd. Gellir defnyddio'r stondin i storio offer gweithgaredd dŵr, ond heb ei gyfyngu i, gaiacau, padlfyrddau, hwylyfyrddau, byrddau syrffio yn ôl disgrisiwn Rheolwr yr Harbwr. Nid yw tymor hir yn golygu fod y lleoedd stondin/cyfleuster yn barhaol nac ychwaith yn glwm wrth leoliad penodol.

Defnyddir y cyfleuster gan berchnogion offer gweithgareddau dŵr sy'n dymuno eu storio yn yr harbwr am gyfnodau hir yn amodol ar gytundeb blyneddol. Nid yw'r defnyddwyr yn berchen ar yr hawliau i'r gofod, ac nid oes ganddynt yr hawl i drosglwyddo'r defnydd o'r gofod os ydynt yn gwerthu'r offer a ddyrannwyd ar gyfer y gofod.

### **(f) Maint a Manylion Cychod, Badau Dŵr ac Offer Arall**

4.12 Ni chaniateir gosod unrhyw gwch/bad dŵr/offer ar angorfa ac eithrio'r cwch/bad dŵr/offer y gwneir cais amdano. Dyrennir yr angorfa/cyfleuster yn unol â manylion y cwch ac ni ddylai deiliad yr angorfa/cyfleuster gynyddu maint ei gwch/bad dŵr/offer heb ganfod a oes angorfa/cyfleuster arall addas ar gael ai peidio a heb gytundeb

ymlaen llaw gyda Rheolwr yr Harbyrau. Gall deiliad yr angorfa/cyfleuster golli ei angorfa/cyfleuster heb i un arall gael ei gynnig yn ei le.

### **Rhestrau Aros Angori Hamdden, Dingis a Stodin Offer Gweithgareddau Dŵr**

5.1 Gellir cynnig angorfa neu ofod storio a'i ddyrannu i'r person sydd â'i enw nesaf ar y rhestr aros briodol yn unig ar gyfer harbwr/cyfleuster penodol yn amodol ar addasrwydd y cwch/offer y gwneir cais amdano, y diffiniadau blaenoriaeth isod ac yn ôl disgrisiwn Rheolwr yr Harbwr. Bydd angen talu ffi na ellir ei had-dalu (gweler llyfryn cyfredol 'Ffioedd a Thaliadau') cyn y gellir ymuno â'r rhestr aros. Mae'r gweithdrefnau ar gyfer y rhestr aros i'w gweld yn Atodiad 1 isod.

5.2 Nid yw angorfeydd, ar ôl eu dyrannu, yn drosglwyddadwy.

5.3 Caiff y rhestr aros ei rhannu i'r categorïau /trefn blaenoriaeth ganlynol:

1af: Pobl sy'n talu treth y cyngor y mae eu cartref parhaol yng Ngheredigion ac sy'n talu treth y cyngor yn llawn i Gyngor Sir Ceredigion. Bydd angen anfon prawf o drefniadau treth y cyngor i Awdurdod yr Harbwr ar gais.

2ail: Pobl sy'n talu treth y cyngor y mae eu prif gartref y tu allan i Geredigion ond sy'n berchen ar eiddo o fewn y sir, hynny yw, perchnogion ail gartrefi. Bydd angen anfon prawf o drefniadau treth y cyngor i Awdurdod yr Harbwr ar gais.

3ydd: Pawb arall.

5.4 Oni bai am y rheiny sydd eisoes ar y rhestr aros am angorfa ar 1 Ionawr 2011, caiff angorfeydd eu dyrannu yn unol â'r blaenoriaethau a nodwyd uchod. 5.5 Dim ond un cofnod fesul person fydd yn cael ei dderbyn ar unrhyw restr aros unigol.

### **Angorfeydd Masnachol – Rhestrau Aros**

6.1 Gall angorfa fasnachol gael ei chynnig a'i dyrannu i fusnes masnachol sydd nesaf ar y rhestr aros am angorfa fasnachol briodol yn unig (un ar gyfer cychod plaser sy'n cludo teithwyr ac un ar gyfer cychod pysgota masnachol ym mhob harbwr), ac yn amodol ar addasrwydd y cwch y gwneir cais amdano yn ôl disgrisiwn Rheolwr yr Harbwr. Bydd angen talu ffi na ellir ei had-dalu, gweler llyfryn cyfredol 'Ffioedd a Thaliadau' i ymuno â'r rhestr aros. Mae'r gweithdrefnau ar gyfer y rhestr aros i'w gweld yn Atodiad 1 o'r polisi hwn.

6.2 Nid yw'r ddau fath o angorfeydd masnachol, ar ôl eu dyrannu, yn drosglwyddadwy.

6.3 Gan fod cryn alw am y mathau hyn o angorfeydd a'r cyfraniad sylweddol a wneir gan gychod plaser sy'n cludo teithwyr a chychod pysgota masnachol i'r economi a'r portffolio twristiaeth yng Ngheredigion, bydd Awdurdod yr Harbwr yn gweithredu polisi "ei ddefnyddio neu ei golli". Os na fydd perchennog cwch masnachol yn rhoi cwch ar y cyfleuster angori dynodedig erbyn 31 Mai a/neu nid yw'n gweithredu cwch yn fasnachol, ar 1 Mehefin caiff y cyfleuster angori ei ddyrannu i'r ymgeisydd priodol nesaf ar y rhestr aros yn ôl disgrisiwn Rheolwr yr Harbwr.

6.4 Dim ond un cofnod fesul person fydd yn cael ei dderbyn ar unrhyw restr aros unigol.

6.5 Gellir cynnig lle parcio ceir ar lithrfa harbwr Ceinewydd a'i ddyrannu dim ond i fusnes masnachol sydd nesaf ar restr aros mannau parcio masnachol Ceinewydd ac yn amodol ar addasrwydd y cerbyd a'r busnes y gwneir cais amdano yn ôl disgrisiwn Rheolwr yr Harbwr. Bydd angen taluffi na ellir ei had-dalu (gweler llyfryn cyfredol 'Ffioedd a Thaliadau') i ymuno â'r rhestr aros. Mae'r gweithdrefnau ar gyfer y rhestr aros a'r modd y defnyddir y blaendal i'w gweld yn Atodiad 1 o'r polisi hwn.

Nid yw lleoedd parcio ceir yn drosglwyddadwy ac ni all unrhyw gerbydau eraill eu defnyddio ac eithrio'r cerbyd sydd wedi'i ddyrannu ar gyfer y gofod hwnnw.

### **Rhestr Aros am Angorfa Dŵr Dwfn**

7.1 Oni bai am y cychod hamdden hynny y dyrannwyd iddynt angorfa dŵr dwfn yn flaenorol ac sy'n dewis parhau i'w defnyddio yn dilyn cyflwyno tâl amdani, caiff pob angorfa dŵr dwfn a fydd ar gael yn y dyfodol eu dyrannu i gychod masnachol yn unig.

7.2 Gellir cynnig a dyrannu angorfa dŵr dwfn i fusnes masnachol sydd nesaf ar y rhestr aros am angorfa dŵr dwfn yn unig. Bydd angen talu ffi na ellir ei had-dalu, (gweler llyfryn cyfredol 'Ffioedd a Thaliadau'), cyn y gellir ymuno â'r rhestr aros. Mae'r gweithdrefnau ar gyfer y rhestr aros i'w gweld yn Atodiad 1 isod.

7.3 Dim ond un cofnod fesul person fydd yn cael ei dderbyn ar unrhyw restr aros unigol.

### **Hyd Cytundebau Angori, Lansio a Chyfleusterau**

#### **Angorfeydd Tymor Hir**

8.1 Mae hyd y cytundeb angori yn dibynnu ar y tymor y gwneir cais amdano.

Hyd tymor yr haf yw 1 Ebrill – 31 Hydref bob blwyddyn.

Hyd tymor y gaeaf yw 1 Tachwedd – 31 Mawrth y flwyddyn ganlynol.

Codir ffioedd angori'r gaeaf ar unrhyw gwch sy'n eiddo i ddeiliad angori tymor hir sydd ar angorfa neu ar lawr caled ar safle'r harbwr/Cyngor ar ôl 1 Tachwedd.

#### **Angorfeydd Hamdden Ymwelwyr Tymor Byr**

8.2 Cyfnod hwyaf cytundeb angori hamdden ymwelwyr tymor byr yw pythefnos yn cychwyn ar y dyddiad arhosiad cyntaf. Gellir ymestyn hyn yn ystod tymor y gaeaf yn ôl disgrisiwn Rheolwr yr Harbwr.

#### **Angorfeydd Masnachol Ymwelwyr Tymor Byr**

8.3 Cyfnod hwyaf cytundeb angori masnachol ymwelwyr tymor byr yw pythefnos yn cychwyn ar y dyddiad arhosiad cyntaf. Gellir ymestyn hyn yn ystod tymor y gaeaf yn ôl disgrisiwn Rheolwr yr Harbwr.

#### **Lansio Tymor Hir**

8.4 Mae hyd y cytundeb lansio blynyddol yn dechrau gyda phob blwyddyn ariannol ar 1 Ebrill ac yn dod i ben ar 31 Mawrth y flwyddyn ganlynol.

Ni chynigir Cytundebau Lansio Blynyddol ar sail pro rata, mae ffioedd llawn yn gymwys waeth beth fo'r dyddiad lansio.

Nid oes unrhyw hawliau parcio ceir yn gysylltiedig â'r Cytundeb Lansio Blynyddol.

Nid yw'r Cytundeb Lansio Blynyddol yn benodol i'r harbwr ac mae'n ddilys ar gyfer lansio yn unrhyw un o harbyrau Ceredigion a gwmpesir gan y polisi hwn.

### Lansio Tymor Byr

8.5 Mae hyd y cytundeb lansio tymor byr yn dibynnu ar anghenion y defnyddiwr ac yn ôl disgrisiwn Rheolwr yr Harbwr.

Nid oes unrhyw hawliau parcio ceir yn gysylltiedig â'r Cytundeb Lansio Tymor Byr.

Nid yw'r Cytundeb Lansio Tymor Byr yn benodol i'r harbwr ac mae'n ddilys ar gyfer lansio yn unrhyw un o harbyrau Ceredigion a gwmpesir gan y polisi hwn.

### Cytundebau Cyfleuster

8.6 Hyd Cytundeb y Cyfleuster yw 11 mis yn dechrau 1 Mai ac yn dod i ben 31 Mawrth y flwyddyn ganlynol. Rhaid i bob eitem/offer **gael ei symud** oddi ar y rhesel ar gyfer mis Ebrill er mwyn caniatáu ar gyfer unrhyw waith cynnal a chadw/ail-rifo gofynnol. Gall y Cyngor symud unrhyw offer/eitem sy'n parhau i fod ar y cyfleuster yn ystod mis Ebrill heb rybudd.

## Costau a Rheolau Angori, Cyfleusterau a Lansio

9.1 Mae pob mater yn ymwneud â chodi tâl am angorfeydd hamdden, angorfeydd masnachol, ffioedd lansio, ymweld, stondin bwrdd hwylyfyrddio a chaiacio, manau parcio cychod a chyfleusterau eraill i'w gweld yn llyfryn cyfredol 'Ffioedd a Thaliadau'.

9.2 Os na fydd deiliad angorfa/cyfleuster wedi talu'r ffi ofynnol yn llawn erbyn 31 Mai, yna o 1 Mehefin caiff yr angorfa/cyfleuster ei ailddyrranu i'r ymgeisydd priodol nesaf ar y rhestr aros yn ôl disgrisiwn Rheolwr yr Harbwr.

9.3 Os na fydd deiliad angorfa/cyfleuster yn rhoi cwch ar y cyfleuster angori penodol erbyn 31 Mai, yna o 1 Mehefin caiff yr angorfa ei hailddyrranu i'r ymgeisydd priodol nesaf ar y rhestr aros yn ôl disgrisiwn Rheolwr yr Harbwr.

9.4 Ni chynigir angorfeydd ar sail pro rata, mae ffioedd llawn yn gymwys bob tymor ni waeth pryd y dyrannwyd yr angorfa neu bryd y cafodd ei meddiannu.

9.5 Codir tâl ar gwch ar sail hyd cyffredinol wedi'i fesur mewn metrau (wedi'i dalgrynnu i fyny i'r metr agosaf), a fydd yn cynnwys unrhyw bolyn blaen, rheilen ôl, camlath starn a phlatfform ymdrochi.

9.6 Os nad yw deiliad yr angorfa/cyfleuster yn rhoi ei gwch/bad dŵr/offer ei hun ar yr angorfa awdurdodedig am gyfnod o flwyddyn, bydd y cyfleuster yn cael ei fforffedu a'i ailddyrrannu o'r rhestr aros briodol.

### **Adnewyddu Angorfa/Cyfleuster a Ddyrannwyd**

10.1 Bydd y Cyngor yn ceisio anfon ffurflen gais at bob deiliad angorfa/cyfleuster presennol yn gofyn am Gytundeb Ffurflen Angori/Cyfleuster i'w chwblhau a'i dychwelyd cyn dechrau pob tymor. Os bydd deiliad yr angorfa/cyfleuster yn dychwelyd y ffurflen yn nodi nad yw am adnewyddu'r Cytundeb Ffurflen Angori/Cyfleuster, caiff yr angorfa/cyfleuster ei dyrannu i'r person nesaf ar y rhestr aros briodol, a bydd y Cyngor yn anfon ffurflen gais ac anfoneb fel uchod. Ar ôl derbyn y Cytundeb Ffurflen Angori/Cyfleuster bydd y Cyngor yn anfon anfoneb at ddeiliad yr angorfa/cyfleuster.

10.2 Os na fydd y Cyngor yn derbyn cais angori wedi'i gwblhau erbyn 30<sup>ain</sup> Ebrill, ystyrir nad yw deiliad yr angorfa am adnewyddu ei gytundeb angori a bydd yn cael ei ddyrannu i'r person nesaf ar y rhestr aros briodol.

10.3 Ar ôl derbyn y tâl bydd y Cyngor yn dyrannu angorfa/cyfleuster i'r ymgeisydd mewn lleoliad ar gyfer yr harbwr penodol y gwnaed cais amdano. Rheolwr yr Harbwr fydd yn penderfynu ar union lleoliad yr angorfa.

### **Canslo Cytundebau Ffurflen Angori a Gwrthod Ceisiadau Rhestr Aros**

11.1 Gall deiliad yr angorfa ganslo'r Cytundeb Ffurflen Angori/Cyfleuster unrhyw bryd trwy roi rhybudd o 14 diwrnod yn ysgrifenedig i'r Cyngor. Fodd bynnag bydd y ffi a dalwyd eisoes yn cael ei chadw gan y Cyngor.

11.2 Gall y Cyngor ganslo'r Cytundeb Ffurflen Angori/ Cyfleuster ar unrhyw adeg trwy roi 1 mis o rybudd ysgrifenedig i fanylion cyswllt hysbys diwethaf deiliad yr angorfa sydd gan yr Awdurdod. Gellir canslo angorfa/cyfleuster am nifer o resymau, a gall y rhain gynnwys, ond heb fod yn gyfyngedig i, dyled ddrwg, methu â chydymffurfio â pholisi'r harbwr, rheoliadau, cyfarwyddiadau, ymddygiad di-hid, ymddygiad afreolus a cham-drin staff yr harbwr.

11.3 Ni fydd ad-daliadau llawn neu pro rata yn ddyledus os mai'r rheswm dros ganslo yw ymddygiad deiliad yr angorfa/cyfleuster o ran cydymffurfio â'r polisi hwn a/neu unrhyw gyfarwydddebau neu ofynion cyfreithiol eraill y Cyngor. Bydd y Cyngor yn mynd ar ôl unrhyw ddyled sydd heb ei thalu, ni waeth a yw deiliad yr angorfa/cyfleuster wedi gadael yr angorfa/cyfleuster neu wedi cael ei symud o'r angorfa/cyfleuster.

11.4 Bydd ceisiadau rhestr aros yn cael eu gwrthod o ganlyniad i unrhyw achosion o gam-drin staff yr harbwr.

### **Risg, Atebolrwydd, Gofynion Yswiriant ac Argymhellion**

12.1 Yr ymgeisydd sy'n ysgwyddo'r risg pan gaiff pob cwch/bad dŵr ei angori, ei lansio, ei symud a'i dynnu allan o'r dŵr ac nid yw'n gyfrifoldeb y Cyngor. Felly gofynnir i'r ymgeisydd sicrhau fod ei gwch/bad dŵr a'i eiddo wedi ei yswirio'n ddigonol yn erbyn pob risg. Nid yw'r Cyngor yn derbyn unrhyw gyfrifoldeb am unrhyw golled neu ddifrod i eiddo am ba bynnag reswm yr achoswyd ef.

12.2 Bydd yn rhaid i berchennog y cwch/bad dŵr/offer adfer a symud o'r harbwr unrhyw gychod/badau dŵr/offer a ystyrir yn niweidiol i amwynder yr harbwr fel y'i diffinnir isod. Os methir â symud eiddo o'r fath o'r harbwr o fewn y cyfnod a nodwyd gan Reolwr yr Harbwr yn ôl ei ddisgresiwn llwyr (gan gynnwys hysbysiad symud ar unwaith) bydd y Cyngor yn adfer ac yn symud yr eiddo gan godi tâl priodol am wneud hynny. Nodir ffioedd o'r fath fel dyled sy'n ddyledus i'r Awdurdod gan ddeiliad y Cytundeb Ffurflen Angori/Cyfleuster. Felly argymhellir yn gryf y dylai unrhyw bolisi yswiriant gynnwys symud drylliad.

12.3 Bydd deiliad yr angorfa/cyfleuster yn indemnio'r Cyngor, ei weithwyr a'i asiantau yn erbyn unrhyw achosion, hawliadau, costau a gorchmynion mewn perthynas â niwed neu farwolaeth unrhyw berson yn ogystal ag unrhyw ddifrod i eiddo o ganlyniad i feddiannaeth a defnydd yr ymgeisydd o gyfleusterau'r harbwr, gan gynnwys llithrfeydd, grisiau, glanfeydd a llwyfannau, ac i'r perwyl hwn bydd yn cynnal polisi atebolrwydd cyhoeddus yn erbyn risgiau o'r fath. Os methir â chynnal y polisi yswiriant priodol caiff yr hawl i ddefnyddio'r angorfa, yr hawl i lansio a defnyddio cyfleusterau eraill ei thynnu yn ôl.

12.4 Disgwylir i ddeiliad pob angorfa/cyfleuster sy'n defnyddio unrhyw ran o gyfleusterau'r harbwr gan gynnwys llithrfeydd, grisiau, glanfeydd a llwyfannau am ba bynnag reswm sy'n gysylltiedig â'r cais hwn, ac os yw hynny yn ôl gwahoddiad y Cyngor neu beidio, gwneud hynny gan ystyried ei ddiogelwch ei hun a'r risg i'w hunan hefyd.

12.5 Bydd deiliad yr angorfa/cyfleuster bob amser yn gyfrifol am ddiogelwch ei gwch/bad dŵr/offer a bydd yn atebol am unrhyw ddifrod a wneir i eiddo'r Cyngor, sut bynnag y'i hachosir, wrth i'r ymgeisydd neu ei weithiwr neu asiantau fordwyo unrhyw long/bad dŵr, neu dra bod cwch/bad dŵr yr ymgeisydd wedi'i angori, neu ei lansio, neu wrth i'r cwch/bad dŵr adael ei angorfa, ei angori neu ei ollwng yn rhydd, a bydd yn talu i'r Cyngor ar gais unrhyw hawliad am iawndal o ran difrod o'r fath.

12.6 Ni fydd Rheolwr yr Harbwr y Cyngor a swyddogion a gweithwyr eraill ag awdurdod, wrth ymgymryd â'u gwaith, yn gyfrifol am unrhyw golled neu ddifrod a all godi o ganlyniad i gydymffurfio neu geisio cydymffurfio ag unrhyw orchymyn neu gyfarwydddeb gyfreithiol gan Reolwr yr Harbwr, neu swyddogion neu weithwyr eraill, ac ni fydd y Cyngor yn atebol am unrhyw golled neu ddifrod sy'n codi yn sgil cydymffurfio neu geisio cydymffurfio â gorchmynion cyfreithiol y swyddogion. Ni fydd y Cyngor, ei weithwyr, ei asiantau neu ei swyddogion yn atebol am niwed i unrhyw berson oni bai y digwydd niwed o ganlyniad i esgeulustod y Cyngor.

12.7 Rhaid i unrhyw ddeiliad angorfa sydd am gadw cwch yn yr harbwr dros y gaeaf neu ymweld â harbwr Ceredigion arall heblaw'r un y gwnaed cais amdano/a



ddyrrannwyd iddo, wneud cais am yr harbwr hwnnw. Rhaid i ddeiliad yr angorfa sicrhau bod ei gwch wedi'i yswirio'n ddigonol ar gyfer yr harbwr hwnnw.

12.8 Mae deiliad yr angorfa/cyfleuster yn gyfrifol ac yn atebol am unrhyw gadwyni, rhaffau, ffrwynau, dolenni, taclau neu unrhyw ddyfeisiadau angori eraill a ddefnyddir i angori ei gwch/bad dŵr/offer i unrhyw bwynt ar stad yr harbwr neu eiddo'r Cyngor.

### **Cychod a Badau Dŵr Eraill neu Offer sy'n Niweidiol i Amwynder yr Harbwr**

13.1 Os na fydd Awdurdod yr Harbwr yn fodlon am unrhyw reswm fod cwch drylliedig neu strwythur neu offer sydd wedi ei angori neu'n gorwedd yn y dŵr neu ar flaendraeth yr harbwr neu eiddo arall y Cyngor mewn cyflwr fel y byddai'n debygol o achosi niwed difrifol i amwynder y rhan honno o'r harbwr neu eiddo'r Cyngor lle y mae wedi ei angori, yn gorwedd neu'n sefyll, gall Awdurdod yr Harbwr roi hysbysiad i'r perchennog o fewn cyfnod o amser penodol a nodwyd yn yr hysbysiad i gymryd camau fel y bo'n angenrheidiol i leihau unrhyw niwed i'r amwynder. Gall yr Awdurdod ystyried cwch neu unrhyw fath arall o fad dŵr neu offer yn niweidiol i amwynder yr harbwr neu eiddo arall y Cyngor am resymau sy'n cynnwys ond heb fod yn gyfyngedig i fod yn ddadfeiliedig, yn hyll oherwydd esgeulustod, yn ddifrifol flêr, yn anaddas i'r môr a/neu mewn perygl o suddo, ac ati.

13.2 Bydd methu â chydymffurfio â hysbysiad o'r fath a gyflwynir gan Awdurdod yr Harbwr yn golygu y bydd yn rhaid i gamau gael eu cymryd yn uniongyrchol gan Awdurdod yr Harbwr a'r costau priodol yn cael eu codi. Bydd costau o'r fath yn ddyled sy'n ddyledus o ddeiliad Cytundeb Ffurflen Angorfa/cyfleuster i'r Awdurdod.

13.3 Caiff unrhyw dendars a threilars nad oes arnynt enw'r fam gwch eu symud heb unrhyw rybudd.

13.4 Bydd badau dŵr eraill yn cynnwys ond heb fod yn gyfyngedig i gaiacau, canwod, hwylyrddau, padlyrddau, dingis neu unrhyw ddisgrifiad arall o fadau dŵr. Bydd offer yn cynnwys ond heb fod yn gyfyngedig i dreilars, cerbydau, offer pysgota neu unrhyw eiddo neu eitemau eraill y mae'r defnyddiwr yn berchen arnynt neu'n eu defnyddio.

### **Gwahardd Aseinio/Is-osod Angorfeydd/Cyfleusterau**

14.1 Mae'r angorfa/cyfleuster wedi'i ddyrrannu i ddeiliad yr angorfa/cyfleuster ac ni ellir ei rannu, ei aseinio, ei drosglwyddo, ei is-osod neu ei ddefnyddio mewn modd arall neu ei roi i unrhyw un heblaw deiliad yr angorfa. Os darganfyddir bod deiliad angorfa/cyfleuster yn is-osod yr angorfa neu'n caniatáu iddi gael ei defnyddio gan rywun arall, caiff yr angorfa/cyfleuster ei dynnu nôl ar unwaith.

### **Etifeddiaeth**

### 15.1 Angorfeydd Masnachol

Pan fo aelod neu aelodau o deulu yn dymuno parhau i ddefnyddio'r cwch a enwir ar yr angorfa a neilltuwyd ar ôl marwolaeth neu analluogrwydd y deiliad/deiliaid presennol, rhaid iddynt gael caniatâd ysgrifenedig gan y Cyngor i wneud hynny.

### 15.2 Angorfeydd Hamdden

Nid oes dim hawliau etifeddiaeth mewn perthynas ag angorfeydd hamdden neu gyfleusterau hamdden o fewn Harbyrau a reolir gan Geredigion.

## Dull Adnabod

16.1 Rhaid i bob cwch/bad dŵr ac offer gan gynnwys ond heb fod yn gyfyngedig i dreilars a thendars a ddefnyddir o fewn yr harbyrau ac eiddo'r Cyngor gael eu henwau wedi'u harddangos yn amlwg i foddhad Rheolwr yr Harbwr. Dylai deiliad yr angorfa hefyd sicrhau bod enw'r cwch a rhif yr angorfa i'w gweld yn glir ar unrhyw fwi angori. Rhaid i dendars gael eu marcio gydag enw'r fam gwch. Rhaid rhifo/enwi caiacau/hwylfyrddau ac offer arall fel y'u diffinnir uchod i foddhad Rheolwr yr Harbwr.

## Newid Cwch, Bad Dŵr neu Offer Arall

17.1 Os bydd deiliad yr angorfa/cyfleuster yn gwerthu neu'n gwaredu fel arall ar y cwch/bad dŵr a awdurdodwyd i ddefnyddio'r angorfa/cyfleuster, bydd y partion i'r newid yn sicrhau bod hysbysiad ysgrifenedig ymlaen llawn yn cael ei roi ar unwaith cyn gwerthu neu waredu i Reolwr yr Harbwr.

17.2 Pan fydd perchennog presennol am newid ei gwch/bad dŵr/offer bydd rhaid cyflwyno cais newydd ar gyfer y cwch/bad dŵr/offer newydd. Mae'r Cyngor yn cadw'r hawl i benderfynu lle mae deiliad angorfa/cyfleuster yn rhoi ar angorfa/cyfleuster gwch/bad dŵr/offer arall nad yw'n addas ar gyfer yr angorfa/cyfleuster a ddyrannwyd, gan ystyried maint a natur y cwch/bad dŵr/offer, a gall wrthod y cais. Lle na chymeradwyir ceisiadau, bydd ymgeiswyr yn gallu ail-ymuno â'r rhestr aros berthnasol ar y cyfle nesaf sydd ar gael (yn amodol ar adrannau 5 a 6 ac Atodiad 1) neu gadw'r cwch/bad dŵr/offer presennol ar yr angorfa/cyfleuster hwnnw.

## Trosglwyddiadau Angori a Chyfleusterau

18.1 Nid oes dim hawliau trosglwyddo mewn perthynas ag angorfeydd neu gyfleusterau o fewn Harbyrau a reolir gan Geredigion.

## Partneriaethau

19.1 Bydd yn rhaid cofnodi partneriaethau gydag Awdurdod yr Harbwr pan gafodd/gaiff yr angorfa ei dyrannu am y tro cyntaf. Ni chydabyddir unrhyw newid

perchnogaeth neu bartneriaeth yn dilyn hyn ac ni fydd ychwaith yn cyfrif tuag at ddyrannu'r angorfa.

### **Defnyddio Angorfeydd**

20.1 Gellir defnyddio angorfeydd at y pwrpas a nodwyd yn y cais gwreiddiol yn unig (hynny yw, hamdden, masnachol neu ddŵr dwfn).

20.2 Ni ellir defnyddio angorfeydd at bwrpas preswyl, hynny yw, ni ellir byw ar y cwch ac ni ellir ychwaith ei ddefnyddio fel unig neu brif fan preswyl ar gyfer unrhyw unigolyn neu grŵp. Ni ddisgwylir i gwsmeriaid gysgu yn eu cychod oni bai fod gan y cwch danc priodol gan wneuthurwyr penodol ar gyfer dal dŵr llwyd a charthffosiaeth. Caiff yr angorfa ei thynnu'n ôl oddi wrth unrhyw ddefnyddwyr yr harbwr sy'n torri'r amod hwn.

### **Llenwi ac ail-lenwi â thanwydd**

21.1 Ni chaniateir cadw unrhyw danwydd na deunyddiau fflamadwy ar yr angorfa ddynodedig neu oddi fewn iddi oni bai am danciau a chynwysyddion storio awdurdodedig. Ni chaniateir ail-lenwi â phetrol o ganiau na chynwysyddion wrth ochr yr harbwr, pontynau, grisiau, ar lithrfeydd nac angorfeydd. Yr unig eithriad i hyn yw offer pwmpio/seiffon cymeradwy y cytunwyd gan Reolwr yr Harbwr i'w ddefnyddio. Rhaid adrodd am unrhyw ollyngiad tanwydd i Reolwr yr Harbwr, Asiantaeth y Môr a Gwylwyr y Glannau, a Chyfoeth Naturiol Cymru ar unwaith.

### **Llygredd a Gwastraff**

22.1 Ni ddylai deiliaid angorfeydd/cyfleuster lygru'r harbwr trwy ollyngiadau, gwaredu gwastraff, elifiant, gwastraff dynol, glanedydd a/neu danwydd nac ychwaith gadael sbwriel neu sgrap ar stad yr harbwr, yn nŵr yr harbwr neu ar waelod yr harbwr. Rhaid i holl ddefnyddwyr yr harbwr gadw at y Cynllun Rheoli Gwastraff Porthladdoedd diweddaraf.

### **Ymddygiad Di-hid ac Ymddygiad Afreolus**

23.1 Ni fydd deiliad yr angorfa/cyfleuster yn defnyddio'r angorfa/cyfleuster mewn modd di-hid fel yr achosir perygl i ddefnyddwyr eraill yr harbwr neu ddifrod i'w heiddo. Ni fydd deiliad yr angorfa/cyfleuster (gan gynnwys unrhyw berson ar y cwch/bad dwr ar yr harbwr o fewn terfynau'r harbwr) yn achosi sŵn afresymol, niwsans na phoendod i ddefnyddwyr eraill yr harbwr. Mae'n rhaid i ddefnyddwyr yr harbwr ddilyn Cod Ymddygiad neu Gyfarwyddeb y Cyngor bob amser. Gall unrhyw ymddygiad o'r fath olygu bod y Cyngor yn terfynu'r Cytundeb Ffurflen Angori/Cyfleuster.

### **Cydymffurfio â Deddfau, Is-ddeddfau a Chyfarwyddiadau Rheolwr yr Harbwr**

24.1 Rhaid i ddefnyddiwr yr harbwr a phawb sydd â rheolaeth neu sydd â gofal neu sydd ar fwrdd ei gwch/bad dŵr/offer gydymffurfio a chyflawni'r holl rwymedigaethau statudol ac eraill sy'n ymwneud â'r harbwr, gan gynnwys yr holl is-ddeddfau a rheoliadau a wneir gan y Cyngor, a'r cyfarwyddiadau a roddir gan Swyddogion yr Harbwr.

24.2 Os bydd deiliad y Cytundeb Ffurflen Angori/ Cyfleuster yn methu â chydymffurfio ag amodau'r Cytundeb Angori/Ffurflen Cyfleuster, polisi neu unrhyw gyfarwyddeb arall gan y Cyngor, gall y Cyngor roi hysbysiad i symud y cwch/bad dŵr/offer. Os na chydymffurfir â'r hysbysiad hwn neu os na chaiff yr amodau eu bodloni o fewn 14 diwrnod (neu o fewn y cyfnod o amser a nodir yn yr hysbysiad) o ddyddiad yr hysbysiad a anfonwyd i gyfeiriad hysbys diwethaf defnyddiwr yr harbwr, gall yr Awdurdod symud y cwch i unrhyw fan arall ac ar ôl cyfnod o 14 diwrnod caiff ei waredu os na chaiff ei adfer gan ddefnyddiwr yr harbwr. Bydd defnyddiwr yr harbwr yn atebol i dalu costau symud, storio, angori neu waredu o'r fath lle bo'n berthnasol. Bydd ffioedd o'r fath yn ddyled sy'n ddyledus i'r Awdurdod gan ddefnyddiwr yr harbwr.

24.3 Ni chaiff unrhyw un o fewn unrhyw harbwr caeedig ddefnyddio rhaffau codi nofiadwy ar angorfeydd.

24.4 Ni fydd meistyr y cwch yn achosi nac yn caniatáu i'r cwch symud, dod i angori neu gael ei angori neu ei osod mewn modd a fyddai'n rhwystro'n fwiadol mewn unrhyw fodd symud cychod i mewn ac allan o'r harbwr.

24.5 Ni chaiff unrhyw un ganiatáu i unrhyw gwch rwystro unrhyw bontynau, grisiau na llithrfeydd heb ganiatâd Rheolwr yr Harbwr.

### **Contractwyr**

25.1 Rhaid i unrhyw fusnes sydd wedi'i contractio gan ddefnyddiwr yr harbwr i wneud unrhyw waith ar stad yr harbwr wneud cais am drwydded ystadau ddilys a chael caniatâd ar gyfer unrhyw waith a allai effeithio ar yr harbwr megis, ond heb fod yn gyfyngedig i, waith codi, atgyweirio/cynnal a chadw cychod, gwaith eiddo neu unrhyw ddigwyddiadau eraill a allai effeithio ar briffyrdd cyhoeddus a/neu eiddo cyhoeddus neu breifat.

Bydd unrhyw fusnes a contractir gan ddefnyddiwr yr harbwr ar gyfer unrhyw fân atgyweiriadau ar gychod, badau dŵr, angorfeydd neu offer arall nad ydynt yn effeithio ar drefniadau sy'n ymwneud â'r uchod yn sicrhau'r canlynol:

- Mae yswiriant atebolrwydd trydydd parti ac yswiriant indemniad cyhoeddus digonol yn ei le.
- Mae datganiad dull priodol ac asesiad risg yn eu lle.
- Nid yw'r gwaith yn gweithredu'n groes i'r polisi, unrhyw gyfarwyddeb y Cyngor neu ddeddfwriaeth arall.

- Mae'r contractwr yn indemnio'r Cyngor, ei weithwyr a'i asiantau yn erbyn pob gweithred, hawliad, cost a gorchymyn mewn perthynas ag unrhyw anaf neu farwolaeth unrhyw berson ac unrhyw ddifrod i unrhyw eiddo sut bynnag y'i hachoswyd yn ystod unrhyw waith ar stad yr Harbwr.

### **Glanio Teithwyr**

26.1 Yn ôl disgrisiwn Rheolwr yr Harbwr, gall cychod sy'n ymweld sy'n dod o'r tu allan i Sir Ceredigion adael i deithwyr fynd ar ac oddi ar gwch o unrhyw un o'r tri harbwr yng Ngheredigion, yn amodol ar gais, talu'r tâl perthnasol (gweler llyfryn cyfredol 'Ffioedd a Thaliadau') a phrawf o yswiriant. Mae'n ofynnol i gychod o'r fath roi hysbysiad i'r Awdurdod, mwy na phythefnos os oes modd.

### **Glanio Nwyddau**

27.1 Yn ôl disgrisiwn Rheolwr yr Harbyrau, gall Cychod Masnachol sy'n ymweld lanio teithwyr neu nwyddau o unrhyw un o dri harbwr Ceredigion yn amodol ar gais, talu'r tâl perthnasol (gweler llyfryn cyfredol 'Ffioedd a Thaliadau') a phrawf o yswiriant ac ardystiad perthnasol. Mae'n ofynnol i gychod o'r fath roi digon o rybudd i'r Awdurdod, mwy na phythefnos os oes modd.

### **Dogfennau**

28.1 Gellir dod o hyd i'r dogfennau cysylltiedig canlynol ar wefan y Cyngor neu drwy gysylltu â'r Awdurdod yn [clic@ceredigion.gov.uk](mailto:clic@ceredigion.gov.uk) neu ar 01545 570881.

- Ffioedd a Thaliadau.
- Cynllun Rheoli Gwastraff Porthladdoedd.
- Cod Diogelwch Morol Porthladdoedd.
- Cynlluniau Angori Harbyrau.
- Is-ddeddfau a Deddfau Harbyrau.
- Cyfansoddiad yr Harbyrau.
- Cofnodion Cyfarfodydd Ymgynghorol Defnyddwyr yr Harbwr.
- Ymgynghoriad Cyhoeddus Byw.
- Unrhyw ddogfennau eraill sy'n gysylltiedig â'r harbwr sydd ar gael i'r cyhoedd.

### **Manylion Cysylltu**

29.1 Os dymunwch gysylltu â'r Cyngor mewn perthynas ag unrhyw faterion yn ymwneud â'r harbwr gallwch wneud hynny trwy'r dulliau canlynol:

E-bost: [clic@ceredigion.gov.uk](mailto:clic@ceredigion.gov.uk)

Ffôn: 01545 570881

Neuadd Cyngor Ceredigion

Penmorfa

Aberaeron

Ceredigion

SA46 0PA

DRAFT

## Atodiad 1

### Gweithdrefn Rhestrau Aros Hamdden, Masnachol, Dŵr Dwf a Chyfleusterau.

- 1) Rhoddir manylion am y ffioedd rhestr aros yn llyfryn 'Ffioedd a Thaliadau' y flwyddyn ariannol gyfredol. Ar ôl derbyn y ffi briodol a'r ffurflen gais, bydd manylion yr ymgeisydd yn cael eu rhoi ar y rhestr aros berthnasol. Mae'r taliad yn unol â'r cyfarwyddyd wrth ymgeisio.
- 2) Bydd y dyddiad ar y rhestr aros yr un dyddiad â'r amser y derbynnir yffi.
- 3) NI ELLIR AD-DALU NA THROSLWYDDO'R ffi.
- 4) Dim ond un cofnod fesul person fydd yn cael ei dderbyn ar unrhyw restr aros unigol.
- 5) O dan amgylchiadau arferol dim ond un cynnig i gael angorfa/cyfleuster gaiff ei roi i ymgeisydd.
- 6) Pan fydd angorfa/cyfleuster yn cael ei gynnig a'i dderbyn, gellir ei ddyrannu i'r person/busnes sydd â'i enw ar y rhestr aros briodol yn unig, ac yn amodol ar addasrwydd y cwch/offer y gwneir cais amdano yn ôl disgrisiwn Rheolwr yr Harbwr.
- 7) Pan fydd angorfa/cyfleuster yn cael ei gynnig a'i dderbyn, ac nid yw cwch/offer ar gael ar unwaith, rhaid i'r ymgeisydd dalu'r ffi lawn am faint y cwch/offer y gwneir cais amdano, ac yna mae ganddo dri mis i roi ei gwch/offer ar yr angorfa/cyfleuster. Os yw'r angorfa/cyfleuster yn cael ei gynnig yn ystod tymor y gaeaf, gellir rhoi'r cwch/offer erbyn dechrau tymor yr haf canlynol os yw'r cyfnod hwn yn hwy.
- 8) Yn aml iawn caiff rhestr aros ei bandio yn unol â maint yr angorfa/cyfleuster. Felly mae'n bwysig bod ymgeiswyr yn hollol sicr beth yw maint y cwch/offer. Mae'n bosibl y bydd yr hyd a nodir ar y ffurflen rhestr aros yn cael ei newid cyn i'r cynnig o angorfa gael ei wneud, fodd bynnag, gallai hyn arwain at drosglwyddo i fand newydd gyda dyddiad newydd.
- 9) O dro i dro gofynnir i ymgeiswyr ddarparu cadarnhad ysgrifenedig o'u dymuniad i aros ar restr aros benodol. Bydd lle'r ymgeisydd ar y rhestr aros yn cael ei fforffedu a'i fanylion yn cael eu dileu o gofnodion y rhestr aros os na ddarperir cadarnhad ysgrifenedig o fewn 28 diwrnod i anfon y cais am gadarnhad at fanylion cyswllt hysbys diwethaf yr ymgeisydd.
- 10) Bydd yn gyfrifoldeb ar yr ymgeisydd i hysbysu Awdurdod yr Harbwr o unrhyw newid ym manylion yr ymgeisydd, yn enwedig os bydd newid yn y manylion cysylltu.



Cyngor Sir  
**CEREDIGION**  
County Council



Mae'r dudalen yn wag yn fwriadol



# Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



This **Integrated Impact Assessment tool** incorporates the principles of the Well-being of Future Generations (Wales) Act 2015 and the Sustainable Development Principles, the Equality Act 2010 and the Welsh Language Measure 2011 (Welsh Language Standards requirements) and Risk Management in order to inform effective decision making and ensuring compliance with respective legislation.

**1. PROPOSAL DETAILS:** (Policy/Change Objective/Budget saving)

Proposal Title	Ceredigion Harbours Management Policy Consultation
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Service Area	Harbour Services	Corporate Lead Officer	Rhodri Llwyd	Strategic Director	Barry Rees
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Name of Officer completing the IIA	Chay Sanders	E-mail	clic@ceredigion.gov.uk	Phone no	01545570881
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Please give a brief description of the purpose of the proposal

The Ceredigion Harbour Management Policy provides the strategic framework that underpins and informs how we fulfil our obligations as a Statutory Harbour Authority and how we deliver the Service. The current Policy was approved and adopted by the Council on the 19<sup>th</sup> of October 2010 and it is the view of the Service that a review is timely and appropriate.

Who will be directly affected by this proposal? (e.g. The general public, specific sections of the public such as youth groups, carers, road users, people using country parks, people on benefits, staff members or those who fall under the protected characteristics groups as defined by the Equality Act and for whom the authority must have due regard).

Current and future mooring holders, both leisure and commercial. Users of vessels visiting or launching from Council managed facilities. Members of the public using the harbours. Contractors carrying out work in the harbours. The Policy applies to Aberystwyth, Aberaeron and New Quay harbours and also makes provision that it will cover any other facility which the Harbour Service may manage in future.

**VERSION CONTROL:** The IIA should be used at the earliest stages of decision making, and then honed and refined throughout the decision making process. It is important to keep a record of this process so that we can demonstrate how we have considered and built in sustainable development, Welsh language and equality considerations wherever possible.

Author	Decision making stage	Version number	Date considered	Brief description of any amendments made following consideration
Chay Sanders	Overview and Scrutiny Committee.	1	30/11/23	

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<b>COUNCIL STRATEGIC OBJECTIVES:</b> Which of the Council's Strategic Objectives does the proposal address and how?	
Boosting the Economy, supporting Business and enabling employment.	<p>The harbours are much loved and valued assets, providing a setting for a range of commercial and leisure activities which have an important role in contributing towards Boosting the Economy, supporting Business and enabling employment.</p> <p>The management policy aims to promote the harbours as working harbours and for water-based recreation and leisure, taking into account the need for safe and easy access for all members of public. Through management of the harbours in a consistent, fair, and equitable way they will continue to be attractive for existing and potential mooring holders and other harbour users.</p>
Creating caring and healthy communities	N/A
Providing the best start in life and enabling Learning at all ages	N/A
Creating sustainable, greener and well-connected communities	To contribute positively to the management of the natural and built environment of the harbours, which includes adherence with all relevant Environmental Rules and Legislation.

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**NOTE:** As you complete this tool you will be asked for **evidence to support your views**. These need to include your baseline position, measures and studies that have informed your thinking and the judgement you are making. It should allow you to identify whether any changes resulting from the implementation of the recommendation will have a positive or negative effect. Data sources include for example:

- *Quantitative data - data that provides numerical information, e.g. population figures, number of users/non-users*
- *Qualitative data – data that furnishes evidence of people's perception/views of the service/policy, e.g. analysis of complaints, outcomes of focus groups, surveys*
- *Local population data from the census figures (such as Ceredigion Welsh language Profile and Ceredigion Demographic Equality data)*
- *National Household survey data*
- *Service User data*
- *Feedback from consultation and engagement campaigns*
- *Recommendations from Scrutiny*
- *Comparisons with similar policies in other authorities*
- *Academic publications, research reports, consultants' reports, and reports on any consultation with e.g. trade unions or the voluntary and community sectors, 'Is Wales Fairer' document.*
- *Welsh Language skills data for Council staff*



<b>2. SUSTAINABLE DEVELOPMENT PRINCIPLES:</b> How has your proposal embedded and prioritised the five sustainable development principles, as outlined in the Well-being of Future Generations (Wales) Act 2015, in its development?			
Sustainable Development Principle	Does the proposal demonstrate you have met this principle? If yes, describe how. If not, explain why.	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to the principle?
<p><b>Long Term</b> Balancing short term need with long term and planning for the future.</p>	<p>The previous management Policy was written in 2010 and the vast majority of the Policy has been retained as it is believed to be fit for purpose for the long term.</p> <p>One change in the facility is the addition of the paragraph: in the event that any other Harbours or related facilities become Council managed facilities in the future, this Policy will automatically extend to cover those facilities.</p>	<p>The harbours continue to be popular with mooring holders (evidence being waiting lists for moorings / facilities) and visitors. Providing a management framework that ensures that the facilities are managed and maintained in a safe, fair way should mean that they continue to thrive.</p>	<p>In the event of any major changes to the harbours or associated legislation, rules or guidance, the Policy can be reviewed as necessary as and when deemed appropriate. A review of the Policy could be considered to be undertaken on a structured schedule to establish if it's still fit for purpose.</p>
<p><b>Collaboration</b> Working together with other partners to deliver.</p>	<p>In addition to the Harbours directly managed by Ceredigion County Council, collaboration / 3<sup>rd</sup> party arrangements are in place in relation to the Teifi Estuary (ATFL) and Aberystwyth Marina.</p> <p>Over and above the normal correspondence / contact arrangements, stakeholders can engage in the monthly surgeries at each Harbour and also via the Consultative Committee meetings which take place biannually.</p>	<p>Ongoing correspondence and arrangements and minutes of consultative committee meetings.</p> <p>Collaboration has taken place in relation to specific projects with stakeholders and the Council, including the recent arrangements for the mobile platform in New Quay.</p>	<p>None identified in the context of the changes proposed.</p>

# Cyngor Sir Ceredigion County Council - Integrated Impact Assessment (IIA)

An integrated tool to inform effective decision making



<p><b>Involvement</b> Involving those with an interest and seeking their views.</p>	<p>A consultation exercise was carried out between 20th September until the 20th October 2023 asking for feedback from current harbour users and other interested parties.</p> <p>The arrangements have been consistent with those applied in other similar policy development processes and benefitted from the input of a Corporate Service who specialise in consultation and engagement activities.</p> <p>Other representations were also received outside of the prescribed process. With a view of being as open and inclusive as possible these have been collated and included.</p> <p>As well as the consultation on this draft policy the Harbour Service also engages with users in a number of other ways.</p> <p>There were a high number of responses which showed engagement and involvement.</p>	<p>Following receipt of the consultation responses changes to some elements of the draft policy have been put forward in relation to inheritance for commercial moorings and also waiting list arrangements.</p> <p>This consultation was sent out to harbour users, made available in the harbour offices and libraries and could be accessed online. Promotion was carried out by Ceredigion Council's comms team.</p> <p>Feedback from the responses gained will be analysed and presented within documents used to form the final policy.</p> <p>Although we will not respond to everyone individually, this information will be shared with those who indicated, as part of the consultation process, that they would like to receive feedback.</p>	<p>Possibility of structured review and survey perhaps a survey every 5-10 years.</p>
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		<p>The Harbour Service also engages with it's users through:</p> <p>Harbour Users Consultative Committees (twice a year)</p> <p>Harbour Surgeries (monthly)</p> <p>Regular presence by Harbours Team at the Harbours (regular and ongoing) with an open-door approach/policy</p> <p>Calm Waters (twice a year)</p> <p>Contact via Clic (letters, e-mail, phone, feedback forms)</p> <p>Notices to Mariners</p> <p>Group e-mails to Mooring Holders</p> <p>Dedicated pages on the Council website which includes access to the Harbour Management Policy.</p>	
<p><b>Prevention</b> Putting resources into preventing problems occurring or getting worse.</p>	<p>In order to prevent ongoing issues with the slow turnover of the waiting list and to provide greater access to moorings</p>	<p>The waiting lists, especially in New Quay, ,have, in general, seen very little movement /</p>	<p>It has been recognised from the consultation process that there is a difference between the commercial and leisure moorings in that, in some cases,</p>



	<p>the following proposed changes to the policy have been put forward:</p> <ul style="list-style-type: none"> <li>• Removing the ability to transfer moorings to another party.</li> <li>• Removing inheritance rights for leisure mooring holders.</li> <li>• Removing the free Car Parking for mooring holders.</li> <li>• Removing the cap on all waiting lists.</li> <li>• Allowing only one entry per person onto any individual waiting list from the implementation date.</li> </ul> <p>The arrangements currently in place for the transfer of vessels is now deemed not to be appropriate and as such it is proposed to remove it. This arrangement undermines the waiting list arrangements and could result in substantial premiums being paid for vessels on a mooring. The retention of the transfer of moorings arrangements is also deemed to support the perception that opportunities to access the harbour services and moorings, especially, is something of a closed shop and / or limiting access to those who are able to pay the premiums.</p>	<p>allocation of moorings becoming available to people on the list, with some people having been on the list for over 10 years.</p> <p>There is a level of mooring transfers each year which take place and, if transfers are prevented, moorings should then become available to those on the waiting list (which is not taking place currently).</p> <p>Allowing only one entry per individual per waiting list at any given time will prevent an individual blocking out a waiting list / being allocated a number of moorings in advance of others on the waiting list. This will improve access and reduce the time on the waiting list for individuals to secure a mooring.</p> <p>The current provision of a parking permit can in some cases mean that the value of the permit afforded is the same or</p>	<p>over an extended period, businesses have built up capital having been afforded ongoing use and access to those moorings. With this in mind, it is intended to retain the inheritance arrangements for commercial moorings but remove them from the leisure moorings.</p> <p>The Council will, as part of the Fees and Charges setting process, be reviewing whether the charging mechanism and structure for the commercial operations in the Harbour remain relevant, valid and are in the overall best interest of the Council.</p> <p>When a bereavement occurs relating to a leisure mooring this will be dealt with sensitively by the Harbour Service. A period of three months will be allowed for arrangements to be completed.</p>
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	<p>The proposal to remove the inheritance arrangements for leisure users is made with a view of improving opportunities for the general public to have a reasonable chance to gain access to a leisure mooring at the CCC managed harbours.</p> <p>It is no longer deemed appropriate to provide the benefit of free parking permits at CCC managed car parks to harbours users as part of the seasonal mooring arrangements. This is partly because the free parking provision has a significant value in its own right.</p> <p>The proposal to remove the cap on each waiting list has been deemed appropriate to improve accessibility of waiting lists.</p> <p>The proposed insertion of only one entry per person will increase the opportunities for someone to get a mooring when one becomes available, thereby making the harbours more accessible to a wider range of people.</p>	<p>exceeds the cost of the mooring e.g. A permit affords free parking for a period of 8 months when the car parks are chargeable whilst a 6 month car parking season ticket for Church Street New Quay and South Beach Aberaeron cost £267, which is the same as a leisure mooring for a 4m vessel.</p>	
<p><b>Integration</b> Positively impacting on people, economy, environment and culture and trying to benefit all three.</p>	<p>The overall aim of the policy is to manage the Harbours in a way that contributes positively to the overall economy, environment and culture, while taking into consideration that</p>	<p>The policy in general has been seen to positively support the arrangements at the Harbours, however it is deemed appropriate at</p>	<p>None identified in the context of the changes proposed.</p>

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	<p>there are varying views, wants and needs of stakeholders, along with the awareness that the provision of moorings is a discretionary service.</p> <p>Changes to the policy intend to increase the availability and turnover of moorings which in turn will positively impact those people trying to secure a mooring.</p>	<p>this time to make amendments to the policy to further positively impact those wishing to access moorings at the harbours. This is in light of operational experience through issues which have arisen and feedback received generally and / or as part of the consultation process.</p>	
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3. WELL-BEING GOALS: Does your proposal deliver any of the seven National Well-being Goals for Wales as outlined on the Well-being of Future Generations (Wales) Act 2015? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. We need to ensure that the steps we take to meet one of the goals aren't detrimental to meeting another.			
Well-being Goal	Does the proposal contribute to this goal? Describe the positive or negative impacts-	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to the goal?
<b>3.1. A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs.	The Policy's aim is to continue to promote commercial activity in the harbours as well as the wider tourism related economy which benefits in part from the attraction provided by the Harbours.	<p>A large part of the policy is dedicated to the management of commercial moorings, it is recognised that further moorings could be provided as part of any future development opportunities or where future capacity becomes available.</p> <p>As there is significant demand for these moorings the Council operates a use or lose it policy, ensuring that if moorings are not being used then another venture gets an opportunity.</p>	The draft policy was amended following the consultation feedback in relation to inheritance arrangements for Commercial moorings to continue to support their ongoing operation in the case of death or incapacity of the mooring holder.
<b>3.2. A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change).	There are no changes in the policy related to biodiversity and ecosystems however, environmental issues including the issue of pollution and waste generated by harbour users already formed part of the policy.	Harbour users must adhere to the Port Waste Management Plan and report any fuel spills.	None identified in the context of the changes proposed.



	<p>The Policy already includes that harbour users must follow the Cardigan Bay Code of Conduct and other Council directives at all times.</p>	<p>Code of Conduct includes regulations on interaction with wildlife, taking litter home and abiding with byelaws.</p> <p>Information on the PWMP and Special Area of Conservation is and will be available on various platforms such as the Council's website, in the Harbour newsletter Calm Waters, at strategic points in the Harbours and at each Harbour Office.</p> <p>Initiatives related to availability of spill kits have been taken forward via grant funding at each of the harbours by the Council.</p>	
<p><b>3.3. A healthier Wales</b> People's physical and mental wellbeing is maximised and health impacts are understood.</p>	<p>The Policy's aim is to continue to facilitate the use of the Harbours for water based recreational activities which help support health and wellbeing in addition to being areas that people use for leisure walks. They are also attractive settings which contribute to the overall environment and have an positive impact on lhealth and wellbeing.</p>	<p>The leisure moorings at each harbour are well used and valued. The areas are busy and vibrant especially during the peak tourist seasons with a number of visitors to the areas.</p>	<p>None identified in the context of the changes proposed.</p>



<p><b>3.4. A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected.</p>	<p>The Policy's aim is to continue to manage the Harbours in a way that supports the wider community taking into account the varying stakeholder wants and needs which can often be conflicting.</p>		<p>None identified in the context of the changes proposed.</p>
<p><b>3.5. A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental well-being.</p>	<p>The Policy's aim is to continue to facilitate the use of Harbours in a way that is responsible and sustainable in the long term.</p>		<p>None identified in the context of the changes proposed.</p>

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<p><b>3.6. A more equal Wales</b>                  People can fulfil their potential no matter what their background or circumstances.</p> <p><i>In this section you need to consider the impact on equality groups, the evidence and any action you are taking for improvement.</i></p> <p><i>You need to consider how might the proposal impact on equality protected groups in accordance with the Equality Act 2010?</i></p> <p><i>These include the protected characteristics of age, disability, gender reassignment, marriage or civil partnership, pregnancy or maternity, race, religion or beliefs, gender, sexual orientation.</i></p> <p><b>Please also consider the following guide::</b>  <a href="#">Equality Human Rights - Assessing Impact &amp; Equality Duty</a></p>	<p>Describe why it will have a positive/negative or negligible impact.</p> <p><i>Using your evidence consider the impact for each of the protected groups. You will need to consider do these groups have equal access to the service, or do they need to receive the service in a different way from other people because of their protected characteristics. It is not acceptable to state simply that a proposal will universally benefit/disadvantage everyone. You should demonstrate that you have considered all the available evidence and address any gaps or disparities revealed.</i></p>	<p>What evidence do you have to support this view?</p> <p><i>Gathering Equality data and evidence is vital for an IIA. You should consider who uses or is likely to use the service. Failure to use <u>data</u> or <u>engage</u> where change is planned can leave decisions open to legal challenge. Please link to <b>involvement</b> box within this template. Please also consider the general guidance.</i></p>	<p>What action (s) can you take to mitigate any negative impacts or better contribute to positive impacts?</p> <p><i>These actions can include a range of positive actions which allows the organisation to treat individuals according to their needs, even when that might mean treating some more favourably than others, in order for them to have a good outcome. You may also have actions to identify any gaps in data or an action to engage with those who will/likely to be effected by the proposal. These actions need to link to Section 4 of this template.</i></p>
<p><b>Age</b>                  Do you think this proposal will have a positive or a negative impact on people because of their age? (Please tick ✓)</p>	<p>The Policy will not have any impacts specific to this protected characteristic.</p>		
<p>Children and Young People up to 18</p>	<p>Positive</p>	<p>Negative</p>	<p>None/ Negligible</p> <p style="text-align: center;">✓</p>
<p>People 18-50</p>	<p>Positive</p>	<p>Negative</p>	<p>None/ Negligible</p> <p style="text-align: center;">✓</p>
<p>Older People 50+</p>	<p>Positive</p>	<p>Negative</p>	<p>None/ Negligible</p> <p style="text-align: center;">✓</p>

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<b>Disability</b> Do you think this proposal will have a positive or a negative impact on people because of their disability? (Please tick ✓)				The Policy will not have any impacts specific to this protected characteristic.  However, a few responses mention the lack of disabled friendly facilities for accessing the harbour and its facilities. This however is not a matter for the Policy.	The Ceredigion Harbours are historic working harbours and in some cases listed infrastructure.	While we look at pragmatic and affordable ways of improving access the scope to do this may be limited. We will continue to look for, consider and progress opportunities in this respect.
Hearing Impairment	Positive	Negative	None/ Negligible			
			✓			
Physical Impairment	Positive	Negative	None/ Negligible			
			✓			
Visual Impairment	Positive	Negative	None/ Negligible			
			✓			
Learning Disability	Positive	Negative	None/ Negligible			
			✓			
Long Standing Illness	Positive	Negative	None/ Negligible			
			✓			
Mental Health	Positive	Negative	None/ Negligible			
			✓			
Other	Positive	Negative	None/ Negligible			
			✓			
<b>Transgender</b> Do you think this proposal will have a positive or a negative impact on transgender people? (Please tick ✓)				The Policy will not have any impacts specific to this protected characteristic.		
Transgender	Positive	Negative	None/ Negligible			
			✓			

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<b>Marriage or Civil Partnership</b> Do you think this proposal will have a positive or a negative impact on marriage or Civil partnership? (Please tick ✓)				The Policy will not have any impacts specific to this protected characteristic.		
Marriage	Positive	Negative	None/ Negligible			
			✓			
Civil partnership	Positive	Negative	None/ Negligible			
			✓			
<b>Pregnancy or Maternity</b> Do you think this proposal will have a positive or a negative impact on pregnancy or maternity? (Please tick ✓)				The Policy will not have any impacts specific to this protected characteristic.		
Pregnancy	Positive	Negative	None/ Negligible			
			✓			
Maternity	Positive	Negative	None/ Negligible			
			✓			
<b>Race</b> Do you think this proposal will have a positive or a negative impact on race? (Please tick ✓)				The Policy will not have any impacts specific to this protected characteristic.		
White	Positive	Negative	None/ Negligible			
			✓			
Mixed/Multiple Ethnic Groups	Positive	Negative	None/ Negligible			
			✓			
Asian / Asian British	Positive	Negative	None/ Negligible			

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			✓			
Black / African / Caribbean / Black British	Positive	Negative	None/ Negligible			
			✓			
Other Ethnic Groups	Positive	Negative	None/ Negligible			
			✓			

<b>Religion or non-beliefs</b> Do you think this proposal will have a positive or a negative impact on people with different religions, beliefs or non-beliefs? (Please tick ✓)				The Policy will not have any impacts specific to this protected characteristic.		
Christian	Positive	Negative	None/ Negligible			
			✓			
Buddhist	Positive	Negative	None/ Negligible			
			✓			
Hindu	Positive	Negative	None/ Negligible			
			✓			
Humanist	Positive	Negative	None/ Negligible			
			✓			
Jewish	Positive	Negative	None/ Negligible			
			✓			
Muslim	Positive	Negative	None/ Negligible			
			✓			
Sikh	Positive	Negative	None/ Negligible			
			✓			
Non-belief	Positive	Negative	None/			

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			Negligible			
			✓			
Other	Positive	Negative	None/ Negligible			
			✓			

<b>Sex</b> Do you think this proposal will have a positive or a negative impact on men and/or women? (Please tick ✓)				The Policy will not have any impacts specific to this protected characteristic.		
Men	Positive	Negative	None/ Negligible			
			✓			
Women	Positive	Negative	None/ Negligible			
			✓			

<b>Sexual Orientation</b> Do you think this proposal will have a positive or a negative impact on people with different sexual orientation? (Please tick ✓)				The Policy will not have any impacts specific to this protected characteristic.		
Bisexual	Positive	Negative	None/ Negligible			
			✓			
Gay Men	Positive	Negative	None/ Negligible			
			✓			
Gay Women / Lesbian	Positive	Negative	None/ Negligible			
			✓			
Heterosexual / Straight	Positive	Negative	None/ Negligible			
			✓			

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**Having due regards in relation to the three aims of the Equality Duty - determine whether the proposal will assist or inhibit your ability to eliminate discrimination; advance equality and foster good relations.**

**3.6.2. How could/does the proposal help advance/promote equality of opportunity?**

*You should consider whether the proposal will help you to:* ● Remove or minimise disadvantage ● To meet the needs of people with certain characteristics ● Encourage increased participation of people with particular characteristics

- By removing the transfer of mooring arrangements it will increase transparency, fairness and improve opportunities to access a mooring.
- By removing the inheritance of leisure mooring arrangements it will increase opportunities to access a leisure mooring.
- By removing the waiting list cap it will increase opportunities for people to enter the waiting lists where these have previously been oversubscribed.
- By limiting it to one entry per person on any individual waiting list it will increase opportunities once people are on the waiting list to be allocated a mooring.

**3.6.3. How could/does the proposal/decision help to eliminate unlawful discrimination, harassment, or victimisation?**

*You should consider whether there is evidence to indicate that:* ● The proposal may result in less favourable treatment for people with certain characteristics ● The proposal may give rise to indirect discrimination ● The proposal is more likely to assist or impeded you in making reasonable adjustments

N/A – it is not considered that the changes to the policy will result in anyone with any particular characteristic being specifically affected.

**3.6.4. How could/does the proposal impact on advancing/promoting good relations and wider community cohesion?**

*You should consider whether the proposal will help you to:* ● Tackle prejudice ● Promote understanding

By increasing opportunities to access moorings it should enable a wider group of people to gain a mooring and consequently reduce tensions / perceptions that arise related to feelings of unfairness and that opportunities to access moorings are currently being based on the ability to pay a premium for a vessel to gain a mooring.

**Having due regard of the Socio-Economic Duty of the Equality Act 2010.**

**Socio-Economic Disadvantage is living in less favourable social and economic circumstances than others in the same society.**

*As a listed public body, Ceredigion County Council is required to have due regard to the Socio-Economic Duty of the Equality Act 2010. Effectively this means carrying out a poverty impact assessment. The duty covers all people who suffer socio-economic disadvantage, including people with protected characteristics.*

**3.6.5 What evidence do you have about socio-economic disadvantage and inequalities of outcome in relation to the proposal?**

Describe why it will have a positive/negative or negligible impact.



N/A – it is not deemed that there are any proposed changes which will result in a people living in a less favourable social or economic circumstance.

What evidence do you have to support this view?

The changes proposed are related to a discretionary provision and the proposed changes do not have any specific impact on any particular social or economic group.

What action(s) can you take to mitigate any negative impacts or better contribute to positive impacts?

None identified in the context of the changes proposed.

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<b>3.7. A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh Language are promoted and protected. <i>In this section you need to consider the impact, the evidence and any action you are taking for improvement. This in order to ensure that the opportunities for people who choose to live their lives and access services through the medium of Welsh are not inferior to what is afforded to those choosing to do so in English, in accordance with the requirement of the Welsh Language Measure 2011.</i>				Describe why it will have a positive/negative or negligible impact.	What evidence do you have to support this view?	What action (s) can you take to mitigate any negative impacts or better contribute to positive impacts?
Will the proposal be delivered bilingually (Welsh & English)?	Positive	Negative	None/ Negligible	The Policy and Service is already provided bilingually.	All documents and communications adhere to the Council's Welsh Language guidelines. Users can access services bilingually.	Tudalen 115
			✓			
Will the proposal have an effect on opportunities for persons to use the Welsh language?	Positive	Negative	None/ Negligible	The Policy and Service is already provided bilingually.	All documents and communications adhere to the Council's Welsh Language guidelines. Users can access services bilingually.	
			✓			
Will the proposal increase or reduce the opportunity for persons to access services through the medium of Welsh?	Positive	Negative	None/ Negligible	The Policy and Service is already provided bilingually.	All documents and communications adhere to the Council's Welsh Language guidelines. Users can access services bilingually.	
			✓			
How will the proposal treat the Welsh language no less favourably than the English language?	Positive	Negative	None/ Negligible	The Policy and Service is already provided bilingually.	All documents and communications adhere to the Council's Welsh Language guidelines.	
			✓			

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					Users can access services bilingually.	
Will it preserve promote and enhance local culture and heritage?	Positive	Negative	None/ Negligible ✓	The Policy and Service is already provided bilingually.	All documents and communications adhere to the Council's Welsh Language guidelines. Users can access services bilingually.	

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**4. STRENGTHENING THE PROPOSAL:** If the proposal is likely to have a negative impact on any of the above (including any of the protected characteristics), what practical changes/actions could help reduce or remove any negative impacts as identified in sections 2 and 3?

**4.1 Actions.**

What are you going to do?	When are you going to do it?	Who is responsible?	Progress
Changes to the proposal as outlined have already been made to the draft policy in light of feedback received as part of the consultation process including in relation to inheritance and the waiting list.	Draft policy already amended for consideration	Harbour Service	Draft policy already amended for consideration and will be presented to the Thiving Communities Overview and Scrutiny Committee for their consideration.

**4.2. If no action is to be taken to remove or mitigate negative impacts please justify why.**

*(Please remember that if you have identified unlawful discrimination, immediate and potential, as a result of this proposal, the proposal must be changed or revised).*

NA

**4.3. Monitoring, evaluating and reviewing.**

*How will you monitor the impact and effectiveness of the proposal?*

It will be monitored subject to approval in terms of turnover of the waiting lists, experience following implementation and ongoing feedback and communications from stakeholders.

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**5. RISK:** What is the risk associated with this proposal?

Impact Criteria	1 - Very low	2 - Low	3 - Medium	4 - High	5 - Very High
Likelihood Criteria	1 - Unlikely to occur	2 - Lower than average chance of occurrence	3 - Even chance of occurrence	4 - Higher than average chance of occurrence	5 - Expected to occur

Risk Description	Impact (severity)	Probability (deliverability)	Risk Score
None identified.			

Does your proposal have a potential impact on another Service area?

N/A

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<b>6. SIGN OFF</b>			
Position	Name	Signature	Date
Service Manager	Owen Morgan		
Corporate Lead Officer	Rhodri Llwyd		
Strategic Director	Barry Rees		
Portfolio Holder	Cllr Keith Henson		

**CYNGOR SIR CEREDIGION COUNTY COUNCIL**

**Adroddiad i'r:** Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus

**Dyddiad y cyfarfod:** 18 Rhagfyr 2023

**Teitl:** Torri Porfa

**Pwrpas yr adroddiad:** Darparu gwybodaeth ar Raglen Torri Porfa'r Cyngor

**Rheswm paham y bu i'r Pwyllgor Craffu ofyn am y wybodaeth:**

Er gwybodaeth

**Cefndir**

Mae'r papur hwn yn nodi sut caiff y gwasanaeth Torri Porfa ei reoli, y rhesymeg y tu ôl hyn a'r costau cysylltiedig.

Yn 2014 – 15 gostyngwyd prif doriad ymyl y ffordd i un toriad. Gwnaed hyn yn sgil toriadau a wnaed i'r gwasanaeth yn dilyn adolygiad o Wasanaethau'r Cyngor y flwyddyn honno. Drwy gydnabod hyn penderfynwyd torri mewn ardaloedd penodol yn hytrach nag yn ôl hierarchaeth ffyrdd, er bod rhywfaint o drawsgroesi. Gweler Atodiad 1.

**Y sefyllfa gyfredol**

Yn y drefn gyfredol bydd angen gwneud toriadau ar sail 'diogelwch / gwelededd' yn gyntaf (cyffyrdd a llinellau gwelededd) ac yna'r ardaloedd sy'n tyfu'n gynnar. Yn sgil yr hinsawdd mae'r tyfiant yn gynt yn y de felly rydym yn gweithio o'r de i'r gogledd.

Mae 70% o'n rhwydwaith yn Ffyrdd Dosbarth C a Ffyrdd Di-ddosbarth ac mae llwyddo i fynd i'r holl lonydd cul yn her. Wrth gwrs mae adnoddau'n brin ac ni allwn dorri bob ymyl y ffordd ar yr un pryd, felly bydd rhai yn cael eu torri'n gynt nag eraill. Naill ffordd mae'n bosib y bydd amseriad y toriadau yn denu cwynion.

Mae ein contractwr wedi bod yn torri profa ers nifer o flynyddoedd ac rydym yn ceisio peidio â gwro'r contractwr o'r rhaglen am fod costau ychwanegol yn gysylltiedig â hyn.

Fodd bynnag, gellir newid y rhaglen os oes angen am resymau diogelwch y ffyrdd. Bydd Swyddog yn archwilio pob cais i dorri porfa a dderbyniwyd gan asesu a yw'r rheswm yn ddigonol i wyro adnoddau.

Mae'n cymryd oddeutu 6 wythnos i gwblhau'r prif doriad.

Byddwn hefyd yn cynnal cyfarfod briffio gyda'n contractwr cyn y tymor torri ac ar ôl hynny.

Rhannwyd y Sir i 10 ardal. Mae 9 ardal yn cynnwys ffyrdd y sir ac un ardal ar wahân ar gyfer y cefnffyrdd sef ardal rhif 10 caiff ei rheoli ar ran NMWTRA.

Gweler Atodiad 1

Mae'r gwahanol fathau o doriadau fel a ganlyn gyda'r bras ddyddiadau cychwyn a gorffen. Mae'r rhain yn amrywio o un tymor i'r llall gan fod yn ddibynnol ar y tywydd a thyfiant.

Mae'r Awdurdod bob amser yn gorfod adolygu safonau yn y cytundebau lefel gwasanaeth er mwyn adlewyrchu'r gostyngiad yn y gyllideb i'r gweithgareddau cynnal a chadw priffyrdd amrywiol.

Mae blaenoriaethau yn y dyfodol yn debygol o arwain at ffocysu mwy ar risg a diogelwch y ffordd a llai ar ymddangosiad esthetaid yr ardaloedd porfa a gaiff eu cynnal a'u cadw.

### **Toriadau ar y Brif Ffyrdd:**

Mae contractwr yn gwneud y gwaith ar ran y Cyngor. Mae hyn yn cynnwys yr holl waith o dorri ochr y ffordd a gwneir hyn gan dractor â pheiriant ffustio sy'n glwm wrth y tractor. Mae gan y peiriant yma uned dorri y gellir ei defnyddio ar ongl neu ei chodi a'i gostwng fel y galw er mwyn addasu i'r tir wrth iddo newid ar hyd ymyl y ffordd, hynny yw tir fflat neu fertigol ac unrhyw beth rhwng y ddau fath o dir.

Mae hwn yn doriad ar sail diogelwch yn hytrach na thoriad edrychiad da ac y mae'r gorffeniad yn arw ac yn waith 'torri a gadael'. Mae pen y torrwr yn fetr o led ac nid yw'n medru torri pob darn o borfa yn enwedig os yw'r darn rhwng y clawdd a'r ffordd yn gul iawn.

Mewn achosion lle mae'r darn rhwng waelod y clawdd a'r ffordd yn fwy o faint mae'n rhaid i'r tractor ei hun yrru ar ben y tir ac os bydd y tir yn feddal mae'n bosib y bydd y tractor yn marcio neu hyd yn oed yn gadael rhigol ar ei ôl.

Y nod yw cwblhau'r toriadau porfa o fewn cyfnod o 6 wythnos.

Mae'r canlynol wedi'i gynnwys yn yr hyn y mae'r contractwr yn ei godi am dorri porfa:

1. Tanwydd a'r holl nwyddau traul gan gynnwys llafnau newydd ar gyfer y peiriannau.
2. Gwariant o ran trwyddedau, cynhaliaeth, cynnal a chadw, ac unrhyw orbenion eraill wrth ddarparu offer, gweithredwyr a chyfarpar diogelu personol.
3. Rheoli traffig, gan gynnwys yr holl arwyddion, goleuadau, mesurau diogelwch a threfniadau rheoli traffig.
4. Yr holl gostau sy'n gysylltiedig â theithio i safleoedd ac oddi yno o fewn yr ardal y mae'r tendr yn ymwneud â hi (gan gynnwys teithio rhwng safleoedd) ynghyd â'r holl deithio cyn ac ar ôl pob cyfnod o waith.
5. Torri porfa â llaw o amgylch dodrefn stryd.



## Tudalen 121

6. Cael gwared â'r toriadau sylweddol o borfa sy'n cael eu gadael ar y droedffordd neu'r ffordd gerbydau.

Mathau o doriadau y mae angen eu gwneud, y fanyleb a'r dyddiadau cychwyn (2023-24):

- Gwelededd / lleiniau gwelededd: wythnos yn cychwyn 15 Mai, gan ddechrau yn y de.
- Prif doriadau yn ardaloedd 5-9 yn y de: wythnos sy'n cychwyn 12 Mehefin 2023; Prif doriadau yn ardaloedd 1-4 yn y gogledd: wythnos yn cychwyn 03 Gorffennaf 2023.
- Eleni, ceir dau doriad cyffredinol ar ffyrdd dosbarth C ac un toriad ar y ffyrdd diddosbarth. Mae hyn yn amrywio bob yn ail flwyddyn rhwng ffyrdd dosbarth C a'r ffyrdd diddosbarth.
- Toriadau mewn mannau amwynder, ochrau/llethrau o fewn ardaloedd trefol. Oherwydd y peiriannau a ddefnyddir, gwneir hyn fel rhan o'r prif doriad.
- Llwybrau Beicio Ystwyth a Llanerchaeron: wythnos yn cychwyn 17 Gorffennaf 2023.
- Y Tîm Cynnal a Chadw Tiroedd sy'n torri'r borfa ar Lwybr Beicio Rheidol a'r llwybr cyswllt i Benparcau: wythnos yn cychwyn 17 Gorffennaf 2023.

Mae'r fanyleb ar gyfer toriadau mewn mannau amwynder wedi'i newid yn 2023-24 er mwyn ceisio sicrhau bod yna fwy o fannau ar gyfer blodau gwyllt mewn ardaloedd trefol. Y bwriad yw gwella'r holl leiniau lle ceir blodau gwyllt, a chreu rhestr o'r holl ardaloedd a fydd yn cynnwys lleiniau ar ochr y ffordd.

Mae disgwyl i nifer y safleoedd mewn ardaloedd gwledig aros yr un fath, ond bydd cynnydd yn y nifer o safleoedd trefol. Yn y dyfodol, caiff cynefinoedd eu rheoli ar safleoedd penodol. Mae'r newid hwn yn cael ei ysgogi gan yr angen i leihau ein heffaith ar yr amgylchedd a gwneud pethau'n wahanol.

Dros y flwyddyn neu ddwy nesaf, bydd y newid hwn yn y trefniadau torri porfa yn gwella'r amrywiaeth eang o flora a ffawna yn ein hystâd werdd drefol.

### **Torri porfa - mannau amwynder:**

Caiff y gwaith hwn o dorri porfa ei wneud yn fewnol gan y Tîm Cynnal a Chadw Tiroedd gan ddefnyddio peiriannau llai o faint y gellir eistedd arnynt sy'n medru casglu'r hyn a dorri.

Mae manteision amgylcheddol a manteision o ran diogelwch i'r ffaith bod modd casglu'r borfa fel hyn. Mae'n cael gwared â sbwriel a sgil-gynhyrchion, sy'n golygu bod yna lai o weddillion i flocio'r gwteri ac mae'n lleihau'r risg o dân yn ystod cyfnodau poeth yr haf.

Gan fod y peiriannau yn llai o faint, maent yn gallu cyrraedd mannau nad oes modd i dractor mawr eu cyrraedd.

## Tudalen 122

Caiff 408 o safleoedd amwynder unigol eu rheoli, gan gynnwys 27 o safleoedd newydd ar gyfer blodau gwyllt ac 17 o leiniau hanesyddol ar ochr y ffordd sydd o dan adolygiad.

Mae 63 o'r safleoedd yn cael eu rheoli ar ran Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru.

Ceir 24 o safleoedd sy'n cael eu cynnal a'u cadw'n drylwyr ac yn fanwl ac mae'r rhain yn cynnwys ysgolion, mynwentydd a pharciau megis Tir y Castell a Gerddi Fictoria.

Gweler Atodiad 1.

### **Y Camau arferol – 4 toriad y tymor.**

Cerddir dros y manau glaswelltog cyn pob toriad i gael gwared ar ddarnau mawr o sbwriel ac unrhyw bethau sydd wedi cronni, ac i leoli eitemau sefydlog megis caeadau tyllau ac ati a allai ddifrodi'r peiriant yn ystod y torri.

Caiff pob man ei drin fel safle torri a chodi, hynny yw, codir y toriadau ac eir â nhw i safle gwaredu y cytunwyd arno. Bydd uchder y toriad oddeutu 50-75mm.

#### *Toriad 1*

Bydd y toriad hwn yn cychwyn yn gynnar ym mis Ebrill a bydd yn cymryd tan ganol mis Mai i'w gwblhau. Bydd y toriad hwn yn cael ei ddiffinio fel toriad diogelwch a bydd yn cynnwys torri 1m o led o linell y cwrw neu'r llwybr troed sy'n rhedeg ar hyd y man glaswelltog.

Bydd man glaswelltog sydd rhwng 2 a 3m o led yn debygol o dderbyn toriad llawn fel nad oes darn bach o borfa yn cael ei adael heb ei dorri. Bydd pob man yn cael ei asesu'n unigol yn ôl ei faint a'i siâp.

#### *Toriad 2*

Fel toriad 1 ond bydd yn dechrau ganol mis Mai tan ddiwedd mis Mehefin.

#### *Toriad 3*

Fel toriad 1 ond bydd yn dechrau ym mis Gorffennaf tan ddiwedd mis Medi.

#### *Toriad 4*

Bydd yn dechrau ganol mis Awst tan ddiwedd mis Medi.

Bydd y toriad hwn yn torri a chasglu'r man yn llawn.

### **Mannau Trefol â Blodau Gwyllt:**

### **Y Camau arferol – 3 thoriad y tymor.**

Cerddir dros y manau glaswelltog cyn pob toriad i gael gwared ar ddarnau mawr o sbwriel ac unrhyw bethau sydd wedi cronni, ac i leoli caeadau tyllau ac ati. Caiff pob man ei drin fel safle torri a chodi, hynny yw, codir y toriadau ac eir â nhw i safle gwaredu y cytunwyd arno. Bydd uchder y toriad oddeutu 75-100mm.

## *Toriad 1*

Bydd y toriad hwn yn cychwyn yn gynnar ym mis Ebrill a bydd yn cymryd tan ganol mis Mai i'w gwblhau. Bydd y toriad hwn yn cael ei ddiffinio fel toriad diogelwch a bydd yn cynnwys torri 1m o led o linell y cwrw neu'r llwybr troed sy'n rhedeg ar hyd y man glaswelltog.

Bydd man glaswelltog sydd rhwng 2 a 3m o led yn debygol o dderbyn toriad llawn fel nad oes darn bach o borfa yn cael ei adael heb ei dorri. Bydd pob man yn cael ei asesu'n unigol yn ôl ei faint a'i siâp.

## *Toriad 2*

Fel toriad 1 ond bydd yn dechrau ganol mis Mai tan ddiwedd mis Mehefin.

## *Toriad 3*

Fel toriad 1 ond bydd yn dechrau ym mis Gorffennaf tan ddiwedd mis Medi.

Mae manyleb Asiant Cefnffyrdd Gogledd a Chanolbarth Cymru (NMWTRA) yr un peth ag un Cyngor Sir Ceredigion o ran niferoedd y toriadau, ond mae gwahaniaeth o ran pryd y dechreuir torri gyda'u tymor nhw yn dechrau ym mis Mawrth.

## **Mannau Cadwraeth ger y Ffordd:**

Bydd ardaloedd o laswellt yn cael eu cerdded cyn pob toriad er mwyn symud eitemau mawr a malurion porfa sydd wedi crynhoi ac i leoli cloriau tyllau mawr ac ati. Mae pob ardal yn cael eu trin fel safle torri a chodi. Mae hyn yn golygu y bydd popeth yn cael ei gasglu i safle gwaredu y cytunwyd arno. Bydd uchder y toriad yn cael ei osod rhwng 75-100mm.

## Mannau Cadwraeth Natur ger y Ffordd

### Safle 1: U1001 - Eglwys Fach

Ymyl dolydd gwair gyda diddordeb botanegol penodol.

### Safle 2: C1040 - Llanilar

Safle cymysg iawn sydd wedi'i nodweddu'n dda, ac mae llawer o gofnodion botaneg yn cael eu cadw yma sy'n ei wneud yn safle gwerthfawr o ran parhad.

### Safle 3: C1076 - Ysbyty Ystwyth

Yr unig ymyl o fath ucheldir yn y rhaglen RVNR bresennol ac mae'n cynnwys diddordeb botanegol penodol a chymunedau grug yn gyffredinol.

### Safle 4: A485 - Tregaron

Diddordeb botanegol cyfyngedig ar ddechrau'r rhaglen, wedi'i ymgorffori er mwyn pennu effeithiau buddiol y cynllun ar ymyl y ffordd sy'n dlawd o ran rhywogaethau.

### Safle 5: C1071 – Heol Betws Bledrws

Ymyl coetir gyda llawer o glychau'r gôg.

## Tudalen 124

Safle 6: Heol Breifat – Comins Aberarth

Gwerth botanegol cymhedrol ar ddechrau'r cynllun, dylai wella gyda rheolaeth ystyriol.

Safle 7: U1555 - Ciliau Aeron

Cyfoethog o ran rhywogaethau mewn math o goetir.

Safle 8: U5180 – Derwen Gam

Cynefin llaith, gwyrdd, da sydd heb ei darfu ar y cyfan.

Safle 9: A486 - Post Bach - Synod Inn

Cyfoethog o ran rhywogaethau ac esiampl dda o warchodfa o fath dolydd gyda fioledau'r gwanwyn.

Safle 10: C1180 - Cwmtedu

Ymyl ffordd math coetir gyda blodau gwanwyn-haf cynnar da.

Safle 11: Llyn y Fran - Llandysul

Yn ddeniadol ac yn gyfoethog o ran rhywogaethau.

Safle 12: C1150 – Capel Dewi, Llandysul

Yn ddeniadol ac yn gyfoethog o ran rhywogaethau.

Safle 13: C1034 – Rhyd-y-Gwin, Llanfarian

Presenoldeb Caldris llydanddail (*Epipactis purpurella*)

Safle 14: A485 - Llanilar

Garleg gwyllt yn dominyddu ymyl y ffordd.

### *Toriad 1*

Yn dechrau ar ddiwedd mis Medi tan ddiwedd mis Hydref.

Mae'r safleoedd hyn yn cael eu hadolygu ar hyn o bryd er mwyn asesu eu gwerth amgylcheddol. Unwaith y bydd wedi'i gwblhau, gobeithio y bydd nifer o'r safleoedd yn medru cael eu rheoli o dan yr un drefn ag ardaloedd blodau gwyllt trefol.

### **Costau'r Gwasanaeth: -**

Torri Amwynderau ac Ymyl Priffyrdd- £285,000

Cynnal a Chadw Tir - £176,000

### **Llesiant Cenedlaethau'r Dyfodol:**

**Oes Asesiad Effaith Integredig wedi ei gwblhau? Os na, esboniwch pam**

Nac oes. Mae'r adroddiad hwn er gwybodaeth yn unig.

### **Crynodeb o'r Asesiad Effaith Integredig:**

**Hirdymor:** Mae'r Adroddiad er gwybodaeth yn unig

# Tudalen 125

**Cydweithio:** Mae'r Adroddiad er gwybodaeth yn unig  
**Cynnwys:** Mae'r Adroddiad er gwybodaeth yn unig  
**Atal:** Mae'r Adroddiad er gwybodaeth yn unig  
**Integreiddio:** Mae'r Adroddiad er gwybodaeth yn unig

## **Argymhelliad / Argymhellion:**

Ddim yn berthnasol, mae'r papur er gwybodaeth yn unig.

## **Rhesymau dros y penderfyniad:**

Ddim yn berthnasol, mae'r papur er gwybodaeth yn unig.

**Enwau Cyswllt:** Phil Jones, Jon Hadlow

**Teitlau Swyddi:** Rheolwr Corfforaethol – Gwasanaethau Priffyrdd;  
Rheolwr Cynnal a Chadw Tir

**Dyddiad yr Adroddiad:** 18/12/2023

## **Acronymau:**

### **Atodiad 1**

2014-15 Lleihad yn y gyllideb



Cabinet report on  
grounds maintenanc

2023 cynlluniau a chanllawiau torri ymylon ffyrdd



verge-hedge  
cutting guidance.doc



Grass Cutting Areas  
North. Split 25-01-22



Grass Cutting Areas  
South Split 25-01-22



2023-24 Highway  
Data.docx.xlsx

2023 lleoliadau torri amwynder

Mae'r dudalen yn wag yn fwriadol

<b>Item No.</b>	
<b>Subject</b>	<b>Ground Maintenance and Verge Cutting activities Budget Reduction Proposals</b>
<b>Summary</b>	
<p><b><u>Why was this issue identified for a review?</u></b></p> <p>The Highway Maintenance Budget was reviewed initially with an expectation that the overall budget could withstand some form of budget reduction. The Highway Maintenance Budget was analysed by the Heads of Service, Group Managers and Finance Managers and a number of services supported by the overall Highway Maintenance Budget were identified, the Ground Maintenance and Verge Cutting budget being one of them.</p> <p>The Council carries out a cyclic approach to the issue of cutting the grass growth on the road verges to the County's highway network and are contracted to carry out a similar regime on the Trunk roads on behalf of NMWTRA.</p> <p>The Council's horticultural work is carried out by the Council's grounds maintenance DSO and covers a range of work which splits into two main areas. Firstly, grass cutting to the Council's parks, amenity and open spaces. Secondly, they maintain the floral arrangements throughout the County's towns, cemeteries, arboriculture and bowling green maintenance.</p> <p><b><u>Background information</u></b></p> <p>On the transfer to the new senior management structure the Grounds Maintenance DSO was transferred into the Partnerships and Operations Group. A process was started to integrate the grounds unit into the highways unit. Furthermore, the external contracts for the County's verge cutting is in its last year which give rise to further opportunities to consider what work was carried out in-house and what was externalised.</p> <p><b><u>Summary of current situation</u></b></p> <p>The new verge cutting contract will be operational from 1<sup>st</sup> April 2014. Work to compile the contract documentation is currently underway with the tender process starting prior to Christmas. The service standard is being reduced from two cuts per year to one cut, where officers consider it is appropriate. Some of the areas currently maintained by the in-house DSO will be transferred to the external contracts. Other areas will be transferred into the DSO, to increase the use of our resources.</p> <p>The County's supply of bedding flowers and floral displays will be re-contracted over the winter. The procurement of flowers and displays has been re-worked to provide a financial 10% saving year on year for the 3 year contract. This could amount to £19,700</p> <p>The maintenance work to the bowling greens at Tregaron and New Quay is to cease. There will be staffing issues in relation to this which may well involve a redundancy situation. This could realise. £26,200</p> <p>Together with the cessation of annual grant payment to the Llandysul Sports Society of £19,980 and the annual maintenance of Penparcau Football Club ground of £10,000.</p> <p>There are both legal issues as some of this work is carried out as part of leases between the Council and third parties as well as PR and political issues.</p>	

**Conclusion**

The opportunity to decrease the cutting regime on the road verges is estimated on current values to realise approximately **£70k**. A new work schedule could be put into force for the in-house DSO effective from 1<sup>st</sup> April 2014 and realise **£75,880**. Jointly there could be a **possible budget saving of £145,880**.

There is a caveat to achieving the saving, leases will possibly have to be terminated and there could be a decrease in the public perception on the state of the County's highways network is going to decline.

<b>Policy:</b>	
<b>Budget:</b>	
<b>Legal Implications including Human Rights Act 1998 and S17 Crime and Disorder Act 1998:</b>	
<b>Equality Implications:</b>	
<b>Statutory Implications:</b>	
<b>Background Papers:</b>	

**Paul Arnold**  
**Head of Municipal and Environmental Services**  
 hpw@ceredigion.gov.uk

To: The Cabinet and all Members of the Council





Mae'r dudalen yn wag yn fwriadol

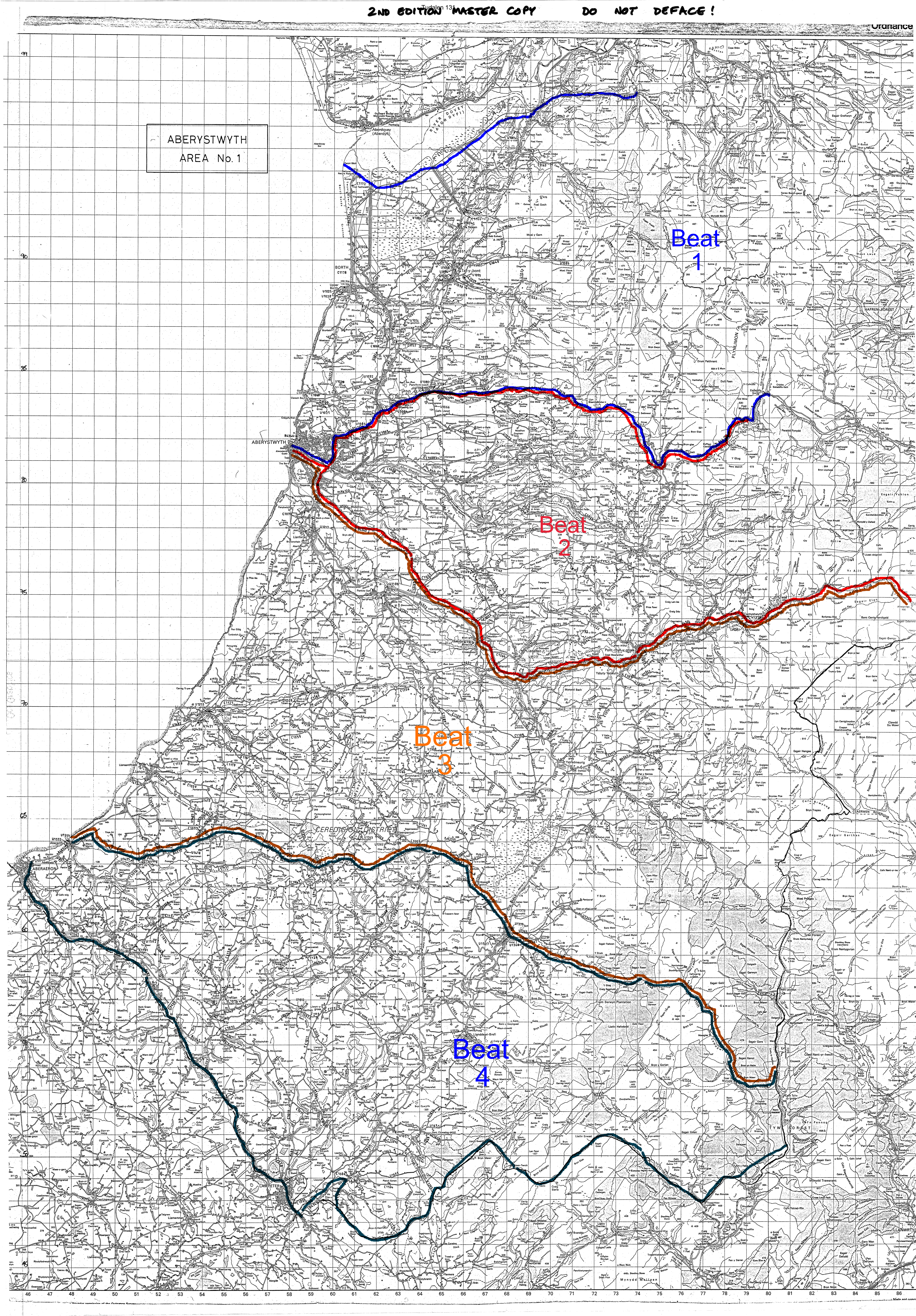
ABERYSTWYTH  
AREA No. 1

Beat  
1

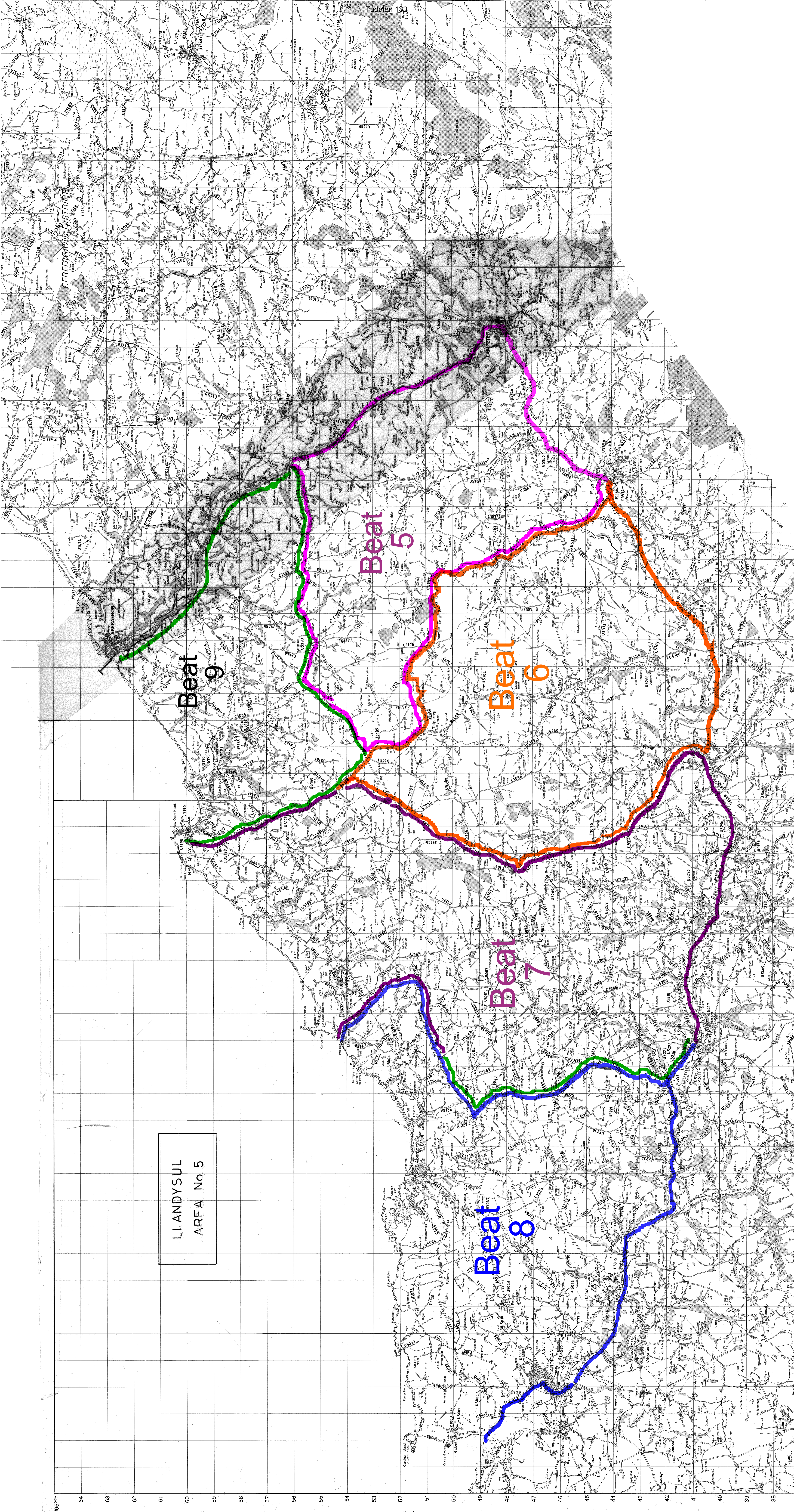
Beat  
2

Beat  
3

Beat  
4



Mae'r dudalen yn wag yn fwriadol



LI ANDYSUL  
AREA No.5

Beat 9

Beat 5

Beat 6

Beat 7

Beat 8

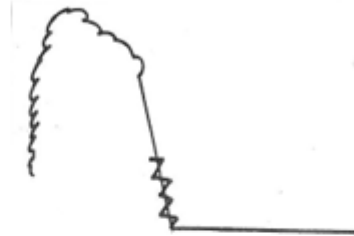
Mae'r dudalen yn wag yn fwriadol

**APPENDIX R**

**Figure 2 – MECHANICAL GRASS CUTTING GUIDANCE**

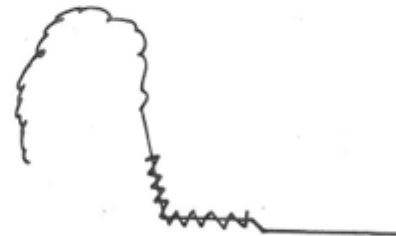
**Scenario 1 - no verge, with steep hedgebank immediately adjoining carriageway.**

Action - cut one swathe at base of hedgebank. Rate as per item 1 of schedule.
Note: at certain locations an additional cut may be required above the first cut. This should only be undertaken when instructed.
<b>DO NOT CUT HEDGE</b>



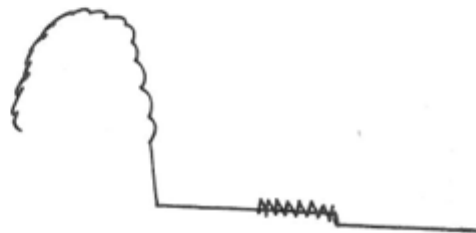
**Scenario 2 - narrow verge less than 1.0m wide**

Action - cut one swathe along verge and one swathe along base of hedgebank.
Rates as per Item 1 and 2 of Schedule.
Note: at certain locations an additional cut may be required. This should only be undertaken when instructed.
<b>DO NOT CUT HEDGE</b>



**Scenario 3 - wide verge greater than 1.0m wide**

Action - cut one swathe along outside edge of verge.
Rates as per Item 1 of Schedule.
Note: at certain locations an additional cut may be required. See General note below.
<b>DO NOT CUT HEDGE</b>



Mae'r dudalen yn wag yn fwriadol



# Tudalen 137

Site Name	Location
Flood Lagoons	Aberystwyth
Cae Melyn	Aberystwyth
Canolfan Rheidol Roundabout - Wildflower (New)	Aberystwyth
Cycle Path - 5th Ave to Rheidol cycle path	Aberystwyth
Glanyrafon Industrial Est	Aberystwyth
Heol y bont	Aberystwyth
Parc y llyn - Roundabout - Wildflower (New)	Aberystwyth
Adjacent to the Police Station - Wildflower (New)	Aberystwyth
Pen yr Angor	Aberystwyth
Rheidol Cycle Path	Aberystwyth
Cefn Llan	Aberystwyth - Llanbadarn Village
Cwrt y Onnen	Aberystwyth - Llanbadarn Village
Penyfron	Aberystwyth - Llanbadarn Village
Dan-y-coed - Amenity	Aberystwyth - Penglais Hill
Dan-y-coed - Wildflower (New)	Aberystwyth - Penglais Hill
Penparcau underpass - Wildflower (New)	Aberystwyth - Penpacau
A487- Amenity Grass	Aberystwyth - Southgate
Maes Crugiau	Aberystwyth - Southgate
Cwrt yr Angor	Aberystwyth - Trefechan
Green Gardens	Aberystwyth - Trefechan
Yr Odyn	Aberystwyth - Trefechan
Clos Pantyfedwen	Borth
Glanwern	Borth
Winifred Close	Borth
Clarch Road	Bow Street
Ddol	Bow Street
Maes Ceiro	Bow Street
Village Centre map1	Bronnant
Village Centre map2	Bronnant
Village Centre map3	Bronnant
Village Centre map4	Bronnant
Village Centre map5	Bronnant
Penllwyn Estate	Capel Bangor
O/S St Davids Church	Capel Bangor
Capel Dewi	Capel Dewi
Capel Seion	Capel Seion
Llangorwen - Village	Clarch
Brongwinau Est	Commins Coch,
O/S Hafan/Llysamaeth	Devils Bridge
O/S Vale Rheidol map 1	Devils Bridge
O/S Vale Rheidol map 2	Devils Bridge
Village Map 1	Llanafan
Village Map 2	Llanafan
Village Map 3	Llanafan
Village Map 4	Llanafan
Cae Martha	Llanarth
Village Map 1	Llandre
Village Map 2	Llandre
Village Map 3	Llandre
A485 Tregaron Road	Llanfrian
Lon Tyllwyd	Llanfrian

# Tudalen 138

Bank adjacent Bryn Adail By Bridge)	Llanilar
Village Amenity map 2	Llanilar
Village Amenity map 3	Llanilar
Clos Penri	Llanilar
Cwm Aur	Llanilar
Cwm Aur (New Wildflower -50%)	Llanilar
Moriah	Moriah
Glan Seilo	Penrhyncoch
Tanyberth	Penrhyncoch
Village Map 1	Penrhyncoch
Village Map 2	Penrhyncoch
Village Map 3	Penrhyncoch
Village Map 4	Penrhyncoch
Village Map 5	Penrhyncoch
Village Map 6	Penrhyncoch
Pisgah	Pisgah
North side of Village	Pontrhydfendigaid
South side of Village	Pontrhydfendigaid
Lisburne Hse Junction	Pontyrhydygroes
Grugyn Dimai - Amenity Grass	Rhydyfelin
Rhydyfelin Amenity Plan	Rhydyfelin
O/S Play Park	Tal -y-bont
O/S St Davids Church	Tal -y-bont
C1094	Tre Talisen
B4353 and Maes Cletwr	Tre-ddol
Junction B4353 ans U1003	Tre-ddol - Wildflower (New)
B4343/Brynheulog	Tregaron
B4343/Brynheulog - Wildflower (New)	Tregaron
B4343/Maesyrawel	Tregaron
Dewi Road	Tregaron
Lampeter Road	Tregaron
School/Rugby Approach Road	Tregaron
Cefn Esgair	Waun Fawr
Erw Coch	Waun Fawr
Llys Hendre	Waun Fawr
Maesceinion	Waun Fawr
Primrose Hill	Waun Fawr
Waun Fawr	Waun Fawr
Parc y llyn	Wild Flower
Heol y bont	Wildflower area (Next to Cycle Path)
Village	Ysbyty Ystwyth
O/S St Johns Church	Ystrad Meurig
A482 North Parade/Heol-y-Tywysog	Aberaeron
Lampeter Road	Aberaeron
Vicarage Corner / Lampeter Rd	Aberaeron
Anwylfan	Aberporth
B4333/Ffordd Tresaith	Aberporth
Brynglas	Aberporth
Erw Las	Aberporth
Heol y Graig	Aberporth
Trenchard	Aberporth
Gwbert Road	Cardigan

# Tudalen 139

Pont-y-Cleifion	Cardigan
Aberystwth Road (Tesco's Area)	Cardigan
B4546/Tenby Road	Cardigan
Bron y Dre	Cardigan
Felin Ban	Cardigan
Greenland Meadows	Cardigan
Heol Bedw	Cardigan
Heol Derw	Cardigan
Heol Helyg	Cardigan
Heol Onnen	Cardigan
Maes Henffordd	Cardigan
Maes yr Haf	Cardigan
Maesycoed	Cardigan
Napier Gardens	Cardigan
Park Avenue	Cardigan
Rhofa R Felin	Cardigan
Rhos y Dre	Cardigan
Tenby Road -Wildflower (New)	Cardigan
Verges,Netpool,Greenfield.	Cardigan
Y Rhos	Cardigan
B4343-Village Centre	Cellan
Village Centre -other roads	Cellan
opp Public Toilets	Cenarth
Maes Aeron	Ciliau Aeron
Croeslan Cross road	Croeslan
opp Holy Trinity Church	Cross Inn
Opp Rhos-yr-Hafod (Puplic House)	Cross Inn
Village	Cwm Cou
Ffosyffin	Cwrt y Brenin
Junction B4342	Felin Fach
Op Vale of Aeron	Felin Fach
Village	Ffostrasol
Cwrt y Brenin	Ffosyffin
ParcFfos	Ffosyffin
Haulfan	Ffosyffin
Barley Mow -Wildflower (New)	Lampeter
Church Street	Lampeter
Cwrt Dulas	Lampeter
Fire Station,Victoria Terr	Lampeter
Pen Bryn	Lampeter
Parc y Felin Estate	Lampeter
North Road	Lampeter
Llanwnnen Rd junction Maestir Rd	Lampeter A475
Mountain Roads	Llandewi Brefi
Tregaron Road	Llandewi Brefi
Village Centre	Llandewi Brefi
Llyn-y-Fran Rd	Llandysul
Parc-yr-Ynn	Llandysul
Village Centre	Llanfair Clydogau
Village Centre	Llangeitho
A485	Llangybi
Area by School	Llangybi

# Tudalen 140

Llgybi - Wildflower (New)	Llanybi
Rhydlanfair	Llanybi
Village Map 1	Llanybi
Village Map 2	Llanybi
Village Map 3	Llanybi
South side of Village	Llanon
Village Centre/School	Llanon
Amenity Plan 1	Llanrhystud
Amenity Plan 2	Llanrhystud
Amenity Plan 4	Llanrhystud
A475 Lampeter Road	Llanwnen
B4337 - Llanybydder	Llanwnen
O/S Village Hall (Plan 2)	Llechryd
Adam Street (Plan 3)	Llechryd
Coastguard Path	New Quay
Cwm Halen	New Quay
Cwnc Clap	New Quay
Dolphin Court	New Quay
Lewis Terrace	New Quay
Marine Terrace Turn Area	New Quay
Mason Square	New Quay
Picton Crescent	New Quay
Porth-yr-Eglwys	New Quay
Queen Street, Adj Bus Depot	New Quay
Rock St/Marine Terrace	New Quay
Rock Street Turning Area	New Quay
Stone Court	New Quay
Water Street	New Quay
A486/Synod Inn Rd	New Quay
Hengell Uchaf	New Quay
Picton Crescent	New Quay
Wellington Place	New Quay
Pilot Lane	New Quay
Opp Brongwyn Court	Penparc
Penrhos depot	Penrhos
Rhydlewis Village	Rhydlewis
Park Avenue	Aberystwyth
A482 Lampeter Road to Rugby Club	A487 Aberaeron
Penmaesglas	A487 Aberaeron
Aberarth A487. M5 & 6 - Wildflower	A487 Aberarth
Between Brynhyfryd to Filling Station	A487 Blaenannerch
Between Filling Station to R/bout with B4333	A487 Blaenannerch
Blaenannerch A487 SS12	A487 Blaenannerch
Blaenporth (North) A487 SS14	A487 Blaenporth
Bertween Ger-y-Llan and Ravenscroft	A487 Blaenporth
Blaenporth (South) A487 SS13	A487 Blaenporth
Between gorwel and petrol Station	A487 Brynhoffnant
Cardigan/Pont y Cleifon A487 SS4 - Wildflower	A487 Cardigan
Cardigan/Tenby Road A487 SS1 & 2 - Wildflower	A487 Cardigan
Tenby Road Roundabout	A487 Cardigan
Between Glasfryn and Coedmor	A487 Ffosyffin
Ffosyffin/Llwyncelyn A487. S2 & 3	A487 Ffosyffin/Llwyncelyn

# Tudalen 141

Henfynwy/Ffosyffin A487. S1	A487 Henfynwy/Ffosyffin
Between Speed Limit Signs	A487 Llanarth
Llanarth A487. S7 & 8	A487 Llanarth
Morfa Mawr, Llanon M3b - Wildflower	A487 Llanon/Aberarth
Between Bronygaer and Gwynnant	A487 Llwyncelyn
Llwyncelyn A487. S4 & 5	A487 Llwyncelyn
Penparc	A487 Penparc
Penparc (North) A487 SS8 - Wildflower	A487 Penparc
Penparc (South) A487 SS7	A487 Penparc
Penparc/Tremain A487 SS9 & 10	A487 Penparc
Tremain/ Penarc - Wildflower	A487 Penparc
Pentregat A487 S12	A487 Pentregat
Between Crugiau Isaf and Yr Hen Fans	A487 Plwmp
Plwmp A487 S11	A487 Plwmp
Between Arosfa and Penlon Moch	A487 Sarnau
Sarnau A487 SS19	A487 Sarnau
Synod Inn A487 S9	A487 Synod Inn
Island O/S Ex Council Hses	A487 Tanygroes
Tanygroes/Bwlchgroses A487 SS18	A487 Tanygroes/Bwlchgroses
Penparc/Tremain A487 SS10 & 11	A487 Tremain
A487 - Amenity Grass	Aberystwyth - Penglais Hill
A44- Amenity Grass	Aberystwyth - Penpacau
A487 Wildflower	Aberystwyth - Southgate
A44- Amenity Grass	Aberystwyth - Trefechan
Llanrhystud	Between Speed limit and Sgubor Wyre
A44- Amenity Grass	Blaenplwf
A487 - Amenity Grass	Bow Street
Train Station	Bow Street
A44- Amenity Grass	Capel Bangor
A44 - Wildflower	Capel Bangor A44. 32
A44 - Wildflower	Capel Bangor Village A44. 33
A487 - Amenity Grass	Eglwys Fach/Furnace
A44- Amenity Grass	Llanbadarn Road
A44- Amenity Grass	Llanbadarn Village
A44- Wildflower	Llanfarian A487. M2
A44- Amenity Grass	Llanfrian
Ty Meri to Speed Limit Sign	Llanon (North)
Speed Limit to Llys Meurig	Llanon (South)
A44 - Wildflower	LovesGrove A44. 27-31
A44- Amenity Grass	Ponterwyd
A44- Amenity Grass	Rhydyfelin
A487 - Amenity Grass	Tal -y-bont
A487 - Wildflower	Tal-y-bont Straight A487.17 + N3-5
A487 - Wildflower	Tal-y-bont Village A487.13-14 + N2
A487 - Wildflower	Tre Teliesin A487. 12
A487 - Amenity Grass	Tre-ddol
O/S Cletwr Community Centre	Tre-ddol - Wildflower (New)
Caerfelin	Bow Street

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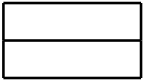












**CYNGOR SIR CEREDIGION COUNTY COUNCIL**

<b><u>Adroddiad i'r:</u></b>	Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus
<b><u>Dyddiad y cyfarfod:</u></b>	18 Rhagfyr 2023
<b><u>Teitl:</u></b>	Adroddiad Blynyddol y Fforwm Mynediad Lleol
<b><u>Pwrpas yr adroddiad:</u></b>	Codi ymwybyddiaeth am waith a rôl y Fforwm Mynediad Lleol

**Y rheswm y mae'r Pwyllgor Craffu wedi gofyn am y wybodaeth:**

Er gwybodaeth

**Cefndir**

Sefydlwyd Fforwm Mynediad Lleol Ceredigion yn unol â Deddf Cefn Gwlad a Hawliau Tramwy 2000 i gynghori'r Cyngor Sir, Cyfoeth Naturiol Cymru ac eraill ynghylch y ffordd y gellid gwella a rheoli mynediad i gefn gwlad. Corff statudol yw'r Fforwm sy'n cael ei annog i osod ei agenda ei hun.

Mae Fforymau Mynediad Lleol yn cynrychioli amrywiaeth eang o fuddiannau ac mae'r aelodau yn chwarae rôl bwysig o ran gwella a rheoli mynediad i gefn gwlad amrywiol ac atyniadol y sir. Penodir aelodau i'r Fforymau am dymor o dair blynedd.

I'r sawl sydd â diddordeb mewn datblygu mynediad cyhoeddus a'r gweithgareddau hamdden sy'n gysylltiedig â hynny, gall y Fforwm fod yn fodd effeithiol o gysylltu â Chyngor Sir Ceredigion, asiantaethau'r Llywodraeth a mudiadau eraill sydd â chyfrifoldebau neu fuddiannau yn y meysydd hyn.

**Y Sefyllfa Bresennol**

Penodir aelodau'r Fforwm Mynediad Lleol am dair blynedd; penodwyd y Fforwm presennol gan Gyngor Sir Ceredigion, sef yr Awdurdod Penodi, yn 2022 a bydd yr aelodau'n eistedd ar y fforwm tan 2025.

**Llesiant Cenedlaethau'r Dyfodol:**

**A gwblhawyd Asesiad Effaith Integredig? Os naddo, nodwch pam.**

Naddo – adroddiad yw hwn ynghylch cynnydd y Fforwm yn unig.

**Crynodeb o'r Asesiad Effaith Integredig:**

<b>Hirdymor:</b>	Amherthnasol
<b>Cydweithio:</b>	Amherthnasol
<b>Cynnwys:</b>	Amherthnasol
<b>Atal:</b>	Amherthnasol
<b>Integreiddio:</b>	Amherthnasol

**Argymhelliad:** Er gwybodaeth yn unig; er mwyn codi ymwybyddiaeth o waith y Fforwm Mynediad Lleol a'r Adroddiad Blynyddol a baratowyd.

**Rhesymau dros y penderfyniad:**

Er gwybodaeth yn unig.

**Enw Cyswllt:** Eifion Jones

**Swydd:** Swyddog Hawliau Tramwy Cyhoeddus

**Dyddiad yr Adroddiad:** 18 Rhagfyr 2023

**Acronymau:** Fforwm Mynediad Lleol / Local Access Forum (LAF)



**FFORWM MYNEDIAD LLEOL  
CEREDIGION**

**ADRODDIAD BLYNYDDOL 2022-23**

Cyngor Sir Ceredigion  
Penmorfa, Aberaeron  
Ceredigion, SA46 0PA

## **FFORWM MYNEDIAD LLEOL CEREDIGION – ADRODDIAD BLYNYDDOL 2022-23**

Lluniwyd adroddiad blynyddol Fforwm Mynediad Lleol Ceredigion yn unol â Rheoliad 16 Rheoliadau Mynediad i Gefn Gwlad (Fforymau Mynediad Lleol) (Cymru) 2001.

Mae'r adroddiad yn edrych ar waith y Fforwm Mynediad Lleol yn ystod 2022-2023 ac mae'n nodi'r rhaglen waith arfaethedig ar gyfer y tymor.

### **SWYDDOGION Y FFORWM**

Cadeirydd:	Peter White
Is-gadeirydd:	Dic Evans
Ysgrifennydd:	Eifion Jones (Cyngor Sir Ceredigion)

### **CYNNWYS**

1. FFORWM MYNEDIAD LLEOL CEREDIGION .....
2. AELODAETH Y FFORWM MYNEDIAD LLEOL.....
3. GWEITHGAREDDAU'R FFORWM MYNEDIAD LLEOL, 2022-2023.....
4. Y RHAGLEN WAITH.....

#### **ATODIADAU**

- A Cynllun o Geredigion
- B Swyddogaethau Fforymau Mynediad Lleol: Deddf Cefn Gwlad a Hawliau Tramwy 2000
- C Aelodaeth Fforwm Mynediad Lleol Ceredigion



## 1. FFORWM MYNEDIAD LLEOL CEREDIGION

Sefydlwyd Fforwm Mynediad Lleol Ceredigion, a elwir wedi hyn yn 'Fforwm', ym mis Ebrill 2002 o dan ddarpariaethau Deddf Cefn Gwlad a Hawliau Tramwy 2000. Mae'r Fforwm yn cynghori'r awdurdod lleol, Cyfoeth Naturiol Cymru ac eraill ynghylch y ffordd y gellid gwella mynediad cyhoeddus i dir at ddibenion hamddena yn yr awyr agored a mwynhad o'r ardal<sup>1</sup> (Atodiad B).

Wrth gyflawni'r swyddogaeth hon, dylai'r Fforwm ystyried y canlynol<sup>2</sup>:

- Yr anghenion o ran rheoli tir;
- Pa mor ddymunol fyddai gwarchod harddwch naturiol yr ardal, gan gynnwys y bywyd gwylt, nodweddion daearegol a'r tirffurf; a'r
- Cyfarwyddyd a roddwyd gan Lywodraeth Cymru.

Daeth cyfnod tair blynedd y Fforwm blaenorol i ben ym mis Mawrth 2021 a phenodwyd Fforwm newydd ar gyfer y cyfnod rhwng 2022 a 2025 yn unol â'r Rheoliadau<sup>3</sup>.

Cyfarfu'r Fforwm bedair gwaith yn ystod 2022 - 2023:

30 Mehefin 2022  
29 Medi 2022  
19 Ionawr 2023  
20 Ebrill 2023

Cynhaliwyd y cyfarfod ar 30 Mehefin yn rhithiol oherwydd roedd y protocolau COVID yn parhau. Cyfarfod hybrid oedd y cyfarfod ar 29 Medi, a dyma oedd y cyfarfod wyneb yn wyneb cyntaf yn dilyn COVID. Cynhaliwyd y cyfarfod hwn yn neuadd bentref Llanddewi Brefi. Cyfarfod rhithiol oedd y cyfarfod ar 19 Ionawr oherwydd tywydd garw. Cyfarfod hybrid oedd y cyfarfod ar 20 Ebrill gyda'r elfen wyneb yn wyneb yn cael ei chynnal ym Mhenmorfa, Aberaeron. Rhoddwyd gwybod am gyfarfodydd y Fforwm, gan gynnwys yr agendâu a gwybodaeth arall, ar dudalen we'r Fforwm ar wefan Cyngor Sir Ceredigion<sup>4</sup>.

Cyfarfu is-bwyllgor y Cynllun Gwella Hawliau Tramwy i ystyried cynnydd y Cynllun ac i adolygu'r Prif Rwydwaith Llwybrau bob 6 mis. Cynhaliwyd y cyfarfodydd yn rhithiol ar:

23 Awst 2022  
2 Rhagfyr 2022

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<sup>1</sup> Adran 94(4), Deddf Cefn Gwlad a Hawliau Tramwy 2000

<sup>2</sup> Adran 94(6), Deddf Cefn Gwlad a Hawliau Tramwy 2000

<sup>3</sup> Rheoliadau Mynediad i Gefn Gwlad (Fforymau Mynediad Lleol) (Cymru) 2001

<sup>4</sup> [www.ceredigion.gov.uk/index.cfm?articleid=11843](http://www.ceredigion.gov.uk/index.cfm?articleid=11843)

Etholwyd Richard Price yn Gadeirydd yr is-bwyllgor yn y cyfarfod ar 23 Awst ac etholwyd Felicity Wills yn Is-gadeirydd yn yr un cyfarfod.

## 2. AELODAETH Y FFORWM MYNEDIAD LLEOL

Y Cyngor Sir (fel yr 'awdurdod penodi') sy'n gyfrifol am ddewis aelodau'r Fforwm Mynediad Lleol. Mae'r Fforwm yn cynnwys cadeirydd ac is-gadeirydd, a rhwng 10 ac 20 o aelodau eraill. Mae'n rhaid i'r awdurdod benodi aelodau sy'n gynrychioliadol o ddefnyddwyr yr hawliau tramwy cyhoeddus neu'r tir mynediad, perchnogion / meddianwyr y tir mynediad neu'r tir lle mae hawliau tramwy cyhoeddus, ac eraill sydd â buddiannau perthnasol i'r sir. Mae'r awdurdod wedi ceisio sicrhau cydbwysedd rhwng defnyddwyr y tiroedd mynediad a'r hawliau tramwy a'r sawl sy'n berchen / meddiannu'r tiroedd hyn wrth benodi aelodau'r Fforwm.

Mae'r aelodau yn eistedd ar y Fforwm am gyfnod o dair blynedd o'r dyddiad penodi (oni therfynir yr aelodaeth). Yn 2022 penododd y Cyngor Sir aelodau i eistedd ar y pwyllgor am y cyfnod rhwng 2022 a 2025. Gweler aelodaeth y Fforwm yn Atodiad C.

Gall sylwedyddion statudol o Gyfoeth Naturiol Cymru a Llywodraeth Cymru fynychu cyfarfodydd y Fforwm. Mae cynrychiolwyr o'r Ymddiriedolaeth Genedlaethol hefyd wedi'u gwahodd i'r cyfarfodydd yn ystod y cyfnod rhwng 2022 a 2025 a hynny fel sylwedyddion a chynghorwyr; mae'n bosib y bydd sefydliadau eraill yn cael eu gwahodd o dro i dro yn ystod y tymor os bydd yr aelodau'n credu y byddai'n ychwanegu gwerth a buddiant i waith y fforwm.

## 3. GWEITHGAREDDAU'R FFORWM MYNEDIAD LLEOL 2022-2023

Mae'r adran hon yn amlygu prif feysydd o waith y Fforwm yn 2022-2023. Mae cofnodion cyfarfodydd y Fforwm yn darparu cofnod manylach o'r gwaith a wnaed yn ystod y flwyddyn.

### i) Prosesau Fforwm Mynediad Lleol:

#### **Penodi Cadeirydd ac Is-gadeirydd y Fforwm Mynediad Lleol**

Penodwyd Mr Peter White yn Gadeirydd y Fforwm ar 30 Mehefin 2022.  
Penodwyd Mr Dic Evans yn Is-gadeirydd ar 29 Medi 2022.

#### **Swyddogaethau'r Fforwm Mynediad Lleol**

Ar wefan y Cyngor gellir gweld dogfen sy'n rhoi manylion ynghylch swyddogaethau'r Fforwm gan ystyried y Ddeddf Cefn Gwlad a Hawliau Tramwy, rheoliadau Llywodraeth Cymru a chanllawiau Cyfoeth Naturiol

Cymru, ynghyd â rheolau sefydlog a Memorandwm Cyd-ddealltwriaeth y Fforwm.

<https://www.ceredigion.gov.uk/preswylwr/yr-arfordir-a-chefn-gwlad/fforwm-mynediad-lleol/>

## ii) Hawliau Tramwy a Mynediad:

### **Cynllun Gwella Hawliau Tramwy Ceredigion.**

Mae'r Cynllun Gwella Hawliau Tramwy yn darparu fframwaith ar gyfer rheoli Hawliau Tramwy a mynediad yng Ngheredigion am gyfnod o 10 mlynedd. Mae'n ddogfen allweddol ar gyfer y Fforwm oherwydd mae'n nodi'r cyd-destun ar gyfer rhaglen waith y Fforwm a ffordd o asesu'r cynnydd a wnaed o ran gwella hawliau tramwy a mynediad.

Mae is-bwyllgor sefydlog yn cadw golwg ar gynnydd y cynllun ac yn adolygu'r Prif Rwydwaith Llwybrau bob 6 mis.

### **Adborth o gyfarfod Cadeiryddion Fforymau Mynediad Lleol yn Y Drenewydd ar 26 Hydref 2022**

Adroddodd y Cadeirydd am y materion a drafodwyd yn y cyfarfod, gan nodi y bu llawer o drafodaeth am rai o'r materion ymarferol yn ymwneud â ffermio cynaliadwy, creu coetiroedd, newid yn yr hinsawdd, cŵn yng nghefn gwlad, a'r gwaith a wnaed fel rhan o'r rhaglen diwygio mynediad.

### **Rhaglenni / Gweithgareddau Hawliau Tramwy a Mynediad**

Darparodd yr Ysgrifennydd ddiweddariadau rheolaidd am faterion yn ymwneud â hawliau tramwy a mynediad gan gynnwys y gwaith a wnaed o dan Grant Gwella Mynediad Llywodraeth Cymru a grantiau datblygu / cynnal a chadw Llwybr Arfordir Cymru.

Rhoddodd yr Ysgrifennydd wybod i'r Fforwm am nifer o fentrau a oedd yn digwydd ar draws y sir, gan gynnwys Menter Mynyddoedd y Cambria, Gwyliau Cerdded Tyfu Canolbarth Cymru, Grŵp Ymgynghorol Diwygio Mynediad, Llwybrau i Lesiant, Croeso Cymru a Llwybr Teifi.

Rhoddodd yr Ysgrifennydd wybod i'r Fforwm fod 2023 yn dynodi 15 mlynedd ers agor Llwybr yr Arfordir yng Ngheredigion. Bydd rhaglen o deithiau cerdded tywysiedig a deunydd ynghylch llwybrau cylchol ar hyd llwybr yr arfordir yn cael eu paratoi fel rhan o'r dathlu.

## ii) Sesiynau Briffio / Cyflwyniadau a Materion Eraill:

### **Prosiect Ystrad Fflur**

Rhoddodd yr Athro David Austin o Brifysgol Cymru y Drindod Dewi Sant drosolwg o brosiect archeolegol Ystrad Fflur.

### **Teithio Llesol**

Rhoddodd Gari Jones, Peiriannydd gyda Chyngor Sir Ceredigion sydd â chyfrifoldeb dros Deithio Llesol, drosolwg o gyfrifoldebau'r Cyngor (o dan Ddeddf Teithio Llesol (Cymru) 2013) a nododd y gwaith a gwblhawyd / a gynlluniwyd o ran gwella teithio llesol.

**Cymdeithas Mynyddoedd y Cambria - Ardal o Harddwch Naturiol Eithriadol**  
Esboniodd Lorna Brazell sut roedd Cymdeithas Mynyddoedd y Cambria yn ceisio hyrwyddo a diogelu Mynyddoedd y Cambria a'r ymgyrch i ddynodi'r ardal yn Ardal o Harddwch Naturiol Eithriadol.

### **Tîm Troseddau Gwledig Ceredigion**

Daeth Billy Dunne, Swyddog Cymorth Cymunedol yr Heddlu, i'r Fforwm i roi trosolwg o waith y swyddogion, yn benodol eu gwaith o ran cŵn yn tarfu ar dda byw a cherbydau oddi ar y ffordd.

### **Llwybr Teifi**

Rhoddodd James Williams (sydd hefyd yn aelod o'r Fforwm) drosolwg o'r gwaith a oedd yn cael ei wneud i ddatblygu Llwybr Teifi, sef Llwybr cerdded pellter hir.

## **4. Y RHAGLEN WAITH, 2022 – 2025**

Mae rhaglen waith arfaethedig y Fforwm Mynediad Lleol ar gyfer 2022-25 wedi'i nodi isod (cytunwyd ar y rhaglen yng nghyfarfod y Fforwm a gynhaliwyd ar 19 Ionawr 2023).

Datblygwyd y rhaglen waith yn wreiddiol ar ddechrau tymor newydd y Fforwm yn 2022 ac mae'n cynnwys yr eitemau fydd yn cael eu hystyried dros gyfnod hwy o amser. Nid yw'r rhaglen yn cynnwys y materion tymor byr sydd fel arfer yn codi i'w cynnwys ar agendâu. Mae croeso i aelodau'r Fforwm awgrymu eitemau ar gyfer agenda unrhyw gyfarfod.

## Tudalen 157

<b>Eitem</b>
Llwybr Teifi
Prosiect Pen Dinas
Adroddiad gan y Rheolwr Lleol o Gyfoeth Naturiol Cymru ynghylch y camau gweithredu a'r cynlluniau yng Ngheredigion o ran mynediad a chyfleusterau hamdden.
Diweddariad Diwygio Mynediad. Cynrychiolydd o Gyfoeth Naturiol Cymru / Llywodraeth Cymru.
Menter Mynyddoedd y Cambria – Statws Ardal o Harddwch Naturiol Eithriadol
Menter Mynyddoedd y Cambria (adroddiad am fynediad / hamddena)
Prosiect Llwybrau i Lesiant – diweddariad gan Gymdeithas y Cerddwyr
Prosiect Portalis
Strategaeth Seilwaith Gwyrdd a Glas Ceredigion
Coed y Bont – Pontrhydfendigaid
Coedwig Cymunedol Longwood

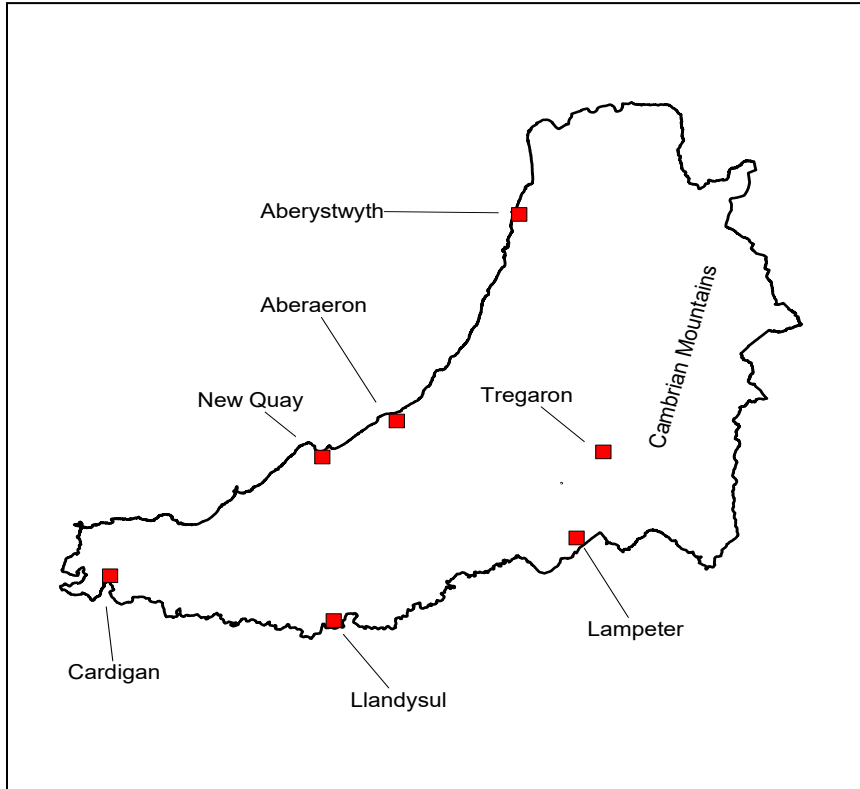
## Tudalen 158

Addysg ynghylch defnyddio llwybrau amldeffnydd yn ddiogel
Cyllid ar gyfer prosiectau mynediad
Hyfforddiant ar gyfer aelodau'r Fforwm Mynediad Lleol
Yr Ymddiriedolaeth Genedlaethol – Ystad Hafod

**ATODIAD**

**Atodiad A**

CEREDIGION: ARDAL Y FFORWM MYNEDIAD LLEOL



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## Atodiad B

(Noder: Mae'r Ddeddf hon wedi'i chyhoeddi yn Saesneg yn unig.)

### ACCESS FORUM FUNCTIONS: COUNTRYSIDE & RIGHTS OF WAY ACT 2000

94(4) It is the function of a local access forum, as respects the area for which it is established to advise –

- (a) the appointing authority
- (b) any body exercising functions under Part I in relation to land in that area,
- (c) if the appointing authority is a National Park authority, the local highway authority for any part of that land, and
- (d) such other bodies as may be prescribed.

as to the improvement of public access to land in that area for the purposes of open-air recreation and the enjoyment of the area.

94(5) The bodies mentioned in paragraphs (a) to (d) of subsection (4) shall have regard, in carrying out their functions, to any relevant advice given to them by a local access forum under this subsection or any other provision of this Act.

94(6) In carrying out its functions, a local access forum shall have regard to –

- (a) the needs of land management,
- (b) the desirability of conserving the natural beauty of the area for which it is established, including the flora, fauna and geological and physiographical features of the area, and
- (c) guidance given from time to time by the Secretary of State (as respects England) or the National Assembly for Wales (as respects Wales).



**Atodiad C**

AELODAETH FFORWM MYNEDIAD LLEOL CEREDIGION (2022- 2025)

<b>Enw</b>	<b>A oedd yn Aelod o'r Fforwm Mynediad Lleol blaenorol?</b>
Aeron Jenkins	Oedd
Chris Thomas (Mrs)	Nac oedd
David Beale	Nac oedd
Dic Evans (Is-gadeirydd)	Oedd
Emma Davies	Nac oedd
Felicity Wills	Oedd
Glyn Davies	Oedd
James Williams	Nac oedd
Mari Davies	Nac oedd
Maurice Kyle	Nac oedd
Peter White (Cadeirydd)	Nac oedd
Raymond Ricketts	Nac oedd
Richard Price	Nac oedd
Robert Griffiths	Oedd
Robin Young	Nac oedd

## Tudalen 162

William Bobbett	Nac oedd
Helen Donnan	Nac oedd
Y Cynghorydd Clive Davies (Cyngor Sir Ceredigion)	Nac oedd
David Hart Yr Ymddiriedolaeth Genedlaethol (Sylwedydd / Cynghorwr)	Nac oedd
Michael Smith Cyfoeth Naturiol Cymru (Sylwedydd / Cynghorwr)	Oedd

**Cyngor Sir CEREDIGION****ADRODDIAD I'R:** Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus**DYDDIAD:** 18 Rhagfyr 2023**LLEOLIAD:** Hybrid**TEITL:** Adborth yn dilyn yr ymweliad â Chanolfan Bwyd Cymru**PWRPAS YR ADRODDIAD:** Rhoi adborth yn dilyn yr ymweliad â Chanolfan Bwyd Cymru ar 14 Tachwedd 2023**Y RHESWM Y MAE'R  
PWYLLGOR CRAFFU  
WEDI GOFYN AM Y  
WYBODAETH HON:****CEFNDIR:**

Yng nghyfarfod y Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus ar 23 Hydref 2023, ystyriwyd adroddiad ynglŷn â Chanolfan Bwyd Cymru. Adeiladwyd Canolfan Bwyd Cymru gan Gyngor Sir Ceredigion yn Horeb, Llandysul, ac fe'i hagorwyd ym 1996, i ddarparu cymorth technegol i'r diwydiant bwyd yng Ngheredigion yn ogystal â chanolbarth a de-orllewin Cymru. Mae'r Ganolfan yn hygyrch i gymunedau gwledig ac amaethyddol yng Ngheredigion, Sir Gaerfyrddin a Sir Benfro ac un o'i amcanion allweddol yw cefnogi busnesau amaeth sydd am arallgyfeirio er mwyn ychwanegu gwerth at eu cynnyrch craidd. Mae Canolfan Bwyd Cymru yn darparu gwasanaethau technegol i fusnesau newydd, busnesau bach a chanolig a gweithgynhyrchwyr bwyd cenedlaethol.

Mae Canolfan Bwyd Cymru wedi ffurfio partneriaeth gyda dwy ganolfan dechnoleg fwyd arall yng Nghymru, sydd wedi'u lleoli yn Llangefni ac yng Nghaerdydd, i ddarparu cefnogaeth i'r diwydiant bwyd ledled Cymru. Rhoddwyd trosolwg o'r ddarpariaeth bresennol gan gynnwys gwybodaeth helaeth am brosiect Helix a'r effaith ar yr economi. Ers 2016, roedd tîm Canolfan Bwyd Cymru wedi sicrhau canlyniadau da drwy brosiect HELIX yn unol â'r targedau a osodwyd. Dywedwyd nad oedd y tabl yn yr adroddiad yn adlewyrchu'r holl gymorth a ddarparwyd am mai dim ond yr ymyriadau cyntaf a ddarperid i'r busnesau oedd modd eu cynnwys, er bod nifer yn dychwelyd sawl gwaith y flwyddyn.

O ran y dyfodol, prynodd Cyngor Sir Ceredigion 5 erw arall o dir ger yr ystâd bresennol yn Horeb yn 2019 i hwyluso'r cynlluniau twf. Ar hyn o bryd, mae dau brosiect yn cael eu datblygu a'u hasesu i'w cynnwys yn rhaglen y Fargen Twf ar gyfer Canolbarth Cymru:

- I. Sefydlu Canolfan Arloesi Cynhyrchu Bwyd, a fyddai'n cynnwys cyfleusterau ar raddfa

ddiwydiannol gyda'r nod o alluogi twf mwy o fusnesau gweithgynhyrchu bwyd canolig eu maint yng nghanolbarth Cymru.

- II. Darparu cyfleusterau mwy o faint ar gyfer cwmnïau gweithgynhyrchu bwyd, gan adeiladu ar yr unedau hybu presennol yng Nghanolfan Bwyd Cymru.

Byddai'r datblygiadau hyn yn gwella ymhellach y ddarpariaeth o wasanaethau ar gyfer y sector bwyd-amaeth yng Ngheredigion, sy'n allweddol o ran lles economaidd, a byddant yn helpu i ddiogelu dyfodol y Ganolfan a'i berthnasedd a hyfywedd hirdymor. Hefyd, roedd yna ddatblygiadau cyffrous gan brosiectau eraill ym Margen Dwf Tyfu Canolbarth Cymru sef ArloesiAber a Thir Glas, a fyddai'n cyd-fynd â gwaith Canolfan Bwyd Cymru. Roedd cyllideb graidd y Ganolfan wedi cael ei hymestyn am 2 flynedd ond nid oedd dim sicrwydd ar ôl hyn.

## **Y SEFYLLFA BRESENNOL:**

Ar 14 Tachwedd 2023, bu'r Pwyllgor ar ymweliad â'r safle i adolygu gwaith y safle a'r cynlluniau at y dyfodol. Rhoddodd yr Uwch Dechnolegydd Bwyd gyflwyniad i'r Aelodau ac ar ôl hynny, bu'r Aelodau o amgylch y safle.

Trafodwyd diben y Ganolfan Fwyd:

I fusnesau:

- Gweithredu fel galluogydd / cyfrwng i drosglwyddo gwybodaeth
- Datrys problemau
- Annog arloesedd

I'r diwydiant a'r economi:

- Hwyluso twf
- Helpu'r diwydiant i addasu

Mae gan Ganolfan Bwyd Cymru nifer o nodweddion unigryw. Mae ganddi brofiad o'r diwydiant ac mae cyfleusterau gweithgynhyrchu masnachol ac unedau hybu ar y safle. Hefyd, mae'r Ganolfan yn ymgysylltu â rhanddeiliaid o fewn y sector— gan gynnwys yr Asiantaeth Safonau Bwyd, y Sefydliad Gwyddoniaeth a Thechnoleg Bwyd, Gwasanaethau Iechyd yr Amgylchedd a Safonau Masnach yr Awdurdod Lleol, a BRI Campden.

Mae'r gwasanaethau technegol a ddarperir yn cynnwys:

- Systemau Rheoli Diogelwch Bwyd (Consortium Manwerthu Prydain, Cymeradwyaeth Cyflenwr Diogel a Lleol - SALSA)
- Datblygu cynnyrch / prosesau a gwaith dilysu
- Ail-fformiwleiddio cynnyrch ac ychwanegu gwerth
- Dylunio safleoedd ac olrhain cyfarpar
- Gofynion deddfwriaethol a'r canllawiau cysylltiedig

## Tudalen 165

- Pecynnu, profion o ran oes silff, labelu, honiadau am faeth
- Archwiliadau o ffatrïoedd, archwilio mewnol
- Lleihau gwastraff, effeithlonrwydd o ran prosesau.

Darperir nifer o gyrsiau hyfforddi gan gynnwys Cyrsiau Achrededig o ran Diogelwch Bwyd a HACCP hyd at Lefel 4, Ymwybyddiaeth ynghylch Alergenau, Archwilio Mewnol, Dadansoddiad o Wraidd y Broblem, Cymorth Cyntaf, Gwneud Caws, Sgiliau Bwtsiera, Egwyddorion Halltu, Gwneud Hufen Ia, Gwneud Selsig a Charcuterie. Hefyd, mae nifer o weithdai / gweminarau ar-lein ar gael.

Ceir llaethdy yn yr hwb gweithgynhyrchu ac arloesi gan gynnwys 3 ystafell brosesu, ystafell prosesu cynnyrch amrwd, 2 ystafell brosesu arall, ac ystafell becynnu eilaidd / trydyddol ac amrywiol fannau ar gyfer gwasanaethau a llefydd storio.

Tynnwyd sylw at bwysigrwydd denu technegwyr bwyd i'r sector gan fod yna brinder. Roedd Aelodau'r Pwyllgor yn ddiolchgar am y daith werthfawr a gafwyd o amgylch y safle.



**Llesiant Cenedlaethau'r Dyfodol:**

**A gwblhawyd Aseiad Effaith Integredig? Os naddo, nodwch pam**

**Naddo**

**Crynodeb o'r Aseiad Effaith Integredig:**

**Hirdymor: Ddim yn berthnasol**

**Cydweithio: Ddim yn berthnasol**

**Cynnwys: Ddim yn berthnasol**

**Atal: Ddim yn berthnasol**

**Integreiddio: Ddim yn berthnasol**

**ARGYMHELLIAD:**

Nodi gwaith y Pwyllgor.

**RHESWM DROS YR ARGYMHELLIAD:**

**Enw Cyswllt:**

**Swydd:**

**Dyddiad yr adroddiad:**

Lisa Evans

Swyddog Craffu a Safonau

1/12/23

**Cofnodion Cyfarfod o Bwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus  
a gynhaliwyd yn Siambr y Cyngor, Neuadd Cyngor Ceredigion, Penmorfa,  
Aberaeron ac o bell ar Ddydd Llun, 23 Hydref 2023**

**Presennol:** Y Cynghorydd Gwyn Wigley Evans (Cadeirydd), Y Cynghorwyr Marc Davies (Is-gadeirydd), Gethin Davies, Meirion Davies, Rhodri Davies, Rhodri Evans, Maldwyn Lewis, Sian Maehrlein, Ann Bowen Morgan a Carl Worrall.

**Hefyd yn bresennol:** Y Cynghorwyr Ifan Davies, Endaf Edwards, Elizabeth Evans, Keith Evans, Raymond Evans, Hugh Hughes a Gareth Lloyd.

**Aelodau Cabinet yn bresennol:** Y Cynghorwyr Catrin M S. Davies, Clive Davies, Gareth Davies, Keith Henson ac Alun Williams.

**Swyddogion yn bresennol:** Rhodri Llwyd, Swyddog Arweiniol Corfforaethol, Priffyrdd a Gwasanaethau Amgylcheddol; Gerwyn Jones, Rheolwr Corfforaethol, Gwasanaethau Priffyrdd; Phil Jones, Rheolwr Corfforaethol, Gwasanaethau Priffyrdd; Katy Spain, Rheolwr Gwasanaeth, Gwasanaethau Trafnidiaeth; Duncan Hall, Swyddog Arweiniol Corfforaethol, Cyllid a Chaffael; Arwyn Davies, Cyfarwyddwr Corfforaethol, Twf a Menter; Angela Sawyer, Uwch Dechnolegydd Bwyd; Lisa Evans, Swyddog Craffu a Safonau a Neris Morgans, Swyddog Gwasanaethau Democrataidd.

(10.00am- 12.51pm)

**1 Ymddiheuriadau**

- i. Ymddiheurodd y Cynghorwyr John Roberts a Chris James am nad oeddent yn gallu bod yn bresennol yn y cyfarfod.
- ii. Ymddiheurodd y Cynghorydd Carl Worrall y byddai'n gadael y cyfarfod yn gynnar.

**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.**

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

**3 Cynigion a Chyfleoedd ar gyfer Parcio**

Eglurodd y Cynghorydd Keith Henson (Aelod Cabinet ar gyfer Priffyrdd a Gwasanaethau Amgylcheddol a Rheoli Carbon) mai pwrpas yr adroddiad oedd darparu gwybodaeth ynglŷn â'r ddau argymhelliad a gyflwynwyd i'r Cabinet ar 5 Medi 2023 fel y nodwyd isod:

**Argymhelliad 1:** Bod y Cabinet yn ystyried cynnal adolygiad ynghylch codi tâl am barcio ar hyd y Promenâd yn Aberystwyth.

**Argymhelliad 2:** Bod y Cabinet yn ystyried cynnig i roi 2 awr o barcio am ddim rhwng 8am a 10am, o ddydd Llun i ddydd Gwener, mewn un maes parcio ym mhob un o drefi Llanbedr Pont Steffan, Aberaeron ac Aberteifi.

Rhoddodd Rhodri Llwyd, Swyddog Arweiniol Corfforaethol, Priffyrdd a Gwasanaethau Amgylcheddol gyflwyniad i'r Pwyllgor ynglŷn â pharcio ar bromenâd Aberystwyth. Amlinellwyd y canlynol:

- Proses
- Ystyriaethau
- Adborth Rhanddeiliaid

Cafodd yr aelodau gyfle i ofyn cwestiynau a gafodd eu hateb gan y Swyddogion. Dyma'r prif bwyntiau a godwyd:

- Cododd yr Aelodau Etholedig yn Aberystwyth bryderon am yr effaith ariannol y gallai codi tâl ar hyd y Promenâd ei chael ar fusnesau gan gynnwys llety Gwely a Brecwast ac ar breswylwyr nad oedd ganddynt le i barcio oddi ar y stryd megis yr henoed a'r anabl. O ran deiliaid Bathodyn Glas sydd mewn cerbyd sydd wedi'i eithrio o dalu treth o achos anabledd, ac sy'n dangos eu bathodyn glas, rhoddwyd cadarnhad eu bod yn cael parcio am ddim ym meysydd parcio Talu ac Arddangos Ceredigion. Fodd bynnag, byddai'n rhaid i ddeiliaid eraill y Bathodyn Glas dalu. Byddai'r trefniadau ar gyfer deiliaid Bathodyn Glas lle cyflwynwyd codi tâl ar gyfer parcio ar y stryd yn cyd-fynd â'r ddeddfwriaeth a pholisi.
- Pe byddai penderfyniad yn cael ei wneud i godi tâl am barcio ar hyd y Promenâd, teimlai'r Aelodau y byddai parcio ar gyfer preswylwyr yn allweddol. Awgrymwyd y dylid ymchwilio i'r ffioedd a godir ar breswylwyr ar draws Cymru i sicrhau y byddai'r hyn a godir am barcio yn deg. Dywedwyd na fyddai trwydded ar gyfer preswylwyr yn rhoi sicrwydd y byddai lle parcio ar gael iddynt gan fod parcio ar y stryd yn cael ei ddarparu ar y briffordd gyhoeddus.
- Dywedwyd bod nifer o'r rhai a oedd yn parcio ar hyd y Promenâd yn ystod y dydd yn bobl a oedd wedi dod i'r dref i weithio. Ar hyn o bryd, pan nad oedd llefydd ar gael, roedd yn rhaid i breswylwyr a oedd yn byw ar y promenâd fynd i chwilio am lefydd parcio yn y strydoedd cyfagos. Codwyd pryderon y byddai codi tâl am barcio yn lleihau'r nifer o lefydd rhad ac am ddim gerllaw gan y byddai pobl yn mynd ati i chwilio am y lefydd hyn. Hefyd, o ystyried yr agenda newid hinsawdd, gallai codi tâl ar hyd y Promenâd annog mwy o bobl i ddefnyddio trafndiaeth gyhoeddus i ddod i'r dref.
- Awgrymodd yr Aelodau fod angen adolygu'r sefyllfa o ran parcio yn Aberystwyth yn ei chyfanrwydd gan fod datblygiadau newydd wedi golygu bod llai o lefydd parcio ar gael ac nad oedd y ddarpariaeth yn ddigonol.
- Pwysleisiodd yr Aelodau y byddai'n hanfodol bod unrhyw gostau ychwanegol i'r gwasanaeth (e.e. gosod peiriannau talu / arwyddion) yn cael eu hadennill drwy'r incwm a fyddai'n cael ei greu. Dywedwyd bod arwyddion a oedd yn caniatáu i bobl dalu ar-lein yn cael eu defnyddio'n eang mewn lleoliadau eraill ac y byddai hynny'n well yn ariannol. Os mai dim ond rhan o'r Promenâd fyddai'n cael ei ddefnyddio i godi tâl am barcio, byddai llai o gostau ond hefyd byddai llai o incwm.



## Tudalen 169

- Ar hyn o bryd, am fod prinder llefydd, roedd anawsterau o ran parcio ar y Promenâd ond pe byddai tâl yn cael ei godi am barcio, roedd yr Aelodau o'r farn y byddai mwy o fynd a dod o ran cerbydau.
- Codwyd pryderon am nifer y beicwyr modur ar lan y môr a'r perygl yr oeddent yn ei beri i'r cyhoedd; nodwyd mai mater i Heddlu Dyfed-Powys oedd hwn.
- O ystyried yr heriau i'r gyllideb, roedd rhan fwyaf yr Aelodau yn cytuno bod angen i'r Awdurdod Lleol ystyried sut y gallai greu incwm o barcio. Roedd nifer o'r Aelodau o'r farn bod codi tâl am barcio ar y Promenâd yn Aberystwyth yn cynnig cyfle heb ei ail.
- Nodwyd nad oedd y gwasanaeth teithio a pharcio wedi bodoli yn Aberystwyth am rai blynyddoedd. Roedd nifer o feysydd parcio ar gael gerllaw ynghyd â gwasanaethau bysiau a threnau rheolaidd.
- Dylid ystyried yr agenda Teithio Llesol, cyllid y Gronfa Ffyniant Gyffredin, cynllun amddiffyn yr arfordir a strategaethau eraill, i sicrhau bod unrhyw newidiadau i barcio ar y Promenâd yn cael eu cyflwyno mewn modd rhesymegol.

Rhoddodd Gerwyn Jones, Rheolwr Corfforaethol, Gwasanaethau Amgylcheddol drosolwg i'r Pwyllgor o effaith ariannol y cynnig i roi 2 awr o barcio am ddim rhwng 8am a 10am, o ddydd Llun i ddydd Gwener, mewn un maes parcio ym mhob un o drefi Llanbedr Pont Steffan, Aberaeron ac Aberteifi.

Cafodd yr aelodau gyfle i ofyn cwestiynau a gafodd eu hateb gan y Swyddogion. Dyma'r prif bwyntiau a godwyd:

- Nododd yr Aelodau fod yr argymhelliad yn cyfeirio at ystyried un maes parcio ym mhob un o drefi Llanbedr Pont Steffan, Aberaeron ac Aberteifi. Esboniwyd bod trosolwg o'r meysydd parcio wedi'i ddarparu er mwyn rhoi'r cyd-destun ac fel y gallai'r Aelodau gymharu data. Codwyd pryder pe byddai un maes parcio am ddim am 2 awr y byddai hyn yn cael effaith ar y meysydd parcio eraill yn yr un dref, ac yn sgil hynny, ar y targed o ran incwm a'r gwasanaeth yn ei gyfanrwydd.
- Codwyd pryderon na fyddai darparu parcio am ddim cyn 10am o fudd i'r henoed ac o ystyried yr argyfwng costau byw, codwyd pryderon am effaith unrhyw gynnydd yn y ffioedd a godir am barcio ar aelwydydd.
- Soniwyd am bwysigrwydd sicrhau tegwch ar draws y sir. Er bod rhai gwasanaethau wedi dod i ben mewn ardaloedd fel Llandysul, roedd disgwyl i holl drigolion Ceredigion sybsideiddio'r gwasanaethau a oedd yn dal i fodoli ar draws y sir.
- Nodwyd bod angen dull gweithredu mwy holistaidd yn gyffredinol, ac y dylai'r Cabinet ystyried datblygiad economaidd y trefi a chlywed barn y busnesau cyn gwneud unrhyw benderfyniadau. Hefyd, dylid ystyried y boblogaeth wledig a oedd yn defnyddio gwasanaethau lleol ond nad oedd ganddynt fynediad at drafndiaeth gyhoeddus.

Ystyriodd yr Aelodau senarios gwahanol ar gyfer y Promenâd gan gynnwys codi tâl drwy'r flwyddyn neu'n dymhorol. Hefyd, er mwyn sicrhau tegwch, ystyriodd yr Aelodau a ddylid cynnig 2 awr o barcio am ddim cyn 10am ym mhob un o feysydd parcio Talu ac Arddangos Cyngor Sir Ceredigion. Yn

dilyn hynny, dywedodd y Swyddog 151 (Duncan Hall, Swyddog Arweiniol Corfforaethol: Cyllid a Chaffael) wrth y Pwyllgor nad oedd ganddynt y data ariannol cyflawn ar gyfer ystyried eu cynnig yn iawn am mai dim ond amcangyfrif o'r effaith ariannol oedd yr adroddiad yn ei ddangos o ran y meysydd parcio yn Aberaeron, Llanbedr Pont Steffan ac Aberteifi. Nodwyd y byddai'r ffioedd am barcio ym meysydd parcio Tregaron a Llandysul yn cael eu hystyried yn ystod y broses o bennu'r gyllideb.

Yn dilyn cwestiynau gan Aelodau'r Pwyllgor, cytunwyd i nodi cynnwys yr adroddiad ac argymhell y dylai'r Cabinet gynnal adolygiad ynghylch codi tâl am barcio ar hyd y Promenâd yn Aberystwyth drwy'r flwyddyn a chyflwyno parcio am ddim cyn 10am ym mhob un o feysydd parcio Talu ac Arddangos Cyngor Sir Ceredigion. Byddai angen i'r Cabinet ystyried goblygiadau ariannol ychwanegu Aberystwyth at y cynnig hwn gan na fyddai'r Pwyllgor yn dymuno gweld unrhyw newidiadau yn cael effaith ariannol negyddol ar yr Awdurdod.

#### **4 Canolfan Bwyd Cymru**

Rhoddwyd ystyriaeth i'r adroddiad ar Ganolfan Bwyd Cymru, a adeiladwyd gan Gyngor Sir Ceredigion yn Horeb, Llandysul, ac fe'i hgorwyd ym 1996, i ddarparu cymorth technegol i'r diwydiant bwyd yng Ngheredigion yn ogystal â Chanolbarth a De-orllewin Cymru. Mae ei leoliad, yn hygyrch i gymunedau gwledig yng Ngheredigion, Sir Gaerfyrddin a Sir Benfro yn amlygu un o'i amcanion allweddol, sef cefnogi busnesau amaeth sydd am arallgyfeirio i ychwanegu gwerth at gynnyrch craidd. Mae Canolfan Fwyd Cymru yn darparu gwasanaethau technegol i fusnesau newydd, busnesau bach a chanolig a gweithgynhyrchwyr bwyd cenedlaethol.

Mae Canolfan Bwyd Cymru wedi ffurfio partneriaeth gyda dwy ganolfan dechnoleg fwyd arall yng Nghymru, sydd wedi'i lleoli yn Llangedfni ac yng Nghaerdydd i ddarparu cefnogaeth ledled Cymru i'r diwydiant bwyd. Rhoddwyd trosolwg o'r ddarpariaeth bresennol gan gynnwys gwybodaeth helaeth am brosiect Helix a'r effaith ar yr economi. Ers 2016, roedd tîm Canolfan Bwyd Cymru wedi sicrhau canlyniadau da drwy brosiect HELIX yn unol â'r targedau a osodwyd. Dywedwyd nad oedd y tabl yn yr adroddiad yn adlewyrchu'r holl gymorth a ddarparwyd am mai dim ond yr ymyriadau cyntaf a ddarperid i'r busnesau oedd modd eu cynnwys, er bod nifer yn dychwelyd sawl gwaith y flwyddyn.

O ran y dyfodol, prynodd Cyngor Sir Ceredigion 5 erw arall o dir ger yr ystâd bresennol yn Horeb yn 2019 i hwyluso cynlluniau twf. Ar hyn o bryd, mae dau brosiect yn cael eu datblygu a'u hasesu i'w cynnwys yn rhaglen y Cynllun Twf ar gyfer Canolbarth Cymru:

- i. Sefydlu Canolfan Arloesi Cynhyrchu Bwyd, a fyddai'n dod â'r cyfleusterau peilot diweddaraf ar raddfa ddiwydiannol gyda'r nod o alluogi twf mwy o fusnesau gweithgynhyrchu bwyd canolig eu maint yng nghanolbarth Cymru.
- ii. Darparu cyfleusterau mwy o faint ar gyfer cwmnïau gweithgynhyrchu bwyd, gan adeiladu ar yr unedau deor presennol yng Nghanolfan Bwyd Cymru.

Byddai'r datblygiadau hyn yn gwella ymhellach y ddarpariaeth o wasanaethau ar gyfer y sector bwyd-amaeth yng Ngheredigion, sy'n allweddol i'w les economaidd, a byddant yn helpu i ddiogelu dyfodol y Ganolfan a'i berthnasedd a hyfywedd hirdymor. Hefyd, roedd yna ddatblygiadau cyffrous gan brosiectau eraill ym Margen Dwf Tyfu Canolbarth Cymru sef ArloesiAber a Thir Glas, a fyddai'n cyd-fynd â gwaith Canolfan Bwyd Cymru. Roedd cyllideb graidd y Ganolfan wedi cael eu hystyngyn am 2 flynedd ond nid oedd dim sicrwydd ar ôl hyn.

Cafodd yr aelodau gyfle i ofyn cwestiynau a gafodd eu hateb gan y Swyddogion. Dyma'r prif bwyntiau a godwyd:

- Nodwyd bod y Ganolfan yn medru cefnogi busnesau o'r tu allan i Gymru yn fasnachol, ond dim ond busnesau o Gymru oedd yn medru elwa o brosiect Helix, a dyna oedd y ffocws ar hyn o bryd.
- Roedd rhan fwyaf y busnesau a oedd yn derbyn cymorth wedi'u lleoli yng nghanolbarth a de-orllewin Cymru. Roedd Rachel's Diary a busnesau eraill a oedd wedi derbyn cefnogaeth yn gynnar ar eu siwrne wedi parhau i gael cefnogaeth wrth iddyn nhw dyfu. Wrth i'r busnesau ehangu, roedd mwy o alw am arbenigedd yn hytrach na chefnogaeth gyffredinol. Hefyd, oherwydd yr hinsawdd economaidd a oedd ohoni, roedd busnesau yn archwilio ffyrdd o leihau costau ac yn hytrach na phrofi unrhyw newidiadau yn eu prosesau ar eu safleoedd eu hunain, roedd yn well ganddynt wneud hynny yn y Ganolfan er mwyn osgoi unrhyw oedi i'w gwaith cynhyrchu.
- Roedd nifer yn y sector llaeth wedi arallgyfeirio ac roeddent yn gwerthu llaeth yn uniongyrchol. Roedd rhai o'r busnesau hyn wedi dechrau ar eu siwrne yn y Ganolfan. O ystyried yr heriau ariannol presennol, roedd yn bosib y byddai mwy o ffermwyr llaeth yn penderfynu ychwanegu gwerth at eu cynnyrch. Trwy dderbyn cefnogaeth gan y Ganolfan, byddent yn medru archwilio opsiynau heb fuddsoddi gormod yn y lle cyntaf, cyn penderfynu ai dyma oedd yr opsiwn gorau iddynt ai peidio.
- Cododd yr Aelodau bryderon mai dim ond 2 flynedd o gyllid oedd wedi'i ddarparu ar hyn o bryd. Esboniodd y Swyddogion fod y prosiect Helix wedi cael ei ddarparu drwy gyllid yr Undeb Ewropeaidd am 5 mlynedd yn y lle cyntaf a bod Llywodraeth Cymru wedi darparu un estyniad o ran cyllid craidd cyn yr estyniad diweddaraf o ddwy flynedd. Roedd trafodaethau rheolaidd yn cael eu cynnal gyda'r Swyddogion a'r Gweinidogion ac roedd y Ganolfan yn llwyddo i gyrraedd y targedau a osodwyd. Roedd cynlluniau yn cael eu datblygu rhag ofn na fyddai rhagor o gyllid yn cael ei ddarparu. Hefyd, byddai angen i natur gwaith y Ganolfan fod yn fwy masnachol. Gallai hyn effeithio ar fusnesau llai o faint gan y byddai mwy o ffocws ar gynyddu incwm.
- Dywedwyd bod Prifysgol Metropolitan Caerdydd yn un o bartneriaid Arloesi Bwyd Cymru. Roedd dyhead i weithio gyda myfyrwyr a oedd yn awyddus i ddatblygu gyrfa yn y sector, a byddai hyn yn un o'r meysydd i'w gwella wrth symud ymlaen.
- Codwyd pryderon bod busnesau llwyddiannus wedi symud o Geredigion i fannau eraill yn y wlad, a hynny at ddibenion trethi ac oherwydd heriau recriwtio yn y gorffennol. Nodwyd mai uchelgais y Ganolfan oedd gweithio gyda busnesau o bob maint er mwyn cael gwell dealltwriaeth a

bu un busnes yn benodol yn ganolog i ddatblygiad Canolfan Bwyd Cymru a'r weledigaeth ar gyfer y dyfodol.

- Ar hyn o bryd, nid oedd digon o le yn y Ganolfan i fusnesau ddatblygu ar y safle ac roedd hyn yn heriol ar adegau. Roedd y busnesau yn dueddol o symud i adeiladau fferm neu ystadau diwydiannol, ond fel arfer, roedd angen gwneud gwaith i sicrhau bod y cyfleusterau'n addas ar gyfer cynhyrchu bwyd. Un o elfennau allweddol y Fargen Dwf oedd y gallu i ehangu ar y ddarpariaeth a oedd ar gael er mwyn cwrdd â'r galw fel y gallai busnesau ddatblygu.
- Ystyriwyd bod gwaith dylunio a marchnata yn allweddol i fusnesau. Roedd Canolfan Bwyd Cymru yn gweithio'n agos gyda Busnes Cymru a'r arbenigwyr marchnata Cywain, sef prosiect a oedd yn cael ei redeg gan Menter and Busnes. Roedd sesiynau croesawu ar gyfer busnesau newydd yn cael eu trefnu ar y cyd rhwng y tri busnes yn rheolaidd. O ran hygyrdedd busnesau, roedd archwiliadau yn cael eu cynnal a gwaith yn cael ei wneud i sicrhau bod y cynnyrch yn hyfyw a bod yna farchnad i'r cynnyrch cyn bod rhagor o waith yn cael ei wneud.

Yn dilyn cwestiynau gan Aelodau'r Pwyllgor, cytunwyd i nodi'r adroddiad ac i gynnal ymweliad safle i adolygu gwaith y safle a'i gynlluniau ar gyfer y dyfodol.

### **5 Cadarnhau Cofnodion y Cyfarfod blaenorol ac ystyried unrhyw faterion sy'n codi o'r Cofnodion**

Cytunwyd i gadarnhau cofnodion y cyfarfod a gynhaliwyd ar 31 Gorffennaf 2023.

Materion sy'n codi: Dim.

### **6 Ystyried Rhaglen Flaen Trosolwg a Chraffu**

Cytunwyd nodi cynnwys y Flaen raglen Waith a gyflwynwyd, yn ddibynnol ar gynnwys y canlynol:

- Y diweddaraf am fflyd cerbydau Cyngor Sir Ceredigion (Rhagfyr 2023 os yn bosibl)

**Cadarnhawyd yng Nghyfarfod y Pwyllgor Trosolwg a Chraffu  
Cymunedau Ffyniannus a gynhaliwyd ar 18 Rhagfyr 2023**

Cadeirydd: \_\_\_\_\_

Dyddiad: \_\_\_\_\_

**CYNGOR SIR CEREDIGION COUNTY COUNCIL**

**Adroddiad i'r:** Pwyllgor Trosolwg a Chraffu Cymunedau Ffyniannus

**Dyddiad y Cyfarfod:** 18 Rhagfyr 2023

**Teitl:** Blaenraglen Waith Ddrafft 2023/2024

**Pwrpas yr adroddiad:** Adolygu Rhaglen waith bresennol y Pwyllgor

**Rheswm pam fod Craffu wedi gofyn am y wybodaeth:**

**Mae blaenraglen waith y Pwyllgor yn cael ei harolygu a'i 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 'gyfaill beirniadol', drwy holi cwestiynau am sut y gwnaethpwyd penderfyniadau, fel bod y bobl sy'n penderfynu'n destun 'rhwystrau 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 argymell 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 Polisïau, 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 polisiau a monitro perfformiad
- Creu diwylliant o hunan-herio ar sail tystiolaeth.

## **Y Sefyllfa Gyfredol:**

### **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, 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.

## **Llesiant Cenedlaethau'r Dyfodol:**

### **Oes Aseiad Effaith Integredig wedi ei gwblhau? Os na, esboniwch pam**

Na

### **Crynodeb o'r Aseiad Effaith Integredig:**

**Hirdymor:**

**Cydweithio:**

**Cynnwys:**

**Atal:**

**Integreiddio:**

## **Argymhelliad / Argymhellion:**

**Adolygu a diweddarau'r Blaenraglen Waith bresennol.**

## **Rheswm / Rhesymau dros y penderfyniad:**

**Enw Cyswllt:** Lisa Evans

**Swyddogaeth:** Swyddog Craffu a Safonau

**Dyddiad yr adroddiad:** 11/12/23

**Acronymau:**

Blaenraglen Waith y Pwyllgorau Trosolwg a Chraffu 2022/23

Pwyllgor	Eitem (disgrifiad/teitl)	Siaradwyr Gwadd	Pwrpas e.e. monitro, polisi, argymhellion
<b><i>Cymunedau Ffyniannus</i></b>			
22 Mehefin 2023	Newid Hinsawdd ac Erydu Arfordirol / Llifogydd (o'r gofrestr risgiau)  Creu Grwp Gweithio Gwasanaeth Gwastraff  Diweddariad ar lwyth achosion Rheoli Datblygu a Gorfodi	Phil Jones Gwahoddiad i Adnoddau Naturiol Cymru  Rhodri Llwyd  Russell Hughes Pickering	O'r gofrestr risgiau  Adolygiad  Monitro
31 Gorffennaf 2023	Adroddiad ar yr opsiwn o ganiatáu 2 awr o barcio am ddim cyn 11am (o'r cyfarfod cyllideb)  Gwasanaeth Gaeaf  Trafodaeth ar gynllunio a ffosffadau Dŵr Cymru Welsh Water (DCWW)	Gwahoddiad i Dwr Cymru	Argymhellion  Adolygiad  Monitro
23 Hydref 2023	Parcio  Canolfan Bwyd Cymru	Gerwyn Jones/Phil Jones  Arwyn Davies	

18 Rhagfyr 2023	Adolygu Polisi Rheoli Harbyrau Torri Porfa Adroddiad Blynyddol Fforwm Mynediad Lleol	Gerwyn Jones Phil Jones Eifion Jones	Polisi
9 Chwefror 2024	Cyllideb		
18 Mawrth 2024			
Cyfarfodydd y dyfodol	Awgrymiadau: Effaith cynlluniau a ariennir gan grant – beth yw'r effaith, pa mor dda mae arian yn cael ei dynnu i lawr  Defnydd o le – sut allwn ni ei wneud yn fwy bywiog, cynyddu incwm  CDLI  Adolygu strategaeth toiledau cyhoeddus  Y defnydd a wneir o adeiladau		



	<p>Y berthynas rhwng Cyngor Sir Ceredigion a Llywodraeth Cymru o ran Cynllunio Gwlad a Thref</p> <p>Cymorth i Fusnesau ac Adfywio</p> <p>Cynllun Rheoli Asedau Priffyrdd (Mehffin/Gorffennaf 2024)</p>		
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Maer' dudalen yn wag yn fwriadol