EXTERNAL MINUTES EXCLUDING EXEMPT DISCUSSION

Cardiff Capital Region Transport Authority

10.00am-12.00pm on Thursday 26 November 2020
Remote Meeting using Microsoft Teams

Minutes

Members

Cllr Huw David (Chair)	(HD)	Bridgend County Borough Council
Cllr Richard Young	(RY)	Bridgend County Borough Council
Cllr Sean Morgan	(SM)	Caerphilly County Borough Council
Cllr Caro Wild	(CW)	Cardiff Council
Cllr Geraint Thomas	(GT)	Merthyr Tydfil County Borough Council
Cllr Jane Pratt (until 12:07)	(JP)	Monmouthshire County Council
Cllr Roger Jeavons (until 11:49)	(RJ)	Newport City Council
Cllr Andrew Morgan	(AM)	Rhondda Cynon Taf CBC
Cllr Ann Crimmings	(AC)	Rhondda Cynon Taf County Borough Council
Cllr Amanda Owen	(AO)	Torfaen County Borough Council
Cllr Peter King	(PK)	Vale of Glamorgan Council

Officers

Owen Ashton	(OA)	Blaenau Gwent County Borough Council
Jonathan Parsons	(JN)	Bridgend County Borough Council
Clive Campbell	(CC)	Caerphilly County Borough Council
Paul Carter	(PC)	Cardiff Council
Kellie Beirne	(KB)	CCR City Deal
Hrjinder Singh	(HS)	CCR City Deal
Clare Cameron	(CC)	CCR City Deal
Suzanne Chesterton	(SC)	CCR City Deal
Nathan Llewellyn	(NL)	CCR City Deal
Liz Fitzgerald (minutes)	(ESF)	CCR City Deal
James Williams	(JW)	CCR City Deal Accountable Body
Alun Evans	(AE)	Merthyr Tydfil County Borough Council
Frances O'Brien	(FO'B)	Monmouthshire County Council
Richard Cope	(RC)	Monmouthshire County Council
Christian Schmidt	(CS)	Monmouthshire County Council
Roger Hoggins	(RH)	Monmouthshire County Council
Siân Isgrove	(SI)	Monmouthshire County Council
Susan Wilkins	(SW)	Monmouthshire County Council
Simon Nicholls	(SN)	Newport City Council
Charlie Nelson	(CN)	Rhondda Cynon Taf County Borough Council
Stephen Jarrett	(SJ)	Torfaen County Borough Council
Geoff Ogden	(GO)	Transport for Wales
Emma Reed	(ER)	Vale of Glamorgan Council

Presenter

Simon Jones (until 11:02)		Welsh Government

Observer

Tim Peppin	(TP)	Welsh Local Government Association

Apologies

Cllr Dai Davies	(DD)	Blaenau-Gwent County Borough Council
Nicola Somerville	(NS)	CCR City Deal
Gareth Gates	(GG)	CCR City Deal Accountable Body
Cllr John Ridgewell	(JR)	Caerphilly County Borough Council
Roger Waters	(RW)	Rhondda Cynon Taf County Borough Council

Recording of the meeting was started at 10:05

1. Welcome and Apologies

Cllr David opened the meeting and apologies were noted.

2. Declarations of Interest

Cllr Sean Morgan declared a general interest because as a member of the WLGA Council, he sits on the Board of CBI Cymru (Traveline).

3. Minutes from the Meeting held on 17 September 2020

The minutes of the previous meeting were agreed as a true and accurate record as moved by Cllr Jeavons and seconded by Richard Cope.

4. Welsh Government Update

(1) The discussion is exempt from publication because it contains such information as described in paragraphs 14 (information relating to the financial or business affairs of any particular person) and 21 (public interest test) of sections 4 and 5 of Schedule 12A to the Local Government Act 1972 and in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information

Cllr David thanked Simon for his presentation.

Simon left at 11:02

5. Levelling-up/ Western Gateway STP and Rail Priorities

(1) Kellie discussed the issues around levelling-up. The City Deal Office had commissioned Prof Mark Barry to draw up a set of priorities for strategic rail and set out the asks and offers for the region's levelling-up agenda. Kellie proposed badging the Levelling-up Prospectus as being led by the RTA as part of a wider prospectus for the region. This would prepare the region for the comprehensive spending review, major changes to the Green Book and the 5 Case Business Model, a levelling-up fund administered across HM Treasury, the Ministry of Housing, Communities and Local Government (MHCLG) and transport

departments, and the connectivity review being led by Lord Hendy. Kellie asked that Members contact her as soon as possible if they wished to comment further.

6. RTA 'A New Agenda for a New Future'

(1) Clare introduced the report which set out the need for a new agenda and future for the RTA, and to widen its remit. Working groups had been established to look at legal powers, governance, TfW, future funding and the decision-making process. The WLGA had formed a scrutiny committee for elected Members to consider the proposals by Welsh Government and TfW; a meeting scheduled for 9 November with the Deputy Minister had been postponed until each region could contribute. The City Deal proposed to formalise and appoint a Bus Manager to take the new strategy forward with TfW and Welsh Government.

(2) The Board discussion included:
- (1) the need for succession planning;
- (2) leadership requirements;
- (3) funding and the establishment of a regional unit;
- (4) pace of activity – change must be quicker;
- (5) top-slicing of funding (more detail would be required prior to a final commitment from the Board);
- (6) the strategic rail programme was still being prepared; the Board agreed that Cllr David would have authority to sign-off the programme.

(3) <u>Chat – Christian Schmidt</u>
There used be a regional bus working group, with officers from all councils (+operators + community transport representatives + passenger representatives). There are still regular informal discussions but the group ceased to operate last year when the chair resigned (to take up a job at TfW as it is), and we could not find anyone to take on this work. I would expect the new regional bus manager to resurrect this

(4) It was resolved that the CCR RTA Board:

a) supported a request to Regional Cabinet to seek authority from the member Councils to amend the Terms of Reference of the RTA, to include widening its remit to enable it to play a role in co-ordinating, aligning and leveraging transport planning and investment for all regional strategic programmes as identified at Appendix 1, including:

- being a regional point of co-ordination for complementary Welsh Government (WG)/ CCR programmes;
- an integrated and effective Regional Bus Network proposal as identified at appendix 2;
- develop its first strategic publication setting out the Regional Rail priorities for CCR – which, in anticipation of the Western Gateway Sub-National Transport Plan work, 'levelling-up' asks and offers and, wider opportunities that will arise via the COVID-recovery response. The first part of this work is set out in the proposed draft

document 'Strategic Rail Vision & Priorities for Cardiff Capital Region' as attached at appendix 3;

- initial work to scope, at a policy test case level, research and insight into fiscal levers, such as NNDR and Tax Increment Financing which could be future tools in regional transport investment; and,
- begin to scope and assess future functions and required levers in response to any future development of a Corporate Joint Committee for the CJC, which will embody a Transport Sub-committee responsible for Strategic Transport Planning and the creation of a Regional Transport Plan;

b) supported a request to Regional Cabinet to agree to establish a Regional Unit under the auspices of the CCR Office to deliver the regional bus network that consolidates skills and resources in a combined team, including potential additional resources to accommodate increasing workload, and to resource a bus manager to provide a full time role to focus on delivering regional / local bus functions (as identified in the paper at appendix 2);

c) supported a request to Regional Cabinet to adopt a Strategic Rail Provision & Priorities for the Cardiff Capital Region for the CCR to set the vision for the CCR in respect of future rail provision.

7. CJC Presentation

(1) Kellie went through her presentation which described an evolutionary approach for the transition to CJCs. The Board raised no questions.

Cllr David thanked Kellie for her report.

8. Metro Plus Update

(1) Clare introduced the report and went through some remaining issues; although progress had been made, COVID-19 and deliverability meant that some issues would be addressed the following year.

Cllr David thanked Clare for her report.

(2) It was resolved that the CCR RTA Board:

(1) noted the progress of the regional programme; Metro Plus Phase 1, Metro Plus Phase 2, MEF Corridors and CVL enhancements and the indicative allocations set out at Appendices 1 and 2.

9. ULEV Update

(1) Clare said that significant progress had been made on the transformation fund; the tender had been launched on 19 November for a partner to deliver infrastructure for the taxi incentive for 30 locations in the region for 50kw charges.

There was also a concession to manage the infrastructure over a 5 year period, up to a maximum of 8 years. Tenders were due on 18 December and it was hoped the City Deal Office could award the contract before the end of 2020. In recognition of the tight deadline, Welsh Government had been approached to meet the funding deficit. Delivery was intended to be in place by the end of March 2021.

(2) A separate conversation was being held with Welsh Government about purchasing a number of Nissan dynamo taxis for the try-before-you-buy scheme. The available funding would allow 39 vehicles. Conversations had been held around a direct award but only one vehicle type was available that would meet the specification required; discussions on the legal issues were ongoing. It was intended to appoint a management company to manage the process and operation. The project would start in the next financial year for a period of 3 years.

(3) The Board discussion included:
- (1) making charging points available to private owners;
- (2) power generation capacity in the region;
- (3) working with energy providers to increase distribution and capacity locally to meet the needs of the region;
- (4) Welsh Government funding conditions;
- (5) number of jobs (potentially 12,000) generated by the region's energy strategy.

Cllr Pratt left at 12:07

(4) Board discussion continued:
- (6) the need for integrated public transport;
- (7) the South East Wales Transport Commission report was now available at https://gov.wales/south-east-wales-transport-commission-final-recommendations.

Cllr David thanked Clare for her report.

(5) It was resolved that the CCR RTA Board:

(1) noted the progress made on this project to deliver ULEV infrastructure to assist with the delivery of the ULEV Transformation as identified within this report;

(2) noted and endorsed the further bid submission to purchase up to 50 WAVs to operate a 'try before you buy' scheme.

Date of next meeting: 10.00am-12.00pm on Thursday 18 February 2021

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg

Awdurdod Trafnidiaeth Prifddinas-Ranbarth Caerdydd

10.00am-12.00pm Ddydd Iau 26 Tachwedd 2020
Cyfarfod o Bell yn defnyddio Microsoft Teams

Cofnodion

Aelodau

Y Cynghorydd Huw David (Cadeirydd)	(HD)	Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Y Cynghorydd Richard Young	(RY)	Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Y Cynghorydd Sean Morgan	(SM)	Cyngor Bwrdeistref Sirol Caerffili
Y Cynghorydd Caro Wild	(CW)	Cyngor Caerdydd
Y Cynghorydd Geraint Thomas	(GT)	Cyngor Bwrdeistref Sirol Merthyr Tudful
Y Cynghorydd Jane Pratt (tan 12:07)	(JP)	Cyngor Sir Fynwy
Y Cynghorydd Roger Jeavons (tan 11:49)	(RJ)	Cyngor Dinas Casnewydd
Y Cynghorydd Andrew Morgan	(AM)	CBS Rhondda Cynon Taf
Y Cynghorydd Ann Crimmings	(AC)	Cyngor Bwrdeistref Sirol Rhondda Cynon Taf
Y Cynghorydd Amanda Owen	(AO)	Cyngor Bwrdeistref Sirol Torfaen
Y Cynghorydd Peter King	(PK)	Cyngor Bro Morgannwg

Swyddogion

Owen Ashton	(OA)	Cyngor Bwrdeistref Sirol Blaenau Gwent
Jonathan Parsons	(JN)	Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr
Clive Campbell	(CC)	Cyngor Bwrdeistref Sirol Caerffili
Paul Carter	(PC)	Cyngor Caerdydd
Kellie Beirne	(KB)	Bargen Ddinesig P-RC
Hrjinder Singh	(HS)	Bargen Ddinesig P-RC
Clare Cameron	(CC)	Bargen Ddinesig P-RC
Suzanne Chesterton	(SC)	Bargen Ddinesig P-RC
Nathan Llewellyn	(NL)	Bargen Ddinesig P-RC
Liz Fitzgerald (cofnodion)	(ESF)	Bargen Ddinesig P-RC
James Williams	(JW)	Corff Atebol Bargen Ddinesig P-RC
Alun Evans	(AE)	Cyngor Bwrdeistref Sirol Merthyr Tudful
Frances O'Brien	(FO'B)	Cyngor Sir Fynwy
Richard Cope	(RC)	Cyngor Sir Fynwy
Christian Schmidt	(CS)	Cyngor Sir Fynwy
Roger Hoggins	(RH)	Cyngor Sir Fynwy
Siân Isgrove	(SI)	Cyngor Sir Fynwy
Susan Wilkins	(SW)	Cyngor Sir Fynwy
Simon Nicholls	(SN)	Cyngor Dinas Casnewydd
Charlie Nelson	(CN)	Cyngor Bwrdeistref Sirol Rhondda Cynon Taf
Stephen Jarrett	(SJ)	Cyngor Bwrdeistref Sirol Torfaen
Geoff Ogden	(GO)	Trafnidiaeth Cymru
Emma Reed	(ER)	Cyngor Bro Morgannwg

Cyflwynydd

Simon Jones (tan 11:02)		Llywodraeth Cymru

Arsylwr

Tim Peppin	(TP)	Cymdeithas Llywodraeth Leol Cymru

Ymddiheuriadau

Y Cynghorydd Dai Davies	(DD)	Cyngor Bwrdeistref Sirol Blaenau Gwent
Nicola Somerville	(NS)	Bargen Ddinesig P-RC
Gareth Gates	(GG)	Corff Atebol Bargen Ddinesig P-RC
Y Cynghorydd John Ridgewell	(JR)	Cyngor Bwrdeistref Sirol Caerffili
Roger Waters	(RW)	Cyngor Bwrdeistref Sirol Rhondda Cynon Taf

Dechreuwyd recordio'r cyfarfod am 10.05.

1. Croeso ac Ymddiheuriadau

Agorodd y Cynghorydd David y cyfarfod a nodwyd yr ymddiheuriadau.

2. Datgan Buddiannau

Datganodd y Cynghorydd Sean Morgan fuddiant cyffredinol oherwydd, fel aelod o Gyngor CLILC, mae'n eistedd ar Fwrdd CBI Cymru (Traveline).

3. Cofnodion y cyfarfod a gynhaliwyd ar 17 Medi 2020

Cytunwyd bod cofnodion y cyfarfod blaenorol yn gofnod gwir a chywir fel y'u cynigiwyd gan y Cynghorydd Jeavons a'u heilio gan Richard Cope.

4. Y Diweddaraf gan Lywodraeth Cymru

(1) Mae'r drafodaeth hon wedi'i heithrio rhag cael ei chyhoeddi oherwydd ei bod yn cynnwys y fath wybodaeth a ddisgrifir ym mharagraffau 14 (gwybodaeth sy'n ymwneud â materion ariannol neu fusnes unrhyw berson penodol) a 21 (prawf budd y cyhoedd) rhannau 4 a 5 o Atodlen 12A i Ddeddf Llywodraeth Leol 1972 a dan holl amgylchiadau'r achos, mae budd y cyhoedd o ran cynnal yr eithriad yn gwrthbwyso budd y cyhoedd o ran datgelu'r wybodaeth.

Diolchodd y Cynghorydd David i Simon am ei gyflwyniad.

Gadawodd Simon am 11:02

5. Lefelu/ Cynllun Trafnidiaeth Strategol (CTS) Porth y Gorllewin a Blaenoriaethau Rheilffyrdd

(1) Trafododd Kellie y materion yn ymwneud â lefelu. Roedd Swyddfa'r Fargen Ddinas wedi comisiynu'r Athro Mark Barry i lunio cyfres o flaenoriaethau ar gyfer rheilffyrdd strategol a nodi'r gofynion a'r cynigion ar gyfer agenda lefelu'r rhanbarth. Cynigiodd Kellie y posibilrwydd o labelu'r Prosbectws Lefelu fel un

sy'n cael ei arwain gan yr Awdurdod Trafnidiaeth Rhanbarthol (ATRh) fel rhan o brosbectws ehangach ar gyfer y rhanbarth. Byddai hyn yn paratoi'r rhanbarth ar gyfer yr adolygiad gwariant cynhwysfawr, newidiadau mawr i'r Llyfr Gwyrdd a'r Model Busnes 5 Achos, cronfa lefelu a weinyddir ar draws Trysorlys EM, y Weinyddiaeth Tai, Cymunedau a Llywodraeth Leol (GTCLIL) ac adrannau trafnidiaeth, a'r adolygiad cysylltedd sy'n cael ei arwain gan yr Arglwydd Hendy. Gofynnodd Kellie i'r Aelodau gysylltu â hi cyn gynted â phosibl os oeddent yn dymuno gwneud sylwadau pellach.

6. ATRh - 'Agenda Newydd ar gyfer Dyfodol Newydd'

(1) Cyflwynodd Clare yr adroddiad a oedd yn nodi'r angen am agenda a dyfodol newydd i'r ATRh, a'r angen i ehangu ei gylch gwaith. Roedd gweithgorau wedi'u sefydlu i edrych ar bwerau cyfreithiol, llywodraethiant, Trafnidiaeth Cymru, arianu yn y dyfodol a'r broses o wneud penderfyniadau. Roedd CLILC wedi ffurfio pwyllgor craffu ar gyfer Aelodau etholedig i ystyried y cynigion gan Lywodraeth Cymru a Thrafnidiaeth Cymru; roedd cyfarfod a drefnwyd ar gyfer 9 Tachwedd gyda'r Dirprwy Weinidog wedi'i ohirio nes y gallai pob rhanbarth gyfrannu. Cynigiodd y Fargen Ddinesig ffurfioli a phenodi Rheolwr Bysiau i ddatblygu'r strategaeth newydd gyda Thrafnidiaeth Cymru a Llywodraeth Cymru.

(2) Roedd trafodaeth y Bwrdd yn cynnwys:
- (1) yr angen am gynllunio ar gyfer olyniaeth;
- (2) gofynion arweinyddiaeth;
- (3) ariannu a sefydlu uned ranbarthol;
- (4) cyflymder gweithgarwch – rhaid i newid fod yn gyflymach;
- (5) brigdorri arian (byddai angen mwy o fanylion cyn ymrwymiad terfynol gan y Bwrdd);
- (6) roedd y rhaglen reilffyrdd strategol yn dal i gael ei pharatoi; cytunodd y Bwrdd y byddai gan y Cynghorydd David awdurdod i gymeradwyo'r rhaglen.

(3) <u>Sgwrs – Christian Schmidt</u>
Arferai gweithgor bysiau rhanbarthol fodoli, gyda swyddogion o bob cyngor (+gweithredwyr + cynrychiolwyr trafnidiaeth gymunedol + cynrychiolwyr teithwyr). Mae trafodaethau anffurfiol rheolaidd o hyd ond rhoddwyd gorau i'r grŵp y llynedd pan ymddiswyddodd y cadeirydd (i wneud swydd yn Trafnidiaeth Cymru), ac ni allem ddod o hyd i unrhyw un ysgwyddo'r gwaith hwn. Byddwn yn disgwyl i'r rheolwr bysiau rhanbarthol newydd atgyfodi hyn

(4) Penderfynwyd bod Bwrdd ATRh P-RC:

a) yn cefnogi cais i'r Cabinet Rhanbarthol i geisio awdurdod gan y Cynghorau sy'n aelodau i ddiwygio Cylch Gorchwyl yr ATRh, gan gynnwys ehangu ei gylch gwaith i'w alluogi i chwarae rôl o ran cydlynu, alinio ac ysgogi gwaith cynllunio trafnidiaeth a buddsoddiadau mewn trafnidiaeth ar gyfer pob rhaglen strategol ranbarthol fel y nodir yn Atodiad 1, gan gynnwys:

- yn bwynt cydlynu rhanbarthol ar gyfer rhaglenni ategol Llywodraeth Cymru (LIC) a P-RC;
- yn cynnig Rhwydwaith Bysiau Rhanbarthol integredig ac effeithiol fel y nodir yn atodiad 2;
- yn datblygu ei gyhoeddiad strategol cyntaf sy'n nodi'r blaenoriaethau Rheilffyrdd Rhanbarthol ar gyfer P-RC – y mae 'lefelu', gan ragweld gwaith Cynllun Trafnidiaeth Is-Genedlaethol Porth y Gorllewin, yn holi amdanynt ac yn eu cynnig, a chyfleoedd ehangach a fydd yn codi drwy'r ymateb i adfer wedi COVID. Nodir y rhan gyntaf o'r gwaith hwn yn y ddogfen ddrafft arfaethedig yn ymwneud â Gweledigaeth a Blaenoriaethau Rheilffyrdd Strategol ar gyfer Prifddinas-Ranbarth Caerdydd a atodir fel atodiad 3;

- gwaith cychwynnol i gwmpasu, ar lefel achos prawf polisi, ymchwil a mewnwelediad i ysgogiadau cyllidol, fel Ardreth Annomestig Genedlaethol (AAG) a Chyllid Cynyddiad Treth a allai fod yn foddau i fuddsoddi mewn trafnidiaeth ranbarthol yn y dyfodol; a,
- dechrau cwmpasu ac asesu swyddogaethau yn y dyfodol a'r ysgogiadau gofynnol mewn ymateb i unrhyw ddatblygiad yn y dyfodol o Gydbwyllgor Corfforaethol (CC) ar gyfer y CC, a fydd yn ymgorffori Is-bwyllgor Trafnidiaeth sy'n gyfrifol am Gynllunio Trafnidiaeth Strategol a chreu Cynllun Trafnidiaeth Rhanbarthol;

b) yn cefnogi cais i'r Cabinet Rhanbarthol gytuno i sefydlu Uned Ranbarthol dan nawdd Swyddfa P-RC i greu'r rhwydwaith bysus rhanbarthol sy'n cyfuno sgiliau ac adnoddau mewn tîm cyfunol, gan gynnwys adnoddau ychwanegol posibl i gwblhau llwyth gwaith cynyddol, ac i sicrhau adnoddau ar gyfer rheolwr bysiau er mwy darparu rôl lawn-amser i ganolbwyntio ar gyflawni swyddogaethau bysiau rhanbarthol / lleol (fel y nodir yn y papur yn atodiad 2);

c) yn cefnogi cais i'r Cabinet Rhanbarthol fabwysiadu Darpariaeth a Blaenoriaethau Rheilffyrdd Strategol ar gyfer Prifddinas-Ranbarth Caerdydd er mwyn i P-RC osod y weledigaeth ar gyfer ei hun o ran darpariaeth rheilffyrdd yn y dyfodol.

7. Cyflwyniad CC

(1) Aeth Kellie drwy ei chyflwyniad a oedd yn disgrifio dull esblygol o drosglwyddo i CCau. Ni chododd y Bwrdd unrhyw gwestiynau.

Diolchodd y Cynghorydd David i Kellie am ei hadroddiad.

8. Diweddariad Metro a Mwy

(1) Cyflwynodd Clare yr adroddiad ac aeth drwy rai materion a oedd yn weddill; er bod cynnydd wedi'i wneud, roedd COVID-19 a'r gallu i gyflawni yn golygu y byddai rhai materion yn cael sylw y flwyddyn ganlynol.

Diolchodd y Cynghorydd David i Clare am ei hadroddiad.

(2) Penderfynwyd bod Bwrdd ATRh P-RC:

(1) yn nodi cynnydd y rhaglen ranbarthol; Metro a Mwy Cam 1, Metro a Mwy Cam 2, Coridorau Fframwaith Gwella'r Metro (FfGM) a gwelliannau i Linellau Craidd y Cymoedd (LlCC) a'r dyraniadau dangosol a nodir yn Atodiadau 1 a 2.

9. Diweddariad ULEV

(1) Dywedodd Clare fod cynnydd sylweddol wedi'i wneud o ran y gronfa drawsnewid; lansiwyd y tendr ar 19 Tachwedd i bartner greu seilwaith mannau gwefru 50kw ar gyfer y cymhelliant tacsi mewn 30 o leoliadau yn y rhanbarth. Roedd consesiwn hefyd i reoli'r seilwaith dros gyfnod o 5 mlynedd, hyd at uchafswm o 8 mlynedd. Roedd tendrau i fod i gael eu cyflwyno ar 18 Rhagfyr a'r gobaith oedd y gallai Swyddfa'r Fargen Ddinesig ddyfarnu'r contract cyn diwedd 2020. I gydnabod y terfyn amser tynn, cysylltwyd â Llywodraeth Cymru i fodloni'r diffyg ariannu. Bwriadwyd i'r ddarpariaeth fod ar waith erbyn diwedd mis Mawrth 2021.

(2) Roedd sgwrs ar wahân yn cael ei chynnal gyda Llywodraeth Cymru ynglŷn â phrynu nifer o dacsis dynamo Nissan ar gyfer y cynllun trio cyn prynu. Byddai modd prynu 39 cerbyd gyda'r arian sydd ar gael. Roedd sgyrsiau wedi'u cynnal ynghylch dyfarniad uniongyrchol ond dim ond un math o gerbyd oedd ar gael a fyddai'n bodloni'r fanyleb ofynnol; roedd trafodaethau ar y materion cyfreithiol ar y gweill. Y bwriad oedd penodi cwmni rheoli i reoli'r broses a'r gwaith gweithredu. Byddai'r prosiect yn dechrau yn y flwyddyn ariannol nesaf gan bara am 3 blynedd.

(3) Roedd trafodaeth y Bwrdd yn cynnwys:

(1) sicrhau bod pwyntiau gwefru ar gael i berchnogion preifat;
(2) capasiti cynhyrchu pŵer yn y rhanbarth;
(3) gweithio gyda darparwyr ynni i gynyddu dosbarthu a chapasiti yn lleol i fodloni anghenion y rhanbarth;
(4) amodau ariannu Llywodraeth Cymru;
(5) nifer y swyddi (12,000 o bosibl) a greir gan strategaeth ynni'r rhanbarth.

Gadawodd y Cynghorydd Pratt am 12:07

(4) Parhaodd trafodaeth y Bwrdd:

(6) yr angen am drafnidiaeth gyhoeddus integredig;
(7) roedd adroddiad Comisiwn Trafnidiaeth de-ddwyrain Cymru bellach ar gael yn https://llyw.cymru/comisiwn-trafnidiaeth-de-ddwyrain-cymru-argymhellion-terfynol.

Diolchodd y Cynghorydd David i Clare am ei hadroddiad.

(5) Penderfynwyd bod Bwrdd ATRh P-RC:

(1) yn nodi'r cynnydd a wnaed ar y prosiect i ddarparu seilwaith ULEV er mwyn helpu i gyflawni'r Trawsnewid ULEV fel y nodir yn yr adroddiad hwn;

(2) yn nodi ac yn cymeradwyo'r cyflwyniad cais pellach i brynu hyd at 50 o gerbydau hygyrch iweithredu cynllun 'trio cyn prynu'.

Dyddiad y cyfarfod nesaf: 10.00am-12.00pm Ddydd Iau 18 Chwefror 2021

Mae'r ddogfen hon ar gael yn Saesneg / This document is available in English