



## ***PWYLLGOR CRAFFU STRYDLUN A PHEIRIANNEG***

***10.00 AM DYDD GWENER, 22 IONAWR 2021***

***O BELL TRWY TEAMS***

**Rhaid gosod pob ffôn symudol ar y modd distaw ar gyfer parhad y cyfarfod**

### **Rhan 1**

1. Croeso a galw'r rhestr
2. Cyhoeddiad y Cadeirydd
3. Datganiadau o fuddiannau
4. Cofnodion y Cyfarfod Blaenorol (*Tudalennau 5 - 18*)
  - 22 Gorffennaf 2020
  - 20 Tachwedd 2020
5. Isadeiledd Cerbydau Trydan Castell-nedd Port Talbot, Cynlluniau Gweithredu a Throsolwg o'r Strategaeth Gwefru Cyhoeddus ehangach yn y fwrdeistref sirol (*Tudalennau 19 - 28*)
6. Ymgynghori ar Gynigion Cyllidebol Strydlun a Pheirianneg 2021/22 (*Tudalennau 29 - 42*)
7. Craffu Cyn Penderfynu
  - Dewis eitemau priodol o agenda'r Cabinet ar gyfer craffu cyn penderfynu (amgaeir adroddiadau ar gyfer yr Aelodau Craffu)
8. Blaenraglen Waith 2020/21
9. Eitemau brys  
Unrhyw eitemau brys (boed yn gyhoeddus neu wedi'u heithrio) yn ol disgresiwn y Cadeirydd yn unol ag Adran 100B (4) (b) o Ddeddf

Llywodraeth Leol 1972.

**K.Jones**  
**Prif Weithredwr**

**Canolfan Ddinesig**  
**Port Talbot**

**Dydd Gwener, 15 Ionawr 2021**

**Aelodaeth y Pwyllgor:**

**Cadeirydd: S.M.Penry**

**Is-gadeirydd: R.W.Wood**

**Cynghorwyr:** A.R.Aubrey, C.Galsworthy, J.Hurley, D.Keogh,  
A.McGrath, C.J.Jones, W.F.Griffiths, R.Davies,  
J.Hale a/ac S.A.Knoyle

**Nodiadau:**

- (1) Os yw aelodau'r pwyllgor neu'r rhai nad ydynt yn aelodau'r pwyllgor am gynnig eitemau perthnasol i'w cynnwys ar yr agenda cyn cyfarfodydd y dyfodol, rhaid iddynt roi gwybod i'r Prif Weithredwr/Cadeirydd 8 niwrnod cyn y cyfarfod.*
- (2) Os yw'r rhai nad ydynt yn aelodau'r pwyllgor am fod yn bresennol ar gyfer eitem o ddiddordeb, mae'n rhaid rhoi rhybudd ymlaen llaw (erbyn 12 hanner dydd ar y diwrnod cyn y cyfarfod). Gall y rhai nad ydynt yn aelodau'r pwyllgor siarad ond nid oes ganddynt hawl i bleidleisio, cynnig nac eilio unrhyw gynnig.*
- (3) Fel arfer, ar gyfer trefniadau cyn craffu, bydd y Cadeirydd yn argymhell eitemau gweithredol sydd ar ddod i'w trafod/herio. Mae hefyd yn agored i aelodau'r pwyllgor ofyn i eitemau gael eu trafod - er y gofynnir i'r aelodau ddewis a dethol yma o ran materion pwysig.*
- (4) Gwahoddir aelodau perthnasol Bwrdd y Cabinet hefyd i fod yn bresennol yn y cyfarfod at ddibenion Craffu/Ymgynghori.*

(5) *Gofynnir i aelodau'r Pwyllgor Craffu ddod â'u papurau ar gyfer Bwrdd y Cabinet i'r cyfarfod.*

Mae'r dudalen hon yn fwriadol wag

## PWYLLGOR CRAFFU STRYDLUN A PHEIRIANNEG

(O Bell Trwy Teams)

Aelodau sy'n Bresennol:

Dydd Mercher, 22 Gorffennaf 2020

**Cadeirydd:** Cynghorydd S.M.Penry

**Is-gadeirydd:** Cynghorydd R.W.Wood

**Cynghorwyr:** A.R.Aubrey, C.Galsworthy, J.Hurley, D.Keogh,  
A.McGrath, W.F.Griffiths, R.Davies, J.Hale a/ac  
S.A.Knoyle

**Swyddogion sy'n  
Bresennol:** N.Pearce, M.Roberts, D.Griffiths, C.Furlow-  
Harris, S.Burgess, S.Blewett, C.Davies,  
T.Davies a/ac C.Plowman

---

### 1. STRATEGAETH ADFERIAD

Cyflwynwyd strategaeth ddrafft i'r Aelodau ar sefydlogi, y cyfnod rhwng ymateb ac adferiad, yn dilyn cychwyniad COVID-19. Roedd y strategaeth yn disgrifio fframwaith cyffredinol a fyddai'n cefnogi ymagwedd gyson a chydlynus wrth i'r cyngor symud tuag at adferiad. Nodwyd bod y strategaeth ddrafft yn cael ei chyflwyno i bob Pwyllgor Craffu ar gyfer sylwadau cyn ei chyflwyno i'r Cabinet ar 30 Gorffennaf 2020 i'w chymeradwyo.

Rhoddodd swyddogion drosolwg byr o gynnwys y strategaeth, gan esbonio ei bod wedi'i rhannu'n dair adran a oedd yn cynnwys edrych yn ôl ar yr hyn a wnaeth y cyngor yn ystod cyfnod ymateb yr argyfwng, edrych ymlaen wrth i'r DU symud allan o'r cyfnod ymateb a map ffyrdd o gamau gweithredu.

Wrth edrych yn ôl ar yr hyn a wnaeth y cyngor yn ystod y cyfnod ymateb, tynnwyd sylw at y ffaith bod nifer o gamau allweddol wedi'u cymryd, gan gynnwys sefydlu gwasanaeth cyfathrebu saith niwrnod yr wythnos fel y gellid anfon canllawiau gan Lywodraeth y DU, Llywodraeth Cymru ac Iechyd Cyhoeddus Cymru pan oeddent ar gael. Ychwanegwyd bod y cyngor wedi cau gwasanaethau i helpu i

leihau ymlediad y feirws ac wedi newid y ffordd yr oedd rhai gwasanaethau hanfodol yn gweithredu er mwyn gweithredu'n ddiogel, er enghraifft y gwasanaeth sbwriel. Soniodd swyddogion fod rhan gyntaf y strategaeth hefyd yn nodi'r newidiadau a wnaed mewn perthynas ag arweinyddiaeth a llywodraethu, gan gynnwys defnyddio'r ddarpariaeth Gweithredu Brys a nodir yn y Cyfansoddiad, i sicrhau bod penderfyniadau allweddol yn dal i gael eu gwneud yn ystod y cyfnod ymateb.

Esboniwyd ail ran y strategaeth i'r Aelodau, a oedd yn cynnwys edrych ymlaen wrth i'r DU symud allan o'r cyfnod ymateb i gyfnod sefydlogi, sef y cam cyn symud i'r cyfnod adfer. Esboniwyd bod tri maes wedi'u nodi fel ffocws wrth i'r cyngor symud ymlaen:

1. Y Rhaglen Profi, Orlhain a Diogelu
2. Sut mae gwasanaethau a swyddogaethau'r cyngor yn ymdopi
3. Deall ac ymateb i'r effaith y mae'r feirws wedi'i chael ar ddinasyddion, sefydliadau a busnesau ledled Castell-nedd Port Talbot

Ychwanegwyd bod yr ail ran hefyd yn nodi'r newidiadau y bu'n ofynnol eu gwneud o ran arweinyddiaeth a llywodraethu, yn ogystal â rhai o'r risgiau a'r materion a nodwyd y bydd angen eu rheoli wrth i'r cyngor fynd ati i roi'r strategaeth ar waith.

Cyflwynwyd trydedd ran y strategaeth fel map ffyrdd o gamau gweithredu a oedd wedi'i fframio ar sail system goleuadau traffig, a oedd yn nodi sut i symud o sefyllfa o gyfyngiadau symud llwyr, drwy'r system goleuadau traffig, i sefyllfa lle mae gwasanaethau'n gweithredu unwaith eto. Nodwyd bod nifer o wasanaethau ar y map ffyrdd yn dod o fewn cylch gwaith Pwyllgor Craffu'r Strydlun a Pheirianeg gan gynnwys trafniadaeth, ffioedd parcio, gorfodi parcio a sbwriel ac ailgylchu.

Gofynnodd yr Aelodau am ba hyd y byddai Ysbyty Maes Llandarcy yn ei le, ac atebwyd nad oedd Swyddogion yn gallu rhoi dyddiad penodol ar hyn o bryd, gan y byddent yn ymateb i Bolisi Llywodraeth Cymru pan gaiff ei gyhoeddi. Fodd bynnag, roedd y contract cychwynnol a oedd gan y Bwrdd Iechyd â pherchennog y tir yn rhedeg hyd at fis Medi gyda darpariaethau ar waith i ymestyn hyd y contract pe bai angen. Soniwyd bod yr ysbyty'n gallu gweithredu, ond nad oedd wedi gweithredu hyd yma.

Gofynnwyd i swyddogion pam y tynnwyd y Cydlynwyr Ardal Leol (CALI) o'u rolau yn y Gwasanaeth 'Safe and Well', ac i ble yr aethant yn dilyn hyn. Nodwyd bod y CALI wedi mynd yn ôl i'r Gwasanaethau Cymdeithasol i helpu'r gyfarwyddiaeth i ymateb i'r pwysau cynyddol yno. O ran y rolau a gyflawnwyd gan CALI pan aethant yn ôl i'r gwasanaeth, cytunodd Swyddogion y byddent yn holi ynghylch hyn ac yn hysbysu'r Aelodau.

## 2. **GOFAL STRYDOEDD - CYNLLUNIO CYFLENWI AC ADFER GWASANAETHAU CYFREDOL**

Rhoddwyd trosolwg i'r Aelodau o sefyllfa bresennol y gwasanaethau yn y maes Gofal Strydoedd a sut roedd gwasanaethau'n cael eu darparu wrth i'r cyngor symud tuag at gyfnod adfer yr argyfwng coronafeirws.

Cyflwynodd swyddogion graff o absenoldeb sy'n gysylltiedig â COVID-19 ym maes gwasanaeth Gofal Strydoedd i'r pwyllgor, a gynhwysir yn Atodiad A yr adroddiad a ddosbarthwyd. Tynnwyd sylw at y ffaith ei bod hi'n ofynnol cofnodi a choladu absenoldebau sy'n gysylltiedig â COVID-19 yn wythnosol, ac roedd Swyddogion wedi bod yn gwneud hynny ers 13 Mawrth 2020. Dangosodd y graff sut roedd absenoldebau COVID-19 wedi amrywio ac yn benodol, sut roedd cyfradd yr absenoldebau'n datblygu tua diwedd mis Mawrth, cyn i'r cyfyngiadau symud gael eu cyflwyno. Fel sy'n amlwg yn y graff, dywedwyd mai'r elfen fwyaf sy'n gysylltiedig ag absenoldebau COVID-19 ar gyfer Gofal Strydoedd oedd y rheini a oedd yn gwarchod, ac mae'r rhan fwyaf o absenoldebau bellach o ganlyniad i warchod. Fodd bynnag, nodwyd y disgwylir i'r adolygiad nesaf ar gyfer y rheini sy'n gwarchod gael ei gynnal ar 16 Awst 2020, gyda llythyrau'n cael eu hanfon yr wythnos cyn hynny, a fyddai'n rhoi gwell dealltwriaeth o'r effaith.

Yn dilyn hyn, cyflwynwyd sefyllfa darparu gwasanaethau Gofal Strydoedd i'r Pwyllgor, a gynhwysir yn Atodiad B o'r adroddiad a ddosbarthwyd, a oedd yn cwmpasu'r holl wasanaethau yng nghylch gwaith Gofal Strydoedd. Aeth swyddogion drwy rai o'r sylwadau ar y statws sydd ohoni yn fyr gan ddiweddarau'r Aelodau lle yn ôl yr angen.

O ran glanhau traethau, soniwyd bod y gwasanaeth yn gweithredu fel arfer, ond roedd rhagor o adnoddau'n cael eu defnyddio gan fod y gwasanaeth yn ceisio dal i fyny â chlirio gwastraff oherwydd bod mwy

o bobl yn ymweld â'r traeth ac nid oeddent yn cael gwared ar eu sbwriel.

Hysbyswyd yr Aelodau fod y canolfannau ailgylchu wedi agor ar 26 Mai 2020 a bod system archebu wedi'i chyflwyno lle gallai'r cyhoedd archebu slot amser o 15 munud i ollwng eu hailgylchu. Nodwyd bod y system yn gweithio'n dda iawn, a bod cynghorau eraill ledled Cymru yn ystyried cadw eu systemau archebu ar waith ar gyfer y dyfodol. Tynnodd swyddogion sylw at y ffaith y gallai Cyngor Castell-nedd Port Talbot hefyd ystyried cadw eu system archebu.

Dywedwyd wrth y Pwyllgor fod y prosiect goleuadau stryd gwerth £1 miliwn yn mynd rhagddo, lle byddai rhagor o oleuadau LED yn cael eu cyflwyno yn lle'r goleuadau defnydd ynni uchel. Soniwyd bod y contract wedi dechrau yn ystod yr wythnos a ddechreuodd ar 13 Gorffennaf 2020 a bod y contractwr wedi dechrau cwblhau'r profion trydanol cyn dechrau gosod goleuadau newydd yn lle'r hen rai.

Tynnwyd sylw at y ffaith bod casgliadau ailgylchu a gwastraff yn faes yr oedd y gwasanaeth Gofal Strydoedd wedi'i flaenoriaethu, gyda staff yn gweithio'n galed iawn dros gyfnod y cyfyngiadau symud i gadw'r gwasanaeth i fynd ac i ddelio â'r cynnydd mewn gwastraff ac ailgylchu a gynhyrchwyd.

Soniwyd bod storffeydd a phrynu wedi chwarae rhan bwysig wrth helpu gyda PPE ac offer, nid yn unig i Gyfarwyddiaeth yr Amgylchedd ond hefyd wrth gynorthwyo meysydd eraill ar draws y cyngor.

Esboniodd swyddogion fod mwy o bwysau wedi bod ar y gwasanaeth cynnal a chadw coed i docio coed a oedd wedi gordyfu ar hyd priffyrdd oherwydd bysus deulawr ychwanegol, gan fod llawer o'r llwybrau bysus unllawr wedi'u newid yn rhai bysus deulawr. Nodwyd y bu'n rhaid cwblhau llawer o waith mewn cyfnod byr o amser i wneud y llwybrau hynny'n ddiogel i'r cyhoedd.

Hysbyswyd yr Aelodau bod gorfodi gwastraff ar waith, ond bod oedi o 72 awr cyn agor bagiau gwastraff gan fod angen i'r broses bellach fod yn un llawer mwy pwylllog a gofalus oherwydd y feirws. Soniwyd hefyd, gan fod y cyhoedd wedi'i gwahardd rhag defnyddio adeiladau'r cyngor, nad oedd cyfweliadau PACE wedi'u cynnal. Fodd bynnag roedd y staff ar hyn o bryd yn edrych ar drefniadau i ddefnyddio'r cyfleusterau yng Nghanolfan Ddinesig Castell-nedd fel y gellid parhau â'r cyfweliadau.



O ran rheoli datblygiad systemau draenio tir a phriffyrdd, dywedwyd y byddai Mike Roberts a Dave Griffiths yn adolygu'r swyddogaeth gorfodi draenio tir i weld a fyddai'n well iddi fod yn rhan o'r isadran briffyrdd a draenio, er effeithlonrwydd. Nodwyd y byddai'r gweithdrefnau angenrheidiol yn cael eu cynnal yn dilyn yr adolygiad er mwyn i'r swyddogaeth symud pe bai angen.

Nodwyd mai'r brif broblem sy'n effeithio ar wasanaethau oedd y broblem 'tri mewn cab'; fe'i nodwyd mewn adroddiad am yr egwyddor rhagofal, ac fe'i newidiwyd fel na allai mwy na dau weithiwr fod mewn cab, gyda'r rhan fwyaf o gynghorau eraill yng Nghymru yn rhoi'r un gweithdrefnau ar waith. O ran casglu gwastraff, roedd hyn yn golygu bod angen i'r trydydd gweithiwr fod mewn cerbyd arall y dywedwyd ei fod wedi cael effaith sylweddol ar yr adnoddau sydd ar gael ar gyfer meysydd gwasanaeth eraill; fodd bynnag, nodwyd mai'r ffactor cadarnhaol a gafwyd o hyn fu cynnal y gwasanaeth casglu gwastraff hanfodol, drwy gydol cyfnod y cyfyngiadau symud. Dywedodd Swyddogion, wrth i'r cyfyngiadau symud gael eu codi ac wrth i fwy o wasanaethau ddechrau gweithredu eto, fod y galwadau ar adnoddau mewnol yn cynyddu gan olygu adnoddau cyfyngedig i rai meysydd gwasanaeth fel torri glaswellt, gwaredu deunydd sydd wedi'i dipio'n anghyfreithlon a chasglu sbwriel. I gloi, dywedodd Swyddogion eu bod wedi cysylltu â'r Undebau Llafur i gael gwybod a ellid rhoi tri gweithiwr mewn cab a fyddai'n lliniaru'r sefyllfa o ran adnoddau; fodd bynnag, dywedwyd mai sicrhau diogelwch staff oedd y ffactor pwysicaf, felly byddai angen adolygu asesiadau risg a mesurau lliniaru.

Gofynnodd yr Aelodau a oedd y gwasanaeth wedi derbyn llawer o gwynion ynghylch triniaeth chwynladdwr, ac atebodd Swyddogion nad oeddent wedi cael llawer, ond eu bod wedi cael rhai ymholiadau yn gynharach yn y tymor, mewn perthynas â defnyddio plaladdwyr ac ymylon ffyrdd. Yn dilyn yr ymholiad ynghylch ymylon ffyrdd a sut cawsant eu rheoli, dywedodd Swyddogion eu bod yn cynnal trafodaethau â chydweithwyr yn y maes Cynllunio a Bioamrywiaeth ynghylch ehangu nifer yr ymylon ffyrdd a reolir gan fioamrywiaeth. Ychwanegwyd ei bod wedi mynd yn anos goruchwylio contractwyr a darparu adnoddau ar gyfer triniaeth chwynladdwr oherwydd y feirws.

Gofynnwyd i swyddogion a fyddai gweithwyr mewn canolfannau ailgylchu'n cael unrhyw fath o gysgod, yn dilyn arsylwadau nad oedd unman iddynt gysgodi rhag y glaw a'r tywydd oer ar hyn o bryd. Nodwyd bod y contractwr yn fodlon ar y trefniadau lles ar gyfer staff

drwy'r haf, ond y disgwyliid i gcontract newydd ddechrau ar 1 Hydref 2020 a oedd yn cynnwys bwth i weithwyr wrth fynedfa'r canolfannau.

Dangosodd yr Aelodau ddiddordeb mewn gweld y data o wastraff ac ailgylchu'r CDGC yn ystod cyfnod y cyfyngiadau symud. Soniwyd y bydd Aelodau'n derbyn ffigurau mewn adroddiad perfformiad chwarterol sydd ar ddod, a fydd yn dangos ffigurau gwastraff a'r effaith y mae COVID-19 wedi'i chael ar y ffigurau hynny. Dywedodd swyddogion eu bod yn ymwybodol bod COVID-19 wedi cael effaith ar y ffigurau ers mis Mawrth 2020, o edrych yn ôl ar ffigurau'r llynedd (2019/20) o'u cymharu â'r data yr oeddent wedi bod yn ei goladu'n ddiweddar. Ychwanegwyd y bydd yr adroddiad perfformiad chwarterol yn rhoi darlun cyffredinol yn ogystal â chyfle i ymchwilio i bob effaith unigol.

Cafwyd trafodaeth ynglŷn â gwastraff dillad a manteision aildefnyddio dillad drwy fynd â nhw i siopau neu ddefnyddio 'Cash for Clothes' yn lle ailgylchu. Soniwyd ei bod yn arbennig o bwysig lledaenu ymwybyddiaeth o fudd aildefnyddio gan y bu cynnydd yn nifer y bobl a oedd am gael gwared ar ddillad.

Yn dilyn craffu, cytunwyd i nodi'r adroddiad.

Diolchodd y Pwyllgor i'r gwasanaeth Gofal Strydoedd am eu holl waith caled yn ystod argyfwng COVID-19 a gofynnwyd i Mike Roberts, Pennaeth Gofal Strydoedd, drosglwyddo'r neges i'w dimau.

### **3. PEIRIANNEG A THRAFNIDIAETH - CYNLLUNIO CYFLENWI AC ADFER GWASANAETH CYFREDOL**

Darparwyd trosolwg i'r Aelodau o'r gwasanaethau a ddarperir ar hyn o bryd ar draws y Gwasanaeth Peirianeg a Thrafnidiaeth, sut olwg fydd ar y gwasanaeth a sut bydd yn gweithredu wrth i'r cyngor symud i'r cyfnod adfer.

Ar draws y pum maes gwasanaeth, dywedwyd bod Rheoli Datblygu Priffyrdd (RhDP) a Chludiant Teithwyr a Chludiant o'r Cartref i'r Ysgol wedi'u galluogi'n llawn i barhau fel arfer yn effeithiol cyn belled â'u bod yn gallu delio â gohebiaeth a gweithrediadau beunyddiol, yn dilyn y cyhoeddiad am gau swyddfeydd.

O ran y tîm Rheoli Datblygu Priffyrdd, nodwyd eu bod wedi symud ymlaen gyda rhai ceisiadau cynllunio yr ymdriniwyd â hwy yn ystod cyfnod y cyfyngiadau symud, a bod pobl wedi bod yn araf i fanteisio ar wasanaeth ar-lein y SAB (Corff Cymeradwyo SuDs) a aeth yn fyw

yn gynharach eleni, ond bod gwaith bellach yn mynd rhagddo yn y maes hwnnw. Ychwanegwyd bod yr holl asesiadau risg ar waith ar gyfer ymweliadau safle angenrheidiol er mwyn galluogi ceisiadau SAB i symud ymlaen.

Tynnodd swyddogion sylw at y ffaith bod staff, yn enwedig y tîm Adeileddau, wedi bod yn rhan fawr o'r ymateb i'r tair storm fawr ddiweddar, gan gynnwys storm Dennis. Yn dilyn hyn, cynhaliwyd llawer iawn o archwiliadau ar adeileddau a phontydd Castell-nedd Port Talbot. Nodwyd bod difrod saernïol yn effeithio'n fawr un bont ym Mlaengwrach, ond yn dilyn cefnogaeth y Cabinet ar gyfer y bont newydd i'w gosod yno, roedd y bont newydd bellach yn cael ei saernïo, ac roedd gwaith wedi cychwyn er mwyn ei chwblhau erbyn diwedd yr haf.

Esboniwyd i'r Aelodau fod canlyniadau COVID-19 wedi effeithio ar rai meysydd o Ddiogelwch Ffyrdd a Pherfformiad Busnes, yn bennaf oherwydd cau ysgolion. Dywedodd swyddogion fod llawer o'r rhaglenni hyfforddi wedi'u gohirio a bod yn rhaid i staff ailfeddwl sut y gallent symud ymlaen gyda'r rhaglenni; fodd bynnag, roedd rhaglenni bellach yn cael eu datblygu a fyddai'n cael eu darparu ar-lein drwy'r hwb, a byddai sgysiau ystafelloedd dosbarth yn cael eu cwblhau drwy dechnoleg byrddau gwyn drwy Microsoft Teams. Diolchodd Dave Griffiths, y Pennaeth Peirianeg a Thrafnidiaeth, i'w cysylltiadau ag Addysg a TG, gan eu bod wedi helpu i gynnal rhaglenni hyfforddi pwysig i bobl ifanc.

Hysbyswyd yr Aelodau am y cynllun beicio i'r gwaith newydd a lanswyd ar ddechrau mis Gorffennaf, lle'r oedd y nifer a fanteisiodd arno wedi bod yn dda iawn. Soniwyd bod tua 73 o bobl wedi achub ar y cyfle i brynu beiciau drwy'r cynllun (archebwyd 33 o feiciau trydan a thros 40 o feiciau traddodiadol) gydag Aelodau a Swyddogion o fewn y cyngor yn manteisio ar y cynllun hefyd. Ychwanegwyd y byddai rhaglen hyfforddi'n cael ei chyflwyno dros yr haf er mwyn i bobl allu dysgu sut i reidio beic.

O ran perfformiad busnes, nodwyd bod rhai gweithwyr cyflogedig yn yr ardal wedi'u hadleoli i'r gwasanaeth Tracio ac Olrhain i gynnal y llwyth gwaith a bod nifer o drefniadau newydd wedi'u llywio gan TGCh wedi'u cyflwyno; oherwydd canlyniadau cadarnhaol y trefniadau newydd hyn, dywedwyd y byddai'r timau busnes ac ysgrifenyddol yn cael eu hadolygu i nodi a ellid darparu'r gwasanaeth mewn ffordd fwy effeithlon a chynhyrchiol wrth symud ymlaen. Ychwanegwyd y byddai Joy Smith, Rheolwr Diogelwch Ffyrdd a

Pherfformiad Busnes, a goruchwylwyr yn adolygu hyn ac y bydd yr Aelodau'n cael clywed am y newidiadau mewn cyfarfod yn y dyfodol.

Esboniodd swyddogion fod y tîm Gwasanaethau Parcio wedi'i atal yn ystod cychwyniad y feirws, gan fod gorfodi ar y stryd ac oddi ar y stryd wedi dod i ben dros dro. Cadarnhawyd y byddai gwasanaethau gorfodi parcio ar y stryd yn ailgychwyn ar ddechrau mis Gorffennaf, a gorfodi parcio oddi ar y stryd yn dechrau ar 1 Awst 2020. Ar 1 Medi byddai taliadau a gorfodi'n cael eu hailgyflwyno ym meysydd parcio canol trefi; soniwyd y byddai hyn yn rhoi cymorth ychwanegol i ganol trefi a manwerthwyr adfer ac i ganol trefi ddechrau agor.

Codwyd mater hawlenni parcio rhithwir newydd, gyda Swyddogion yn egluro bod 1,400 o staff a'r holl Gynghorwyr lleol wedi'u cofrestru ar gyfer hyn hyd yma ac o 1 Medi 2020 ymlaen, ni fyddai angen hawlenni papur. Ychwanegwyd y gellid cyfnewid rhifau cofrestru cerbydau ar-lein pe bai nifer o gerbydau'n cael eu defnyddio ac os oedd unrhyw un yn cael anawsterau gyda hyn gallent gysylltu ag Ian Rees, y Goruchwyliwr Gorfodi Parcio.

Hysbyswyd yr Aelodau fod y tîm cyfan a oedd yn rhan o'r Gwasanaeth Cludiant Cymunedol wedi'i ail-leoli i helpu i sefydlu'r ganolfan dosbarthu bwyd a sefydlwyd i gefnogi'r Cynllun 'Safe and Well', sydd wedi bod yn gweithredu drwy gydol y pandemig. Ychwanegwyd y byddai'r sefyllfa warchod ar gyfer preswylwyr sy'n agored i niwed yn cael ei newid ar 16 Awst 2020, ac o'r dyddiad hwnnw ni fyddai pecynnau bwyd yn cael eu darparu mwyach.

Cadarnhaodd swyddogion, pe bai angen i staff fynd i mewn i'r swyddfeydd ar gyfer unrhyw waith hanfodol, fod rota wedi'i sefydlu er mwyn gwneud hyn yn ddiogel a chynnal mesurau pellter cymdeithasol. Soniwyd bod rhai staff cynorthwyol gweinyddol wedi dechrau mynd i mewn i'r swyddfa i roi cymorth i'r Gyfarwyddiaeth.

Diolchodd y Cynghorydd Simon Knoyle i Dave Griffiths, y Pennaeth Peirianeg a Thrafnidiaeth, a gweddill y tîm am y gwaith a gwblhawyd ar y bont a oedd yn cysylltu Glyn-nedd a Chwmgwrach.

Yn dilyn craffu, cytunwyd i nodi'r adroddiad.

Diolchodd y Pwyllgor i'r gwasanaeth Peirianeg a Thrafnidiaeth am eu holl waith caled yn ystod argyfwng COVID-19 a gofynnodd i Dave Griffiths, Pennaeth Peirianeg a Thrafnidiaeth, gyfleu'r neges i'w dimau.

## **CADEIRYDD**

## **Tudalen12**

## PWYLLGOR CRAFFU STRYDLUN A PHEIRIANNEG

(O Bell Trwy Teams)

**Aelodau sy'n Bresennol:**

**Dydd Gwener, 20 Tachwedd 2020**

**Cadeirydd:** Cynghorydd S.M.Penry

**Is-gadeirydd:** Cynghorydd R.W.Wood

**Cynghorwyr:** A.R.Aubrey, C.Galsworthy, J.Hurley, D.Keogh,  
C.J.Jones, W.F.Griffiths, R.Davies a/ac J.Hale

**Swyddogion sy'n**

**Bresennol:** M.Roberts, C.Plowman a/ac A.Lewis

**Gwahoddedigion y Cabinet:** Cynghorwyr E.V.Latham a/ac A.Wingrave

---

### **1. GOFAL STRYDOEDD – Y DIWEDDARAF AM WASANAETHAU A AMLYGWYD YN Y BLAENRAGLEN WAITH**

Cyflwynwyd adroddiad i'r Pwyllgor a oedd yn amlinellu'r pynciau y gofynnodd Aelodau am ddiweddariad arnynt yn dilyn eu Gweithdy Blaenraglen Waith Strydlun a Pheirianneg diweddar; roedd y pynciau hynny'n cynnwys gwastraff ac ailgylchu, adolygu'r potensial i ehangu'r defnydd o orchmynion diogelu mannau agored cyhoeddus (GDMAcCau) a mynwentydd.

#### **Gwastraff ac Ailgylchu**

Gofynnwyd a allai'r gwasanaeth casgliadau swmpus ailgyflwyno'r ail gerbyd a ychwanegwyd at y gwasanaeth dros dro gan fod galw am gasgliadau swmpus ar hyn o bryd a gallai'r cerbyd ychwanegol leihau'r broblem o dipio anghyfreithlon. Dywedodd swyddogion fod un cerbyd wedi bod yn ddigonol o'r blaen, fodd bynnag, oherwydd bod y gwasanaeth wedi'i atal dros dro rhwng mis Mawrth a mis Mai, roedd ôl-groniad o alw am y gwasanaeth yr oedd angen ymdrin ag ef; roedd y pwysau ar y gwasanaeth, yn ogystal ag ymdrin ag absenoldebau sy'n gysylltiedig â COVID-19 a'r ôl-groniad o ran galw, yn golygu bod gan y gwasanaeth griw ychwanegol dros dro i helpu gyda'r casgliadau swmpus. Tynnwyd sylw at y ffaith bod angen i'r

gwasanaeth, cyn penodi rhagor o staff, cael rhagor o gerbydau a pharatoi at gyfrifoldeb cyllidebol parhaol, fod yn sicr o ffactorau fel incwm a gwasanaethau cyflenwi; nodwyd y galw penodol hwn fel galw byr, felly ar hyn o bryd ni fyddai angen dau gerbyd drwy gydol y flwyddyn.

Nodwyd yn yr adroddiad a ddsbarthwyd y bu cynnydd yn y galw am y pecyn ailgylchu yn ystod y pandemig; Gofynnodd yr Aelodau a oedd y cyngor wedi gweld cynnydd yn y ffigurau ar gyfer ailgylchu oherwydd hyn. Nodwyd bod swm yr ailgylchu a gasglwyd ar ymyl y ffordd yn tyfu, er enghraifft y llynedd tyfodd y gwastraff bwyd 600 tonn; fodd bynnag, roedd nifer o ddeunyddiau gwahanol yn effeithio ar berfformiad y cyngor, ac roedd problemau ynghylch ailgylchu'r deunyddiau eraill hyn megis gwastraff coed, a oedd yn effeithio ar lefelau perfformiad. Ychwanegodd Swyddogion fod y ffigurau'n dangos cymysgedd o'r pecyn newydd yn cael ei archebu a phe cyn newydd yn lle hen becyn yn cael ei archebu.

Mewn perthynas â Chynnyrch Hylendid Amsugol (AHP), gofynnwyd a oedd unrhyw gysylltiadau neu systemau ar waith gyda'r Gyfarwyddiaeth Gwasanaethau Cymdeithasol a'r Bwrdd Iechyd. Nodwyd bod gan y cyngor wasanaeth hylendid ar waith ar gyfer pobl â chyflyrau meddygol yr oedd angen casglu gwastraff penodol iddynt ac nid oeddent yn rhan o gasgliadau'r GIG; cafodd y gwasanaeth ei flaenoriaethu a'i barhau drwy gydol y pandemig a gellid dod o hyd i ragor o fanylion am hyn ar-lein. Cadarnhaodd Swyddogion pe bai angen cysylltu â meysydd gwasanaeth eraill ynghylch y mater hwn y byddent yn hapus i wneud hynny.

Soniodd yr adroddiad fod cyfweiliadau PACE yn cael eu cynnal yn y Canolfannau Dinesig; Gofynnwyd i Swyddogion egluro'r rhain yn fanylach. Eglurwyd bod cyfweiliadau'r Heddlu a Thystiolaeth Droseddol (PACE) yn cael eu defnyddio i gasglu tystiolaeth droseddol ar gyfer achosion lle'r amheuwyd bod pobl yn cyflawni troseddau amgylcheddol; roedd cyfleusterau wedi'u sefydlu ar gyfer y cyfweiliadau hyn, ond oherwydd COVID-19 nid oedd y cyfleusterau hyn yn ddiogel i'w defnyddio mwyach. Dywedwyd bod y mater hwn bellach wedi'i ddatrys a bod ystafelloedd ar gael yng Nghanolfan Ddinesig Castell-nedd y gallai Swyddogion eu trefnu i gynnal cyfweiliadau sy'n caniatáu ar gyfer cadw pellter cymdeithasol a chynnal asesiadau risg.

Adolygiad o'r potensial i ehangu defnydd Gorchmynion Diogelu Mannau Agored Cyhoeddus (GDMACau)

Hysbyswyd yr Aelodau ei bod yn bosib ehangu cwmpas GDMACau; nododd yr adroddiad y manylion gan gynnwys yr hyn yr oeddent a'r hyn y gallent ei gwmpasu, gan gynnwys yr hyn y byddai angen ei wneud o ran nodi blaenoriaethau ac adnoddau i'w datblygu.

Dywedwyd y byddai angen i Aelodau benderfynu sut yr hoffent ddatblygu GDMACau, er enghraifft lle'r oeddent yn teimlo bod cyfle i ymestyn y cwmpas neu os oedd mater penodol yr oedd angen ei ddatrys a oedd yn cael ei drafod ar hyn o bryd; fodd bynnag, byddai angen ystyried y pwyntiau a nodir yn yr adroddiad cyn iddynt gael eu datblygu.

Cafwyd trafodaeth am GDMACau posib ar gyfer meysydd parcio sy'n eiddo i'r cyngor, yn enwedig y meysydd parcio ger y traeth, gan fod Aelodau wedi derbyn nifer o gwynion gan breswylwyr ynghylch ymddygiad gwrthgymdeithasol yn y meysydd parcio hyn; gofynnwyd a fyddai'n fuddiol sefydlu GDMAC cyffredinol ar gyfer pob maes parcio sy'n eiddo i'r cyngor ar yr un pryd. Cadarnhawyd y gellid rhoi gorchmynion ar waith ar draws y Fwrdeistref Sirol ar gyfer mannau cyhoeddus, gan gynnwys y rhai nad oeddent ar dir y cyngor.

Dywedodd swyddogion y byddai angen ystyried y ceisiadau'n fanwl ac y byddai'n ofynnol yn ôl y gyfraith gynnal ymgynghoriad gan y byddai angen cyfiawnhau'r materion yr oedd Aelodau'n bwriadu mynd i'r afael â hwy, a byddai angen i'r cyfyngiadau posib fod yn rhesymol ac yn gymesur; byddai angen gwneud gwaith ymchwil mewn perthynas â'r hyn a oedd yn bosib neu beidio. Soniwyd mai'r Pennaeth Peirianeg a Thrafnidiaeth (Dave Griffiths) oedd yn gyfrifol am bob maes parcio, felly byddai angen iddo gael ei gynnwys yn fawr yn y broses.

Mynegwyd pryderon ynghylch y problemau posib a allai godi pe bai GDMACau yn cael eu cyflwyno ar draws holl feysydd parcio'r cyngor, er enghraifft diogelwch staff y cyngor a oedd ar hyn o bryd yn monitro'r GDMAC sydd ar waith yng nglan môr Aberafan; roedd ymddygiad gwrthgymdeithasol yn fater i'r heddlu, p'un a oedd GDMAC ar waith ai peidio. Awgrymwyd y byddai Swyddogion, ar ran y Pwyllgor, yn gofyn i'r Tîm Ymddygiad Gwrthgymdeithasol corfforaethol godi'r mater o ymddygiad gwrthgymdeithasol mewn meysydd parcio ar draws y Fwrdeistref Sirol mewn cyfarfod y Grŵp Partneriaeth Diogelwch Cymunedol yn y dyfodol; soniwyd bod yr Heddlu'n mynychu'r cyfarfodydd, felly gellid cael eu hadborth ar yr hyn a fyddai'n angenrheidiol ac yn gyfiawn yn eu barn nhw.

Gofynnwyd i Swyddogion a fyddai gwybodaeth am y GDMACau presennol yn cael ei harddangos ar wefan y cyngor, gan esbonio i'r

cyhoedd pam eu bod ar waith ynghyd â chynghor y Swyddfa Gartref. Nodwyd bod y GDMACau sy'n bodoli ar hyn o bryd o amgylch glan môr Aberafan wedi'u hadnewyddu'n ddiweddar a bod proses ymgynghori lawn wedi'i chynnal, a oedd yn cynnwys y cyhoedd; Roedd y Cabinet wedi cytuno iddynt gael eu hymestyn am dair blynedd arall a gellid dod o hyd i'r manylion ar wefan y cynghor.

Nodwyd yn yr adroddiad a ddisbarthwyd nad oedd y cyfyngiadau'n berthnasol i bobl anabl fel y'i diffinnir gan Ddeddf Cydraddoldeb 2010 os yw'r person yn dioddef o anabledd a fyddai'n ei atal rhag casglu baw cŵn; Tynnodd yr Aelodau sylw at y ffaith bod llawer o bobl oedrannus ddiamddiffyn nad oeddent wedi'u cofrestru'n anabl a oedd yn ei chael hi'n anodd casglu eu baw cŵn, a gofynnodd a oedd y mater hwn wedi'i gynnwys yn y Ddeddf. Nodwyd bod y geiriad a gynhwyswyd yn yr adroddiad y enghraifft gan Gyngor Pen-y-bont ar Ogwr a bod y geiriad yn berthnasol i'r cyfyngiad yr oedd ganddyn nhw ar waith; pe bai Aelodau'n penderfynu ymchwilio i GDMACau newydd, gellid ystyried y mater hwn wrth symud ymlaen.

Awgrymwyd y gallai Aelodau godi unrhyw faterion neu wneud unrhyw geisiadau ynglŷn â GDMACau yn y cymorthfeydd Gofal Stryd sydd ar y gweill.

Mynwentydd

Roedd y siart galw am gladdu a gynhwyswyd yn yr adroddiad yn dangos gostyngiad mawr (-20) wrth gymharu â Gorffennaf 2019 i Orffennaf 2020; Gofynnodd yr Aelodau a oedd unrhyw reswm penodol dros hyn. Cadarnhaodd swyddogion fod lefelau claddedigaethau wedi cynyddu a gostwng dros y blynyddoedd yn hanesyddol, ac efallai bod mwy o bobl yn dewis amlosgi yn lle.

## 2. **BLAENRAGLEN WAITH 2020-21**

Nododd yr Aelodau'r Blaenraglen Waith Craffu Strydlun a Pheirianeg ar gyfer 2020/21, a boblogwyd gan y Pwyllgor yn eu Gweithdy Blaenraglen Waith diweddar.

Soniodd yr Aelodau y byddai rhai gwasanaethau megis gorfodi a gwastraff yn llawer mwy effeithiol pe baent yn cael eu huno gan y gallai hyn annog mwy o gysylltu o fewn y gymuned. Cadarnhawyd bod Cyfarwyddwr yr Amgylchedd ac Adfywio (Nicola Pearce) wedi gofyn i'r Pennaeth Gofal Stryd (Mike Roberts) a Phennaeth Cynllunio a Diogelu'r Cyhoedd (Ceri Morris) edrych ar y rhyngwyneb rhwng rheoli plâu ac iechyd yr amgylchedd a phenderfynu a ddylid dod â'r



ddwy elfen hynny at ei gilydd; mae'r trafodaethau hyn yn mynd rhagddynt ar hyn o bryd.

3. **BLAENRAGLEN WAITH Y CABINET**

Darparwyd Blaenraglen Waith y Cabinet i'r Aelodau at ddibenion gwybodaeth; Nodwyd y Blaenraglen Waith.

**CADEIRYDD**

Mae'r dudalen hon yn fwriadol wag



Cyngor Castell-nedd Port Talbot  
Neath Port Talbot Council

## **NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**

### **Streetscene & Engineering Scrutiny Committee** 22<sup>nd</sup> January 2021

**Joint Report of the Head of Engineering & Transport  
(David W. Griffiths), the Head of Streetcare (Michael Roberts) and the  
Head of Property and Regeneration (Simon Brennan)**

**Matter for:** Information

**Ward Affected:** All

**NPT's Electric Vehicle Infrastructure, implementation plans and an overview of the wider strategy for public charging in the County Borough.**

#### **Purpose of the Report:**

1. To inform Members of future Electrical Vehicle (E.V) Infrastructure at Local Authority sites to cater for the increasing number of E.V's within the Council's fleet. To further inform Members of the wider strategy being developed by NPT in conjunction with our regional partners.

#### **Executive Summary:**

2. Members will be aware of the concerns over global warming and the increasing need to reduce greenhouse gases along with national and local air quality issues. One of the ways to reduce carbon emissions is to replace fossil fuel vehicles with Ultra Low Emission Vehicles (ULEVS).
3. ULEVS are defined as vehicles that use low carbon technologies and emit less than 75g of CO<sub>2</sub>/km from the tailpipe.
4. As the profile of the Council's fleet begins to move toward E.V's and in the future possibly Hydrogen for the larger vehicles, then so too does the method of fuelling the vehicles need to be updated. This

infrastructure needs to be suitable to service the expanding fleet at present, but must also be designed to enable its evolution over time to meet a rapidly changing technological environment associated with low emission vehicles.

5. Currently the Council has had two charging points in the Service Response Centre compound for a number of years. This enables four vehicles to be charged at any one time. However, with the increasing number of E.V's being procured for the Council fleet it was identified that further charging points would be needed to cater for the increase in demand.

**Background:**

6. The U.K Government's 2018 Road to Zero Strategy outlines how it will support the transition to zero emission road transport and reduce emissions from conventional vehicles during the transition. Since the Strategy was published the Government has increased its ambitions, by announcing plans to end the sale of petrol and diesel cars by 2030, and hybrids by 2035.
7. Correspondingly the Council has started to increase the number of E.V's on its fleet, currently this mainly comprises of cars and small vans, although there are aspirations to look at larger vehicles converting to ULEV going forward.
8. The Council currently has 9 Battery Electric Vehicles (BEV's) and up to a further 17 vehicles expected by 2024 albeit this number may grow on the back of ongoing national initiatives. Below is a chart which provides some idea of the charging time for vehicles depending on which charging units are installed.

<b>Miles of range added per hour of charging</b>				
<b>3.7kW slow</b>	<b>7kW fast</b>	<b>22kW fast</b>	<b>43-50kW rapid</b>	<b>150kW rapid</b>
Up to 15 miles	Up to 30 miles	Up to 90 miles	Up to 90 miles in 30 mins	Up to 200 miles in 30 mins

9. The previously installed charging points are 7kW which are suitable for current applications and are suitable for expansion in respect of smaller vehicles.
10. A further six 7kw charging points will need to be installed at The Quays increasing the capacity to charge sixteen vehicles at the site. There will also be a 50kw charging unit to allow for the charging of larger vehicles.
11. It is also planned to install an initial phase of charge points at Tregelles Court, Port Talbot Civic, and Tawe Terrace along with a point at Gnoll Country Park for vehicles used within the estate.
12. To future proof the capability of converting the fleet from fossil fuelled vehicles to E.V's, an area of land has been identified at The Quays which will allow for the further expansion of the charging capacity as the need arises. Appendix (a)
13. Given the need to maximise the green credentials of the vehicles, rather than relying upon the grid to power all of these vehicles, solutions are being considered to maximise the use of renewable energy generated at source to contribute towards powering these charging points. At The Quays site the option of installing solar panels which will further enhance the Council's green identity will be pursued. It is also an aspiration that the charging units at The Quays will be available to staff to encourage the wider uptake of E.V's. Furthermore, it is intended to explore the opportunity of opening the charging points for use by the public which can be operated on a cost recovery basis. This again will encourage behaviour change of the wider public towards low emission vehicles.
14. Cabinet has previously approved a feasibility study to explore the benefits of co-locating the waste collection fleet at the Transfer Station in Crymlyn Burrows, which will return to Members for consideration in due course. This work is also looking at the possibilities for E.V. charging at the waste Transfer Station for future waste collection vehicles given the connection to the national grid which exists on site associated with the former Energy from Waste facility.
15. Council officers are also working with the Welsh Government Energy Service (WGES) working group. The aim is to help Councils meet the WG's stated objective of all public sector road transport transitioning to ULEV by 2030 and support the move to Net Zero.

16. The support covers all aspects of road transport operated by the Council including (but not restricted to):
- Heavy Commercial Vehicles including Refuse Collection Vehicles, Recycling Collection Vehicles, Gritters and Tippers over 3.5 tonnes.
  - Welfare Minibuses (wheelchair access vehicles - typically four to six tonnes).
  - Minibuses (not WAV) - often used by schools and community centres.
  - Light Commercial Vehicles - vans - from less than 2 tonnes up to 3.5 tonnes, hire cars and pool cars.
  - Plant including street sweepers, mowers, and other specialist road-going equipment.
  - The grey fleet – staff owned vehicles reimbursed by a mileage payment scheme.
17. If appropriate the review will also consider the medium to longer term Electric Vehicle Charging Infrastructure (EVCI) needed at key sites such as principal offices and depots where vehicles may be parked overnight. This will evaluate the capacity at the sites, throughout the year, “headroom” for vehicle charging and the scale of upgrades needed to meet the anticipated charging needs of a fully electric fleet (based on the current fleet).

Outputs will include:

- A Greenhouse Gas (GHG) footprint covering all road transport including grey fleet and plant.
- An energy use (MWh) assessment covering all road transport including grey fleet and plant
- A Fleet Profile covering all road vehicles including the grey fleet:
  - Age, carbon intensity (g/km), fuel type, Euro emission standard, Clean Air Zone compliance.
  - Consideration of alternative net zero fuels where electrification is not a viable option.
  - Whole life cost models covering the replacement of cars, LCVs and HCVs with ULEVs.
  - Estimated charging/refuelling requirement including site models for main offices and depots.

- Proposals for EVCI and for supporting photovoltaic and battery storage systems.
- Supporting business case where required for ULEV procurement.
- Suggestions for dealing with grey fleet mileage and transitioning it to ULEV vehicles.

18. In addition the Fleet Manager has been invited to sit on a WGES working group focused specific on waste and recycling vehicle transition to ULEV.

19. As part of the City Deal project work, in due course it is intended to engage a consultant to undertake a regional strategy for EV Charging, and as a part of that work have detailed work undertaken for Neath Port Talbot, in particular to identify gaps in the rapidly developing commercial sector provision that will need to be addressed.

20. In terms of the wider renewable energy agenda, the Council is about to formally submit its Strategic Outline Business case for one of our City Deal projects entitled 'Supporting Innovation and Low Carbon Growth'. This is effectively a programme of 7 projects which range from a Technology Centre, to an Air Quality monitoring project. One of the projects within this programme is the development of a Low Emission Vehicle Charging Strategy for the region. From this piece of work we will develop a Strategic plan specific to Neath Port Talbot.

The regional Plan proposes three areas of activity:

1. Strategy – to ensure a coordinated approach to decarbonise journeys in the Swansea Bay City Region, mapping current and pipeline activity across all sectors with an associated 'live' action plan – this would be a procured activity.
2. Coordinate funding opportunities from WG and UKG.
3. Develop a pilot in the Valleys area e.g. community charging hub, how to address on-street charging, link charging to renewables generation in the Valleys.

21. The development of this regional plan is reliant upon approval and release of City Deal funding.
22. The Strategy specific to Neath Port Talbot will reflect but also support the regional work. It aims to coordinate the development and implementation of a ULEV charging network in the county borough that meets the needs and demands of residents, businesses and visitors as is aligned to regional and national policy.
23. Whilst this work is under development it is proposed to cover the following:
  - Develop a ULEV Charging Infrastructure Strategy for the county borough that meets the demands of residents, businesses and visitors.
  - Creation of core charging nodes and hubs throughout the county borough that are complementary to other charging points located in neighbouring Authorities.
  - Data collection to inform policy, measure the effectiveness, uptake, behaviour, economic impact and electrical demand.
  - Comprehensive data analysis using data mining, clustering and Artificial Intelligence (AI) techniques to extract meaningful information from the dataset to inform future investment and policy
24. An action plan will be developed which will flow from this strategy and will enable the council to direct its resources where demand is needed and will also assist in us maximising access to funding opportunities.
25. It is acknowledged that many private companies have already started installing charging infrastructure on their sites, including supermarkets and hot food retailers to name but a few. Whilst this is likely to continue where the return on investment is either neutral or positive, it is clear that there will remain gaps in provision across



the region and within Neath Port Talbot. The aim of these strategies is to identify these potential gaps, map out funding opportunities, explore the use of green energy to maximise the sustainability of the energy source in addition to ensuring that low emission vehicles do not drain the grid and also identify opportunities to benefit community initiatives.

26. Due to the pressures experienced over the last year, there has been a delay in developing these strategies, but the council is in the process of commencing the procurement of a specialist to assist us with this work and ensure that we maximise the opportunities and benefits associated with low emission vehicles and in turn contribute towards achieving our DARE (Decarbonisation and Renewable Energy) strategy objectives.
27. On a final note a new community car scheme covering Neath East and Briton Ferry is set to become the first E.V community car scheme in the NPT area. F.A.N Community Alliance, is a charity based in Neath Port Talbot and has secured funding to develop an innovative community transport project that will be of benefit to residents of all ages in Neath East and Briton Ferry. This has been developed with the support of the Building Safe and Resilient Communities Programme. Also the existing Amman Valley car scheme is also exploring opportunities for introducing E.V's and charging infrastructure as a part of their scheme.

#### **Financial Impacts:**

28. A budget of £135k has been allocated for the initial civils and the purchase of the charging units at Council premises.
29. The Office of Low Emissions (OLEV) have a workplace grant which will enable the Council to claim a grant of £350 per socket once the charge points have been installed.

#### **Integrated Impact Assessment:**

30. There is no requirement to undertake an Integrated Impact Assessment as this report is for information purposes.

### **Valleys Communities Impacts:**

31. No implications.

### **Workforce Impacts:**

32. Members of the workforce in fleet are being trained in respect of maintaining ULEVs. Staff user awareness training will need to be introduced highlighting the various differences between conventional vehicles and ULEV's in respect of fuelling/charging and breakdowns etc.

### **Legal Impacts:**

33. No implications.

### **Risk Management Impacts:**

34. Failure to introduce ULEV vehicles and the associated infrastructure would mean the Council's Fleet would not align with W.G and Westminster's goals to reduce carbon emissions.

35. If the council moves to EV's for some services, e.g. waste collection, and if for some reason the vehicles are not charged overnight they will be out of service for the day leading to disruption to services. This risk will increase as the scale and breadth of use increases accepting some service areas are more critical than others.

### **Consultation:**

36. There is no requirement for external consultation on this item.

### **Recommendations:**

37. For information only

### **Reasons for Proposed Decision:**

38. For Information only

## **Implementation of Decision:**

39. For information only

## **Appendices:**

40. Appendix (a) Map location of new Charging area

## **List of Background Papers**

41. None

## **Officer Contact**

Peter Jackson, Integrated Transport Manager

☎ 01639 686091

✉ [p.jackson@npt.gov.uk](mailto:p.jackson@npt.gov.uk)

Lisa Willis, European and External Funding Manager

☎ 01639 686074

✉ [l.willis@npt.gov.uk](mailto:l.willis@npt.gov.uk)

Andrew Lewis, Waste and Neighbourhood Manager

☎ 01639 686021

✉ [a.lewis@npt.gov.uk](mailto:a.lewis@npt.gov.uk)

Appendix (a)



**NEATH PORT TALBOT COUNTY BOROUGH COUNCIL**  
**STREETCARE AND ENGINEERING SCRUTINY COMMITTEE**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND  
REGENERATION – N.Pearce**

**22<sup>nd</sup> January 2021**

**SECTION A – MATTER FOR SCRUTINY**

**WARDS AFFECTED: ALL**

**CONSULTATION ON 2021/22 BUDGET PROPOSALS**

**1. Purpose of Report**

To provide Members of the Streetcare and Engineering Scrutiny Committee with supplementary information further to the 2021/22 draft budget proposals as set out in the Cabinet Report of 13<sup>th</sup> January 2021, with a view to aiding the scrutiny of those proposals. Consultation on the Draft Budget proposals is ongoing until the 12 February 2021 prior to final budget decisions taking place on the 8/9 March 2021.

**2. Executive Summary**

The draft budget proposals for consultation approved by Cabinet on 13<sup>th</sup> January 2021 show a funding gap of £3.235m for the 2021/22 financial year.

The proposals included a small number of savings strategies which have already been scrutinised, consulted on, and subsequently approved by Council on 6<sup>th</sup> March 2020.

The Cabinet report also detailed that a draft contribution of £3.1m from general reserves is required to balance the 2021/22 budget position.



This report sets out relevant areas for this scrutiny committee to consider as part of the consultation process.

### 3. Background

Neath Port Talbot Council's net revenue budget for the current year of 2020/21 amounts to £304.082m and together with grants and income from services results in a gross budget of £445m which is invested in services across the County Borough.

The following table summarises the Council's Funding and Net Budget for 2020/21.

<b>Funding in current year, 2020/21</b>	<b>Budget</b>	<b>Budget</b>
	<b>£m</b>	<b>%</b>
Revenue Support Grant	£177.353	58.32%
National Non Domestic Rates	£49.409	16.25%
Discretionary Rates Relief	-£0.387	-0.13%
Council Tax	£77.707	25.56%
<b>Total Income</b>	<b>£304.082</b>	<b>100.00%</b>

<b>Net budget in current year, 2020/21</b>	<b>Budget</b>	<b>Budget</b>
	<b>£m</b>	<b>%</b>
Education, Leisure & Lifelong Learning (including Schools at £90.137m)	£116.019	38.15%
Social Services, Health & Housing	£83.281	27.39%
Environment	£39.525	13.00%
Finance & Corporate Services	£18.208	5.99%
Fire Authority	£7.891	2.60%
Capital Financing	£19.282	6.34%
Council Tax Support	£18.748	6.16%
Other including Contingency	£2.778	0.91%
Use of Reserves	-£1.650	-0.54%
<b>Budget Requirement</b>	<b>£304.082</b>	<b>100.00%</b>

#### 4. 2021/22 Budget Proposals

On the 22<sup>nd</sup> December 2020 the Welsh Government (WG) published details of the 2021/22 Provisional Local Government Settlement. This shows that WG will increase its funding to Local Government by £4.651bn, a 3.8% increase on the adjusted base for 2020/21. Neath Port Talbot Council's share is £236.680m which is 6<sup>th</sup> best in Wales and an increase of £9.9m or 4.2%.

For 2021/22 the total draft funds available to run Council Services is £317m but this remains short of what is required to meet inflation, pay awards and other demand pressures which total £320.2m. Therefore there is a funding shortfall next year of £3.235m.

The Cabinet report of 13<sup>th</sup> January 2021 sets out the draft proposals to close that gap by implementing the already approved cuts/income generation of £135k, use of £3.1m of general reserves and increase council tax by 3.75% to balance the budget. Details are set out in the tables below:

##### Estimated Budget requirement in 2021/22

	£'000
<b>Net Budget 2020/21</b>	<b>304,082</b>
Pay Awards and inflation	6,602
Pressures	7,739
Transfers into 2021/22 settlement	186
Reverse use of General Reserves in 20/21	1,650
<b>Draft Budget Required in 2021/22</b>	<b>320,259</b>

##### Estimated total funding available in 2021/22

	£'000
<b>Net Budget 2020/21</b>	<b>304,082</b>
Increase in WG Funding	9,918
Increase in Council Tax proceeds @ 3.75%	3,024
<b>Draft Funds Available in 2021/22</b>	<b>317,024</b>

## Draft Budget Gap 2021/22

	£'000
Total Budget Required 2021/22	320,259
Estimated Funds Available	317,024
<b>Total Budget Gap 2021/22</b>	<b>3,235</b>
<b>Budget Gap to be funded by</b>	
Use of General Reserves 2021/22	-3,100
Savings/Income Generation Proposals already approved	-135

### 5. Service Pressures

Of the £7.739m pressures outlined above £1.050m relate to the services overseen by this Scrutiny Committee. In addition there are £64k of one-off pressures which are proposed to be funded from specific reserves.

Details of these pressures are outlined in Appendix 1 of this report.

### 6. Savings / Income Generation Proposals

The budget proposals for 2021/22 include savings/income generation strategies totalling £135k. These have already been the subject of consultation and scrutiny as part of the 2020/21 budget setting process and are included in this report for information only, but will, as appropriate, be updated for timing or changes in value.

Details of proposals relevant to services overseen by this Scrutiny Committee are included in Appendix 2.

### 7. Financial Outlook

The latest Medium Term Financial Plan position is outlined in the table below:



	2021/22	2022/23	2023/24
	£'000	£'000	£'000
Budget Gap before Directorate Savings	3,235	15,981	17,318
<b>Cumulative Gap</b>	<b>3,235</b>	<b>19,216</b>	<b>36,534</b>
FFP Reductions	-135	-176	-50
Funded from General Reserves	-3,100		
Budget Gap (gross of use of reserves) @ Jan 2021	0	18,905	17,268
<b>Cumulative Gap @ Jan 2021</b>	<b>0</b>	<b>18,905</b>	<b>36,173</b>

Members should however be aware that there are a number of factors which could impact on the Council's financial position going forward.

Due to the impact of Covid19 the Chancellor of the Exchequer has delayed his Budget Statement until 3 March 2021, with a further multi-year UK Government Spending Review announcement due later in 2021, which will inform public spending plans for the next few years. The outcome of that review will allow the Welsh Government to develop plans and hopefully multi-year funding settlements for 2022/23 and onwards.

WG also confirmed that the current settlement and specific grants exclude Covid related funding. Members will note that for 2021/22 the UK Government is providing WG with an additional £770m for Covid related costs.

Given the adverse impact that Covid19 is having on the whole of the UK economy and on Government taxes we should expect that there will be ongoing budget challenges for the next few years.

Members should note though that work is ongoing to verify whether additional budgets are required for the following items. If so they will need to be built into the final budget decisions due in March 2021:

- Legislation

- Any reduction in specific grants affecting service need
- Any changes identified as part of the final Local Government Settlement or UK Government announcements.

Continuous monitoring and appropriate changes will be made regarding Brexit, plus other economic, public spending and taxation matters, including those mentioned by the Chancellor in his Budget announcement due on 3<sup>rd</sup> March 2021.

## **8. Opportunities and Threats for Services**

The good news is there are no proposed cuts in budgets for the Streetcare or Transport & Engineering Divisions in 2021/22.

### Commentary on identified Service Pressures

Waste Services - A cost pressure of £400K is identified for the following reasons:

- An anticipated all-Wales cut in Sustainable Waste Grant of £1m will reduce the size of the Council's grant which if not compensated for will undermine the council's ability to deliver its waste strategy. The pressure in 2021/22 includes £45k in respect of this cut.
- The Council's management contract which has been in place for some time for its Household Waste and Recycling Centres is due for renewal, and it is known from market feedback that costs are going to increase above inflation in terms of 'catching up' following fixed increases over the life of the contract, along with increased costs associated with maximising recycling and composting. Failure to make provision would necessitate a cut in service provision alongside the new contract. £250K has been allocated in this regard.
- There is a further general shortfall in the waste management budget arising from a lasting national reduction in incomes for most recycle materials to which £105K has been allocated.

Highways and Streetcare – A budget pressure of £350K is identified which makes allowances for the following:

- Trade waste income is depressed by Covid. Whilst a lot of the reduction is hopefully temporary and will bounce back in due course, some overall decrease is likely to be permanent so it is expected, as a minimum, that the normal inflationary uplift on the trade waste income budget will be unachievable resulting in a pressure. £13 K has been allocated for this. If not allocated the amount would just manifest as an overspend in the budget next year.
- As the provision of recycling services and participation expands there has been a growing demand for ongoing additional household recycling equipment and associated deliveries. £36K is allocated to resource additional deliveries.
- The revenue works budgets for road and footway pavement maintenance need increasing for ad-hoc and general repairs, and £88K has been allocated. This is to provide additional funding to replace the annual erosion caused by costs exceeding budget inflation provision and the increased maintenance costs of speed cushions and other speed reduction measures that have been installed over the many years using WG road safety grants.
- The road marking renewal budget needs increasing to facilitate a five-yearly renewal programme and £30K has been allowed for this.
- There are a number of large countryside structures, old viaducts and the like, which are not adopted highway and have previously fallen outside of the regular periodic inspection regime. This needs to be addressed and £20K has been allocated for this.
- There is a need for an additional drainage minor works gang to help address the myriad of minor drainage issues and associated service demands, involving blocked and broken drains etc. Flooding is a high profile issue of significant concern to the public and the council especially given that we are experiencing a rising number of flood events and associated damage across the county borough. £130K has been allocated for an additional gang including 3 operatives, vehicles, plant and materials.

- Additional budget of £10K has been allocated for extra sand bags and standby costs to facilitate continued support to residents and businesses in flooding hotspots such as Canalside, Ystalyfera and other areas.

Bollard Management at Port Talbot Town Centre £12k – This budget is required to manage the daily raising and lowering of bollards to stop vehicles indiscriminately accessing the pedestrianised area of the town centre.

Port Talbot Bus Station - £11K has been allocated to the Estate's section to meet ongoing costs associated with Port Talbot Bus Station.

Reduction in Car parking income £300K – The Council's Parking income has been severely affected due to the Coronavirus pandemic with footfall much reduced in the Town Centres. Until such time as the vaccine is fully rolled out, it is anticipated that income streams will continue to be affected in this service area during 2021/22. It is hoped that the position will gradually improve from 2022/23 onwards.

Increased Fuel Duty Costs £48K – The Chancellor announced at Budget 2020 that the entitlement to use Red Diesel will end from 2022. This will impact on Streetcare costs as red diesel is used to run all plant machinery based at the Transfer Station as well as other pieces of machinery within the wider service. For example, the secondary sweeper engines mounted on HGV road sweepers.

#### Commentary on budget pressures proposed to be met from Specific Reserves

Additional resources in procurement – Further to insourcing the Transfer Station at Crymlyn Burrows a lot of work remains outstanding to replace all off-take contracts for waste and recycling materials at the site. This requires extensive support from the council's Procurement Section which has limited resources at present. Investment in the procurement service will facilitate the improved operation of the waste service and will enable its efficient and affordable operation going forward.

It has previously been agreed the Council will pilot Absorbent Hygiene Product collections and contribute to national efforts in this

regard. The pilot collections are due to be introduced later this year and are pending delivery of two vehicles which are on order. The proposed expenditure is associated with setting up the pilot rounds.

One-off waste composition survey - Two local waste composition surveys have been undertaken previously, the last in 2015. It is planned to do an update survey to inform the council's next in-depth review of its waste strategy due in Spring 2022, to ensure the 70% target in 2024/25 is achieved or even exceeded.

Highway IT Costs: The SAB and Highways Development Control Section in discharging its new statutory function and role as SUDs Approval Body requires additional software modules for SAB Enforcement, Appeals and Inspections within the directorates existing iDox Computer Software system, together with associated training for staff members which is essential for service delivery.

#### Commentary on income generation strategies

Two corporate income generation strategies which may have implication for services overseen by this committee have been included for information:

- Further transformation of customer services, in particular the automation of telephone calls at the Call Centre which will be experienced, for example, by residents calling to access Streetcare and Parking Services; and,
- Increased advertising on sponsorship on Council assets to potentially include, for example, highway assets such as litter and dog bins.

## **9. Crime and Disorder Impact**

The Council has a legal duty under Section 17 of the Crime and Disorder Act 1998 to carry out all its various functions with “due regard to the need to prevent Crime and Disorder in its area”.

Individual proposals are being assessed as to their impact on crime and disorder and should any specific impact be identified these will be identified against individual proposals and summarised in final proposals.

## **10. Integrated Impact Assessment**

The Equality Act 2010 requires public bodies to “pay due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it; and
- foster good relations between persons who share a relevant protected characteristics and persons who do not share it.”

This report refers to the need to make budget savings, cuts or generate extra income of £135k in 2021/22 together with the use of £3.1m from General Reserves with a further budget gap of £36m over the following 2 years, assuming that WG don't provide any increased funding in both years. Individual Impact Assessments for specific service reduction and income generating proposals have previously been undertaken and hence not included in this report as there are no new proposals for next year.

## **11. Workforce Impacts**

Any impacts on the workforce are set out in this report.

## **12. Consultation**

A public consultation will run from 13<sup>th</sup> January 2021 to 12<sup>th</sup> February 2021. The savings/income generation proposals will not be included in this consultation as they have already been consulted on and approved by Council.

### **13. Recommendation**

It is recommended that Members review and scrutinise the proposals included in this report.

### **14. Appendices**

Appendix 1 - Revenue Service Pressures 2021 to 2024 & Budget Pressures funded from Specific Reserves

Appendix 2 – Savings/Income Generation proposals previously approved

### **15. Background Papers**

Budget working papers

### **16. Officer Contact**

For further information on this report item, please contact:

Ms Nicola Pearce – Director of Environment and Regeneration

Email: [n.pearce@npt.gov.uk](mailto:n.pearce@npt.gov.uk)

## Revenue Service Pressures &amp; Investment 2021 to 2024

Ref	Board	Service area	2021/22	2022/23	2023/24
			£'000	£'000	£'000
ENVT27	S&E	Waste services - increased demands due to higher tonnages and other issues	400	150	100
ENVT28	S&E	Highways and Streetcare budget increase	350	250	250
ENVT32	S&E	Reduction in Car Parking income base budget due to ongoing impact of Covid	300	-150	-150
ENVT34	S&E	Loss of red fuel grant following change in legislation	0	48	0
		<b>Total</b>	<b>1,050</b>	<b>298</b>	<b>200</b>

## Budget Pressures funded from Specific Reserves

Ref	Board	Service area	2021/22	2022/23
			£'000	£'000
CORP34	CAB	Procurement - additional resources to manage Leisure, Margam Park and Waste contracts for 2 years	45	45
		<b>Total from Corporate Contingency Reserve</b> (The Reserve has an estimated balance of £2.221m at 31 March 2021)	<b>45</b>	<b>45</b>
ENVT38	S&E	One-off pressure to fund equipment delivery and literature for the roll-out of pilot absorbent hygiene product collection service	25	
ENVT39	S&E	One-off waste composition survey in preparation for May 2022 review	25	
ENVT40	S&E	Highways IT costs	14	
		<b>Total from Environment Equalisation Reserve</b> (The Reserve has an estimated balance of £317k at 31 March 2021)	<b>64</b>	



## Savings/Income Generation – Already approved

Ref	Board	Description	Lead	Main Impacts	Net Budget 2020/21	% Savings	2021/22 £000	2022/23 £000	2023/24 £000
CORP 903	CAB	Digital strategy - further transformation of customer services	Chief Digital Officer	Following success of the Digital strategy this has enabled further remodelling of customers services to reflect a shift in customer volumes between face to face, online and telephone channels. This will mean a gradual reduction in face to face services. Also, automation of telephone calls at contact Centre Service leading to a reduction in the number of jobs. Continued since 2019.	568	4%	20	0	0
CORP 904	CAB	Income generation - info asset sponsorship - implementing the corporate communications and community relations strategy	Sheenagh Rees	Income Generation and Digital Strategy - Introduce targeted sponsorship and advertising policy for the Council's information assets, based on ethically and commercially sound policy. The business case is being developed and is likely to require pump prime funding i.e. invest to save. Delayed due to Covid19 to 2022/23 on.	N/A	N/A	0	30	50
		<b>Total</b>					<b>20</b>	<b>30</b>	<b>50</b>

Tudalen41

