

To: Members of the Pwyllgor Craffu  
Partneriaethau

Date: 6 Chwefror 2025

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Dear Councillor

You are invited to attend a meeting of the **PWYLLGOR CRAFFU PARTNERIAETHAU** to be held at **10.00 am** on **DYDD IAU, 13 CHWEFROR 2025** in **SIAMBR Y CYNGOR, NEUADD Y SIR, RHUTHUN A THRWY GYNHADLEDD FIDEO.**

Yours sincerely

G. Williams  
Monitoring Officer

## **AGENDA**

### **1 YMDDIHEURIADAU**

### **2 DATGANIADAU O FUDDIANT** (Tudalennau 5 - 6)

Yr Aelodau i ddatgan unrhyw gysylltiad personol neu gysylltiad sy'n rhagfarnu ag unrhyw fater a nodwyd i'w ystyried yn y cyfarfod hwn.

### **3 MATERION BRYD FEL Y'U CYTUNWYD GAN Y CADEIRYDD**

Hysbysiad o eitemau y dylid, ym marn y Cadeirydd, eu hystyried yn y cyfarfod fel materion brys yn unol ag Adran 100B(4) Deddf Llywodraeth Leol 1972.

### **4 COFNODION Y CYFARFOD DIWETHAF** (Tudalennau 7 - 14)

Derbyn cofnodion cyfarfod y Pwyllgor Craffu Partneriaethau a gynhaliwyd ar 19 Rhagfyr 2024 (copi ynghlwm).

### **5 DATBLYGU YSBYTY BRENHINOL ALEXANDRA (YBA)** (Tudalennau 15 - 20)

Ystyried adroddiad gan y Rheolwr Rhaglen o Fwrdd Iechyd Prifysgol Betsi Cadwaladr (copi ynghlwm) sy'n rhoi'r wybodaeth ddiweddaraf i'r Pwyllgor am gynnydd a chynlluniau ar gyfer datblygu safle Ysbyty Brenhinol Alexandra, a cheisio adborth yr aelodau ar y cynigion

**10:10am – 11:00am**

**EGWYL - 11:00am - 11:15am**

**6 CYNLLUN CLUDIANT RHANBARTHOL DRAFFT** (Tudalennau 21 - 62)

Ystyried adroddiad gan y Rheolwr Trafnidiaeth a Thrafnidiaeth (copi ynghlwm) yn rhoi trosolwg o'r Cynllun Cludiant Rhanbarthol Drafft sy'n destun ymgynghoriad ar hyn o bryd, ac fel rhan o'r ymgynghoriad sy'n ceisio barn y Pwyllgor ar ei gynnwys.

**11:15am – 12:00pm**

**7 RHAGLEN WAITH ARCHWILIO** (Tudalennau 63 - 84)

Ystyried adroddiad gan y Cydlynnydd Craffu (copi ynghlwm) yn gofyn am adolygiad o raglen waith y pwyllgor a rhoi'r wybodaeth ddiweddaraf i'r aelodau am faterion perthnasol.

**12:00pm – 12:20pm**

**8 ADBORTH GAN GYNRYCHIOLWYR PWYLLGOR**

Cael y wybodaeth ddiweddaraf gan gynrychiolwyr y Pwyllgor ar Fyrddau a Grwpiau amrywiol y Cyngor.

**MEMBERSHIP**

**Councillors**

Y Cyngorydd Joan Butterfield  
(Cadeirydd)

Y Cyngorydd Pauline Edwards (Is-  
Gadeirydd)

Jeanette Chamberlain-Jones  
Kelly Clewett  
Bobby Feeley  
Jon Harland  
Brian Jones

Terry Mendies  
Arwel Roberts  
David Williams  
Elfed Williams

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Mae tudalen hwn yn fwriadol wag

DEDDF LLYWODRAETH LEOL 2000

Cod Ymddygiad Aelodau

## DATGELU A CHOFRESTRU BUDDIANNAU

Rwyf i,  
(enw)

\*Aelod /Aelod cyfetholedig o  
(\*dileuer un)

**Cyngor Sir Ddinbych**

**YN CADARNHAU** fy mod wedi datgan buddiant **\*personol / personol a sy'n rhagfarnu** nas datgelwyd eisoes yn ôl darpariaeth Rhan III cod ymddygiad y Cyngor Sir i Aelodau am y canlynol:-  
(\*dileuer un)

Dyddiad Datgelu:

Pwyllgor (nodwch):

Agenda eitem

Pwnc:

Natur y Buddiant:

(Gweler y nodyn isod)\*

Llofnod

Dyddiad

Noder: Rhowch ddigon o fanylion os gwelwch yn dda, e.e. 'Fi yw perchennog y tir sy'n gyfagos i'r cais ar gyfer caniatâd cynllunio a wnaed gan Mr Jones', neu 'Mae fy ngŵr / ngwraig yn un o weithwyr y cwmni sydd wedi gwneud cais am gymorth ariannol'.

Mae tudalen hwn yn fwriadol wag

## PWYLLGOR CRAFFU PARTNERIAETHAU

Cofnodion cyfarfod o'r Pwyllgor Craffu Partneriaethau a gynhaliwyd yn Siambr y Cyngor, Neuadd y Sir, Rhuthun a thrwy gynhadledd fideo, Dydd Iau, 19 Rhagfyr 2024 am 10.00 am.

### YN BRESENNOL

Y Cynghorwyr Joan Butterfield (Cadeirydd), Jeanette Chamberlain-Jones, Kelly Clewett, Bobby Feeley, Jon Harland, Brian Jones, Pauline Edwards (Is-Gadeirydd), Terry Mendies, Arwel Roberts ac Elfed Williams.

### HEFYD YN BRESENNOL

Cyfarwyddwr Corfforaethol: Gwasanaethau Cymdeithasol ac Addysg (NS), Cyfarwyddwr Corfforaethol: Llywodraethu a Busnes (GW), Cyfarwyddwr Corfforaethol: Yr Economi a'r Amgylchedd (TW), Pennaeth Prifffyrdd a Gwasanaethau Amgylcheddol (PJ), Rheolwr Asedau a Risg (AR), Cydlynnydd Craffu (RE), a Gweinyddwyr Pwyllgorau (ED a NH).

**Cyfoeth Naturiol Cymru** - Pennaeth Gweithrediadau Gogledd Ddwyrain Cymru (LR), Rheolwr Gweithrediadau y Gogledd-ddwyrain (SP), Uwch Swyddog - Dulliau Rheoleiddio (TL)

**Dŵr Cymru** - Rheolwr Carthffosiaeth (MW), Rheolwr Cyswllt Ansawdd Afonydd (Gogledd) (EP).

**Siroedd Gogledd Cymru - Gwasanaeth Cynllunio at Argyfwng Rhanbarthol** - Swyddogion Cynllunio Rhag Argyfwng Helen Kilgannon (HK) a Madeleine Zalot (MZ)

**Aelod Arweiniol yr Amgylchedd a Chludiant** (yn bresennol ar wahoddiad y Pwyllgor) - Y Cynghorydd Barry Mellor.

**Arsylwyr:** Y Cynghorwyr Martyn Hogg, Gareth Sandilands, Rhys Thomas, Merfyn Parry, Mark Young

### 1 YMDDIHEURIADAU

Cafwyd ymddiheuriadau am absenoldeb gan y Cynghorydd David Williams ac Aelod Arweiniol Polisi, Cydraddoldeb a Strategaeth Gorfforaethol, Y Cynghorydd Julie Matthews.

### 2 DATGAN CYSYLLTIAD

Datganodd y Cynghorydd Gareth Sandilands gysylltiad personol gydag eitem 6 gan ei fod yn un o'r cynrychiolwyr a benodwyd gan y Cyngor ar Awdurdod Tân ac Achub Gogledd Cymru.

### 3 MATERION BRYN FEL Y'U CYTUNWYD GAN Y CADEIRYDD

Ni thynnwyd sylw'r Cadeirydd at unrhyw eitemau brys cyn dechrau'r cyfarfod.

### 4 COFNODION Y CYFARFOD DIWETHAF

Cyflwynwyd cofnodion cyfarfod y Pwyllgor Craffu Partneriaethau a gynhaliwyd ar 7 Tachwedd 2024. Felly:

***PENDERFYNODD y Pwyllgor: y dylid derbyn a chymeradwyo cofnodion cyfarfod y Pwyllgor a gynhaliwyd ar 7 Tachwedd 2024 fel cofnod gwir a chywir o'r gweithrediadau.***

Materion yn codi: Roedd eitem fusnes 5, 'Adroddiad Ymchwiliad Llifogydd Adran 19 – Storm Babet': copi o'r ohebiaeth a anfonwyd gan Gyfoeth Naturiol Cymru i'r Cynghorydd Arwel Roberts mewn ymateb i'w ymholiad ar derfynau amser yr ymchwiliad ar gyfer y byndiau ar hyd afon Clwyd yn ardaloedd Rhuddlan a'r Rhyl wedi ei gylchredeg i aelodau'r Pwyllgor er gwybodaeth fel rhan o'r ddogfen 'Briff Gwybodaeth' cyn y cyfarfod.

## **5 STATWS BANER LAS I DRAETHAU SIR DDINBYCH**

Cyflwynodd Aelod Arweiniol yr Amgylchedd a Chludiant yr adroddiad (a ddosbarthwyd ymlaen llaw) i'r aelodau. Croesawodd y Cadeirydd gynrychiolwyr o Gyfoeth Naturiol Cymru a Dŵr Cymru i'r cyfarfod i gyfrannu at y drafodaeth ac ateb cwestiynau'r Aelodau. Diolchodd yr Aelod Arweiniol i swyddogion am eu presenoldeb yn y cyfarfod.

Roedd yr adroddiad yn galluogi Aelodau i graffu ar y gwaith sy'n cael ei wneud gyda sefydliadau partner mewn cais i ennill achrediad statws Baner Las ar gyfer cynifer ag sy'n bosibl o draethau'r sir. Pwysleisiwyd y byddai'n anodd iawn i'r Rhyl gael statws Baner Las gan ei fod mor agos i aber afon Clwyd ac effeithiau'r llanw sy'n dod i mewn. Cafodd y rhwystrau a'r heriau sy'n wynebu'r Rhyl o ganlyniad i hyn eu hamlinellu yn y cyflwyniadau a roddwyd gan Gyfoeth Naturiol Cymru a Dŵr Cymru fel y rhesymau pam roedd traethau Prestatyn wedi symud o ansawdd dŵr rhagorol i ansawdd dŵr da gan arwain at dynnu ei statws Baner Las.

Arweiniodd yr Uwch Swyddog: Dulliau Rheoleiddio Cyfoeth Naturiol Cymru aelodau drwy gyflwyniad ar Statws y Faner Las ar gyfer Traethau Sir Ddinbych. Arweiniwyd Aelodau drwy'r broses ddosbarthu a ddefnyddir i benderfynu ansawdd y dŵr ar draethau.

Yn 2015 fe ddaeth y broses ar gyfer profi ansawdd dŵr yn fwy llym gyda samplau yn cael eu hasesu ar gyfer bacteria E Coli ysgarthol ac Enterococci Perfeddol. Dangoswyd graffiau manwl i Aelodau yn cynnwys y canrannau o facteria a oedd wedi eu darganfod mewn dŵr dros y blynyddoedd blaenorol. Os oedd y data Darogan a Thynnu yn cofnodi mwy na dau ddiwrnod dilynol o ansawdd dŵr gwael yna nodwyd fod y dŵr yn anaddas i ymdrochi ynddo. Mewn achosion o'r fath byddai Cyngor Sir Ddinbych yn gosod arwyddion erbyn 10am yn rhybuddio'r cyhoedd fod y dŵr wedi ei ddosbarthu fel dŵr anaddas ar gyfer ymdrochi.

Eglurwyd yr effeithiau ar ansawdd dŵr yn Y Rhyl gan gynnwys gwaith carthffosiaeth, gorsafoedd pwmpio a charthffos yn gorlifo ynghyd ag effeithiau amaethyddol fel da byw yn cael at nentydd a thaenu ar y tir a oedd i gyd wedi arwain at oblygiadau o ran ansawdd y dŵr ar draethau'r Rhyl.



O ran y dyfodol roedd gan Gyfoeth Naturiol Cymru nifer o gynlluniau mewn grym i geisio gostwng y bacteria amaethyddol sy'n arllwys i'r system ddŵr, sef y rheoleiddio parhaus o ran gollyngiadau a ganiateir, Canllaw dosbarthu Gorlif Storm a'r sylw parhaus a roddir i leihau ffynonellau bacteria amaethyddol. Cafodd datrysiadau mwy hirdymor eu hamlinellu a'u hegluro. Fodd bynnag byddai angen cynnydd sylweddol mewn cyllid gan y llywodraeth ganolog ar gyfer cynlluniau amaethyddol er mwyn darparu anogaeth i ffermwyr i osod cynlluniau.

Diolchodd y Cadeirydd i'r Uwch Swyddog: Dulliau Rheoleiddio am gyflwyniad Cyfoeth Naturiol Cymru.

Arweiniodd Swyddog Cyswllt Ansawdd Afonydd o Dŵr Cymru yr Aelodau drwy gyflwyniad ar ansawdd dŵr ymdrochi.

Roedd Dŵr Cymru yn diheintio'r garthffrwd ger dyfroedd ymdrochi, ond nid dyma'r drefn arferol ar gyfer afonydd. Roedd hyn yn helpu i gynnal yr ansawdd ar gyfer ymdrochi. Roedd gwaith trin dŵr gwastraff Dinbych, Dyserth, Llanelwy a Llanasa i gyd yn derbyn triniaeth UV. Roedd Dŵr Cymru yn gweithio gyda Chyfoeth Naturiol Cymru i wneud rhagor o welliannau a lle nodwyd y rhain byddent yn dod yn rhan o'u cynlluniau buddsoddi pum mlynedd. Hefyd cynhaliodd Dŵr Cymru ymchwiliadau i ansawdd dŵr ymdrochi mewn ardaloedd lle gall eu hasedau gyfrannu at leoliadau statws gwaeth.

Rhoddyd manylion i Aelodau ar orlif dŵr yn ardal traethau'r Rhyl a Phrestatyn. Dros y tymor ymdrochi roedd gorlifoedd storm yn gollwng ar ddau ddiwrnod enghreifftiol gyda thywydd eithriadol o wlyb a gofnodwyd gan y Swyddfa Dywydd hefyd wedi cyfrannu at ganlyniadau gwael o ran dŵr ymdrochi.

Cwblhaodd Dŵr Cymru astudiaeth Dyfroedd Ymdrochi Arfordirol ar gyfer Y Rhyl a Phrestatyn yn 2017 a nododd mai ffynonellau llygredd gwasgaredig oedd y prif ffactor dros effeithio ar ansawdd dŵr ymdrochi. Gofynnodd Cyfoeth Naturiol Cymru am gymorth pellach gan Dŵr Cymru i gynyddu'r ddealltwriaeth o ffynonellau gwasgaredig ac felly allbwn y Rhaglen Amgylcheddol Naturiol er mwyn i Dŵr Cymru gwblhau astudiaeth dŵr ymdrochi arall ar gyfer 2020-2025. Eglurwyd y data ansawdd dŵr o'r astudiaethau a wnaed yn fanwl i Aelodau.

Diolchodd y Cadeirydd i'r Swyddog Cyswllt Ansawdd Afonydd am gyflwyniad Dŵr Cymru a chroesawyd cwestiynau gan yr Aelodau.

Cwestiynodd Aelodau y strategaethau a oedd mewn grym ar gyfer gorsafoedd pwmpio a phibellau all-lif. Nododd y Rheolwr Carthffosiaeth fod gwaith cynnal a chadw yn cael ei wneud yn rheolaidd ar hyd a lled y sir. Roedd gorsafoedd pwmpio yn cael eu harchwilio yn wythnosol o leiaf gyda rhai mewn ardaloedd arfordirol a oedd yn fwy agored i gael eu hatal gan dywod yn cael eu harchwilio'n fwy aml. Hefyd glanhawyd y pibellau yn aml. Roedd gan Dŵr Cymru lawer o wybodaeth yn ymwneud â'i holl isadeiledd ac roedd y data hwn yn cael ei ddefnyddio i reoli ei isadeiledd ar sail risg. Roedd Deallusrwydd Artiffisial hefyd nawr yn dod i'r amlwg o ran rheoli gorlif storm. Pwysleisiodd swyddogion mai systemau'r afonydd ac nid

asedau Dŵr Cymru oedd ffynhonnell rhan helaeth y llygredd a oedd yn mynd i mewn i'r môr.

Gofynnodd Aelodau a oedd cyllid yn broblem yn yr hinsawdd bresennol. Nododd y Rheolwr Carthffosiaeth nad oedd cyllid yn broblem ar hyn o bryd.

Amlygodd Aelodau yr angen am bartneriaeth waith gyda Chyfoeth Naturiol Cymru, Dŵr Cymru a ffermwyr gan holi pa fentrau oedd mewn grym i annog ffermwyr i weithio ochr yn ochr â'r cynlluniau. Nododd yr Uwch Swyddog: Dulliau Rheoleiddio nad oedd yna unrhyw fentrau mewn grym ar hyn o bryd ar gyfer ffermwyr. Nid oedd yna unrhyw reoliadau mewn grym yn atal da byw ar ffermydd rhag defnyddio neu fynd i afonydd. Fodd bynnag, roedd Cyfoeth Naturiol Cymru yn gweithio'n agos gyda pherchnogion glannau afonydd i annog gosod ffensys ar lannau afonydd a chanfod ffynonellau dŵr eraill i dda byw eu defnyddio. Roedd y mater o gyllid posibl wedi ei godi gyda Llywodraeth Cymru fodd bynnag nid oedd unrhyw wybodaeth ar gael i awgrymu fod hyn yn cael ei ystyried ar hyn o bryd.

Gofynnodd Aelodau gwestiynau yn ymwneud â thraethau, afonydd, ffosydd/systemau draenio, yn ogystal â materion cynllunio yn ymwneud â'u wardiau penodol. Awgrymwyd fod y cwestiynau hyn yn cael eu hateb yng nghyfarfodydd Grŵp Ardal yr Aelodau a oedd yn cael eu cynnal i drafod materion yng ngwahanol ardaloedd y sir. Cytunodd swyddogion Cyfoeth Naturiol Cymru a Dŵr Cymru i fynychu cyfarfodydd Grŵp Ardal yr Aelodau i'r diben hwn, yn ddibynnol ar fod pob Grŵp Ardal Aelodau yn darparu briff manwl iddynt ar y materion lle roedd angen eu mewnbwn. Byddai hyn yn sicrhau fod y swyddogion mwyaf priodol yn bresennol er mwyn darparu atebion cynhwysfawr i'r cwestiynau a fyddai'n cael eu codi. Dywedodd y ddau sefydliad wrth Aelodau am annog preswylwyr i roi gwybod am unrhyw ddigwyddiadau o lygredd, cyflenwad wedi byrstio, llifogydd ayb drwy ddefnyddio eu llinellau cymorth gan mai dyma'r ffordd fwyaf effeithiol iddynt ymateb i ddigwyddiadau ac i wella gwasanaethau yn y dyfodol.

Ar ddiwedd trafodaeth fanwl diolchodd y Cadeirydd i'r cynrychiolwyr o Gyfoeth Naturiol Cymru a Dŵr Cymru am fynychu'r cyfarfod i roi eu cyflwyniadau llawn gwybodaeth ac am ddarparu atebion cynhwysfawr i'r ystod eang o gwestiynau gan Aelodau. Felly:

**Penderfynwyd: yn amodol ar yr uchod i –**

- (i) gydnabod y gwaith sy'n cael ei wneud gan yr holl sefydliadau partner yn ymwneud â gwella ansawdd dŵr ymdrochi yn Sir Ddinbych, gan gynnwys rôl benodol pob partner mewn perthynas â chael achrediad statws Baner Las ar gyfer cynifer â phosibl o draethau'r sir; a**
- (ii) chydnabod parodrwydd Cyfoeth Naturiol Cymru a Dŵr Cymru i fynychu unrhyw rai o gyfarfodydd Grŵp Ardal Aelodau'r Cyngor i drafod meysydd penodol/lleol o ddiddordeb neu bryder yn ddibynnol ar fod pob Grŵp Ardal Aelodau yn darparu briff clir i'r sefydliadau ymlaen llaw ar y materion maent yn dymuno eu trafod.**

Cyflwynodd y Cyfarwyddwr Corfforaethol: Llywodraethu a Busnes Adroddiad Blynyddol Gwasanaeth Cynllunio Rhag Argyfwng Cynghorau Gogledd Cymru 2023/24 (a ddosbarthwyd ymlaen llaw) i Aelodau.

Diben yr adroddiad oedd i hyrwyddo Adroddiad Blynyddol Gwasanaeth Cynllunio Rhag Argyfwng Cynghorau Gogledd Cymru a rhoi hyder i Aelodau fod Sir Ddinbych yn barod pe byddai yna argyfwng. Sicrhaodd Gwasanaeth Cynllunio Rhag Argyfwng Cynghorau Gogledd Cymru fod trefniadau sylweddol ar waith mewn perthynas â chynllunio rhag argyfwng o fewn y Cyngor ac mae'r adroddiad yn nodi'n benodol:

- Sut mae'r gwasanaeth rhanbarthol yn cyfrannu at wytnwch a diogelwch cymunedau yn Sir Ddinbych.
- Rhaglen waith bresennol y Gwasanaeth.
- Y strwythur yng Nghyngor Sir Ddinbych i ymateb i argyfwng neu achos brys.
- Darpariaeth cynllunio rhag argyfwng y tu allan i oriau.
- Hyfforddiant a Datblygu i staff mewn rolau Cynllunio Rhag Argyfwng.

Mae Cyngor Sir Ynys Môn, Cyngor Bwrdeistref Sirol Conwy, Cyngor Sir Ddinbych, Cyngor Sir y Fflint a Chyngor Bwrdeistref Sirol Wrecsam yn cydweithio mewn partneriaeth ers sefydlu Gwasanaeth Cynllunio rhag Argyfwng Rhanbarthol Gogledd Cymru yn 2014.

Mae'r Gwasanaeth yn ymgymryd â swyddogaethau'r Cynghorau o ran argyfyngau sifil posibl ac mae'n atebol i Fwrdd Gweithredol sy'n cynnwys uwch swyddogion o'r Cynghorau hynny. Mae Gwasanaeth Cynllunio rhag Argyfwng Rhanbarthol Gogledd Cymru yn darparu gwasanaeth i sicrhau fod Awdurdodau Lleol yn cydymffurfio â'r ddeddfwriaeth ganlynol:

- Deddf Argyfyngau Sifil Posibl, 2004
- Rheoliadau Rheoli Peryglon Damweiniau Mawr, 2015
- Rheoliadau Diogelwch Piblinellau, 1996
- Rheoliadau Ymbelydredd (Parodrwydd am Argyfwng a Gwybodaeth i'r Cyhoedd), 2019

Mae'r Adroddiad Blynyddol yn nodi'r gwaith y mae Gwasanaeth Cynllunio rhag Argyfwng Rhanbarthol Gogledd Cymru wedi'i wneud dros y flwyddyn ddiwethaf. Diolchodd y Cadeirydd i'r Cyfarwyddwr Corfforaethol: Llywodraethu a Busnes am yr adroddiad a chroesawyd cwestiynau gan yr Aelodau.

Wrth ymateb i gwestiwn, cadarnhaodd fod disgwyl i adroddiad Grŵp Cau Pontydd Afon Menai fod ar gael erbyn diwedd y flwyddyn adrodd bresennol. Hefyd amlinellodd ran Gwasanaeth Cynllunio rhag Argyfwng Rhanbarthol Gogledd Cymru yn y broses o reoli traffig wedi i borthladd Caergybi gau yn annisgwyl o ganlyniad i'r difrod a achoswyd gan Storm Darragh.

Holodd Aelodau a ddylai'r Cyngor fod yn monitro bygythiadau a oedd yn digwydd o amgylch y byd a gofynnwyd a oedd y broses gynllunio ar gyfer argyfyngau posibl yn ymgorffori'r bygythiadau newydd hyn wrth i'r byd ddod yn fwy ansefydlog.

Nododd y Cyfarwyddwr Corfforaethol: Llywodraethu a Busnes fod yna Gofrestr Risg ac Asesiad ar gyfer y DU a Chymru gyfan a oedd yn nodi'r holl gynlluniau sydd mewn grym ar hyn o bryd. Roedd cynlluniau mewn grym ar gyfer ymosodiadau seibr posibl ac argyfyngau'n ymwneud â newid hinsawdd. Eglurodd y Swyddog Cynllunio Rhag Argyfwng ymhellach fod y tîm yn gweithio'n agos gyda Llywodraeth Cymru a oedd wedyn yn hysbysu'r Fforwm Cydnerthedd Aml-Asiantaeth a oedd yn edrych ar sut roedd risgiau i ddod yn cael eu lliniaru'n rhanbarthol. Roedd cynllunio ar gyfer sefyllfaoedd o argyfwng yn llawer mwy na dim ond ymagwedd ranbarthol a lleol, roedd yna hierarchaeth cynllunio rhag argyfwng mewn grym. Yn ddibynol ar natur y risg byddai Llywodraeth y DU a/neu Llywodraeth Cymru yn nodi'r risgiau a mesurau lliniaru cenedlaethol. Byddai hyn wedyn yn cael ei fwydo i wasanaethau cynllunio rhag argyfwng rhanbarthol i lunio mwy o fesurau lliniaru lleol a chynlluniau lleol i ymateb i'r argyfyngau amrywiol os ydynt yn digwydd. Mae'r cofrestrau risg rhanbarthol yn cynnwys risgiau cenedlaethol, rhanbarthol a lleol. Roedd disgwyl i Gofrestr Risg Gogledd Cymru gael ei chyhoeddi ar wefan Gwasanaeth Tân ac Achub Gogledd Cymru yn y dyfodol.

Gofynnodd Aelodau a oedd y Cyngor yn barod ar gyfer unrhyw argyfyngau mewn perthynas â'r adnoddau oedd ar gael yn yr hinsawdd ariannol bresennol a holwyd sut y gallai Aelodau gael eu hyfforddi i ymdrin â'r sefyllfa pe bai'n codi.

Nododd y Cyfarwyddwr Corfforaethol: Llywodraethu a Busnes fod y Cyngor mor barod â phosibl. Roedd gan Aelodau lawer o wybodaeth yn ymwneud ag unrhyw argyfyngau drwy gyfarfodydd y Cyngor, negeseuon e-bost a gâi eu cylchredeg ac amrywiaeth o ffurflenni cyfathrebu. Byddai hyfforddiant ymwybyddiaeth gyffredinol yn edrych ar y systemau cynllunio rhag argyfwng a oedd mewn grym yn cael ei ystyried yn dilyn y cyfarfod gyda chyfranogiad yr Aelod Arweiniol.

Nododd y Swyddog Cynllunio Rhag Argyfwng fod sesiwn frifio wedi ei darparu i Aelodau yn flaenorol ym Mai 2022 ac roedd Llawlyfr Aelodau wedi ei greu ar yr adeg honno ac wedi ei gylchredeg. Roedd y Tîm Cynllunio Rhag Argyfwng yn hapus i ddarparu unrhyw hyfforddiant pellach a oedd ei angen. Cynigodd swyddogion i ail gylchredeg y llawlyfr yn ogystal â dolenni wedi eu diweddarau i Aelodau.

Trafododd Aelodau y posibilrwydd am i restr wirio yn cynnwys gwybodaeth gyswllt mewn argyfwng gael ei chylchredeg. Nododd y Cyfarwyddwr Corfforaethol: Llywodraethu a Busnes y byddai'n cydgysylltu gyda'r Tîm Cynllunio mewn Argyfwng ac yn trafod hyn ymhellach, gan ychwanegu y byddai yn fuddiol i Aelodau.

Diolchodd y Cadeirydd i'r Cyfarwyddwr Corfforaethol: Llywodraethu a Busnes a'r Swyddogion Cynllunio Rhag Argyfwng am eu presenoldeb yn y cyfarfod.

Felly:

**penderfynodd y pwyllgor: yn amodol ar yr uchod a darparu'r wybodaeth ofynnol –**

- (i) ***gydnabod y gwaith a wnaed gan Wasanaeth Cynllunio rhag Argyfwng Rhanbarthol Cynghorau Gogledd Cymru yn ystod 2023/24 fel y nodir yn yr Adroddiad Blynyddol; a***
- (ii) ***chymeradwyo ymdrechion y Gwasanaeth yn lleol, rhanbarthol ac yn genedlaethol hyd yma yn ystod 2024/25 gyda'r bwriad o sicrhau fod trefniadau digonol mewn grym i ymateb a mynd i'r afael ag unrhyw argyfyngau a allai godi.***

## **7 RHAGLEN WAITH ARCHWILIO**

Cyflwynodd y Cydlynnydd Archwilio'r adroddiad a'r atodiadau (a ddsbarthwyd ymlaen llaw) a oedd yn gofyn i'r Pwyllgor adolygu ei raglen waith.

Dywedwyd wrth Aelodau fod Bwrdd Iechyd Prifysgol Betsi Cadwaladr wedi cadarnhau y byddant yn anfon cynrychiolwyr i gyfarfod nesaf y Pwyllgor ar 13 Chwefror 2025 i roi'r cyfle i Aelodau i ofyn cwestiynau ar y cynnydd hyd yma gyda Phrosiect Ysbyty Cymunedol Gogledd Sir Ddinbych. Yn ychwanegol byddai'r adroddiad ar Ganolfannau Ailgylchu Gwastraff y Cartref y Cyngor, a ohiriwyd o gyfarfod mis Hydref 2024 hefyd yn cael ei gyflwyno.

Yng nghyfarfod mis Tachwedd o Grŵp Cadeiryddion ac Is-gadeiryddion Craffu roedd adroddiad Archwilio Cymru o'r enw 'Gofal Brys ac Argyfwng - Llif Allan o'r Ysbyty' wedi ei gyfeirio at y Pwyllgor ar gyfer ystyriaeth bellach. Tra roedd hon yn astudiaeth genedlaethol, roedd ganddi oblygiadau lleol a rhanbarthol ac felly roedd Grŵp Cadeiryddion ac Is-gadeiryddion Craffu o'r farn y byddai'n ddefnyddiol pe gallai'r pwyllgor ystyried y cynnydd a wnaed hyd yma mewn gweithredu argymhellion yr astudiaeth. Gan mai amcan yr argymhellion oedd fod yr holl bartneriaid yn cydweithio'n effeithiol er budd y preswylwyr, byddai'n synhwyrol i gael cynrychiolwyr o'r Bwrdd Iechyd, y Cyngor a Bwrdd Partneriaeth Rhanbarthol Gogledd Cymru'n bresennol ar gyfer y drafodaeth. Roedd yr eitem felly wedi ei gosod yn rhaglen waith y Pwyllgor ar gyfer ei gyfarfod yn Ebrill 2025.

Gan fod Sir Ddinbych yn gweithredu Gwasanaeth Cyfiawnder Ieuenctid ar y cyd gyda Chyngor Bwrdeistref Sirol Conwy roedd y Grŵp Cadeiryddion ac Is-gadeiryddion wedi penderfynu y byddai o fudd cynnal cyfarfod anffurfiol ar y cyd o Bwyllgor Craffu Partneriaethau Sir Ddinbych a Phwyllgor Trosolwg a Chraffu Gofal Cymdeithasol ac Iechyd Conwy er mwyn archwilio'r cynnig a wnaed hyd yma gan yr holl bartneriaid o ran gweithredu'r argymhellion o ganlyniad i archwiliad Arolygiaeth Prawf EF o'r gwasanaeth. I'r diben hwn, roedd cyfarfod anffurfiol ar y cyd o'r ddau Bwyllgor wedi ei drefnu ar gyfer dydd Mawrth 18 Mawrth 2025. Byddai'n cael ei gynnal o bell drwy fideo gynadledda gyda'r cofnodion yn cael eu cyflwyno i bwyllgor ffurfiol priodol pob Cyngor ar gyfer eu cadarnhau.

Dywedwyd wrth Aelodau fod cyfarfod nesaf Grŵp y Cadeiryddion a'r Is-gadeiryddion i'w gynnal ar 20 Ionawr 2025 a thynnwyd eu sylw at Atodiad 2 a oedd yn cynnwys ffurflen Gynnig Archwilio'r Aelodau a oedd i'w chwblhau a'i dychwelyd erbyn dechrau Ionawr os oedd gan Aelodau unrhyw bynciau yr hoffent iddynt gael eu hystyried ar gyfer eu cynnwys yn rhaglen waith y pwyllgor archwilio yn y dyfodol.

Felly:

**penderfynodd y Pwyllgor: yn ddibynnol ar yr uchod gadarnhau ei raglen waith fel y nodir yn Atodiad 1 yr adroddiad.**

## **8 ADBORTH GAN GYNRYCHIOLWYR PWYLLGOR**

Darparodd y Cynghorydd Bobby Feeley drosolwg o'r cynnydd a wnaed hyd yma gyda Chanolfan Asesu Plant Is-ranbarthol Bwthyn y Ddôl ym Mae Colwyn. Hyd yma roedd cofrestriad Arolygiaeth Gofal Cymru wedi ei roi ar gyfer canolfan 4 gwely. Roedd angen gwaith ychwanegol a llenwi dwy swydd arall cyn y gellid caniatáu cofrestru unrhyw welyau eraill. Roedd yr holl faterion a oedd yn weddill nawr wedi eu huwchgyfeirio i sylw'r Prif Weithredwr ac roedd disgwyl iddynt gael eu datrys yn y dyfodol agos. Felly:

**penderfynodd yr Aelodau: dderbyn y wybodaeth a ddarparwyd.**

Daeth y cyfarfod i ben am 1.30pm

<b>Adroddiad at y</b>	<b>Pwyllgor Craffu Partneriaethau</b>
<b>Dyddiad y cyfarfod</b>	<b>13 Chwefror 2025</b>
<b>Aelod/Swyddog Arweiniol</b>	<b>Cynghorydd Elen Heaton</b>
<b>Pennaeth y Gwasanaeth</b>	<b>Nicola Stubbins (CSDd) a Gareth Evans (BIPBC)</b>
<b>Awdur yr Adroddiad</b>	<b>Steph O'Donnell (BIPBC)</b>
<b>Teitl</b>	<b>Datblygu Ysbyty Brenhinol Alexandra (YBA)</b>

## **1. Beth yw testun yr adroddiad?**

1.1. Mae'r adroddiad yn rhannu gwybodaeth am gynnydd a chynlluniau i ddatblygu safle Ysbyty Brenhinol Alexandra (YBA) yn y Rhyl.

## **2. Beth yw'r rheswm dros lunio'r adroddiad hwn?**

2.1. Diben yr adroddiad yw cynnig diweddariad ynghylch cynnydd a chwmpas y gwaith i'r Pwyllgor Craffu Partneriaethau.

## **3. Beth yw'r Argymhellion?**

3.1. Y dylid hysbysu'r Pwyllgor am gwmpas y gwaith, yr amserlen a'r cyllid sydd ar gael.

3.2. Y dylai'r cyfarfod gael cyfle i gynnig adborth a dylanwadu ar y datblygiad.

## **4. Manylion yr Adroddiad**

### **Cwmpas y Gwaith a'r Cynllun**

4.1. Cynigir darparu gwasanaethau newydd ynghyd â gwasanaethau cynnal wedi'u hail-leoli a'u hehangu o adeilad clinigol newydd. Bydd y prosiect hefyd yn cynnwys adnewyddu adeilad presennol YBA fel canolfan gymorth a bydd

rhywfaint o wasanaethau a ddarperir yn uniongyrchol i gleifion yn parhau yno, e.e. CAMHS a Ffisiotherapi.

4.2. Bydd yr adeilad clinigol newydd yn cynnwys:

- Uned Mân Anafiadau a Mân Anhwylderau (MIAU) newydd er mwyn symud y galw o Ysbyty Glan Clwyd a gwasanaethu pobl yn nes at eu cartref;
- Oddeutu 14 o welyau cymunedol (yn dibynnu ar gyfyngiadau'r cynllun) a wnaiff alluogi gwasanaethau lechyd a Gofal Cymdeithasol i ddiwallu anghenion pobl leol;
- Gwasanaeth Radioleg wedi'i adleoli a'i ehangu;
- Gwasanaeth Deintyddol Cymunedol wedi'i adleoli a'i ehangu;
- Hwb Trydydd Sector a phresenoldeb cryf gan y Trydydd Sector at ddibenion cynorthwyo cleifion;
- Gwasanaethau cynnal megis arlwy, cyfleusterau, derbynfa a mannau gorffwys ar gyfer staff.

4.3. Bydd yr adeilad presennol yn cael ei ailwampio, gan gynnwys:

- Atgyweirio'r lloriau a'r adeiladwaith allanol;
- Adnewyddu'r mannau sydd ddim yn cael eu defnyddio ar hyn o bryd;
- Seilwaith trydan a gwresogi newydd;
- Lleoli'r Trydydd Sector yn agos at y Tîm Cymunedol;
- Posibilrwydd y gellir symud y gwasanaethau lechyd Rhywiol ac Orthoteg yno a'u ehangu (yn dibynnu ar gyfyngiadau'r cynllun a'r cyllid).

4.4. Bydd canolfan ynni newydd yn cael ei datblygu yn unol â chanllawiau cenedlaethol a lleol ynghylch datgarboneiddio.

4.5. Bydd lleoedd parcio ar gael oddi allan i'r safle yn ystod y gwaith adeiladu ac wedi hynny. Bydd y strategaeth adleoli sy'n cael ei datblygu yn cadarnhau nifer y lleoedd parcio y bydd eu hangen yn ystod cyfnod y gwaith adeiladu ac ar ôl i'r adeilad



newydd gael ei gomisiynu. Bwriedir ymgymryd â'r gwaith hwn yn Chwefror 2025. Mae cydweithwyr yn y Cyngor yn cynorthwyo â'r prosiect er mwyn gallu nodi safleoedd posibl:

4.6. Dyma'r dyddiadau posibl:

- **Mawrth - Awst 2025** - Cais cynllunio ar gyfer y safle
- **Mai 2025:** Cymeradwyaeth gan Fwrdd BIPBC dyluniad adeilad newydd ac yna ei gyflwyno i Lywodraeth Cymru
- **Gorffennaf 2025:** Cymeradwyaeth gan fwrdd BIPBC ar gyfer adeilad presennol ac yna ei gyflwyno i Lywodraeth Cymru
- **Awst 2025:** cyfanswm y dyluniad a diweddariad cost ar gyfer adnewyddu'r adeilad presennol (RIBA 3)
- **Chwarter 1 2026:** dechrau adeilad Newydd
- **Chwarter 2 2026:** dechrau adeiladu'r adeilad presennol

## 5. Sut mae'r penderfyniad yn cyfrannu at Gynllun Corfforaethol 2022-2027: Y Sir Ddinbych a Garem?

5.1. Mae hwn yn brosiect partneriaeth a bydd yn cyfrannu at nifer o nodau allweddol y Cyngor, ac yn bennaf:

- Sir Ddinbych ffyniannus

Cynorthwyr â hynny trwy greu rolau newydd, yn ystod cyfnod y gwaith adeiladu ac at ddibenion rhedeg gwasanaethau newydd. Rydym yn cydweithio â'r Cyngor a Sir Ddinbych yn Gweithio i ddisgrifio a meintioli'r adenillion cymdeithasol yn sgil y buddsoddiad hwn.

- Sir Ddinbych iachach, hapusach a gofalgar

Nod allweddol y Bwrdd Iechyd yw darparu gwasanaethau yn nes at gartrefi pobl a chydweithio â'n partneriaid yn yr holl wasanaethau i sicrhau y canolbwytir ar lesiant parhaus ac atal anghenion.

- Sir Ddinbych wyrddach

Mae'r prosiect yn datblygu strategaeth ddatgarboneiddio at ddibenion adeiladu a chynnal a chadw'r safle.

- Sir Ddinbych decach, ddiogel a mwy cyfartal

Cynorthwyr â'r nod hwn trwy ddarparu gwasanaethau yn nes at gartrefi pobl yn y fro hon, sy'n cynnwys 2 o'r ardaloedd hynny yng Nghymru ble ceir amddifadedd cymdeithasol sylweddol.

## **6. Beth fydd cost y prosiect a sut bydd yn effeithio ar wasanaethau eraill?**

- 6.1. Ceir cyfyngiad o £60 miliwn o ran y cyfalaf sydd ar gael i gyflawni'r gwaith hwn, a rhaid i hynny hefyd gynnwys costau camau blaenorol y gwaith.
- 6.2. O safbwynt referniw, bydd darparu'r gwasanaethau newydd yn fforddiadwy yng nghyd-destun cyllid y Bwrdd Iechyd.

## **7. Beth yw prif gasgliadau'r Asesiad o'r Effaith ar les?**

- 7.1. Mae'r Bwrdd Iechyd wedi ymgymryd â'r Asesiad Integredig o Degwch ac rydym wrthi'n cyflawni'r camau allweddol.
- 7.2. Ar y cyfan, caiff lles pobl sy'n byw yn ardaloedd y Rhyl a Phrestatyn ei wella yn sgil gallu defnyddio gwasanaethau yn nes at y cartref a thrwy waith ar y cyd â Chyngor Gwasanaethau Gwirfoddol Sir Ddinbych i wella cydweithredu â'r Trydydd Sector a chyfeirio cleifion at wasanaethau.
- 7.3. Mae'r Bwrdd Iechyd yn cydweithio â'i Grŵp Rhanddeiliaid Cydraddoldeb i bennu sut bydd y cynllun yn diwallu anghenion ystod o bobl â nodweddion gwarchoddedig.

## **8. Pa waith ymgynghori sydd wedi digwydd gyda'r Pwyllgor Craffu a gydag eraill?**

- 8.1. Rhennir manylion y cynnig â'r Pwyllgor Craffu Partneriaethau ym mis Ionawr a gwneir hynny eto pan fydd yr adroddiad terfynol ar gael.
- 8.2. Hysbyswyd y Pwyllgor Craffu Partneriaeth am y datblygiad a'r cynllun newydd yn Chwefror 2024.
- 8.3. Bydd ymgysylltu rheolaidd â'r cyhoedd yn digwydd yn 2025, yn cynnwys stondinau yng Nghanolfan y Rhosyn Gwyn ar 27 Chwefror a 27 Mawrth, i

gasglu gwybodaeth am bryderon a sicrhau y cânt eu cyfrannu at y broses ddyllunio.

## **9. Datganiad y Prif Swyddog Ariannol**

9.1. Amherthnasol.

## **10. Beth yw'r risgiau ac a allwn ni wneud unrhyw beth i'w lleihau?**

10.1. Ceir risg sylweddol ynghylch cyflawni'r prif gynnyrch yn brydlon (atodiad i Achos Busnes Llawn 2021). Mae hyn yn sgil oedi presennol o ran clustnodi ffioedd i gaffael partneriaid cynllunio. Mae'r Bwrdd Iechyd wedi uwchgyfeirio'r mater at sylw Gwasanaeth Caffael Partneriaeth Cydwasanaethau GIG Cymru a Llywodraeth Cymru. Yn y cyfamser, mae'r Bwrdd Iechyd wedi rhyddhau rhywfaint o gyfalaf dewisol (ar ein menter ein hunain) er mwyn cynnal rhywfaint o'r momentwm.

10.2. Ceir risg o ran cymhlethdod yr Adleoli, yn cynnwys gofynion am leoedd parcio a llai o le yn y safle, o gymharu â Chynllun yr Achos Busnes Llawn yn 2020/21. Mae'r cynllunio strategol ynghylch yr Adleoli wedi cychwyn ac mae CSDd wedi nodi y bydd yn cynorthwyo ble bo hynny'n bosibl cyn gynted ag y gall y Bwrdd Iechyd feintoli ei ofynion (yn y Flwyddyn Newydd mae'n debyg).

## **11. Y grym i wneud y penderfyniad**

11.1. Ni ofynnir i gyfarfod y Pwyllgor Craffu Partneriaethau wneud penderfyniad. Yn gyntaf, bydd y Bwrdd Iechyd yn cymeradwyo'r cynllun a'r Atodiad i Achos Busnes Llawn 2021 yn ystod cyfarfod ei brif fwrdd ym Mai 2025. Llywodraeth Cymru fydd yn gwneud penderfynu a ddylid cyllido'r prosiect.

Mae tudalen hwn yn fwriadol wag

<b>Adrodd i'r</b>	<b>Pwyllgor Craffu Partneriaethau</b>
<b>Dyddiad y cyfarfod</b>	<b>13 Chwefror 2025</b>
<b>Swyddog / Aelod Arweiniol</b>	<b>Aelod Arweiniol yr Amgylchedd a Chludiant / Pennaeth Cynllunio, Gwarchod y Cyhoedd a Gwasanaethau Cefn Gwlad</b>
<b>Awdur yr Adroddiad</b>	<b>Rheolwr Traffig a Chludiant</b>
<b>Teitl</b>	<b>Cynllun Cludiant Rhanbarthol Drafft</b>

## 1. Am beth mae'r adroddiad yn sôn?

- 1.1. Mae'r adroddiad hwn yn sôn am ddatblygiad parhaus Cynllun Cludiant Rhanbarthol Gogledd Cymru, fydd yn disodli *Cyd Gynllun Cludiant Lleol Gogledd Cymru 2015*.

## 2. Beth yw'r rheswm dros lunio'r adroddiad hwn?

- 2.1. I roi trosolwg i'r Pwyllgor Craffu Partneriaethau o'r Cynllun Cludiant Rhanbarthol Drafft yr ymgynghorir arno ar hyn o bryd am 12 wythnos. Dechreuodd y cyfnod ymgynghori ar 20 Ionawr 2025.

## 3. Beth yw'r Argymhellion?

- 3.1. Bod y Pwyllgor yn cadarnhau ei fod wedi darllen, wedi deall ac wedi ystyried y Gwerthusiad Lles Integredig (Atodiad A) fel rhan o'i ystyriaethau.
- 3.2. Bod y Pwyllgor yn nodi cynnwys yr adroddiad ac yn rhoi sylwadau ar y Cynllun Cludiant Rhanbarthol Drafft.

## 4. Manylion yr adroddiad

### Cefndir

- 4.1. Yng Nghymru, mae gofyn i bob un o'r pedwar Cyd-bwyllgor Corfforedig Iunio Cynllun Datblygu Strategol (CDS) a Chynllun Cludiant Rhanbarthol (CCRh) ar gyfer eu rhanbarth. Mae'r adroddiad hwn yn ymwneud â datblygu *Cynllun Cludiant Rhanbarthol Gogledd Cymru*, sy'n cael ei ddatblygu gan Gyd-bwyllgor Corfforedig Gogledd Cymru ar y cyd â chwe awdurdod lleol Gogledd Cymru.
- 4.2. Bydd *Cynllun Cludiant Rhanbarthol Gogledd Cymru* yn disodli *Cyd Gynllun Cludiant Lleol Gogledd Cymru 2015*. Bydd y Cynllun blaenorol yn parhau'n "fyw" nes bydd Cynllun Cludiant Rhanbarthol Gogledd Cymru wedi cael ei gymeradwyo gan Lywodraeth Cymru. Disgwylir i hynny ddigwydd yn haf 2025.
- 4.3. Diben y pedwar Cynllun Cludiant Rhanbarthol yw helpu i gyflawni'r uchelgeisiau yn Strategaeth Cludiant Cymru, Llwybr Newydd. Mae Cynllun Cyflawni Cludiant Cenedlaethol hefyd, fydd hefyd yn helpu i gyflawni Strategaeth Cludiant Cymru. Llywodraeth Cymru sydd wedi datblygu'r Cynllun Cyflawni Cludiant Cenedlaethol a bydd yn darparu prosiectau cefnffyrdd, prosiectau rheilffyrdd a pholisïau, prosiectau a mentrau cludiant o bwys cenedlaethol.
- 4.4. Mae Strategaeth Cludiant Cymru yn nodi'r weledigaeth ar gyfer system gludiant gynaliadwy, hygyrch, diogel ac effeithlon ar hyd a lled Cymru. Mae'n rhoi pwyslais penodol ar annog newid moddol i ffyrdd mwy gwyrdd o deithio.
- 4.5. Rhaid i bob Cynllun Cludiant Rhanbarthol gynnwys polisïau ar gyfer darparu Strategaeth Cludiant Cymru ar lefel ranbarthol a bydd ganddynt gylch bywyd o 5 mlynedd.
- 4.6. Rhaid i bob Cynllun gynnwys Cynllun Cyflawni hefyd yn nodi sut y bydd yr awdurdodau lleol yn darparu'r polisïau a nodir yn y Cynllun Cludiant Rhanbarthol o ran prosiectau a mentrau. Yn Sir Ddinbych, mae'r prosiectau sy'n cael eu cynnwys yn y Cynllun Cyflawni yn cael eu rhestru yn Atodiad B.

4.7. Mae Cynllun Cyflawni'r Cynllun Cludiant Rhanbarthol yn bwysig oherwydd bydd yn cael effaith ar ba brosiectau sy'n cael arian grant Llywodraeth Cymru yn y blynyddoedd i ddod. Mewn geiriau eraill, os nad yw prosiect yn cael ei gynnwys yng Nghynllun Cyflawni'r Cynllun Cludiant Rhanbarthol, bydd ei siawns o lwyddo yn llawer iawn llai yn erbyn prosiectau eraill sy'n cystadlu am arian grant.

#### Datblygiad y Cynllun Cludiant Rhanbarthol

4.8. Mae Alwen Williams, Cyfarwyddwr Portffolio yn Uchelgais Gogledd Cymru wedi arwain datblygiad cychwynnol y Cynllun Cludiant Rhanbarthol, wrth i strwythur gweithredol y Cyd-bwyllgor Corfforedig gael ei sefydlu.

4.9. Yn y dyfodol, bydd CBS Conwy yn awdurdod arweiniol ar gyfer datblygu'r Cynllun ymhellach i'r cam cymeradwyo.

4.10. Mae'r ymgynghorwyr, Arup, wedi cael eu comisiynu i helpu i gydlynu'r mewnbwn gan y chwe awdurdod lleol ac i wneud tasgau penodol eraill sy'n gysylltiedig â llunio'r Cynllun Cludiant Rhanbarthol, megis llunio *Adroddiad Cwmpasu Gwerthusiad Lles Integredig*.

4.11. Mae Uwch Swyddogion o'r chwe awdurdod lleol, yn cynnwys Sir Ddinbych, wedi cymryd rhan yn y gwaith o ddatblygu polisiâu drafft y Cynllun, a'r Cynllun Cyflawni.

4.12. O ran Sir Ddinbych, mae'r Rheolwr Traffig a Chludiant wedi cydlynu mewnbwn i ddatblygiad y polisiâu drafft a phrosiectau gan swyddogion o wasanaethau a thimau gwahanol.

4.13. Mae Aelod Arweiniol yr Amgylchedd a Chludiant wedi bod yn rhan o'r broses o ddatblygu'r Cynllun Cludiant Rhanbarthol drwy Is-bwyllgor Cludiant y Cyd-bwyllgor Corfforedig, sy'n cynnwys arweinwyr portffolio cludiant/priffyrdd chwe awdurdod lleol Gogledd Cymru.

4.14. Gellir gweld y Cynllun Cludiant Rhanbarthol Drafft drwy ddilyn y ddolen gyswllt ganlynol: [Cynllun Cludiant Rhanbarthol Gogledd Cymru](#).

4.15. Mae Atodiad C yn cynnwys Cwestiynau Cyffredin safonol a ddatblygwyd i gydfynd â'r ymgynghoriad ar y Cynllun Drafft.

## **5. Sut mae'r penderfyniad yn cyfrannu at y Blaenoriaethau Corfforaethol?**

5.1. Gweledigaeth Strategaeth Cludiant Cymru yw system gludiant gynaliadwy, diogel, effeithlon a gwyrddach. Bydd yr uchelgeisiau hyn yn cyfrannu at sawl blaenoriaeth yn y Cynllun Corfforaethol yn enwedig; Sir Ddinbych ffyniannus; Sir Ddinbych wyrddach; Sir Ddinbych iachach, hapusach a gofalgarg; a Sir Ddinbych sy'n dysgu a thyfu.

## **6. Faint fydd hyn yn ei gostio a sut fydd yn effeithio ar wasanaethau eraill?**

6.1. Bydd y prosiectau a mentrau yng Nghynllun Cyflawni'r Cynllun Cludiant Rhanbarthol yn ddibynnol yn bennaf ar sicrhau arian grant Llywodraeth Cymru. Ar hyn o bryd, mae o leiaf saith grant gwahanol gan Lywodraeth Cymru sy'n ymwneud â phrosiectau cludiant, er eu bod ar gyfer dibenion penodol megis diogelwch y ffyrdd, teithio llesol neu gerbydau allyriadau isel er enghraifft. Mae Llywodraeth Cymru wedi dweud cyn hyn eu bod yn bwriadu cyfuno'r rhain i nifer lai o grantiau mwy yn y dyfodol.

## **7. Beth yw prif gasgliadau'r Asesiad o'r Effaith ar Les?**

7.1. Cynhaliwyd cam cwmpasu'r Asesiad o'r Effaith ar Les fel rhan o'r gwaith o ddatblygu'r Cynllun Cludiant Rhanbarthol.

## **8. Pa ymgynghoriadau sydd wedi'u cynnal gyda Chraffu ac eraill?**

8.1. Cafodd yr ymgynghoriad ar y Cynllun Cludiant Rhanbarthol Drafft ei lansio ar 20 Ionawr 2025 a bydd yn parhau am 12 wythnos. Cynhelir yr ymgysylltu ar-lein yn bennaf, gan fod angen cynnwys rhanbarth Gogledd Cymru gyfan.

8.2. Yn ogystal â'r adroddiad hwn i'r Pwyllgor Craffu Partneriaethau, cyflwynwyd adroddiad i Sesiwn Friffio'r Cabinet ar 3 Chwefror 2025. Cynigir hefyd y dylid



cyhoeddi Nodyn Briffio i'r holl Gynghorwyr Sir ym mis Chwefror 2025 am y Cynllun Drafft.

- 8.3. Hefyd ym mis Chwefror 2025, rydym yn bwriadu ysgrifennu at holl glercod y Cynghorau Dinas, Tref a Chymuned i roi gwybod iddynt am yr ymgynghoriad cyhoeddus a sut y gallant ymateb yn uniongyrchol iddo.
- 8.4. Bydd yr adborth o Sesiwn Friffio'r Cabinet, Craffu a gan y Cynghorwyr Sir yn cael ei ystyried a'i grynhoi i ymateb y Cyngor i'r ymgynghoriad, fydd yn cael ei gyflwyno dan lythyr eglurhaol gan Aelod Arweiniol yr Amgylchedd a Chludiant.
- 8.5. Pan fydd yr adborth o'r ymgysylltiad wedi'i gasglu, bydd yn cael ei ystyried yn ofalus wrth i fersiwn terfynol y Cynllun Cludiant Rhanbarthol gael ei ddatblygu cyn ei gyflwyno i Lywodraeth Cymru yn hwyr yn y gwanwyn 2025.

## **9. Datganiad y Prif Swyddog Cyllid**

- 9.1. Bydd cyflawni prosiectau a mentrau Cyngor Sir Ddinbych sydd yng Nghynllun Cyflawni'r Cynllun Cludiant Rhanbarthol yn ddibynnol yn bennaf ar sicrhau arian grant Llywodraeth Cymru, yn enwedig oherwydd y cyfyngiadau ariannol sy'n wynebu awdurdodau lleol yn y dyfodol. Ar hyn o bryd, bydd angen i bob prosiect sy'n ceisio cyllid allanol (neu fewnol) gyflwyno Achos Busnes Ariannol i Grŵp Craffu Cyfalaf i'w gymeradwyo, cyn cyflwyno unrhyw geisiadau i Lywodraeth Cymru.

## **10. Pa risgiau sydd ac a oes unrhyw beth y gallwn ei wneud i'w lleihau?**

- 10.1. Y risg fwyaf fyddai methu â chynnwys yr holl brosiectau cludiant rydym yn debygol o fod eisiau eu cyflawni yn ystod y 5 mlynedd nesaf yng Nghynllun Cyflawni'r Cynllun Cludiant Rhanbarthol, gan fod angen gwneud hyn i sicrhau arian grant gan Lywodraeth Cymru ar gyfer y prosiectau hynny. I helpu i liniaru'r risg hon, rydym wedi ymgynghori â chydweithwyr i sicrhau bod y prosiectau priodol yn cael eu cynnwys. Bydd yr ymgysylltu sydd ar y gweill hefyd yn rhoi cyfle pellach i roi sylwadau a thrafod y prosiectau sy'n cael eu cynnwys.

## **11. Pŵer i wneud y penderfyniad**

11.1. Mae Adran 21 Deddf Llywodraeth Leol ac Adran 7.4.1 Cyfansoddiad y Cyngor yn amlinellu pwerau'r Pwyllgor Craffu mewn perthynas â datblygu ac adolygu polisi.



# North Wales Regional Transport Plan

## Integrated Wellbeing Appraisal Non-Technical Summary

(Draft)





# Integrated Wellbeing Appraisal

## Non-Technical Summary

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# 1. Non-Technical Summary

## 1.1 Purpose of the Non-Technical Summary

This document presents a summary, in non-technical language, of the Integrated Wellbeing Appraisal (IWBA) of the draft North Wales Regional Transport Plan (NWRTP).

## 1.2 What is the North Wales Regional Transport Plan (NWRTP)?

The NWRTP aims to solve transport problems in the North Wales area over the next 5 years (2025 - 2030). It will guide decisions on where to invest to address current and future local and regional transport issues. The plan shows how transport can support the delivery of the Llwybr Newydd, The Wales Transport Strategy and encourages growth and regeneration of the region.

The NWRTP includes policies to support the vision and ambitions of Llwybr Newydd, The Wales Transport Strategy.

A Monitoring and Evaluation Plan has been developed alongside the NWRTP to help ensure transport and climate change targets are met, while also contributing to measures set out in the Wales Transport Strategy Monitoring Framework.

The NWRTP should be read alongside the Regional Transport Delivery Plan (RTDP) which sets out local authority schemes that will be progressed to help deliver the NWRTP.

### 1.2.1 The vision

The vision that has been developed for the NWRTP states:

*'North Wales will have a safe, sustainable, affordable, resilient, and effective integrated transport network that supports economic growth, prosperity and well-being'.*

The vision is supported by four objectives, which will help monitor and evaluate the success of NWRTP:

- 1. Improve digital connectivity and local services:** We will enable 30% or more of people in North Wales to work remotely by 2030 through better land use planning and improved digital connectivity, which should reduce the overall need to travel and enable shorter trips better suited to sustainable modes.
- 2. Improved accessibility and transport choice:** We will develop infrastructure and services that provide people with a choice about how they travel for each journey and support sustainable economic growth through improved access to key settlements, employment, educational sites and tourist attractions. The accessibility of each key trip attractor should be improved, supporting the national mode share target of 45% of journeys to be undertaken by walking, wheeling, cycling and public transport by 2040.
- 3. Enable decarbonisation through transition to a zero-emission fleet:** We will develop supporting infrastructure and support incentives to enable at least 50% of motor vehicles and all public buses operating in North Wales to be zero emission by 2035.
- 4. Enable Sustainable Economic Growth:** We will develop a resilient, safe, well-maintained, and efficient transport network that delivers sustainable economic growth by improving accessibility to existing and planned employment areas. At least 50% of households in North Wales will have an increased range of travel within 1 hour by public transport, supporting access to key employment sites and regional centres by 2030.



### 1.2.2 Transport policies

The draft policies that have been developed for the NWRTP are based around policy themes which include:

- Enabling changes to travel behaviour
- Bus
- Coach, demand responsive and community transport
- Walking, wheeling and cycling
- Integration between modes
- Ports and freight
- Roads, streets, and parking
- Surface access to aviation
- Digital connectivity
- Land use planning

There are two further policy themes including rail and the strategic road network (including A roads). However, Ambition North Wales and local authorities have no direct control over these areas so there are no explicit policies in the NWRTP but aspirations instead.

### 1.3 What is the Integrated Wellbeing Appraisal (IWBA)?

Any transport policies, plans and programmes funded by the Welsh Government must include an integrated well-being appraisal that shows how it promotes well-being in Wales, contributing to the four well-being ambitions and the specific targets for transport. The IWBA guidance set out as part of Welsh Transport Appraisal Guidance (WelTAG) identifies a set of four questions to be asked when developing policies or projects. These are listed below along with topics that are considered under each of the questions:

1. How will it benefit **people** and **communities**? (equality, health and safety and confidence)
2. How will it benefit the **environment**? (reducing carbon emissions, benefitting biodiversity and ecosystems resilience and reducing waste)
3. How will it benefit **places** and the **economy**? (place-making, innovation, freight)
4. How will it benefit **culture** and the **Welsh language**? (arts and sport, the historic environment and opportunities to use and promote the Welsh language)

IWBA can be used for assessing the potential social, cultural, economic, and environmental impacts of a plan, and places sustainable development at the centre of decision making. It does not replace the need for statutory assessments (such as those required by the law) and so the IWBA is supported by different impact assessments including those relating to the environment, well-being, Welsh language, children's rights, equality, natural resources, health, rural proofing, climate change and ecology / habitats.

### 1.4 Engagement and consultation

The NWRTP adopts a collaborative and involved approach, considering the requirements of the Wellbeing of Future Generations (Wales) Act. Engagement with stakeholders has helped shape the NWRTP, for example the Welsh Government, local authorities and Transport for Wales have told us about what they want to see for the transport system in North Wales.

An IWBA scoping report was prepared and submitted to statutory consultees (including Natural Resources Wales and Cadw) for a 5-week period from 15<sup>th</sup> October until 19<sup>th</sup> November 2024. The scoping report outlined an approach to the impact assessments as part of the IWBA, the baseline data, relevant international, national and regional plans, policies and sustainability objectives, and the assessment methodology. It also suggested IWBA objectives to set a framework for assessment (the IWBA Framework).

The IWBA is submitted alongside the draft NWRTP for consultation for a period of 12 weeks (from 20 January to 14<sup>th</sup> April 2025).





- **Well-being Goals:** The Wales Transport Strategy’s (WTS) well-being ambitions are closely tied to the goals of the Well-being of Future Generations Act 2015. This legislation emphasises long-term well-being, environmental protection, and social progress.
- **Statutory assessments** – the appraisal objectives have been developed to encompass the requirements of the statutory assessments outlined in Section 1.3 above and their relevant regulations.

In summary, the IWBA Framework provides a structured approach to ensure that the NWRTP aligns with broader well-being goals and contributes to sustainable development in North Wales.

Each of the questions outlined in Section 1.3 have been answered considering the IWBA objectives to consider a wide range of potential effects of the NWRTP policies. [Table 1](#) identifies which IWBA objective is of relevance to each of the IWBA topics scoped into the appraisal, as well as which WTS ambition they aim to address.

**Table 1 - IWBA objectives, appraisal questions and how they align with each IWBA topic and overarching theme**

IWBA Objective	How will we test if the objective has been met? Will the NWRTP.....	Relevant IWBA Topic	WTS ambition alignment
1. Support the delivery of housing and local services to meet the needs of local communities	<ul style="list-style-type: none"> <li>• Support the creation of communities which offer viable and sustainable transport options within and between locations?</li> <li>• Improve access to local services?</li> </ul>	Population Human health Infrastructure Economy	People and Communities
2. Reduce inequality and promote community cohesion	<ul style="list-style-type: none"> <li>• Improve environmental conditions and quality of life for the most deprived communities?</li> <li>• Support the needs of members of society who have protected characteristics?</li> <li>• Improve the accessibility of public transport and active travel for all members of society?</li> <li>• Engage with stakeholders, partners and local communities?</li> <li>• Create opportunities for community participation?</li> <li>• Support the transport needs of children?</li> </ul>	Population Human health Cultural heritage Transport Economy	People and communities





IWBA Objective	How will we test if the objective has been met? Will the NWRTP.....	Relevant IWBA Topic	WTS ambition alignment
3. Improve the health and wellbeing of the local population, including with respect to physical and mental health	<ul style="list-style-type: none"> <li>• Encourage uptake in active travel?</li> <li>• Improve connectivity between local communities, particularly within rural areas?</li> <li>• Reduce social isolation?</li> <li>• Reduce physical damage and improve the safety of transport services and infrastructure?</li> <li>• Improve access to key health services?</li> <li>• Improve access to recreation activities?</li> <li>• Improve public access to green spaces?</li> </ul>	Population Human health Land use and landscape Air quality Noise Economy	People and communities
4. Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.	<ul style="list-style-type: none"> <li>• Cause harm or any deterioration in the condition of any designated sites?</li> <li>• Result in the loss of valuable habitats?</li> <li>• Deliver opportunities to restore or create semi-natural habitats?</li> <li>• Deliver net benefit for biodiversity and contribute to ecosystem resilience?</li> </ul>	Biodiversity Ground conditions Water environment	Environment
5. Protect and enhance local landscape character, designations and visual amenity	<ul style="list-style-type: none"> <li>• Cause harm to any designated or protected landscapes?</li> <li>• Result in the enhancement to the condition and character of any protected or designated landscapes?</li> <li>• Reduce the adverse impacts of road traffic and parking on landscapes and designations?</li> <li>• Result is loss of amount of Best and Most Versatile (BMV) land?</li> <li>• Contribute to the efficient management of travel in tourist areas during peak periods?</li> </ul>	Land use and landscape Cultural heritage Economy	Places and economy



IWBA Objective	How will we test if the objective has been met? Will the NWRTP.....	Relevant IWBA Topic	WTS ambition alignment
6. Protect and enhance the local cultural heritage, including the Welsh language	<ul style="list-style-type: none"> <li>• Cause direct or indirect harm to designated heritage assets?</li> <li>• Enhance the condition or setting of designated heritage assets?</li> <li>• Provide measures to avoid and/or mitigate harm to non-designated heritage assets?</li> <li>• Support Welsh speaking communities?</li> <li>• Include initiatives to implement and encourage use of Welsh language?</li> </ul>	Population Cultural heritage	Culture and Welsh language
7. Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.	<ul style="list-style-type: none"> <li>• Have a negative impact on water resources used for water abstraction?</li> <li>• Have a negative impact on the quality of water resources?</li> <li>• Have a negative impact on the general health of waterbodies?</li> <li>• Help to achieve the WFD water body measures and support WFD waterbodies achieve 'good' ecological status?</li> </ul>	Ground conditions Water environment	Environment
8. Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.	<ul style="list-style-type: none"> <li>• Help meet Wales targets to be 'net zero' by 2050?</li> <li>• Increase modal shift from private cars to public transport and active travel.</li> <li>• Include opportunities to support decarbonisation of the transport section?</li> <li>• Support an uptake in the use of cleaner fuels for transport, including electric vehicles?</li> <li>• Include measures to increase the resilience of existing and new infrastructure to the effects of climate change?</li> <li>• Reduce the impact of extreme weather events on the transport network?</li> <li>• Reduce the need to travel to access key amenities and services?</li> </ul>	Climatic factors Transport	Environment
9. Protect and enhance local air quality.	<ul style="list-style-type: none"> <li>• Improve air quality for communities?</li> <li>• Cause any deterioration in air quality?</li> <li>• Include initiatives to encourage the uptake of active travel and public transport?</li> </ul>	Human health Air quality	Environment



IWBA Objective	How will we test if the objective has been met? Will the NWRTP.....	Relevant IWBA Topic	WTS ambition alignment
10. Reduce disturbance from transport related noise and vibration to local communities.	<ul style="list-style-type: none"> <li>• Improve the local soundscapes?</li> <li>• Result in a reduction in noise pollution?</li> <li>• Include initiatives to encourage the uptake of active travel and public transport?</li> </ul>	Human health Noise	People and communities
11. Incorporate circular economy principles to reduce the use of raw materials.	<ul style="list-style-type: none"> <li>• Use sustainably sourced materials and ensure materials and resources are used efficiently?</li> <li>• Include transport initiatives and infrastructure that enable recycling and waste to be collected, transported, sorted and managed effectively?</li> <li>• Support the transition of waste collection fleets to cleaner fuels, such as use of EV?</li> <li>• Encourage use of locally sourced material?</li> </ul>	Resources and waste Economy	Environment
12. Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	<ul style="list-style-type: none"> <li>• Increase the land available for employment development?</li> <li>• Support equitable access to employment, education and training opportunities?</li> <li>• Improve the reliance and resilience of the transport network to better support businesses and workers?</li> <li>• Encourage regeneration and investment, particularly in more deprived areas?</li> <li>• Improve access between England and North Wales and improve access between North and South Wales?</li> <li>• Encourage sustainable access to tourist facilities and attractions?</li> <li>• Support the rural economy?</li> <li>• Protect and enhance the natural beauty of the area?</li> </ul>	Population Economy Transport	Places and economy

## 1.7 Appraisal scoring

The NWRTP options are assessed against the IWBA objectives using the corresponding questions identified in Table 2.

A score has been assigned to each objective using the criteria outlined in Table 2 depending on the type and level of effect that the NWRTP policy, or group of policies, is likely to have on the objective. This is accompanied by a qualitative appraisal (non-numerical) which describes the identified likely effects, providing references where appropriate.



Table 2: IWBA scoring criteria

IWBA Score	Definition
++	Likely significant positive effect
+	Likely minor positive effect
0	Likely negligible effect
-	Likely minor negative effect
--	Likely significant negative effect
?	Likely effect uncertain
+/-	Likely to be a mix of positive and negative effects

## 1.8 Appraisal outcomes

The IWBA Report and its appendices present the full and detailed assessment results for the NWRTP. A summary of the IWBA assessment scores is presented in Table 3 followed by an assessment narrative in response to the four ambitions of the WTS in Section 1.9.



Table 3 – IWBA scores for each policy/policy group against each IWBA Objective

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy group												
<b>Enabling changes to travel behaviour</b>												
<b>Policy CB1 – CB7:</b> Providing people with a choice about how they commute	++	?	++	?	+/-	+	+	+	+	+	+	++
<b>Policy CB8 – CB12:</b> Providing people with choices about how they access services and education	++	++	++	?	0	+	+	++	+	+	+	+
<b>Policy CB13:</b> Providing people with choices in rural and semi urban areas	+	++	++	+	0	+	+	+	+	+	+	+
<b>Policy CB14 - CB23:</b> Providing people with information to make more sustainable travel choices & supporting the tourism sector	0	++	+	+	+	+	+	+	+	+	+	+
<b>Bus, coach and community transport</b>												
<b>Policy PT1:</b> Bus Franchising	+	++	+	+	+	+	+	+	+	+	+	++

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IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy group												
<b>Policy PT2 - PT3:</b> Decarbonising the bus fleet	0	+	+	+	0	0	+/-	++	+	0	+	0
<b>Policy PT4 – PT5:</b> Bus Transformation Network	+	++	+	+	+	+	+	+	+	+	+	++
<b>Policy PT6 – PT8:</b> Improving bus infrastructure	+	++	+	+	+	+	+/-	+	+	+	+	+
<b>Policy PT9 – PT10:</b> Making bus travel easier	+	++	+	+	+	+	+	+	+	+	+	+
<b>Coach, demand responsive and community transport</b>												
<b>Policy PT11 – PT12:</b> Fflecsi and Ring & Ride services	++	++	+	+	0	+	+	?	?	+	+	+
<b>Policy PT13:</b> Taxi	+	+	+	+	0	+	0	+	+	0	+	+
<b>Policy PT14:</b> Longer distance coach services	0	+	+	0	0	+	+	+	+	+	+	+
<b>Policy PT15:</b> Community involvement in rail	+	+	+	+	0	+	0	+	+	0	+	+

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy group												
<b>Walking, Wheeling and Cycling</b>												
<b>Policy AT1 – AT2:</b> Further improving infrastructure	+	++	++	+/-	0	+	+	++	+	+	+	+
<b>Policy AT4 – AT6:</b> Making active travel more attractive	+	++	++	+/-	0	+	+	++	+	+	?	+
<b>Policy AT7 – AT11:</b> Leadership and funding	+	+	+	0	0	+	+	+	+	+	+	+
<b>Policy AT12 – AT14:</b> Cycle hire, E-bikes and E-scooters	+	++	+	0	0	+	0	0	0	0	0	+
<b>Integration between modes</b>												
<b>Policy IN1 – IN3:</b> Mobility hubs and Gateway stations	+	+	+	+	+	+	+	+	+	+	+	+
<b>Policy IN4:</b> Integration	+	++	++	+	+	+	+	+	+	+	+	++
<b>Policy IN5 – IN6:</b> Park & ride or Park & share schemes	+	+/-	0	+/-	+	+	+	+	0	0	+	+/-

IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy group												
<b>Ports and Freight</b>												
<b>Policy PF1 – PF2: Ports</b>	+	+	+/-	-	+	+	?	+/-	+/-	+/-	-	++
<b>Policy PF3: Road freight</b>	+	+	+	?	?	+	-	?	+/-	+	0	0
<b>Policy PF4: Low Emission HGVs</b>	0	+	+	0	0	0	+/-	++	+	0	+	+
<b>Policy PF5 – PF8: Local deliveries</b>	+	+	+/-	?	?	?	+/-	+	+	+	+	+
<b>Policy PF9: Rail freight</b>	0	+/-	+	0	0	0	+	+	+	+	+	+
<b>Roads, Streets and Parking</b>												
<b>Policy RS1 – RS2: Maintenance</b>	+	+	+	+	+	+	0	+	0	+	0	+
<b>Policy RS3 – RS4: Road Safety</b>	++	+	+	0	0	0	0	+	+	+	+	+
<b>Policy RS5 – RS6: Public car parking in towns and cities</b>	+/-	+/-	+/-	+	+	0	+	+	+	+	+	+
<b>Policy RS7 – RS11: Low emission vehicles</b>	+	+	+	+	0	0	+	+	+	0	+	+
<b>Policy RS12 – RS13: Car clubs / sharing</b>	+	++	+	0	0	0	0	+	+	0	+	+



IWBA Objectives	1. Delivery of housing and local services	2. Reduce inequality and promote community cohesion	3. Health and Wellbeing	4. Biodiversity	5. Landscape character areas and designated sites	6. Welsh culture and language	7. Water health	8. Decarbonisation	9. Air quality	10. Noise and local soundscapes	11. Circular economy and reduced raw material use	12. Economic prosperity
WTS ambition	People & communities	People & communities	People & communities	Environment	Places and Economy	Culture & Welsh language	Environment	Environment	Environment	People & communities	Environment	Places & Economy
Policy group												
<b>Surface access to aviation</b>												
<b>Policy AV1: Surface access to aviation</b>	+	+	0	0	0	0	0	--	+	0	+	+
<b>Digital Connectivity</b>												
<b>Policy DC1: Digital connectivity</b>	+	+	+	+	0	+	+	++	+	+	+	+
<b>Land use planning</b>												
<b>Policy CB19 – LU6</b>	The Strategic Development Plan for North Wales is also the responsibility of the North Wales Corporate Joint Committee. However, as it will itself require various statutory assessments, this has not been included within this IWBA.											



## 1.9 Wales's Wellbeing Ambitions

The well-being ambitions set out in the Wales Transport Strategy contribute to the goals in the Well-being of Future Generations (Wales) Act 2015. Each of the objectives in the appraisal contribute to the four well-being ambitions. These are explored in more detail in this section. Full appraisals and associated references are included in the IWBA report and associated appendices.

### 1.9.1 How will the NWRTP benefit people and communities?

IWBA Objectives 1, 2, 3 and 10 assess impacts of the NWRTP on equality, health and safety, catering directly to the wellbeing of people and communities. The policies play a key role in creating a transport system that promotes better health outcomes and fosters greater equality across Wales, aligning with Welsh Government's Accessible and Inclusive Public Transport Objectives<sup>1</sup>, the priorities set out in the Action on Disability<sup>2</sup> framework and Connected Communities<sup>3</sup> and Age friendly Wales<sup>4</sup> strategies.

#### Objective 1 - Support the delivery of housing and local services to meet the needs of local communities

The appraisal identifies that policies (AT1-AT14) would promote active travel infrastructure, encouraging healthier lifestyles by making it easier to walk and cycle to essential services such as healthcare and education. Increased physical activity through active travel also helps reduce rates of obesity and over 20 chronic conditions such as coronary heart disease, stroke, type 2 diabetes in local communities, helping meet commitments according to 'Healthy Weight: Healthy Wales' Strategy<sup>5</sup>.

Improved local delivery systems and reduced congestion (PF1-PF9) benefit the environment and local amenity, contributing to better public health as a result of improved air quality, reduced noise and lower anxiety caused by busy roads.

Enhancements (PT1-PT15) would contribute to more reliable access to essential services, particularly benefitting deprived areas and rural communities. Improved ticketing, journey times, and service reliability make public transport more accessible. Flexible, community-led transport solutions would be designed to meet specific local needs, fostering social inclusion and cohesion.

Policies (DC1-DC2) encourage remote working and access to services, increasing employment opportunities, (particularly for groups who are less able to travel for work (e.g. disabled people, carers, and people with no access to private transport) and digital literacy, which helps more people use public transport confidently.

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<sup>1</sup> Welsh Government, Policy Statement: Accessible and Inclusive Public Transport Objectives, December 2017. Available online at: <https://www.gov.wales/sites/default/files/publications/2017-12/policy-statement-accessible-and-inclusive-public-transport-objectives.pdf> [Accessed 02/12/2024]

<sup>2</sup> Welsh Government, Action on Disability: The Right to Independent Living, 2019. Available online at: [action-on-disability-the-right-to-independent-living-framework-and-action-plan.pdf](https://www.gov.wales/sites/default/files/publications/2019-02/action-on-disability-the-right-to-independent-living-framework-and-action-plan.pdf) [Accessed 02/12/2024]

<sup>3</sup> Welsh Government, Connected Communities Strategy, 2020. Available online at: <https://www.gov.wales/sites/default/files/publications/2020-02/connected-communities-strategy-document.pdf> [Accessed 02/12/2024]

<sup>4</sup> Welsh Government, Age friendly Wales: our strategy for an ageing society, 2021. Available online at: <https://www.gov.wales/age-friendly-wales-our-strategy-ageing-society.html> [Accessed 02/12/2024]

<sup>5</sup> Welsh Government, Healthy Weight Strategy, 2019. Available online at: [https://www.gov.wales/sites/default/files/publications/2019-10/healthy-weight-healthy-wales\\_0.pdf](https://www.gov.wales/sites/default/files/publications/2019-10/healthy-weight-healthy-wales_0.pdf) [Accessed 02/12/2024]



Improvements to the road infrastructure (RS1-RS13) make roads climate-resilient and safer, reducing the risk of accidents and associated costs. Encouraging sustainable transport options through controlled parking charges and reallocating space from parking (RS5-RS6) aims to reduce reliance on private vehicles, potentially lowering accident rates.

Overall, these policies aim to create a more inclusive, healthier, and safer transport system by improving public transport, active travel routes, and road infrastructure, while also addressing the specific needs of local communities.

### Objective 2 - Reduce inequality and promote community cohesion

The appraisal finds that the enhancement of public transport services would create a transport system that promotes health, equality, and safety. These policies focus on improving access to essential services, employment, education, and recreational opportunities, particularly benefitting socio-economically disadvantaged people, younger and older individuals, disabled people, and those from global ethnic majority groups. By fostering an integrated transport network and encouraging active travel modes like walking, wheeling and cycling, these policies enhance social interactions, reduce isolation, and improve community well-being.

The policies prioritise connecting rural areas to essential services, thereby reducing inequality of opportunity for rural communities. Flexible, community-led transport solutions and the promotion of safe taxi services further support vulnerable populations such as older people, children and disabled people. They also benefit those groups at higher risk of hate crimes such as women, racialised groups and people from the LGBTQ+ community and who are more likely to use taxis as they are deemed safer than standard public transport.

Improvements in active travel infrastructure and multimodal transport would make walking, wheeling, cycling, and public transport more accessible for everyone, reducing transport inequality. Furthermore, policies that promote port development and enhance public transport services to these ports would boost economic prosperity for coastal communities in North Wales, which face higher levels of deprivation compared to other parts of the region. Promoting low-emission vehicles would offer health benefits, especially for vulnerable groups sensitive to air pollution (e.g. children, pregnant women, older people, people with respiratory disease).

Overall, NWRTP policies would contribute to the enhancement of community bonds, promote economic development and improve equality of opportunity for communities throughout North Wales.

### Objective 3 - Improve the health and wellbeing of the local population, including with respect to physical and mental health

The appraisal highlights that the policies aim to develop a transport system that enhances health and safety by improving public transport and active travel routes. This encourages physical activity thereby reducing the risk of obesity and other chronic diseases. The policies focus on creating sustainable, accessible transport that reduces social isolation and improves connectivity to healthcare, recreation, and community facilities. These improvements would result in health benefits for everyone but would particularly benefit more vulnerable groups who rely more on public transport, such as older people, disabled people and people experiencing socioeconomic deprivation.

Enhancements to the bus network and demand-responsive transport in rural areas would also provide more sustainable transport options and improve access for those without a private vehicle in these areas to essential services. This would enhance social connectivity, and promote physical activity, resulting in improved physical and mental health outcomes.



Integrated transport networks simplify transitions between modes, encouraging public transport uptake with improved ticketing systems and making it easier to navigate whilst also potentially reducing costs for passengers. This would help people who are more nervous travellers, or those who find existing systems overly complicated and not user friendly. The improvements in affordability would also be disproportionately beneficial for people experiencing socio-economic deprivation, and those living in more rural areas, reducing social isolation and increasing access to employment and training which are strong determinants of both physical and mental health.

Port development policies are likely to result in mixed health outcomes, balancing sustainable transport options, and improved connectivity to employment, with potential air quality issues from increased HGVs in the area. Road and street policies improve safety and support public transport initiatives, while digital connectivity policies reduce travel needs, alleviating stress and improving employment access, particularly for people with caring responsibilities (such as parents of young children) or people with disabilities.

#### Objective 10 - Reduce disturbance from transport related noise and vibration to local communities

NWRTP's policies aim to enhance sustainable transport options and improve accessibility and connectivity, leading to a shift from private car use to active travel and public transport. This shift is expected to reduce traffic and subsequently reduce levels of noise and vibration, benefitting noise priority zones and residential areas (particularly residential areas along stretches of the stretches of the A55, A47, A4087, A547, A5119, A494, A550, A483 and A5152).

Enhancements of port facilities and subsequent increases in freight movements may increase noise locally, although careful site selection can mitigate this. Policies aimed at improving facilities for HGVs (and their drivers) include the development of freight consolidation centres and specific parking areas/services for HGVs that are away from town centres and residential areas. This, along with encouraging more rail freight would reduce HGV traffic in town centres which, along with increased EV use, would further decrease noise disturbances. Road maintenance and safety policies would reduce noise that can be a problem along poorly maintained roads. Additionally, digital connectivity initiatives will reduce the need to travel, particularly for work, and improve access to public transport information. This promotes sustainable travel and reduces private vehicle use, contributing to a quieter, healthier, and safer transport system

#### 1.9.2 How will the NWRTP benefit the Environment?


IWBA Objectives 4, 7, 8, 9 and 11 assess impacts of the NWRTP on the environment, incorporating aspects relating to reducing greenhouse gas emissions from transport, benefitting biodiversity and ecosystems resilience and reducing waste. The policies aim to increase use of active travel and public transport, and/or increase use of low emission vehicles, this would result in a reduction in emissions and pollution run off from roads, both of which can adversely impact species and habitats. The policies include decarbonisation initiatives that reduce use of raw materials (i.e. fuels), resulting in improved air quality and climate resilience, contributing to Wales Climate change targets and carbon budgets.<sup>6</sup>

#### Objective 4 - Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats

The NWRTP's policies aim to reduce greenhouse gas emissions, maintain biodiversity, and enhance ecosystem resilience by promoting active travel, public transport, and low-emission vehicles.

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<sup>6</sup> Welsh Government, Climate change targets and carbon budgets, 2021. Available online at: <https://www.gov.wales/climate-change-targets-and-carbon-budgets> [Accessed 02/12/2024]



These policies encourage a shift away from private car use, reducing traffic emissions and pollution caused by road runoff, and therefore mitigating the adverse impacts of poor air quality and poor water quality on species and habitats. Improved sustainable travel options to tourist areas and attractions would help prevent the ecological damage that can occur from inappropriate parking, which is a particular problem in Eryri National Park. However, it could also potentially increase visitor pressures to these areas resulting in damage to ecological habitats.

Currently, it is unclear if transport infrastructure improvements will require additional land. This is especially relevant to the port and freight infrastructure policies, as development could threaten biodiversity at protected sites like the Anglesey Tern Special Protection Area and the North Anglesey Marine Special Area of Conservation. Development activities in these areas may increase pressure on these sensitive habitats. Careful planning at project level would therefore be essential to avoid negative impacts on biodiversity and geodiversity from physical disturbance when/if land is required.

Policies that seek to enhance place making within urban centres by replacing parking spaces with ecological enhancements would contribute positively towards net benefit for biodiversity, provided they are designed sensitively using appropriate species planting.

#### Objective 7 - Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources

NWRTP policies aim to reduce greenhouse gas emissions and protect water health and biodiversity interests by promoting public transport and active travel routes, encouraging a shift away from private vehicles. Policies such as PF9 support rail freight, while DC1-DC3 focus on digital connectivity to reduce the need to travel for employment, thus decreasing road traffic and its associated pollutants. This reduction benefits aquatic ecosystems by lowering the amount of oil, grease, and airborne pollutants entering waterways. However, some policies, such as PF3, which improve HGV infrastructure, may increase HGV traffic, pollution and carbon emissions in certain areas such as the routes that provide access to the ports. Additionally, the development of hydrogen hubs (PF4) and port expansions (PF1-PF9) could negatively impact water resources and quality if not properly managed due to the large volumes of water required for hydrogen production.

#### Objective 8 - Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change

NWRTP policies aim to create a sustainable transport system that reduces greenhouse gas emissions and makes the network more resilient to climate change impacts such as flooding. By encouraging a shift to public transport and active travel, along with integrating zero-emission vehicles into the public transport fleet, these policies would lower carbon emissions. Other policies which would contribute to decarbonisation of the transport sector include those related to development of community-led transport initiatives, hydrogen hubs, enhancement of rail freight options, promotion of electric vehicles including improved EV charging infrastructure and e-cargo bikes for local deliveries.

Additionally, digital connectivity policies promote remote work and improve access to public transport information, reducing the need for travel and encouraging a shift to more sustainable modes of transport; both of which help reduce emissions.



## Objective 9 – Protect and enhance local air quality

NWRTP's policies aim to reduce greenhouse gas emissions and enhance air quality by promoting active travel, public transport, and low-emission vehicles.

Policies CB1-CB23, PT1-PT10, AT1-AT6, and IN1-IN6 encourage a shift from private cars to sustainable transport, improving air quality. Policies PT11-PT13 and DC1-DC3 enhance accessibility and connectivity, further supporting this shift to sustainable transport modes. Policies PT2-PT3, AT12-AT14, PF4, and RS7-RS11 support the transition to zero-emission vehicles, benefitting air quality, especially in urban centres like Wrexham and Bangor, but also in other urban centres. Port and freight policies (PF1-PF9) promote sustainable transport to ports and rail stations, though increased HGV movements encouraged by improvements to port infrastructure may adversely impact local air quality. Policies DC1-DC3 would contribute to a reduction in emissions by facilitating remote working and improving digital access to public transport information that would make it easier and more convenient for people to use public transport.

## Objective 11 - Incorporate circular economy principles to reduce the use of raw materials

There are no policies within the NWRTP that directly incorporate circular economy principles. However, for the purpose of this IWBA objective, fuel has been considered a raw material. Policies proposed within the NWRTP aim to improve sustainable transport options and enhance their accessibility, encouraging a shift from private car use to active travel and public transport. This, in addition to policies which reduce the need to travel (e.g. improved digital connectivity that enables remote working) would reduce fuel consumption and would be enhanced further through public transport itself using increased numbers of low/zero emission vehicles.

The promotion of cleaner fuels such as developing hydrogen hubs at Deeside and Holyhead would also support use of locally sourced materials. While infrastructure development may require material consumption, there is no specific information available at this stage and therefore impact is currently uncertain. Growth at ports could increase HGV movements and fuel use, but policies supporting cleaner fuels and EV infrastructure could help mitigate any associated adverse effects.

### 1.9.3 How will the NWRTP benefit places and the economy?

IWBA Objective 5 and 12 assess impacts of the NWRTP on places and the economy, evaluating how policies contribute to place-making, innovation and sustainable freight movements. Initiatives outlined in the policies can help reduce tourism induced road congestion and parking pressures, thereby mitigating adverse impacts of inappropriate parking on visual amenity in these areas and maintaining the integrity of local landscapes. Improved sustainable transport connectivity to economic hubs and tourist attractions, encourages regeneration and investment in more deprived and rural areas. Policy initiatives also contribute to improved access between England and North Wales and North and South Wales for employment and tourism and enhance freight movement, contributing to economic prosperity.

## Objective 5 - Protect and enhance local landscape character, designations and visual amenity

Policies CB1-CB23 and PT1-PT15 focus on enhancing public transport services and active travel routes contributing towards mitigating the adverse impacts of increased traffic, particularly in sensitive areas such as Eryri National Park. By promoting sustainable travel options, these policies can help reduce tourism induced road congestion and parking pressures, thereby mitigating adverse impacts of inappropriate parking on visual amenity in these areas and maintaining the integrity of local landscapes.



Transport infrastructure enhancements may result in adverse effects on designations and landscapes where physical changes are required (e.g. road building, port expansion, and parking or active travel infrastructure) so careful planning and implementation will be crucial at project level to ensure that any associated developments do not impact the area's scenic and cultural value.

While policies AT1-AT14 support improvements to active travel infrastructure, making active travel more accessible, even to tourists, the policies are unlikely to reduce vehicle usage in more remote areas which are noted for their special landscape character. Policies IN1 - IN6 promote the development of mobility hubs and better integration of public transport, facilitating transitions between transport modes and supporting a modal shift from private vehicles to sustainable transport. This shift is expected to alleviate adverse effects of traffic congestion and parking pressures on popular tourist destinations, enhancing visual amenity.

Reallocation of road and parking space and discouraging single occupancy car use through parking charges that is advocated through policies RS5 – RS6, could result in reduced road traffic and parking pressures, enhancing the visual amenity of towns and cities. This would be further enhanced where parking areas are reallocated to the development of high-quality places.

### Objective 12 - Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region

Policies related to enabling changes to travel behaviour (CB1- CB23) focus on improving public transport services and active travel routes to major employment sites (such as Deeside Industrial Park, Wrexham Industrial Estate, and Chester Business Park), education and travel destinations. This supports equitable access to employment, education, and training opportunities, particularly benefitting communities in coastal towns that experience higher levels of social deprivation as well as commuters to investment zones.

Community led transport initiatives improve the reliance and resilience of the transport network, supporting businesses and workers and encouraging sustainable tourism. Improved sustainable transport connectivity to economic hubs and tourist attractions, encourages regeneration and investment in more deprived and rural areas.

Policy initiatives improving sustainable transport connectivity also contribute to improved access between England and North Wales and North and South Wales for employment and tourism, further enhancing economic prosperity.

The policies related to bus, coach and community transport (PT1- PT10, IN4) focus on improving bus services, facilitating travel by public transport between major areas of employment both in North Wales and adjacent areas of Northern England including Chester and Deeside and focusing on target areas of concerns like the Menai crossings. By fostering connectivity between communities and these employment hubs, the policies seek to provide equitable access to job opportunities, education, and essential services, particularly benefitting people experiencing socioeconomic deprivation and individuals who rely more on public transport modes. Policies include initiatives to design routes and services to meet customer needs, enhancing connectivity and access to opportunities and services.

Policies PT11- PT15 focus on demand-responsive transport solutions enhancing safety, accessibility and flexibility. The policies support local economies by improving access to workplaces for people without access to a private car and extend tourism geographies accessible by public transport. This can further encourage regeneration and investment in more deprived areas. The integration of low-emission vehicles strengthens the transport network's resilience, mitigating risks from fossil fuel disruptions.



Policies supporting improvements to active travel infrastructure (AT1-AT14, IN1-IN2) are likely to encourage more sustainable travel (including more public transport uptake) to access educational, training and employment opportunities benefitting long term economic prosperity of the region. AT12 - AT14 support cycle/e-bike hire generating income for these businesses and facilitating active travel to and from city centres among tourist, supporting local economies.

Policies IN5-IN6 relate to improvements to Park & Ride and Park & Share schemes, which would contribute to reduced congestion in urban centres. Whilst lower congestion reduces travel time (and therefore frees up time for more productive work or training) and may encourage businesses to locate in an area (due to better local amenity), it may have the opposite effect if subsidies are required from the local economy, therefore stifling economic growth<sup>7</sup>. However, it has also been shown that P&R projects are most successful where they are explicitly for providing more parking for economic growth or traffic management reasons, rather than to enhance sustainable mobility<sup>8</sup>. Economic outcomes would therefore depend on the location and intention of the P&R and P&S facilities.

Policies PF1-PF2 support the growth of port developments providing more employment opportunities and contributing to economic growth. This would encourage regeneration and investment in areas around ports of Holyhead, Anglesey and Mostyn, benefitting more deprived communities in the areas. The policies also focus on freight and improve connectivity beyond the ports, further boosting economic development. By supporting the development of hydrogen hubs, PF4 contributes to increased employment opportunities in North Wales. Further, the introduction of freight consolidation centres through PF6 - PF7, could create new employment opportunities. A shift to rail freight (PF9) would improve reliance and resilience of the transport network (through improved rail freight reliability, capacity and frequency, and also reducing congestion on the roads) better supporting businesses and workers and encouraging investment in the region.

Policies RS1- RS11 relating to roads, streets and parking, promote safe, climate-resilient and reliable transport links to improve access to employment, education, and tourism. Sustainable transport infrastructure such as P&R, P&S schemes and EV charging infrastructure, could improve road and travel conditions, offering lower travel costs and transport options for those without cars, encouraging tourism and supporting the local economies. Better regional and cross-country connectivity would also encourage regeneration and investment, particularly in more deprived areas that are connected to highway networks.

Improved public transport access to airports (AV1) could facilitate international business opportunities. Enhanced digital connectivity (DC1- DC3) will support remote work opportunities, facilitating economic activity by encouraging additions to the job markets by offering flexible working schedules and a reduced need to travel. It also helps improve reliance of the transport network, supporting better journey planning via sustainable transport, supporting commuting workers and encouraging sustainable tourism.

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<sup>7</sup> Park and Ride first principles assessment, University of Leeds

<sup>8</sup> Parkhurst, G. & Meek, S. (2014). The effectiveness of park-and-ride as a policy measure for more sustainable mobility. Chapter 9 in Ison, S. & Mulley, C. (Eds) Parking Issues and Policies. Emerald, 185-211.



#### 1.9.4 How will the NWRTP benefit culture and the Welsh language?

IWBA Objective 6 assesses the impacts of the NWRTP on Welsh language and culture, including arts, sports and the historic environment. Policies initiatives from the NWRTP align with Cymraeg 2050<sup>9</sup> by increasing use of Welsh in public spaces like transport services, interchanges and digital information.

Additionally, they support the aims of the Future Wales National Plan 2040<sup>10</sup>, by strengthening the relationship between transport, economic growth and the Welsh language.

The NWRTP includes opportunities to improve sustainable access to heritage attractions in North Wales, in line with Welcome to Wales - Priorities for the Visitor Economy 2020-2025<sup>11</sup>.

#### Objective 6 - Protect and enhance the local cultural heritage, including the Welsh language

Policies of the NWRTP which aim to improve public transport services and active travel infrastructure (CB1- CB23; PT1 - PT15; AT1 -AT14; IN1 - IN6), would facilitate better connectivity between communities and key cultural sites as well as Welsh medium educational facilities. By reducing traffic congestion and enhancing accessibility, these initiatives make it easier for individuals, particularly those without private vehicles, to visit cultural venues, heritage sites, and improve connectivity between local Welsh-speaking communities. This increased patronage of cultural attractions supports their economic viability.

Improved connectivity between Welsh speaking communities and to educational resources for learning Welsh, are crucial for promoting the daily use of the Welsh language. The policies support initiatives that create opportunities for community engagement and improving access to social opportunities for Welsh speaking communities, especially in areas of Gwynedd and Anglesey that consist of the highest proportion of Welsh speakers. The policies would also facilitate the use of Welsh language in social and community spaces such as transport interchanges, bus waiting areas, bus stops and buses themselves in verbal and written formats<sup>9</sup>

Overall, the NWRTP policies collectively contribute to the preservation and promotion of local cultural heritage without posing risks to designated heritage assets.

### 1.10 Recommendations

Based on the outcomes of the IWBA, a series of recommendations have been identified in Table 4, which would help mitigate any potential adverse effects.

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<sup>9</sup> Welsh Government, 2024. Cymraeg 2050: Welsh language strategy action plan 2024 to 2025. Available online at: <https://www.gov.wales/cymraeg-2050-welsh-language-strategy-action-plan-2024-2025.html> [Accessed 13/11/24]

<sup>10</sup> Welsh Government (2021), Future Wales: National Development Plan 2040. Available online at: <https://www.gov.wales/future-wales-national-plan-2040-0> [Accessed 03/12/2024]

<sup>11</sup> Welsh Government (2020), Welcome to Wales - Priorities for the Visitor Economy 2020-2025. Available online at: <https://www.gov.wales/sites/default/files/publications/2020-02/welcome-to-wales-priorities-for-the-visitor-economy-2020-2025.pdf> [Accessed 03/12/2024]



Table 4 Mitigation recommendations for policies which may have negative effects

Policies	Recommendations
Objective 1: Support the delivery of housing and local services to meet the needs of local communities	
Interaction between modes (IN1 - IN3)	<p>During the implementation of policies, it will be vital to make sure that they meet the actual needs of the communities. Community consultation and engagement with local and community organisation would facilitate better understanding of what these needs are so that they can be met.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>
Objective 2: Reduce inequality and promote community cohesion	
Bus (PT1)	<p>Community engagement should be used to design routes and timetables. This would increase the sense of community cohesion and create a network that meets local needs.</p> <p>Accessibility should be embedded into the design of new services, infrastructure and vehicles (project level). This would support equitable access to public transport and active travel, whilst also encouraging more people to shift to these modes.</p> <p>This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.</p>
Walking, wheeling and cycling (AT4 -AT6)	<p>Engagement with community stakeholders, particularly those who represent Protected Characteristic/Vulnerable Groups, would ensure that accessibility concerns, ideas and lived experiences are embedded into designs.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>
Interaction between modes (IN5-IN6)	<p>When policies relating to P&amp;R and P&amp;S facilities are being implemented, review should be made to ensure that investment in these facilities is not at the expense of investment in conventional public transport and that they do not only benefit motorists (i.e. non-motorist should still be able to benefit from any service).</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>
Roads, Streets and Parking (RS5 - RS6)	<p>It is important that reallocation of road and parking space is implemented along with initiatives to provide better public transport or carpooling infrastructure to prevent any unintended adverse impacts on accessibility to essential services like healthcare, recreation and green spaces.</p> <p>Any reallocation should also be accompanied by a review of disabled parking requirements in these locations.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>
Digital Connectivity (DC1 - DC3)	<p>Digital training and education delivered by DC2 should incorporate the different learning needs of people with physical or mental disabilities to overcome barriers to digital inclusion.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>



Policies	Recommendations
Roads, Streets and Parking (RS3 - RS4)	<p>Consideration should be given to the potential use of segregated cycle lanes and pedestrian routes which would make active travel a more attractive mode of transport for more people and increase safety.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>
<p><b>Objective 4: Conserve, protect and enhance biodiversity and geodiversity interests, including through safeguarding important sites, species and habitats.</b></p>	
Bus (PT4 - PT5)	<p>At project level, protected sites/areas of natural habitat need to be considered where infrastructure developments require land. Appropriate survey and design mitigation should be incorporated at that stage.</p> <p>This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.</p>
Ports and Freight (PF1 - PF2)	<p>Mitigation measures should be in place to protect biodiversity and geodiversity interests. The HRA Screening Report and recommendations must be followed.</p> <p>This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.</p>
Ports and Freight (PF3)	<p>Areas of protected habitats must be avoided if new areas of land are required. The HRA Screening Report and recommendations must be followed.</p> <p>This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.</p>
<p><b>Objective 8: Support a transition toward a transport sector with reduced (including zero) carbon emissions and enhance the resilience of transport infrastructure to withstand the effects of climate change.</b></p>	
Coach, demand responsive and community transport (PT14)	<p>Use of zero emission vehicles for longer distance coach services could contribute to decarbonisation for the transport sector. This should be encouraged.</p> <p>This should be led by local authorities in partnership with operators and overseen by Ambition North Wales.</p>
<p><b>Objective 7: Protect and enhance the health of groundwater, surface and coastal waterbodies, water quality and water resources.</b></p>	
Ports and Freight (PF3)	<p>Appropriate drainage should be installed in any new facilities that would experience an intensification of HGVs.</p> <p>This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.</p>
Roads, Streets and Parking (RS3 - RS4)	<p>Flood mitigation should be incorporated into highway maintenance.</p> <p>This should be led by local authorities overseen by Ambition North Wales.</p>

Policies	Recommendations
Objective 10: Reduce disturbance from transport related noise and vibration	
Ports and Freight (PF3)	<p>Any new services (and their access) for HGV parking should be located away from residential areas and protected habitats.</p> <p>This should be led by the scheme designers and planners, overseen by the scheme owner, which is likely to be local authorities in partnership with operators and overseen by Ambition North Wales.</p>
Objective 12: Create an integrated transport system that facilitates efficient and safe movement of both people and freight, contributing to increased economic prosperity in the region.	
Bus (PT6 -PT7)	<p>The A55, the "North Wales Expressway" is the busiest road in North Wales, a dual carriageway primarily connecting Chester to Holyhead, along the coast of North Wales and passing Llandudno Junction, Conwy, and Bangor. It is one of Wales's most important roads that runs through to the port of Holyhead. The crossing of the Menai to Anglesey is important both locally and strategically as, though separated by the Menai Strait and in different local authority areas, towns on both sides of the Strait form a single economic area. A focus on these routes in the improvement of the bus network, policy PT6 could have an enhanced contribution to increased economic prosperity.</p>
Interaction between modes (IN1 - IN3)	<p>Transport services should include as much integration as possible, taking account of local needs and differing needs of the various groups within communities. For example, the transport needs of a person accessing employment (travelling A to B) is likely to be different to a parent who is making several trips within their day (travelling A-B-D-C-A). All user needs should be taken account of.</p> <p>This should be led by local authorities in partnership with operators and overseen by Ambition North Wales.</p>

### 1.11 Monitoring and evaluation

A Monitoring and Evaluation Plan has been prepared for the NWRTP and includes a set of measures based on the National Wales Transport Strategy Monitoring Framework, adapted to the NWRTP's SMART and IWBA objectives. Each measure sets targets for improvements over the Plan period up to 2030. The Monitoring and Evaluation Plan outlines how the success of NWRTP will be measured, focusing on transport objectives and associated well-being outcomes, and highlights the region's contribution to national decarbonisation and modal shift targets.

## **Appendix B**

### **North Wales Draft Regional Transport Delivery Plan - Denbighshire Projects**

#### **Higher Priority**

- 102 [Implement the bus transformation network Denbighshire](#)
- 167 [Public EV charging in public car parks and information coordination, Denbighshire](#)
- 108 [Regional rural bus and coach network Denbighshire](#)
- 115 [Subsidised taxi rides in rural areas to fill "gaps" in public transport in Denbighshire](#)
- 276 RTI infrastructure at various bus hubs, Denbighshire
- 82 Brook Street/ Maes Pengwern - Active Travel Route
- 89 Lenten Pool, Denbigh - Improve junction to make more pedestrian-friendly
- 81 Nant Hall Road, Prestatyn - Active Travel Route connecting residential areas, school, Town Centre, Rail and Bus Stations
- 83 Hylas Lane/ Castle Street, Rhuddlan - Active travel route to Ysgol y Castell
- 272 Ruthin Road, Ystrad Road, Denbigh - Active Travel Route
- 87 H-Bridge, Rhyl - Junction improvements and link improvements to connect Active Travel Routes on either side of the railway line

#### **Medium Priority**

- 118 Strategic re-routing of HGVs on Trunk Road Network away from Llangollen
- 90 Llanrhydd Street, Ruthin - Accessibility improvements to Ysgol Brynhyfryd
- 160 [Highway maintenance and improvements, Denbighshire](#)
- 269 Bastion Road, Station Road, Coronation Gardens, Prestatyn - Active Travel Route
- 275 B4501 to St David's Lane, Denbigh - Upgrade existing PROW to Active Travel Standards
- 84 Bridge Road, Prestatyn - Active Travel Route
- 153 Pont Llanerch Bridge replacement between Trefnant and Tremeirchion
- 277 Central Promenade accessibility improvement, Rhyl
- 85 Phase 2 of Corwen to Cynwyd - Active Travel Route
- 75 [Safe Routes in communities/ home to school transport, Denbighshire](#)
- 86 River Clwyd Railway Bridge, Rhyl/ Kinmel Bay
- 91 Rhyl East Active Travel Masterplan
- 92 Rhyl Central Active Travel Masterplan
- 93 Llangollen Active Travel Masterplan
- 94 Rhuddlan Active Travel Masterplan
- 88 Grove Road to Colomendy Industrial Estate, Denbigh - Active Travel Route
- 148 Integration with strategic public transport services: A525 accessibility improvements
- 15 [Integration with strategic public transport services: Public transport infrastructure improvements in Denbighshire](#)

#### **Lower Priority**

- 95 Ronaldsway, Bodelwyddan - Active Travel Route
- 38 Improved access to Prestatyn Rail Station
- 271 Park Street, St David's Lane, Denbigh - Junction improvements and new sections of Active Travel Route
- 138 [Access to Services: Access to Denbigh Community Hospital](#)
- 273 Ysbyty Glan Clwyd, Bodelwyddan - Active Travel Route improvements
- 282 Improved public transport connectivity and travel options for St Asaph Business Park
- 133 Improved links to employment: Rhyl Town Centre accessibility improvements
- 130 Improved links to employment: Coastal Denbighshire access to employment
- 139 [Access to Services: Access to Ruthin Community Hospital](#)
- 37 Improved access to Rhyl Rail and Bus station
- 270 Upper Denbigh Road, St Asaph - Active Travel Route
- 134 [Access to Services: Access to Glan Clwyd Hospital](#)
- 78 Vale of Clwyd Sustainable Transport Package (continuation)
- 22 Mobility Hub in Rhyl
- 25 Mobility Hub in Prestatyn
- 125 Capacity and safety enhancements/pinch point improvements: Collision cluster sites, Denbighshire

NOTE: Projects in blue font are generic projects for each LA in the Region. For example, there is a project called "Access to Services" for every hospital in the region. As another example; Highway Maintenance, Safe Route in Communities and Road Casualty Reduction are listed for each LA.

Mae tudalen hwn yn fwriadol wag



# North Wales Regional Transport Plan

## Frequently Asked Questions

(Draft)





# Regional Transport Plan

## Frequently Asked Questions

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## What is a Corporate Joint Committee (CJC)?

Corporate Joint Committees (CJC) are regional corporate local government entities comprised of Local Authorities within their regional geographies. The Local Government and Elections (Wales) Act 2021 created the framework for establishing the CJs in Wales and they were established on 1st April 2021.

The four CJs in Wales are:

- The North Wales Corporate Joint Committee (Anglesey, Gwynedd, Conwy, Denbighshire, Flintshire, Wrexham)
- The Mid Wales Corporate Joint Committee (Ceredigion, Powys)
- The South East Wales Corporate Joint Committee (Cardiff, Monmouthshire, Blaenau Gwent, Bridgend, Caerphilly, Merthyr Tydfil, Newport, Rhondda Cynon Taff, Torfaen, The Vale of Glamorgan)
- The South West Wales Corporate Joint Committee (Carmarthenshire, Neath Port Talbot, Pembrokeshire, Swansea)

Corporate Joint Committees have similar powers, duties, governance, and administrative structures as Local Authorities in Wales. They are required to comply with the same general duties as public sector organisations such as Equalities and Human Rights, Wellbeing of Future Generations and Welsh Language Measure provisions.

They have a statutory duty to produce a Strategic Development Plan and a Regional Transport Plan. In addition, they have the power to do anything that will enhance or promote regional economic wellbeing.

## Who is Ambition North Wales?

Ambition North Wales is a joint committee and decision-making body, overseeing the North Wales Growth Deal, which is an agreement that will generate a total investment of over £1 billion for North Wales in order to generate over 4000 new jobs. Ambition North Wales will take on the responsibilities of the North Wales Corporate Joint Committee. The North Wales Corporate Joint Committee will adopt the name and branding of Ambition North Wales.

## What is a Regional Transport Plan?

A Regional Transport Plan (RTP) is a strategic document that outlines the long-term vision for a region's transport system, including goals, objectives and priorities for improving the transport infrastructure and services.

Our Regional Transport Plan will help us to address current and future local and regional transport issue over the next 5 years (2025-2030) by providing the framework for decisions on future investment. It sets out how transport can support the delivery of Llwybr Newydd, the Welsh Government's transport strategy, and contribute to the success, regeneration and development of our region.

## Why do we need a Regional Transport Plan?

The requirement for local authorities to produce a Transport Plan is set out in the Transport Act 2000, as amended by the Transport (Wales) Act 2006. This duty was transferred to CJs on 30th June



2022 by the Local Government and Elections (Wales) Act 2021. The North Wales CJC therefore has a duty to produce a Regional Transport Plan (RTP) for North Wales. The CJC must develop policies for local authorities to implement the Llwybr Newydd: Wales Transport Strategy 2021. These policies must include transport facilities and services that are:

- Required to meet the needs of people living or working in the region, visiting or travelling through the region;
- Required for the transportation of freight; and
- Facilities and services for pedestrians.

RTPs must consider the transport needs of disabled persons (within the meaning of the Equality Act 2010) and of persons who are elderly or have mobility problems, and more widely consider overcoming barriers.

## What is a Regional Transport Delivery Plan?

A Regional Transport Delivery Plan (RTDP) outlines the specific actions needed to implement the broader objectives and policies set out in the Regional Transport Plan (RTP).

Our RTDP sets out the interventions our local authorities will be progressing over the next 5 years. It includes our priorities over time, taking into account likely costs, impacts, and contributions to our regional objectives.

The RTDP takes the form of a list of schemes that is ranked in order of priority in terms of impact on delivering against our priorities. These are the schemes that local transport authorities intend to invest in to deliver the RTP. It does not include strategic 'trunk' road schemes, or rail projects, which would be delivered by other bodies such as the Welsh Government and Network Rail.

## What is an Integrated Wellbeing Assessment?

Integrated Wellbeing Assessment (IWBA) is required as part of the Welsh Transport Appraisal Guidance (WelTAG). Our IWBA shows how our policies will contribute to well-being, supported by the impacts assessments that have been undertaken to consider issues such as the environment, health, equality and biodiversity.

The IWBA is not just a 'tick box' exercise. The information in the IWBA must be used to design in benefits and design out any potentially harmful impacts. An IWBA must show how well-being has been addressed and should identify both positive and negative impacts and show how any negative impacts have been avoided or mitigated.

The IWBA should address four key questions based on the four ambitions in the Wales Transport Strategy:

- How will the programme or project benefit people and communities? (equality, health and safety and confidence)
- How will it benefit the environment? (reducing carbon emissions, benefiting biodiversity and ecosystems resilience and reducing waste)
- How will it benefit places and the economy? (place-making, innovation, freight)
- How will it benefit culture and the Welsh language? (arts and sport and the historic environment)

In helping answer these questions, the IWBA is supported by a range of impact assessments, including ones that are statutory, such as Strategic Environmental Assessment.



## What is a Monitoring and Evaluation Plan?

The Regional Transport Plan (RTP) must include a Monitoring and Evaluation Plan showing how regional progress in achieving the national priorities and ambitions in the Wales Transport Strategy (WTS) will be monitored, measured and evaluated. This must include the region's contribution to national decarbonisation and modal shift targets.

Our Monitoring and Evaluation Plan includes a set of measures with baseline information for each. The measures are based on the framework of measures used in the Integrated Well-being Appraisal (IWBA) and draw on the WTS Monitoring Framework adapted for regional needs. Transport for Wales published baseline data for the WTS Monitoring Framework which is being updated by Transport for Wales on an ongoing basis.

CJCs must submit annual performance reports on RTPs to the Welsh Government each year.

A comprehensive evaluation will be prepared after three years to assess whether the RTP is delivering its outcomes, providing value for money and whether there are any unintended consequences. The results of this comprehensive evaluation will feed into the subsequent RTP, and the subsequent National Transport Delivery Plan (NTDP).

## Who is supporting implementation of the Regional Transport Plan?

Local authorities have a key role to play in implementing the Regional Transport Plan (RTP). It is local authorities that are responsible for delivering the schemes that are identified in the Regional Transport Delivery Plan (RTDP).

Implementation of the RTP is supported by Transport for Wales (TfW), who will work with local authorities to develop schemes that local authorities intend to deliver.

TfW will also support the delivery of our rail aspirations, and work with local authorities to identify enhancements to the bus network as we move towards franchising.

The Welsh Government and North and Mid Wales Trunk Road Agent (NMWTRA) will support the delivery of our strategic road network aspirations, as the bodies responsible for managing, maintaining and improving the strategic road network.

## When and who will approve the Regional Transport Plan?

The Strategic Transport sub-committee is responsible for the preparation and development of the Regional Transport Plan (RTP), with approval reserved to the CJC following a period of public consultation and submission to Welsh Government. The timeline for approval is July 2025.

## What is the role of the Transport Sub-Committee?

The Strategic Transport sub-committee membership is comprised of the transport portfolio leads from the Executives of each constituent Council. Co-opted onto the sub-committee are representatives from Eryri National Park and Transport for Wales.

The sub-committee is responsible for the preparation and development of the Regional Transport Plan (RTP) and following its approval by the CJC undertake the role of monitoring its impact.



## What happens once the Regional Transport Plan is approved

Once the Regional Transport Plan (RTP) is approved, it will shape the transport improvements that are introduced in North Wales over the next five years. Funding grants from Welsh Government for transport schemes will only be available for schemes that support the objectives of the RTP. It is expected that any transport improvements that will be delivered in North Wales is included in the Regional Transport Delivery Plan (RTDP).

## What is the role of the Local Authority Transport Lead Officers as an Advisory Group?

Officers from each of the Councils have an integral role in developing the Regional Transport Plan (RTP) by working with their Members, their Authorities and the Strategic Transport sub-committee. Officers support the sub-committee by meeting regularly as an Advisory Group to prepare and develop policies and plans, which feed into the sub-committee. The officers have a lead role along with their Members in supporting and implementing the RTP.

## How do I have my say?

Ambition North Wales are seeking views on the proposed Regional Transport Plan for North Wales and its supporting documents, which include a monitoring and evaluation plan, delivery plan for local authority schemes, and an integrated well-being appraisal.

Our draft Plan outlines our strategic policies and interventions for the next 5 years across various modes of transport, including rail, road, bus, walking, cycling, and digital connectivity. By focusing on integration and innovation, we aim to provide residents and visitors with more travel choices and better connectivity, while also reducing our environmental impact.

You can view our plans and respond to our consultation by completing a questionnaire online, available in our virtual exhibition room here: <https://northwalesregionaltransportplan.virtual-engage.com/>

Alternatively, you can email responses to [northwalesregionaltransportplan@arup.com](mailto:northwalesregionaltransportplan@arup.com).

Or, write to us and post printed copies of the questionnaire to: North Wales RTP, Arup, 4 Pierhead Street, Cardiff CF10 4QP

If you'd like to speak to us about our plans, you can also call us on: 01172 405 350

Paper or alternative copies can be provided to you on request by emailing us or leaving us a message on our telephone service (details above).

The consultation runs from 20<sup>th</sup> January 2025 for 12 weeks. Please submit your response to us by 23:59pm on 14<sup>th</sup> April 2025.

We will carefully consider all the feedback we receive, which will be used to update and finalise our plans. We are aiming to publish and adopt our Regional Transport Plan in the Summer 2025.

## Who can I speak to if I have further questions?

You can contact the project team by emailing [northwalesregionaltransportplan@arup.com](mailto:northwalesregionaltransportplan@arup.com) or calling 01172 405 350.



## Where can I see a hard copy of documents?

You can view a paper copy of our Regional Transport Plan at most local library, community centre, college and university buildings across North Wales. If unsure, please contact us to confirm before you make a visit by emailing [northwalesregionaltransportplan@arup.com](mailto:northwalesregionaltransportplan@arup.com) or calling 01172 405 350.

## Can I attend a physical event?

Local authorities may arrange local events to help people discuss the Regional Transport Plan and encourage participation in the consultation. Please reach out to your local authority to find out more. Any details of local authority events may also be advertised on the Ambition North Wales website during the consultation period.

## Can I get a copy of the documents in Welsh?

Documents are available in both English and Welsh languages. Hard copies can be requested by contacting the project team at [northwalesregionaltransportplan@arup.com](mailto:northwalesregionaltransportplan@arup.com) or 01172 405 350.

## Can I get a copy of the documents in other formats?

Alternative formats of documents can be requested by contacting the project team at [northwalesregionaltransportplan@arup.com](mailto:northwalesregionaltransportplan@arup.com) or 01172 405 350.

## What are the next steps after this consultation?

We will produce a consultation report to take into account feedback to the consultation, and explain how it has helped shape our plans. Our finalised documents will be sent to the Welsh Government for approval in the spring 2025. The approved documents are likely to be published in the summer 2025.

## What is happening to my personal information?

Arup is undertaking the public consultation on the North Wales Regional Transport Plan on behalf of Ambition North Wales. Ambition North Wales's data policy can be found here: [Data protection \(llyw.cymru\)](https://www.gwynedd.llyw.cymru/en/Council/Data-Protection-and-Freedom-of-Information/Data-protection-.aspx)<sup>1</sup>.

Arup act as a Data Processor on behalf of Ambition North Wales. At the end of the consultation all personal information is transferred to Ambition North Wales. Personal information is not retained beyond this time. When we do temporarily store your information, it is stored securely in our cloud infrastructure located within the EU.

Your feedback including any comments will be anonymised and used to help us finalise our proposals. A record of comments may be produced that could be published. Comments will not be made attributable to any individual or organisation if this happens.

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<sup>1</sup> <https://www.gwynedd.llyw.cymru/en/Council/Data-Protection-and-Freedom-of-Information/Data-protection-.aspx>



<b>Adroddiad i'r</b>	<b>Pwyllgor Craffu Partneriaethau</b>
<b>Dyddiad y Cyfarfod</b>	<b>13 Chwefror 2025</b>
<b>Pennaeth Gwasanaeth</b>	<b>Catrin Roberts, Pennaeth Gwasanaeth Cymorth</b> <b>Corfforaethol: Pobl</b>
<b>Awdur yr Adroddiad</b>	<b>Rhian Evans, Cyd-lynydd Craffu</b>
<b>Teitl</b>	<b>Rhaglen Waith Craffu</b>

## 1. Am beth mae'r adroddiad yn sôn?

- 1.1 Mae'r adroddiad yn gofyn i'r Pwyllgor Craffu Partneriaethau adolygu ei raglen gwaith i'r dyfodol drafft (gweler Atodiad 1). Wrth ei hadolygu gofynnir i'r Pwyllgor adlewyrchu ar sut y gall Craffu gefnogi'r gwaith o gyflawni Cynllun Corfforaethol y Cyngor a'i nod o ddod yn Ddi-Garbon Net ac yn Ecolegol Bositif erbyn 2030, tra ar yr un pryd flaenoriaethu materion sydd yn nhŷb y Pwyllgor yn bwysig craffu arnynt.

## 2. Beth yw'r rheswm dros lunio'r adroddiad hwn?

- 2.1. Gofyn i'r Pwyllgor adolygu a chytuno ar ei raglen gwaith i'r dyfodol, a rhoi'r wybodaeth ddiweddaraf i aelodau ar faterion perthnasol.

## 3. Beth yw'r Argymhellion?

Bod y Pwyllgor yn:

- 3.1 ystyried yr wybodaeth a ddarparwyd ac yn cymeradwyo, diwygio neu'n newid ei raglen gwaith i'r dyfodol fel y gwêl yn briodol; ac
- 3.2 yn penderfynu os oes unrhyw prif bwyntiau neu themau o'r cyfarfod hwn y dymuna dynnu sylw atynt trwy'r wasg a/neu'r cyfryngau cymdeithasol.

## 4. Manylion yr adroddiad

- 4.1 Mae Adran 7 Cyfansoddiad Cyngor Sir Ddinbych yn nodi cylch gorchwyl, swyddogaethau ac aelodaeth pob Pwyllgor Craffu, yn ogystal â rheolau gweithdrefnau a trafodaethau.
- 4.2 Mae'r Cyfansoddiad yn amodi bod yn rhaid i bwyllgorau craffu'r Cyngor osod, ac adolygu'n rheolaidd, rhaglen ar gyfer eu gwaith i'r dyfodol. Trwy adolygu a blaenoriaethu materion, gall aelodau sicrhau bod y rhaglen waith yn cyflwyno agenda a arweinir gan yr aelodau.
- 4.3 Arfer sydd wedi'i fabwysiadu yn Sir Ddinbych ers nifer o flynyddoedd yw bod pwyllgorau craffu'n cyfyngu ar nifer yr adroddiadau a ystyrir mewn unrhyw gyfarfod i uchafswm o bedwar, yn ogystal ag adroddiad rhaglen waith y Pwyllgor ei hun. Nod y dull hwn yw hwyluso trafodaeth fanwl ac effeithiol ar bob pwnc.
- 4.4 Yn y blynyddoedd diweddar mae Llywodraeth Cymru (LIC) ac Archwilio Cymru (AC) wedi tynnu sylw at yr angen i gryfhau rôl craffu ar draws llywodraeth leol a gwasanaethau cyhoeddus yng Nghymru, gan gynnwys defnyddio craffu fel modd o ymgysylltu â phreswylwyr a defnyddwyr gwasanaeth. O hyn allan, disgwylir i graffu ymgysylltu'n well ac yn amlach â'r cyhoedd gyda bwriad i sicrhau penderfyniadau gwell a fydd yn y pen draw yn arwain at well canlyniadau i ddinasyddion. Bydd Archwilio Cymru yn mesur effeithiolrwydd craffu wrth gyflawni'r disgwyliadau hyn.
- 4.5 Gan ystyried y weledigaeth genedlaethol ar gyfer craffu a chanolbwyntio ar yr un pryd ar flaenoriaethau lleol, gwnaeth y Grŵp Cadeiryddion ac Is-gadeiryddion Craffu (GCIGC) argymhell y dylai pwyllgorau craffu'r Cyngor, wrth benderfynu ar eu rhaglenni gwaith, ganolbwyntio ar y meysydd allweddol canlynol:
- arbedion ar y gyllideb a'r Rhaglen Drawsnewid;
  - cyflawni Themau y Cynllun Corfforaethol (gyda phwyslais arbennig ar y modd o'u cyflawni yn ystod cyfnod o galedi ariannol);



- unrhyw eitemau eraill a gytunwyd gan y Pwyllgor Craffu (neu'r GCIGC) fel blaenoriaeth uchel (yn seiliedig ar y meini prawf profion PAPER - gweler ochr gefn y 'Ffurflen Cynnig gan Aelodau' yn Atodiad 2); a
- Materion brys, na ragwelwyd neu flaenoriaeth uchel

#### 4.6 Ffurflenni Cynnig ar gyfer Craffu

Fel y crybwyllwyd ym mharagraff 4.2 uchod, mae Cyfansoddiad y Cyngor yn gofyn i bwyllgorau craffu baratoi ac adolygu rhaglen ar gyfer eu gwaith i'r dyfodol. Er mwyn cynorthwyo'r broses o flaenoriaethu adroddiadau, os yw swyddogion o'r farn fod pwnc yn haeddu amser i gael ei drafod ar raglen fusnes Craffu, mae'n rhaid iddynt wneud cais ffurfiol i'r GCIGC i Graffu ystyried derbyn adroddiad ar y pwnc hwnnw. Gwneir hyn trwy gyflwyno 'ffurflen gynnig' sy'n egluro pwrpas, pwysigrwydd a chanlyniadau posibl craffu ar y pynciau a awgrymir.

- 4.7 Er mwyn gwneud gwell defnydd o amser craffu drwy ganolbwyntio adnoddau pwyllgorau i archwilio testunau'n fanwl, gan ychwanegu gwerth drwy'r broses o wneud penderfyniadau a sicrhau gwell canlyniadau ar gyfer preswylwyr, penderfynodd y GCIGC y dylai aelodau, yn ogystal â swyddogion, lenwi 'ffurflenni cynnig ar gyfer craffu' yn amlinellu pam eu bod yn credu y byddai'r testun yn elwa o fewnbwn craffu. Mae copi o'r 'ffurflen gynnig gan aelod' i'w gweld yn Atodiad 2. Mae ochr gefn y ffurflen hon yn cynnwys siart lif sy'n rhestru'r cwestiynau y dylai aelodau eu hystyried wrth baratoi i gynnig eitem ar gyfer craffu, ac y dylai pwyllgorau eu gofyn wrth benderfynu ar addasrwydd testun i'w gynnwys ar y rhaglen gwaith i'r dyfodol craffu. Os, ar ôl cwblhau'r broses hon, y penderfynir nad yw'r testun yn addas i'w archwilio'n ffurfiol gan bwyllgor craffu, yna gellir ystyried dulliau eraill o rannu'r wybodaeth neu archwilio'r mater e.e. darparu 'adroddiad gwybodaeth', neu os yw'r mater yn un o natur leol gellir ei archwilio gan y Grŵp Ardal Aelodau (GAA) perthnasol. Ni fydd unrhyw eitemau'n cael eu cynnwys ar raglen gwaith i'r dyfodol heb lenwi 'ffurflen gynnig ar gyfer craffu' a derbyn cymeradwyaeth i'w gynnwys ar y rhaglen gan y pwyllgor neu'r GCIGC. Mae cymorth ar gael i lenwi'r ffurflenni gan y Cydlynnydd Craffu.

### Canolfannau Ailgylchu Gwastraff Cartref

- 4.8 Roedd adroddiad ar reolaeth y contract ar gyfer y Canolfannau Ailgylchu Gwastraff Cartref y Cyngor i'w gyflwyno i'r cyfarfod presennol. Fodd bynnag, mewn ymateb i gais gan swyddogion, caniatodd y Cadeirydd ohirio cyflwyniad yr adroddiad tan gyfarfod nesaf y Pwyllgor ym mis Ebrill 2025 (gweler Atodiad 1 ynghlwm).

### Rhaglen Gwaith i'r Dyfodol y Cabinet

- 4.9 Wrth benderfynu ar eu rhaglen gwaith i'r dyfodol mae'n ddefnyddiol i'r pwyllgorau craffu ystyried amserlen rhaglen waith y Cabinet. At y diben hwn, mae copi o rhaglen gwaith i'r dyfodol y Cabinet ynghlwm yn Atodiad 3.

### Datblygiad Penderfyniadau'r Pwyllgor

- 4.10 Yn Atodiad 4 o'r adroddiad hwn mae tabl yn crynhoi penderfyniadau diweddar y Pwyllgor ac yn cynghori'r aelodau ar ddatblygiadau yn sgîl y penderfyniadau.

## **5. Grŵp Cadeiryddion ac Is-Gadeiryddion Craffu**

- 5.1 Dan drefniadau craffu'r Cyngor mae'r Grŵp Cadeiryddion ac Is-gadeiryddion Craffu (GCIGC) yn gweithredu fel pwyllgor cydlynu. Cyfarfu'r Grŵp ar 20 Ionawr i ystyried ceisiadau a dderbyniwyd ar gyfer pynciau i'w craffu. Yn ystod y cyfarfod hwnnw cyfeiriwyd dau bwnc at y Pwyllgor hwn i'w archwilio'n fanwl, sef:

- Y Cynllun Trafnidiaeth Rhanbarthol Drafft (wedi'i amserlennu i'w gyflwyno i'r cyfarfod presennol); a
- Dileu Elw o Ofal Plant sy'n Derbyn Gofal (wedi'i amserlennu dros dro i'w gyflwyno i'r Pwyllgor yn gynnar yn 2026 – gweler atodiad 1 ynghlwm)

- 5.2 Cynhelir cyfarfod nesaf y GCIGC ar 10 Mawrth 2025.

## **6. Sut mae'r penderfyniad yn cyfrannu at y Cynllun Corfforaethol 2022 i 2027: Y Sir Ddinbych a Garem?**

6.1. Bydd craffu effeithiol yn gymorth i'r Cyngor gyflawni ei Gynllun Corfforaethol yn unol ag anghenion cymunedau a dymuniadau trigolion. Bydd datblygu ac adolygu rhaglen waith gydlynol yn barhaus yn cynorthwyo'r Cyngor i ddarparu ei themau corfforaethol, i wella canlyniadau i breswylwyr tra hefyd yn dygymod â phwysau ar adnoddau ac ar y gyllideb.

6.2. Er bydd y penderfyniad ar flaenraglen waith y Pwyllgor ei hun yn gyfraniad niwtral tuag at nod y Cyngor o ddod yn Ddi-Garbon Net ac yn Ecolegol Bositif erbyn 2030, gall y Pwyllgor, trwy graffu'n effeithol ar yr holl faterion a ystyrir ganddo gefnogi'r gwaith o gyflawni'r uchelgais hwn.

## **7. Beth fydd y gost a sut y bydd yn effeithio ar wasanaethau eraill?**

7.1. Mae'n bosib y bydd yn rhaid i wasanaethau neilltuo amser swyddogion i gynorthwyo'r Pwyllgor gyda'r eitemau a nodwyd yn y rhaglen waith a chydag unrhyw gamau gweithredu yn dilyn ystyried yr eitemau hynny.

## **8. Beth yw prif gasgliadau'r Asesiad o Effaith ar Les?**

8.1. Nid oes Asesiad o Effaith ar Les wedi ei wneud mewn perthynas â phwrpas neu gynnwys yr adroddiad hwn. Ond bydd y Pwyllgor Craffu, drwy ei waith yn archwilio darpariaeth gwasanaethau, polisïau, gweithdrefnau ac argymhellion, yn ystyried eu heffaith neu eu heffaith posib ar yr egwyddor o ddatblygu cynaliadwy a'r amcanion o ran lles a nodir yn Neddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015.

## **9. Pa ymgynghoriadau a gynhaliwyd gyda Chraffu ac eraill?**

9.1. Does dim angen cynnal ymgynghoriad ar yr adroddiad hwn. Fodd bynnag, mae'r adroddiad ei hun a'r ystyriaeth a roir gan y Pwyllgor i'w raglen waith ar gyfer y dyfodol yn gyfystyr ag ymgynghoriad gyda'r Pwyllgor o ran ei raglen waith.

## **10. Pa risgiau sydd ac a oes unrhyw beth y gallwn ei wneud i'w lleihau?**

10.1. Nid oes risg wedi ei ganfod o ran y Pwyllgor yn ystyried ei raglen waith. Fodd bynnag, drwy adolygu ei raglen gwaith i'r dyfodol yn rheolaidd, gall y Pwyllgor sicrhau y rhoddir ystyriaeth ac yr archwilir meysydd risg pan eu bod yn cael eu nodi, a gwneir argymhellion gyda'r bwriad o fynd i'r afael â'r risgiau hynny.

## **11. Pŵer i wneud y Penderfyniad**

11.1. Adran 21 o Ddeddf Llywodraeth Leol 2000.

11.2. Mae Adran 7.11 Cyfansoddiad y Cyngor yn datgan y bydd pwyllgorau craffu ac/neu'r Grŵp Cadeiryddion ac Is-gadeiryddion Craffu yn gyfrifol am osod eu rhaglenni gwaith eu hunain, gan ystyried dymuniadau Aelodau o'r Pwyllgor nad ydynt yn aelodau o'r grŵp gwleidyddol mwyaf ar y Cyngor.

Note: Items entered in italics have not been approved for submission by the Committee. Such reports are listed here for information, pending formal approval.

Meeting	Lead Member(s)	Item (description / title)	Purpose of report	Expected Outcomes	Author	Date Entered
<i>18 March 2025 (1pm – virtual joint informal meeting with Conwy County Borough Council’s Social Care &amp; Health O&amp;S Committee)</i>	<i><b>Cllr. Diane King</b></i>	1. <i>Joint Conwy &amp; Denbighshire Youth Justice Service</i>	<i>To review the progress made to date in complying and addressing the recommendations made by HM Inspectorate of Probation following its inspection of the service in 2024</i>	<i>Assurances that all recommendations have been addressed or are being progressed and that all partners are working effectively together to support the delivery of Corporate Plan themes and priorities</i>	<i>Nicola Stubbins/Jenny Williams/ Anest Gray Frazer</i>	<i>By SCVCG November 2024</i>
3 April	<b>Cllr. Elen Heaton</b>	1. Urgent & Emergency Care: Flow Out of Hospital	To examine the progress made by all partners in addressing the recommendations made in the 2024 Audit Wales report ‘Urgent & Emergency Care: Flow Out of Hospital – North Region’ report, including causes for delayed transfer of care	Ensuring that co-ordinated and streamlined process are in place to aid safe and supported discharge from hospital for vulnerable residents to help them sustain their independence and reduce reliance on statutory services	Nicolas Stubbins/Ann Lloyd/ Gethin Morgan (NWSSIC) & Gareth Evans BCUHB	By SCVCG November 2024

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Meeting	Lead Member(s)	Item (description / title)		Purpose of report	Expected Outcomes	Author	Date Entered
	<b>Cllr. Barry Mellor</b>	2.	Household Waste Recycling Centres	To review the management and operation of the contract with Bryson Recycling Ltd (including whether the contract had delivered the anticipated level of savings and generated projected income levels)	Support the delivery of a greener Denbighshire and a well-run, high performing Council	Paul Jackson/Alan Roberts	By SCVCG January 2024 (rescheduled October 2024 & January 2025 (RhE))
22 May							
10 July	<b>Cllr. Elen Heaton</b>	1.	Annual Report on Adult Safeguarding 2024/25	To consider the annual report on adult safeguarding, and information in place to meet the statutory requirements of the Social Services and Well-being Act 2014 and an evaluation of the financial and resource impact of the Supreme Court's 2014 Judgement on deprivation of liberty on the Service and its work	An evaluation of whether the Authority is meeting its statutory duty with respect to adult safeguarding and has sufficient resources to undertake this work along with the additional work in the wake of the Supreme Court's judgement	Ann Lloyd/ Michael Reay/Nerys Tompsett	October 2024 (RhE)

Meeting	Lead Member(s)	Item (description / title)	Purpose of report	Expected Outcomes	Author	Date Entered
			(data to include actual numbers in each category as well as % figures and the actual number of allegations proven)			
11 September	<b>Cllr. Rhys Thomas</b>	1. Community Safety Partnership <b>[Crime and Disorder Scrutiny Committee]</b>	To detail the Partnership's achievement in delivering its 2024 /25 action plan and its progress to date in delivering its action plan for 2025/26. The report to include financial sources and the progress made in spending the allocated funding.  (report to include actual numbers as well as percentages to enable the Committee to effectively evaluate the impact of measures put in place)	Effective monitoring of the CSP's delivery of its action plan for 2024/25 and its progress to date in delivering its plan for 2025/26 will ensure that the CSP delivers the services which the Council and local residents require	Helen Vaughan-Evans/Sian Taylor	<i>Sept 2024</i>
	<b>Cllr. Elen Heaton</b>	2. North Wales Regional	To provide an overview of the Regional	Ensure that the Board is working	Nicola Stubbins/Gethin	<i>Sept 2024</i>

Meeting	Lead Member(s)	Item (description / title)		Purpose of report	Expected Outcomes	Author	Date Entered
			Partnership Board Annual Report 2024/25	Partnership Board's activities during 2024/25 and its priority areas for 2025/26	effectively to support the delivery seamless health, social care and well-being services for Denbighshire residents and the wider North Wales region	Morgan - Head of Regional Collaboration	
23 October							
18 December							
<b>2026</b>							
January/February	<b>Cllr. Diane King</b>	1.	<i>Removing Profit from the Care of Children Looked After (timing TBC subject to legislative timetable)</i>	<i>To examine the impact of the provisions contained within the Health &amp; Social Care (Wales) Bill to eliminate/restrict the realisation of profit from the provision of care services for children looked after on children looked after in Denbighshire and on the Council, along with the</i>	<i>Assurances that all possible measures are being taken to ensure all vulnerable children will be supported and kept safe to help them grow and learn whilst leading healthier and happier lives</i>	<i>Rhiain Morelle</i>	<i>By SCVCG January 2025 (RhE)</i>



Meeting	Lead Member(s)	Item (description / title)	Purpose of report	Expected Outcomes	Author	Date Entered
			<i>measures being put in place to mitigate the risks associated with this legislation change.</i>			

**Future Issues**

Item (description / title)	Purpose of report	Expected Outcomes	Author	Date Entered

**For future years**


**Information/Consultation Reports**

Information / Consultation	Item (description / title)	Purpose of report	Author	Date Entered
<b>Information Report</b> (for circulation March 2025)	Quarterly Monitoring of	To provide details of the regular monitoring of external care service providers commissioned by the council for social care services, identifying any escalating concerns or other areas of concern	Liana Duffy/Zoe Bradley-	By SCVCG 2018

	External Care Providers		Ashcroft/Ben Chandler	
<b>INFORMATION REPORT</b> (for circulation in Sept (Q1), Nov/Dec (Q2) & February (Q3) each year)  <b>Feb 2025, Sept &amp; Nov 2025</b>	North Wales Economic Ambition Board	To provide information on the Board's performance and progress in delivering its priorities and projects in line with the stipulations and conditions laid out between the Board and the UK & Welsh Governments	NWEAB/Tony Ward	December 2021
<b>INFORMATION REPORT</b> (September 2025)	Collaborative Procurement Service's Annual Report	To receive information on the collaborative Service's activity and performance during 2023/24	Catrin Roberts/Karen Bellis	September 2023

Updated 04/02/2025 – RhE

**Note for officers – Committee Report Deadlines**

Meeting	Deadline	Meeting	Deadline	Meeting	Deadline
3 April	20 April	22 May	8 May	10 July	26 June

Partnerships Scrutiny Work Programme.doc

<b>Ffurflen Gynnig ar gyfer Rhaglen Gwaith i'r Dyfodol Craffu</b>	
<b>ENW'R PWYLLGOR CRAFFU</b>	
<b>AMSERLEN I'W HYSTYRIED</b>	
<b>TESTUN</b>	
<b>Beth sydd angen ei graffu arno (a pham)?</b>	
<b>Ydi'r mater yn un o bwys i drigolion/busnesau lleol?</b>	<b>YDI/NAC YDI</b>
<b>Ydi craffu yn gallu dylanwadu ar bethau a'u newid?</b> (Os 'ydi' nodwch sut rydych chi'n meddwl y gall craffu ddylanwadu neu newid pethau)	<b>YDI/NAC YDI</b>
<b>Ydi'r mater yn ymwneud â gwasanaeth neu faes sy'n tanberfformio?</b>	<b>YDI/NAC YDI</b>
<b>Ydi'r mater yn effeithio ar nifer fawr o drigolion neu ardal fawr o'r Sir?</b> (Os 'ydi', rhowch syniad o faint y grŵp neu'r ardal yr effeithir arni)	<b>YDI/NAC YDI</b>
<b>Ydi'r mater yn gysylltiedig â blaenoriaethau corfforaethol y Cyngor?</b> (Os 'ydi' nodwch pa flaenoriaethau)	<b>YDI/NAC YDI</b>
<b>Hyd y gwyddoch, oes yna rywun arall yn edrych ar y mater hwn?</b> (Os 'oes', nodwch pwy sy'n edrych arno)	<b>OES/NAC OES</b>
<b>Os derbynnir y testun ar gyfer craffu, pwy fyddai arnoch chi eisiau eu gwahodd e.e. Aelod Arweiniol, swyddogion, arbenigwyr allanol, defnyddwyr y gwasanaeth?</b>	
<b>Enw'r Cynghorydd/Aelod Cyfetholedig</b>	
<b>Dyddiad</b>	

## Ystyried addasrwydd pwnc ar gyfer craffu

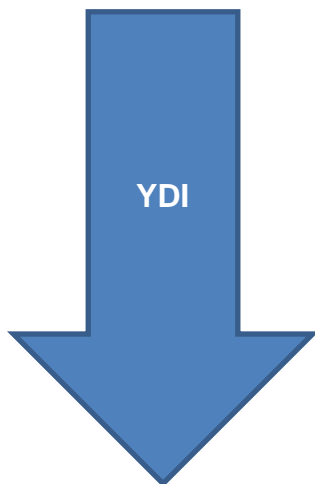
### Ffurflen Gynnig / Cais a dderbyniwyd

(dylid rhoi ystyriaeth ofalus i'r rhesymau dros wneud cais)



### Ydi o'n bodloni'r gofynion canlynol?

- **Diddordeb Cyhoeddus** – ydi'r mater o bwys i drigolion?
- **Effaith**– fedr craffu yn gael effaith ar bethau a'u newid?
- **Perfformiad** – ydi o'n wasanaeth neu faes sy'n tanberfformio?
- **Graddfa** – ydi o'n effeithio ar nifer o drigolion neu ardal ddaearyddol fawr?
- **Ailadrodd** – ydi'r mater yn destun craffu/ymchwiliad gan berson neu gorff arall?



Dim gweithredu pellach gan y Pwyllgor Craffu. Gellir ei gyfeirio at gorff arall neu ofyn am adroddiad er gwybodaeth.

- Penderfynu ar y canlyniadau a ddymunir
- Penderfynu ar gwmpas a swmp y gwaith craffu sydd ei angen a'r dull mwyaf priodol o graffu (h.y. adroddiad pwyllgor, ymchwiliad grŵp tasg a gorffen neu aelod cyswllt ac ati)
- Os penderfynir sefydlu grŵp tasg a gorffen, dylid penderfynu ar amserlen yr ymchwiliad, pwy fydd yn rhan o'r ymchwiliad, beth yw'r gofynion ymchwilio, a oes angen cyngor arbenigol a thystion, a beth yw'r trefniadau adrodd ac ati.

## Cabinet Forward Work Plan

Meeting	Item (description / title)		Purpose of Report	Decision required (yes/no)	Author – Lead member and contact officer	Date Entered / Updated By
<b>18 Feb</b>	1	North Wales Domiciliary Care Agreement	Contract Award Agreement of the formal tender	Yes	Cllrs Elen Heaton & Diane King Lead Officer/Report Author – Nicola Stubbins / Ann Lloyd / Llinos Howatson	17.09.24 KEJ rescheduled 12.12.24 from Jan to Feb
	2	Panel Performance Assessment Response	To approve the Council's management response to the Panel Performance Assessment Report	Yes	Cllr Gwyneth Ellis Lead Officer/Report Author – Helen Vaughan-Evans / Heidi Barton Price	12.04.24 KEJ, rescheduled 25.10.24 KEJ
	3	Interim Position on the Proposal for a new National Park in North East Wales	To consider a draft interim position on the National Park proposal that attempts to capture the initial view of members and officers. To then confirm the 'next steps' process for DCC to adopt the interim position before it is sent to NRW.	Yes	Cllr Alan James Lead Officer/Report Author – Emlyn Jones / Huw Rees	28.11.24 KEJ
	4	Public Services Ombudsman for Wales Annual Letter	To provide an overview of Denbighshire's summary of performance from the PSOW and actions required	Yes	Cllr Julie Matthews Lead Officer/Report Author – Ann Lloyd / Kevin Roberts	10.09.24, rescheduled 02.10.24, 22.10.24, 11.12.24 KEJ
	5	Updated Contract Procedure Rules	To seek approval of the updated Contract Procedure Rules	Yes	Cllr Julie Matthews	12.11.24 KEJ

## Cabinet Forward Work Plan

Meeting	Item (description / title)		Purpose of Report	Decision required (yes/no)	Author – Lead member and contact officer	Date Entered / Updated By
					Lead Officer/Report Author – Karen Bellis	rescheduled 11.12.14 from Jan to Feb
	6	Revenue Budget and Council Tax Setting 2025/26	To review and approve the budget and Council Tax setting proposals for the forthcoming financial year 2025/26	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author Liz Thomas	15.05.24 KEJ
	7	Finance Report	To update Cabinet on the Council's current financial position for 2024/25	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author Liz Thomas	Standing Item
	8	Items from Scrutiny Committees	To consider any issues raised by Scrutiny for Cabinet's attention	Tbc	Lead Officer – Scrutiny Coordinators	Standing Item
<b>25 March</b>	1	Residential Care Fees 2025/2026	To seek Cabinet approval for the setting of care home fees for the financial year 2025/26.	Yes	Cllr Elen Heaton Lead Officer/Report Author – Nicola Stubbins / Ann Lloyd	25.09.24 KEJ
	2	End of School Improvement Agreement (GwE)	To approve the termination of the agreement to work in partnership with other North Wales local authorities in the context of the regional School Effectiveness and Improvement Service (GwE)	Yes	Cllr Diane King Lead Officer/Report Author – Geraint Davies	09.01.25 KEJ

## Appendix 3

### Cabinet Forward Work Plan

Meeting	Item (description / title)		Purpose of Report	Decision required (yes/no)	Author – Lead member and contact officer	Date Entered / Updated By
	3	HR Policies: Sexual Harassment Policy (new), Foster Friendly Policy (new), Redeployment Policy (revised)	To obtain Cabinet approval to adopt the 3 policies	Yes	Cllr Julie Matthews Lead Officer – Catrin Roberts / Report Author – Louise Dougal / Andrea Malam	18.12.24 KEJ rescheduled 27.01.25
	4	Corporate Joint Committee Governance Arrangements	To agree the governance arrangements for the transfer of the NWEAB into the CJC	Yes	Cllr Jason McLellan Lead Officer/Report Author – Gary Williams	26.04.24, rescheduled 04.05.25 KEJ
	5	Finance Report	To update Cabinet on the Council's current financial position for 2024/25	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author Liz Thomas	Standing Item
	6	Items from Scrutiny Committees	To consider any issues raised by Scrutiny for Cabinet's attention	Tbc	Lead Officer – Scrutiny Coordinators	Standing Item
<b>29 April</b>	1	Draft Local Toilet Strategy and Savings Proposal	To approve the Local Toilet Strategy	Yes	Cllr Barry Mellor Lead Officer/Report Author – Paul Jackson / Hayley Jones / Kimberley Mason	14.10.24 KEJ
	2	Denbighshire's Economic Strategy	Outline of Denbighshire's new Economic Strategy & Action Plan		Cllr Jason McLellan	27.09.24 KEJ rescheduled

## Cabinet Forward Work Plan

Meeting	Item (description / title)		Purpose of Report	Decision required (yes/no)	Author – Lead member and contact officer	Date Entered / Updated By
			and request for Cabinet to approve the final documents		Lead Officer/Report Author – Emlyn Jones / James Evans	13.12.24 from Feb to April
	3	Finance Report	To update Cabinet on the Council's current financial position for 2024/25	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author Liz Thomas	Standing Item
	4	Items from Scrutiny Committees	To consider any issues raised by Scrutiny for Cabinet's attention	Tbc	Lead Officer – Scrutiny Coordinators	Standing Item
<b>27 May</b>	1	Finance Report	To update Cabinet on the Council's current financial position for 2024/25	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author Liz Thomas	Standing Item
	2	Items from Scrutiny Committees	To consider any issues raised by Scrutiny for Cabinet's attention	Tbc	Lead Officer – Scrutiny Coordinators	Standing Item
<b>24 June</b>	1	Council Performance Self-Assessment 2024 to 2025 (year-end)	To consider a report on the Performance Self-Assessment	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author – Helen Vaughan-Evans / Emma Horan	03.10.24 KEJ
	2	Finance Report	To update Cabinet on the Council's current financial position for 2024/25	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author Liz Thomas	Standing Item



## Cabinet Forward Work Plan

Meeting	Item (description / title)		Purpose of Report	Decision required (yes/no)	Author – Lead member and contact officer	Date Entered / Updated By
	3	Items from Scrutiny Committees	To consider any issues raised by Scrutiny for Cabinet's attention	Tbc	Lead Officer – Scrutiny Coordinators	Standing Item
<b>29 July</b>	1	Second Home / Long-term Empty Council Tax Premium	To provide information and an update on the proposed Council Tax premiums for second homes and long-term empty properties	Yes	Cllr Gwyneth Ellis Lead Officer/Report Author – Liz Thomas / Paul Barnes / Elaine Edge / Leah Gray	04.12.24 KEJ
	2	Finance Report	To update Cabinet on the Council's current financial position for 2024/25	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author Liz Thomas	Standing Item
	3	Items from Scrutiny Committees	To consider any issues raised by Scrutiny for Cabinet's attention	Tbc	Lead Officer – Scrutiny Coordinators	Standing Item

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## FUTURE ITEMS 2025

<b>18 Nov</b>	Council Performance Self-Assessment Update - April to September (QPR1&2) 2025	To consider an update report on the Performance Self-Assessment April to September	Tbc	Cllr Gwyneth Ellis Lead Officer/Report Author – Helen Vaughan-Evans / Emma Horan	03.10.24 KEJ
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Note for officers – Cabinet Report Deadlines

**Cabinet Forward Work Plan**

<i>Meeting</i>	<i>Deadline</i>	<i>Meeting</i>	<i>Deadline</i>	<i>Meeting</i>	<i>Deadline</i>
<i>18 February</i>	<b><i>4 February</i></b>	<i>25 March</i>	<b><i>11 March</i></b>	<i>29 April</i>	<b><i>11 April</i></b>

Updated 24/02/2025 – KEJ

Cabinet Forward Work Programme.doc

## Progress with Committee Resolutions

Date of Meeting	Item number and title	Resolution	Progress
19 December 2024	5. Blue Flag Status for Denbighshire's Beaches	<p><b><u>Resolved:</u></b> subject to the above to –</p> <p>(i) acknowledge the work being undertaken by all partner organisations with regards to improving the quality of bathing water in Denbighshire, including each partner's specific role in relation to achieving Blue Flag status accreditation for as many as possible of the county's beaches; and</p> <p>(ii) acknowledge both Natural Resources Wales (NRW) and Dŵr Cymru Welsh Water's (DCWW) willingness to attend any of the Council's Member Area Groups (MAGs) meetings to discuss local/specific areas of interest or concern subject to each MAG providing the organisations with a clear brief beforehand on the issues they wish to discuss.</p>	Lead Member, NRW & DCWW representatives, and DCC officers advised of the Committee's recommendations
	6. North Wales Regional Emergency Planning Service's Annual Report 2023/24	<p><b><u>Resolved:</u></b> subject to the above observations and the provision of the information requested –</p> <p>(i) to acknowledge the work undertaken by the North Wales Council's Regional Emergency Planning Service during 2023/24 as detailed in the Annual Report; and</p> <p>(ii) endorse the Service's efforts locally, regionally, and nationally to date during 2024/25 with a view to ensuring that sufficient arrangements are in place to respond and deal with any emergencies that may arise.</p>	Lead Member, DCC officers and NWC-REPS officers informed of the Committee's recommendations.

Mae tudalen hwn yn fwiadol wag