

Public Document Pack

Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr

Bridgend County Borough Council



Swyddfeydd Dinesig, Stryd yr Angel, Pen-y-bont, CF31 4WB / Civic Offices, Angel Street, Bridgend, CF31 4WB

*Rydym yn croesawu gohebiaeth yn Gymraeg.
Rhowch wybod i ni os mai Cymraeg yw eich
dewis iaith.*

*We welcome correspondence in Welsh. Please
let us know if your language choice is Welsh.*



Annwyl Cyngorydd,

PWYLLGOR CRAFFU TESTUN 3

Cynhelir Cyfarfod Pwyllgor Craffu Testun 3 O Bell Trwy Microsoft Teams ar **Dydd Llun, 19 Gorffennaf 2021** am **09:30**.

AGENDA

1. Ymddiheuriadau am absenoldeb
Derbyn ymddiheuriadau am absenoldeb gan Aelodau.
2. Datganiadau o fuddiant
Derbyn datganiadau o ddiddordeb personol a rhagfarnol (os o gwbl) gan Aelodau / Swyddogion yn unol â darpariaethau'r Cod Ymddygiad Aelodau a fabwysiadwyd gan y Cyngor o 1 Medi 2008.
3. Cymeradwyaeth Cofnodion 3 - 14
I dderbyn am gymeradwyaeth y Cofnodion cyfarfod y 26/04/2021
4. Ymateb Newid Hinsawdd a Carbon Net-Sero erbyn 2030 15 - 24
Gwahoddwyr:

Cyngorydd Huw David - Arweinydd
Cyngorydd Stuart Baldwin - Aelod Cabinet Cymunedau
Councillor Richard Young - Cadeirydd - Bwrdd Rhaglen Datgarboneiddio Pen-y-bont ar Ogwr 2030
Janine Nightingale - Cyfarwyddwr Corfforaethol, Cymunedau
Zak Shell - Pennaeth Gweithrediadau - Gwasanaethau Cymunedol
Ieuan Sherwood - Rheolwr y Grŵp - Economi, Adnoddau Naturiol a Chynaliadwyedd
Gareth Clubb - Rheolwr Ymateb Newid Hinsawdd

Sam Wright-Green - Ymgynghorydd - Ymddiriedolaeth Garbon
David Powlesland - Prif Rheolwr - Ymddiriedolaeth Garbon

5. Darpariaeth Ailgylchu a Gwastraff ar ôl 2024 25 - 34

Ffôn/Tel: 01656 643643

Negeseuon SMS/ SMS Messaging: 07581 157014

Facs/Fax: 01656 668126

Twitter@bridgendCBC

Ebost/Email: talktous@bridgend.gov.uk

Gwefan/Website: www.bridgend.gov.uk

Cyfnwidi testun: Rhowch 18001 o flaen unrhyw un o'n rhifau ffon ar gyfer y gwasanaeth trosglwyddo testun

Text relay: Put 18001 before any of our phone numbers for the text relay service

Rydym yn croesawu gohebiaeth yn y Gymraeg. Rhowch wybod i ni os yw eich dewis iaith yw'r Gymraeg

We welcome correspondence in Welsh. Please let us know if your language choice is Welsh

Gwahoddwyr:

Cynghorydd Hywel Williams - Dirprwy Arweinydd
Cynghorydd Stuart Baldwin - Aelod Cabinet Cymunedau
Janine Nightingale - Cyfarwyddwr Corfforaethol, Cymunedau
Gill Lewis - Pennaeth Cyllid, Perfformiad a Newid dros dro
Zak Shell - Pennaeth Gweithrediadau - Gwasanaethau Cymunedol
Sian Hooper - Rheolwr Gwasanaethau Gwastraff

6. Diweddariad Rhaglen Gwaith 35 - 44

7. Materion Brys

I ystyried unrhyw eitemau o fusnes y, oherwydd amgylchiadau arbennig y cadeirydd o'r farn y dylid eu hystyried yn y cyfarfod fel mater o frys yn unol â Rhan 4 (pharagraff 4) o'r Rheolau Trefn y Cyngor yn y Cyfansoddiad.

Nodyn: Sylwch: Yn sgil yr angen i gadw pellter cymdeithasol, ni fydd y cyfarfod hwn yn cael ei gynnal yn ei leoliad arferol. Yn hytrach, bydd hwn yn gyfarfod rhithwir a bydd Aelodau a Swyddogion yn mynychu o bell. Bydd y cyfarfod yn cael ei recordio i'w ddarlledu ar wefan y Cyngor cyn gynted ag sy'n ymarferol ar ôl y cyfarfod. Os oes gennych unrhyw gwestiwn am hyn, cysylltwch â cabinet_committee@bridgend.gov.uk neu ffoniwch 01656 643147 / 643148.

Yn ddiffuant

K Watson

Prif Swyddog – Gwasanaethau Cyfreithiol, Adnoddau Dynol a Rheoleiddio

Dosbarthiad:

Cynghowrwyr

JPD Blundell
N Clarke
P Davies
DK Edwards
DG Howells
DRW Lewis

Cynghorwyr

JR McCarthy
JC Radcliffe
RMI Shaw
JC Spanswick
RME Stirman
G Thomas

Cynghorwyr

MC Voisey
LM Walters
A Williams
JE Williams

PWYLLGOR CRAFFU TESTUN 3 - DYDD LLUN, 26 EBRILL 2021

COFNODION CYFARFOD Y PWYLLGOR CRAFFU TESTUN 3 A GYNHALIWYD YN I'W GYNNAL O BELL TRWY DIMAU MICROSOFT DYDD LLUN, 26 EBRILL 2021, AM 09:30

Presennol

Y Cyngorydd JPD Blundell – Cadeirydd

SE Baldwin	N Clarke	P Davies	DK Edwards
J Gebbie	T Giffard	CA Green	DG Howells
M Jones	JR McCarthy	RMI Shaw	JC Spanswick
RME Stirman	E Venables	LM Walters	JE Williams

Ymddiheuriadau am Absenoldeb

DRW Lewis, RL Penhale-Thomas, JC Radcliffe, KL Rowlands, G Thomas a/ac MC Voisey

Swyddogion:

Nicola Bunston	Rheolwr Ymgynghori, Ymgysylltu a Chydraddoldeb
Meryl Lawrence	Uwch Swyddog Gwasanaethau Democrataidd - Craffu
Tracy Watson	Swyddog Cymorth Craffu
Delyth Webb	Rheolwr Grŵp Adfywio Strategol

117. DATGANIADAU O FUDDIANNAU

Cyhoeddodd y Cyngorydd SE Baldwin fuddiant personol yn eitem 4, gan ei fod yn Aelod o Ymddiriedolaeth Neuadd y Dref.

118. CYMERADWYO'R COFNODION

PENDERFYNWYD: Cymeradwyo Cofnodion cyfarfod Pwyllgor Trosolwg Pwnc a Chraffu 3 dyddiedig 17 Rhagfyr 2020 fel cofnod gwir a chywir.

119. PRIF GYNLLUN AC YMGYNGHORIAD ADFYWIO CANOL TREF PEN-Y-BONT AR OGWR

Dechreuodd y Cyfarwyddwr Corfforaethol - Cymunedau trwy ddiolch i'r Pwyllgor am y gwahoddiad i gyflwyno'r adroddiad ar Uwchgynllun ac Ymgynghoriad Adfywio Canol Tref Pen-y-bont ar Ogwr. Dywedodd y byddai, ynghyd â'r Rheolwr Grŵp Adfywio Strategol, Prosiectau a Dulliau Adfywio Arweinwyr Tîm, a'r Rheolwr Ymgysylltu a Chydraddoldeb Ymgynghori, yn mynd â'r Aelodau trwy ganlyniadau'r ymgynghoriad, yn cymryd peth amser i drafod rhai prosiectau, ac ateb cwestiynau Aelodau. Rhoddodd rywfaint o gyd-destun cefndirol i'r Uwchgynllun a'r ymgynghoriad a pham roedd yr Uwchgynllun wedi'i gynhyrchu.

Atgyfnerthodd yr Aelod Cabinet dros Addysg ac Adfywio yr hyn a ddywedodd y Cyfarwyddwr Corfforaethol, ac ar ôl hynny siaradodd am y weledigaeth strategol ar gyfer yr Uwchgynllun.

Cyflwynodd y Rheolwr Grŵp Adfywio Strategol drosolwg.

Yn dilyn cyflwyno'r adroddiad, gofynnodd Aelodau'r Pwyllgor i'r canlynol:

Cwestiynau Prif Gynllun:

Dywedodd Aelod, o ran trafndiaeth, bod angen edrych ar ddau faes oedd: trafndiaeth rhwng trefi, a; yn ehangach y cysylltedd â phob rhan arall o'r Sir a sut orau i gyflawni hynny. O ran sail y gost, gofynnodd yr Aelod a oedd dull graddol o ymdrin â hyn, faint yr oedd yn rhaid i'r Awdurdod Lleol ei roi i mewn i wahanol gynlluniau, faint oedd eisoes ar y gweill a beth oedd cynllun y prosiect i allu cyflawni hyn.

Esboniodd y Cyfarwyddwr Corfforaethol - Cymunedau nad oedd unrhyw oblygiadau ariannol, gan nad oedd arian gan Gyngor Pen-y-bont ar gyfer hyn ar hyn o bryd. Roedd arian tuag at reoli canol y dref a grantiau a phethau eraill yn cael eu gwneud yng nghanol y dref. Roedd hwn yn Uwchgynllun strategol a oedd angen dull strategol o gyflawni. ee, Coleg Pen-y-bont ar Ogwr yn symud i ganol y dref. Byddai tair ffynhonnell ariannu: Llywodraeth Cymru (LIC) yn trawsnewid trefi, ^{rhaglen ysgolion yr 21 ain} Ganrif a gwaith cynaliadwyedd gyda LIC, yn galluogi'r Awdurdod Lleol i symud prosiect Coleg Pen-y-bont ar Ogwr. Dyfarnwyd arian gan LIC i brynu adeilad Heddlu De Cymru (SWP) ar Cheapside, ei ddymchwel, cadw perchnogaeth gan y Cyngor, a throsglwyddo hwnnw i'r Coleg ar brydles hir. Roeddid yn gweithio ar hyn ar hyn o bryd, er nad oedd yn fargen wedi'i llofnodi a'i selio. Roedd y Coleg wedi gwneud cais i LIC i fod yn rhan o gyllid Band B i sicrhau cyllid ac un o'r dyheadau oedd iddynt ymuno â Rhwydwaith Gwres Ardal Pen-y-bont ar Ogwr. Roedd arian o'r Prosiect Buddsoddi Rhwydweithiau Gwres (HNIP) tuag at y rhwydwaith gwres yn ogystal â Pen-y-bont ar Ogwr yn buddsoddi arian i ddatblygu'r Rhwydwaith Gwres hwnnw.

Enghraifft arall o weithio gyda phartneriaid i gydosod cyllid oedd gyda'r orsaf reilffordd. Roedd prosiectau yn yr Uwchgynllun i wella blaen yr orsaf, gan ei gwneud yn fwy hygyrch o'r tu mewn i'r dref, gan ei gwneud yn fwy deniadol i bobl ar reilffordd a mathau mwy cynaliadwy o drafnidiaeth. Roedd yr Awdurdod Lleol yn gweithio gyda Transport for Wales (TfW) a'r Awdurdod Rheilffyrdd i edrych ar yr hyn oedd yn bosibl ym mlaen yr orsaf. Yn ogystal, roedd landlord preifat allweddol, a oedd yn berchen ar rai eiddo, o amgylch blaen yr orsaf, a oedd â diddordeb mewn eu datblygu fel gweithgareddau masnachol. Roedd gwaith yn cael ei wneud gyda Bargaen Dinas Prifddinas-Ranbarth Caerdydd (CCRCD) i edrych ar ba gyllid oedd ar gael, gan dynnu sylw at y datblygiad diweddar o amgylch yr orsaf reilffordd yng Nghaerdydd, a oedd wedi'i wneud gyda chyllid preifat. Roedd angen ystyried a fyddai'r math hwn o ddull yn gweithio i Ben-y-bont ar Ogwr, gan ei fod yn un o'r gorsafedd prysuraf yn Ne Cymru, gan weithio gyda'r Awdurdod Rheilffyrdd, buddsoddwyr preifat a'r CCRCD, gan sefydlu grŵp tasg a gorffen i edrych ar ddod â'r cyfan i mewn. y buddsoddiad hwnnw gyda'n gilydd.

Byddai angen gwneud hyn ar gyfer pob un o'r prosiectau, gan edrych yn fwy arloesol ar bartneriaid a chronfeydd a oedd ar gael a rhoi'r blociau buddsoddi hynny at ei gilydd i wneud i'r pethau hynny ddigwydd, a dyna pam roedd cydweithredu mor bwysig. Nid oedd hyn yn ymwneud â'r Cyngor yn dod i drwsio pethau. Dim ond dwy enghraifft oedd y rhain o waith yn cael ei wneud gyda Choleg Pen-y-bont ar Ogwr a'r Orsaf Reilffordd. Teimlai fod modd cyflawni'r rhain a'r rhai i ganolbwyntio arnynt, ynghyd â cheisio creu sgwâr tref a chael rhywfaint o ddiwylliant a bywiogrwydd yn ôl i ganol y dref.

Dywedodd y Rheolwr Grŵp Adfywio Strategol mai'r cyfan y byddai'n ei ychwanegu oedd tynnu sylw at rai partneriaid eraill a fyddai'n galluogi prosiectau i ddigwydd yn olynol. O ran byw yn y dref, roedd hynny'n dibynnu i raddau helaeth ar bartneriaid landlordiaid cymdeithasol i allu helpu i ddarparu'r darn hwnnw, gan fanteisio ar grantiau, na allai Swyddogion yr Awdurdod ei wneud. Roedd hwn yn gynllun 10 mlynedd yn ei gyfanrwydd, ac roedd y rhain yn brosiectau mawr. Byddai'r prosiect Gorsaf Reilffordd yn cychwyn nawr gyda'r bwriad o edrych ar gael ei gyflawni mewn 3 - 5 mlynedd. Yr un peth â'r Coleg. Byddai proses Band B yn cymryd hyd at 2024, felly dyna'r cyfnod amser a gymerodd y prosiectau hyn i ddod ymlaen. Roedd y darn byw yn y dref yn rhywbeth a allai fynd law yn llaw â'r prosiectau hynny, ond gallai'r broses o ddod â'r pecyn dylunio ac ariannol at ei gilydd olygu y byddai hyn yn dechrau dod ymlaen y flwyddyn nesaf. I

gloi, byddai nifer o'r prosiectau hyn yn digwydd dros y cyfnod o 10 mlynedd ond ni fydd BCBC yn ariannu'r cyfan; roedd hyn yn ymwneud â chefnogi partneriaid i allu gwneud eu buddsoddiad eu hunain yng nghanol y dref.

Gofynnodd Aelod o ran cyllido ac o ble y byddai hynny'n dod, a oedd y partneriaethau a grybwyllwyd wedi dangos parodrwydd i ddod ymlaen ag ariannu a phwy oeddent.

Esboniodd y Cyfarwyddwr Corfforaethol - Cymunedau, mewn perthynas â'r darn o amgylch y coleg, fod yr Awdurdod Lleol yn gweithio gyda'r Cyfarwyddwr Trawsnewid Trefi - LIC, Comisiynydd Heddlu a Throsedd De Cymru, bwrdd rheoli Coleg Pen-y-bont ar Ogwr, Cyfarwyddwr 21^{ain} Ysgolion y Ganrif - LIC, yn ogystal â llawer iawn o waith ar y Prosiect Gwres Dosbarth gyda HNIP, Llywodraeth y DU a LIC, gyda phawb wedi ymrwymo. Roedd yr arian ar gael er bod ffordd bell i fynd, ond roedd y bwriad yno. O ran yr orsaf reilffordd, roedd arian ar gael, rhai ohonynt yn ffynonellau grant CCRCD, y byddai'n rhaid gwneud cais amdanynt. Roedd ewyllys i wneud i'r pethau hyn ddigwydd ond byddai astudiaeth ddichonoldeb fanwl yn cael ei chynnal, i edrych ar yr amserlenni, y farchnad, a goblygiadau cost a risg ymgymryd â'r prosiect hwnnw.

O ran byw yn y dref, roedd LCC yn awyddus i efelychu peth o'r gwaith a wnaed eisoes i gael byw yn ôl yng nghanol y dref. Roedd hyn yn ystyried cael defnydd masnachol ar y llawr gwaelod gyda phreswyl uwchben. O ran stoc tai, roedd yna lawer o eiddo 3 gwely, ond roedd y galw am eiddo 1 gwely, yn ogystal â phobl nad oedden nhw eisiau eiddo 3 gwely mwyach ond yr hoffent fyw yn rhywle mae bywiogrwydd a gweithgaredd oherwydd ei fod helpu gydag arwahanrwydd cymdeithasol a gwneud i bobl deimlo eu bod yn gysylltiedig â chanol y dref. Roedd cryn dipyn o arian ac ewyllys allan, ond roedd yn achos o roi'r achosion busnes at ei gilydd, cael caniatâd cynllunio, ac ati, a gwneud y cysylltiadau hynny er mwyn tynnu'r arian i lawr.

Esboniodd yr Arweinydd, mewn perthynas â'r goblygiadau ariannol, fod gan y Cyngor record ragorol o ran sicrhau cyfraddau cyfrannu uchel gan arianwyr allanol, yn aml 100%, gan roi'r enghreifftiau o Adeilad Gaylard a'r datblygiad ar Nolton Street. Roedd rôl y Cyngor wedi bod yn hanfodol trwy sicrhau'r cyllid hwnnw gyda phartneriaid ac roedd cyfle o hyd i adfer rhai adeiladau hanesyddol eraill a gweld sut y gallai busnesau ffynnu yn yr adeiladau hynny. Nododd mai'r Cyngor oedd yr unig Awdurdod Lleol yng Nghymru i sicrhau 4 cam o gyllid y Loteri Treftadaeth mewn perthynas ag Adeilad Davis. Rhoddodd hyder iddo fod gan y Cyngor y gallu i ddenu a sicrhau'r mathau o fuddsoddiad yr oedd eu hangen a dangos y gellid cyflawni mwy yn y dyfodol. Amlygodd fod dros 20 o fusnesau annibynnol bach wedi agor ym Mhen-y-bont ar Ogwr yn ystod y pandemig neu ychydig cyn hynny, ac y byddai'r rhain yn darparu pwynt gwerthu unigryw i ganol y dref.

Cytunodd yr Aelod Cabinet dros Gymunedau fod gan yr Awdurdod Lleol hanes o gynigion llwyddiannus iawn am fuddsoddiad yng nghanol y dref, heb anghofio'r rhan mewn teithio egniol. Dyma fyddai'r catalydd ar gyfer trawsnewid yr economi yn ystod y dydd a gyda'r nos a rhoi hwb economaidd i ganol y dref. Nododd y byddai cyllid yn y gorffennol wedi'i sicrhau ac yna ei baru â phrosiect. Roedd y glasbrint hwn yn caniatáu i brosiectau gael eu paru â chyllid, a fyddai'n caniatáu edrych ar Ben-y-bont ar Ogwr fel menter strategol, a oedd yn beth pwysig. Yr hyn yr oedd angen ei wneud oedd dangos i'r rhai a roddodd gyllid fod hwn yn gynllun realistig ar gyfer nifer o brosiectau a oedd yn gysylltiedig â gweledigaeth strategol ar gyfer y dref gyfan.

Cododd yr Aelod bryder ynghylch ariannu gwaith adfer ar ôl i brosiectau gael eu cwblhau ee, briciau ar goll yn sgwâr y dref. Gofynasant hefyd mewn perthynas â mwy o ymwelwyr oherwydd byw yn y dref a symudiad y coleg i ganol y dref, lle byddai'r holl bobl hyn yn parcio. Yn ogystal, nododd yr Aelod y byddai'r afon yn mynd i fod yn rhan fawr o'r Uwchgynllun blaenorol a gofynnodd beth oedd yn digwydd yno. Mewn perthynas â'r cynnig yn ystod y nos, cododd yr Aelod bryder bod canol y dref yn rhywle i'w osgoi o'r

blaen a gofynnodd a oedd hi'n debygol y byddai mwy o deledu cylch cyfyng, o ran diogelwch pobl.

Esboniodd y Cyfarwyddwr Corfforaethol - Cymunedau, o ran yr agwedd ddiogelwch, fod yr Awdurdod Lleol yn gweithio gyda chydweithwyr yr heddlu i ddylunio troseddau. Roedd teledu cylch cyfyng yn rhan allweddol o hyn ond wrth weithio gyda chydweithwyr SWP, roedd y canfyddiad o droseddu weithiau'n uwch na'r gwirionedd ac roedd angen rhoi basged o bethau at ei gilydd, gan gynnwys cael y presenoldeb heddlu cywir a pheidio â chael ardaloedd tywyll heb eu goleuo. Byddai nifer uwch o ymwelwyr yn rhoi mwy o ymdeimlad o ddiogelwch a bron yn lleihau'r trosedd manteisgar. Roedd hwn yn ddull basged cyfun i wneud diogelwch cymunedol wrth wraidd popeth a wnaed ac roedd yn rhan bwysig o les, wrth weithio gyda chydweithwyr yr heddlu a'r Cyngor Tref ar ystod o fentrau i wneud yr economi yn ystod y dydd a'r nos yn fywiog.

O ran nifer cynyddol yr ymwelwyr, ni fyddai yna barcio ychwanegol yng nghanol y dref gyda'r bwriad o gael mwy o llwybrau teithio egnïol. Roedd cryn dipyn o gynigion parcio ym Mhen-y-bont ar Ogwr a oedd ar hyn o bryd, a chyn Covid-19, yn ystod yr oriau brig, ond nad oeddent yn llawn yn eu cyfanrwydd, am y mwyafrif o'r amser. Roedd yn ymwneud yn fwy â chael y parcio iawn yn y lle iawn. Roedd darn o waith yn ymwneud â pharcio ceir a theithio egnïol yn cael ei wneud, ac roedd angen edrych yn fanylach arno i ddeall yr effaith. Roedd yn ymwneud â llwybrau teithio egnïol a sicrhau bod cysylltedd wedi'i oleuo'n dda a llwybr braf drwyddo, yn ogystal â dod â nhw heibio i fanwerthu a siopau, ar gyfer y gwariant.

O ran gwaith adfer, byddai hyn yn cael ei weithio trwy unrhyw brosiect a wnaed, oherwydd roedd yn bwysig edrych ar gynnal ansawdd y prosiect a roddwyd ee, palmant carreg and/or dodrefn stryd. Byddai atebolrwydd cynnal a chadw yn dod i'r Awdurdod Lleol trwy fabwysiadu sgwâr cymunedol, felly roedd yn bwysig edrych ar gynhyrchion o ansawdd uchel a sicrhau bod yr atebolrwydd cynnal a chadw mor isel â phosibl, a oedd yn rhan allweddol o friff y prosiect. .

Ychwanegodd y Rheolwr Grŵp Adfywio Strategol, o ran parcio a throseddu, fod yr Uwchgynllun ei hun wedi cynnal asesiad parcio fel rhan o'r gwaith gwaelodlin, a byddai strategaeth barcio yn esblygu o hynny. O ran y darn trosedd, trwy'r broses hon roedd yr heddlu wedi chwarae rhan fawr yn natblygiad yr Uwchgynllun gyda'u rhan wrth ddylunio troseddau ac wedi edrych yn drylwyr ar yr Uwchgynllun. Yn ogystal, roedd yr heddlu, o ganlyniad i werthiant posib eu safle presennol, ar hyn o bryd yn chwilio am adeilad yng nghanol y dref i fod â phresenoldeb yn swyddfa'r heddlu.

O ran yr afon, roedd llawer iawn o waith wedi'i wneud ar liniaru llifogydd, nad oedd yr Uwchgynllun blaenorol wedi ei ystyried ar y pryd. O ran unrhyw ddatblygiad yng nghanol y dref, roedd angen ystyried mater risg llifogydd 1 mewn 100 mlynedd, felly roedd her cael unrhyw ddatblygiad mawr yng nghanol y dref. Pan adeiladwyd Maes Parcio'r Rhiw, fel rhan o'r broses gynllunio, cyflogwyd arbenigwyr i ddangos bod y datblygiad yn hyfyw. Roedd y Prosiectau a'r Dulliau Adfywio Arweinydd Tîm a'r tîm wedi gwneud llawer mwy o waith ar risg llifogydd yn gyffredinol, gan ddangos nad oedd y dref mewn perygl o lifogydd 1 mewn 100 mlynedd ac felly roedd datblygiad mawr bellach yn ganiataol yng nghanol y dref ar y sail honno. Roedd yn llawer haws gallu edrych ar brosiectau ac edrych ar sut y gellid datblygu'r rhain ar hyd yr afon.

Nododd Aelod y byddai'r Cyngor yn annog masnachwyr annibynnol i ddod i Ben-y-bont ar Ogwr a gofynnodd pa gymhellion oedd i'w hannog i aros. Pe bu edrych yn ôl dros yr Uwchgynllun blaenorol y bu rhywfaint o feirniadaeth ohono, i archwilio camgymeriadau a wnaed a'r gwersi a ddysgwyd. Cytunodd ar yr angen am fannau hamdden a gwyrdd, ond sut oedd pobl yn mynd i gael eu hannog yn ôl i Ben-y-bont ar Ogwr nad oeddent ar llwybrau bysiau neu â chysylltiadau rheilffordd.

Nododd yr Arweinydd, o ran manwerthwyr annibynnol, yr anhawster a gafodd y Cyngor oedd nad y landlord oedd 95% o'r masnachwyr yn y dref yn ôl pob tebyg, dim ond bod yn landlord i fasnachwyr yn y farchnad dan do, a oedd wedi derbyn gostyngiad hael ar rent. Cyfraddau oedd y gost fawr arall ac roedd LIC i bob pwrpas wedi darparu rhyddhad ardrethi i'r busnesau hynny. Yn ogystal, parhaodd y Cyngor i gynnig parcio ceir am ddim, a fyddai'n cael ei adolygu'n barhaus a byddai rhai busnesau wedi elwa o grantiau addasiadau lletygarwch awyr agored, a ddarperir gan y Cyngor. Dyma'r offer oedd ar gael, ond roedd yn bwysig bod pobl yn cefnogi canol y dref, i fynd i mewn yno a chael golwg gan fod y dref yn esblygu ac yn newid yn gyson gyda busnesau newydd yn cychwyn a chynllun bwyty a chaffi bywiog iawn ac roedd angen i bobl gefnogi y dref a chefnogi'r busnesau hynny.

Esboniodd y Cyfarwyddwr Corfforaethol - Cymunedau y darn marchnata a chyfathrebu o amgylch 'caru'ch tref' a 'caru Pen-y-bont ar Ogwr', a oedd yn cael ei gyfathrebu'n barhaus ar gyfryngau cymdeithasol a'r wefan. Bu cryn dipyn o newid sianel, yn ystod y pandemig, gyda mwy o bobl bellach yn siopa ar-lein neu'n edrych ar-lein, cyn iddynt fentro allan. Roedd hyfforddiant a chefnogaeth ar gael i greu gwefannau ar gyfer manwerthwyr annibynnol, nid yn unig ar gyfer siopa ar-lein, ond i annog pobl i weld beth roedd masnachwyr yn ei gynnig, a oedd wedi bod yn llwyddiannus iawn yn ystod y pandemig o ran darn gwefan Nadolig. Roedd yn bwysig parhau â'r llwyddiant hwnnw, er nad oedd hyn yr un peth â nifer yr ymwelwyr, ond pe bai pobl yn cael eu hannog i ddod i ganol y dref ynghyd â mwy o bresenoldeb ar-lein, fel bod gan fusnesau y ddwy sianel, yna byddai hyn yn helpu i sicrhau'r dyfodol i rai o'r annibynnwyr hyn.

Nododd Aelod-Gymunedau'r Cabinet mai un o'r pethau yr oedd angen i'r Awdurdod Lleol ei wneud, er mwyn gwneud Pen-y-bont ar Ogwr yn fwy hyfyw, oedd ei wneud yn ardal yr oedd pobl eisiau dod iddi am wahanol resymau, a dyna oedd yr Uwchgynllun yn mynd i'r afael ag ef. Roedd trafndiaeth gyhoeddus yn allweddol gan gynnwys Metro De Cymru, ac roedd y Cyngor yn edrych ar ffyrdd o ddod â thrafnidiaeth gyhoeddus yn fwy unol â disgwyliadau pobl.

Roedd Aelod yn gobeithio bod y strategaeth barcio yn cynnwys, nid yn unig parcio yng nghanol y dref, ond yr effaith ar barcio preswyl a pharcio trwyddedau preswylwyr oherwydd bod y ddau yn rhyng-gysylltiedig. Gofynasant o ran methodoleg rheoli prosiect, pa fonitro a rheolaeth a wnaed mewn perthynas â'r Uwchgynllun blaenorol a fyddai'n dangos llwyddiannau a methiannau. Yr hyn a amlygwyd oedd nad oedd y Cyngor yn berchen ar 95% o ganol y dref, felly roedd yn ymwneud â newid canfyddiadau masnachwyr ac unigolion bod pethau'n digwydd yng nghanol y dref. Dylai unrhyw beth a gynhyrchir wedi hynny, fod ar y droed flaen yn hyrwyddo'r hyn a oedd yn cael ei gyflawni ee, llwyddiant gyda'r gronfa loteri Treftadaeth, ac ati.

Esboniodd y Cyfarwyddwr Corfforaethol - Cymunedau ei bod wedi dod o raglen / cefndir sy'n canolbwyntio ar y prosiect ac yn hoffi llywodraethu cryf, o ran deall cwrmpas, yr hyn a oedd yn cael ei gyflawni, amserlenni, buddion a risg. Ni ddaeth dim heb risg ac roedd angen amcan cytbwys. Yr un mor hanfodol â monitro, oedd adolygu'r hyn a wnaed a rhannu'r gwersi a ddysgwyd. Bu rhai llwyddiannau gyda phrif gynlluniau blaenorol, ond roedd y ffordd yr oedd adfywio yn cael ei ddarparu wedi newid ac roedd yr amgylchedd wedi symud ymlaen gymaint. Yr hyn a oedd yn bwysig oedd adolygu gwersi a ddysgwyd ac egluro pam fod y cyfeiriad wedi newid, gan y dylai cynlluniau adfywio fod yn ddeinamig. Roedd yn bwysig nodi'r Uwchgynllun ond dylid ei adolygu, efallai ar ôl 5 mlynedd, ac os oes angen, ei newid. Cydnabu y dylai'r adroddiad i'r Cabinet gynnwys myfyrio ar yr Uwchgynllun blaenorol ac egluro pam y newid tac a pha wersi a ddysgwyd. O ran cyfathrebu dyheadau yn ehangach, gellid gwneud hyn, oherwydd roedd yn bwysig bod pobl yn deall yr uchelgeisiau a'r hyn a oedd yn ceisio cael ei gyflawni.

Eglurodd y Rheolwr Grŵp Adfywio Strategol, wrth baratoi'r uwchgynllun, fod yr ymgynghorwyr wedi adolygu'r Uwchgynllun blaenorol, i weithio allan beth oedd yn dal yn berthnasol a pha rannau y gellid eu dwyn ymlaen o hyd. Fe'i hysgrifennwyd ar adeg pan oedd yr economi mewn lle gwahanol, manwerthu yn canolbwyntio ar ardaloedd mawr o nifer yr ymwelwyr sgwâr wedi'u dynodi ar gyfer datblygiad manwerthu mawr. Nid dyma ddyfodol canol y dref, a oedd yn canolbwyntio mwy ar y farchnad annibynnol a chadw'r hyn a oedd yno. Amseriad yr Uwchgynllun blaenorol a ollyngodd ei gyflawni. Roedd polisi LIC hefyd wedi newid yn ddramatig mewn nifer o leoedd gyda'r polisi o amgylch canol y dref yn gyntaf, a gyflwynwyd, yn 2020, a oedd yn newid gêm fawr i ganol y dref, o ran datblygiad mawr a'r cyfeiriad o amgylch teithio egniol. Tynnodd sylw at y rhaglen lleoedd bywiog a hyfyw, yr oedd Pen-y-bont ar Ogwr wedi manteisio arni ac yn fwy diweddar y rhaglen Buddsoddi Adfywio wedi'i Thargedu (TRI). Roedd LIC wedi targedu cyllid tuag at ganol trefi, nad oedd ar gael ar adeg ysgrifennu'r Uwchgynllun diwethaf ac wedi rhoi troelli hollol wahanol ar yr un hwn. Cyfeiriwyd ato yn yr Uwchgynllun hwn, fel rhan o'r darn gwaelodlin, ond nid oedd digon am lwyddiannau'r Uwchgynllun diwethaf a chysylltu rhai o'r prosiectau hynny â'r Uwchgynllun yn uniongyrchol.

Dywedodd yr Aelod nad beirniadaeth oedd ei sylwadau, ond bod angen cynyddu cyfathrebu, er mwyn sicrhau bod gwybodaeth yn cael ei rhoi i bobl ei threulio a'i deall yn fwy, a'i bod yn cael ei chyfleu'n glir mewn ffordd yr oedd pobl yn ei deall.

Cytunodd y Cadeirydd fod yn wers bwysig i Gynghorwyr a Swyddogion fod yn gryno ac yn glir yn yr hyn a ddywedwyd wrth aelodau'r cyhoedd, ym mhob cyfathrebiad a wnaed.

Diolchodd Aelod i'r Swyddogion am eu cyflwyniad a nododd y byddai materion enw da sylweddol i'r Awdurdod pe bai cyflenwad yn gyfyngedig neu ddim yn cael ei gyflawni, a bod angen edrych yn ôl ar y cynllun blaenorol. Gan adlewyrchu ar ei rôl ei hun yn yr Awdurdod Lleol, awgrymodd efallai y dylai'r Aelodau mewn cyd-destun cefnogol adolygu a gwerthuso'r Uwchgynllun yn flynyddol.

Cododd Aelod bryder ynghylch dod â llawer o bobl i ganol y dref a sut y byddai hyn yn cael ei letya gan gynnwys mynediad, gan y byddai rhai yn defnyddio ceir. Nid oedd hi'n argyhoeddedig ynghylch y farchnadadwyedd a'r galw am ofod swyddfa a gofynnodd beth a ragwelwyd o ran y canolbwynt diwylliant.

Esboniodd y Cyfarwyddwr Corfforaethol - Cymunedau, o ran gofod swyddfa, y bwriadwyd i hyn fod yn ofod deori busnes ee, Canolfan Arloesi Menter Cymru (ICE) yng Nghaerffili, lle gallai busnesau newydd neu fusnesau bach newydd, ddod i logi swyddfa a thyfu eu busnes. Roedd hyn yn caniatáu i fusnesau canmoliaethus helpu ei gilydd i dyfu a rhywbeth yr oedd cydweithwyr LIC yn teimlo oedd ei angen.

O ran byw yn y dref, roedd yn heriol o ran symudedd ac yn benodol o ran defnyddio'r car. Byddai rheoliadau cynllunio yn pennu faint o leoedd cynllunio, y caniateir i ddatblygiadau preswyl penodol fod ar waith. O edrych ar Landlordiaid Cymdeithasol Cofrestredig (RSLs) a'u darpariaeth o fflatiau, roedd perchnogaeth car is na'r cyfartaledd weithiau a rhan bwysig oedd sicrhau bod y darn teithio egniol yn iawn. Byddai'n rhaid barnu pob datblygiad yn ôl ei deilyngdod er mwyn sicrhau nad yw problem yn cael ei chreu ee osgoi datblygu datblygiadau newydd sy'n parcio mewn ardaloedd preswyl cyfagos.

Esboniodd y Rheolwr Grŵp Adfywio Strategol mai enghraifft dda iawn o fyw yn y dref oedd datblygiad Rhiw, a oedd yn dibynnu ar allu darparu digon o le parcio o fewn arwynebedd llawr y datblygiad. Yr hyn a ddarganfuwyd wedi hynny oedd bod y parcio wedi ei dan-feddiannu oherwydd bod yr hyn a fyddai'n gobeithio dod allan o fyw yn y dref, wedi digwydd mewn gwirionedd ee, ildio cerbyd oherwydd mynediad i drên. Dyna oedd y model yr edrychwyd arno ar gyfer datblygiadau yn y dref, ond efallai na fyddai bob amser yn bosibl, yn ogystal â gweithio o fewn y polisi cynllunio newydd a oedd yn

ystyried yr effaith ehangach ar nifer yr unedau sy'n cael eu hadeiladu. Byddai hyn yn digwydd ar sail datblygiad wrth ddatblygiad gyda pha gyfle oedd i ddarparu parcio o fewn y datblygiadau eu hunain.

O ran y darn gofod diwylliannol, roedd hyn yn rhywbeth a ddaeth allan o sgysiau cynnar, cyn i'r pandemig ddigwydd bod cyfoeth o bethau treftadaeth a diwylliannol wedi digwydd eisoes yng nghanol y dref. Roedd pobl yn hoffi'r cynnig yn Carnegie House ac eisiau gweld fersiwn estynedig. Yn ogystal, cynhaliwyd sgysiau gyda Choleg Pen-y-bont ar Ogwr ynglŷn â dod â Theatr Sony i ganol y dref a pha gyfle a ddaw yn sgil alinio hynny â'r cynnig sy'n digwydd yn Nhŷ Carnegie. Roedd cyfle yno er nad oedd y prosiect wedi'i archwilio yn ei gyfanrwydd.

Dyweddodd yr Aelod ei bod yn dal i boeni am yr unedau preswyl a'r atebion a gafwyd. Nododd mai un o'r ysgogwyr cais i'r cynllun fod yn llwyddiannus oedd cynyddu defnydd preswyl yn y dref yn aruthrol. Roedd yn bwysig peidio â chael dim ond un cymysgedd cymdeithasol yn y dref, roedd angen cymysgedd i'r dref fod yn llwyddiannus ac yn fywiog ac roedd angen iddo fod yn gymysgedd o bobl a oedd ag arian parod ar gael i'w wario ar wasanaethau yn y dref, yn ogystal â phobl a oedd angen tai fforddiadwy.

Eglurodd y Cyfarwyddwr Corfforaethol - Cymunedau nad oedd yn ymwneud yn unig â LCC a phobl iau, ond grŵp oed cymysg ac economi gymysg yn dod yn ôl. Roedd angen annog cynwysoldeb ac yn benodol annog poblogaeth hŷn i ddod yn ôl a themlo bod rhywfaint o fywiogrwydd o'u cwmpas, gallent siopa a defnyddio'r cyfleusterau hamdden yng nghanol y dref. Sicrhodd yr Aelodau y byddai'n ddarn byw preswyl cymysg yn y dref.

Cododd Aelod bryder ynghylch yr ochr drafnidiaeth, yn enwedig yn ymwneud â'r bysiau, oherwydd eu bod yn endidau masnachol ac nad oedd unrhyw reolaeth drostynt. Gofynasant a oedd y Cyngor yn ystyried mynd â rhai bysiau yn ôl i reolaeth yr Awdurdod Lleol neu a oedd y Cyngor yn gwbl ddibynnol ar fusnesau preifat.

Esboniodd y Cyfarwyddwr Corfforaethol - Cymunedau nad oedd unrhyw fwrriad i ddod yn ddarparwr trafnidiaeth ar hyn o bryd. Nododd, yn ystod y pandemig, bod nifer y bobl sy'n dal bysiau wedi gostwng ac er mwyn darparu gwasanaethau i gael gweithwyr allweddol ac i ddarparu symudedd, roedd LIC wedi rhoi cymhorthdal i'r gwasanaethau hynny. Roedd cyfarfodydd rheolaidd gyda darparwyr trafnidiaeth, Swyddogion ac Aelodau Cabinet, i drafod darlun tymor hwy. Roedd rhai sgysiau yn ymwneud â pharatoi hybiau trafnidiaeth integredig, i geisio dod â'r holl wasanaethau at ei gilydd, gan ei bod yn ymddangos yn eithaf amlwg, os ewch oddi ar drên, rydych chi am i'ch bws fod o fewn y 10 munud nesaf. Roedd cefn gorsaf reilffordd Pen-y-bont ar Ogwr yn cael ei hystyried, yn ogystal â'r tu blaen, i weld a allai bysiau a thacsis ddod i'r cefn, yn ogystal ag edrych ar lwybrau i feicwyr a cherddwyr, i geisio creu canolbwynt integredig. Roedd gan weithredwyr ddiddordeb oherwydd byddai hyn yn eu galluogi i symud pobl i'r man yr oeddent am fod, yn enwedig ar yr oriau brig, er na chytunwyd ar hyn.

Hefyd yn cael ei ystyried oedd rhoi terfynfa bysiau yn Salt Lake ym Mhorthcawl i'w gysylltu yn ôl â llinell reilffordd y Pyle, yn ogystal ag edrych ar gerbydau allyriadau ultra-isel gyda darparwyr, a chysylltu prosiect Metro CCRCD. Roedd trafnidiaeth yn thema fawr i LIC yn ei gynllun datgarboneiddio, gyda phob sector cyhoeddus yn gorfod bod yn sero carbon net erbyn 2030. Roedd £ 2.6m wedi'i gymeradwyo ar gyfer llwybrau teithio egniol yn y fwrdeistref, ac roedd yn ymwneud â sicrhau bod y llwybrau yn y lle iawn. Roedd yn rhan allweddol o gynllun datgarboneiddio 2030 ond sylweddolodd ei bod yn debyg na fu digon o gyfathrebu ar hynny, y byddai'n mynd i'r afael ag ef.

Dyweddodd Aelod, un o'r rhesymau dros ostyngiad yn nifer y defnyddwyr bysiau oedd ei bod yn haws cael bws i Gaerdydd, na Phen-y-bont ar Ogwr. Gofynnodd hefyd beth oedd

yn digwydd gyda'r cyfleusterau cyhoeddus gan mai'r unig gyfleusterau cyhoeddus oedd ar agor oedd yn yr orsaf fysiau.

Eglurodd y Cyfarwyddwr Corfforaethol - Cymunedau fod y gostyngiad yn nifer y bysiau yn ystod y cyfnod Covid-19 a bod niferoedd bywiog ym Mhen-y-bont fel arfer ar gyfer gwasanaethau bysiau. Byddai'n cael y sgwrsiau hynny gyda'r gweithredwyr ac yn benodol yn y sesiwn chwarterol nesaf, a byddai'n codi'r darn ynghylch pa mor hawdd oedd hi i fynd ar fws i Gaerdydd, ond ddim mor hawdd mynd ar fws i Ben-y-bont ar Ogwr. Roedd yn bwysig rhoi Pen-y-bont ar Ogwr ar y map fel Tref Sirol, felly mae'n werth y daith bws i'r dref, er na allai gystadlu yn erbyn y Brifddinas. O ran cyfleusterau cyhoeddus yn yr orsaf fysiau, cadarnhaodd y Cyfarwyddwr Corfforaethol - Cymunedau mai dyma oedd y sefyllfa bresennol gan fod siopau a lletygarwch wedi cau, hyd at y pwynt hwn ond y byddai'n cael ymateb manylach.

Nododd yr Arweinydd fod darpariaeth toiled newydd yn y farchnad ac y byddai'n gwirio a oedd y cyfleuster hwnnw bellach wedi ailagor fel rhan o'r gwaith o godi cyfyngiadau. Ar ôl i letygarwch dan do ailagor, byddai argaeledd toiledau mewn bwytai, caffis a bariau hefyd yn dychwelyd. Nododd y Cynllun Cysur, a oedd wedi gweithio'n effeithiol yng nghanol y dref, lle'r oedd nifer o fusnesau yn agored i unrhyw un ddefnyddio eu toiledau a darparodd yr Awdurdod Lleol gymorth ariannol bach i'r busnesau hynny i'w galluogi i wneud hynny.

Dywedodd y Cadeirydd, ar ran Aelod a oedd angen gadael y cyfarfod yn gynnar, ei bod yn dda gweld rhai yn y cynllun o ran lleoedd gwyrdd yn gyffredinol, ond yn amlwg hoffai weld mwy, ond sut roeddent yn mynd i gael ei reoli'n effeithiol. Gofynnodd pam nad oedd Caeau Newbridge a Chae'r Bragdy, a oedd yn rhan o ardal y Cyngor Tref, yn rhan o'r cynllun datblygu hwn.

Esboniodd y Rheolwr Grŵp Adfywio Strategol fod datblygu mwy o fannau gwyrdd yn yr Uwchgynllun yn cael sylw ac amlygodd lwyddiant grant i ddatblygiad Sunnyside, er mwyn gallu cefnogi ymdrechion gwyrddu. Roedd hwn yn ddull dwy ochrog, un yn edrych ar ba ymyriadau y gellid eu gwneud wrth ddatblygu strategaeth wyrddio, ond hefyd yn edrych ar ddatblygiadau wrth iddynt ddod ymlaen, a chysylltu prosiect gwyrddu â'r datblygiadau hynny. O ran Caeau Newbridge a Chae'r Bragdy, ni chafodd y rhain eu gwahardd yn fwriadol ac roedd gwaith wedi'i wneud gyda LIC i osod ffin ar gyfer canol y dref, ond yn yr achos hwn roedd hynny'n golygu dod â'r ffin yn agosach tuag at y craidd er mwyn manteisio ar yr holl gyfleoedd yn ymwneud â chyllid a datblygu, a arweiniodd at eistedd y ddau hynny y tu allan.

Amlygodd yr Arweinydd, mewn perthynas â chysylltiadau â mannau gwyrdd, Warchodfa Natur Leol Craig-y-Parcau, a oedd yn boblogaidd iawn gyda llawer o drigolion fel lle i gerdded, ymarfer corff a gweld bywyd gwyllt, ond efallai y bydd ymwelwyr nad oeddent yn gwybod roedd mor agos at ganol y dref. Roedd gwaith wedi'i wneud gyda Chyngor Tref Pen-y-bont ar Ogwr i wella llwybrau troed a mynediad i'r coetir ar hyd afon Ogmor, a byddai'n edrych ar gryfhau'r cysylltiadau hynny, hyd yn oed pe bai hwn yn banel deongliadol, i'w nodi fel rhywbeth ar stepen y drws. Gallai hyn fod yn rhywbeth a ddygwyd ymlaen ac roedd yn ddilyniant naturiol o'r buddsoddiad a oedd yn digwydd yn Sunnyside.

Cadarnhaodd y Rheolwr Grŵp Adfywio Strategol fod y toiledau newydd yn y farchnad ar agor. Yn ogystal, roedd cyfathrebiad, yr wythnos diwethaf i, wedi'i anfon at bob manwerthwr gyda rhywfaint o arweiniad ar sut i ddechrau'r cynllun cysur a sut i agor eu toiledau i'r cyhoedd, yn yr amgylchedd presennol.

Cododd yr Aelod bryder y dylid edrych ar y cynllun cysur ac amlygu siop yn ei hardal, a elwodd o'r cynllun cysur, ond na fyddai'n gadael unrhyw un i mewn yno.

Cytunodd y Cadeirydd fod angen ymchwilio i'r rhain i sicrhau bod pob cwmni'n cydymffurfio, pe baent yn ymuno â'r cynllun.

Cwestiynau Economaidd-Gymdeithasol

Mynegodd Aelod ei bod wedi bod yn ddadl ddiddorol iawn gyda chefnogaeth gadarnhaol i'r Uwchgynllun. Y canlyniadau anfwriadol oedd y posibilrwydd o gynyddu amddifadedd ac anfantais mewn meysydd eraill. Roedd canolfannau masnachol eraill yr oedd angen sylw arnynt ac roedd Covid-19 wedi tynnu sylw at y ffaith bod manteision mawr i siopa lleol. Wrth lunio'r Uwchgynllun a'i symud ymlaen, byddai'n wych meddwl bod meysydd eraill hefyd yn cael eu trin mewn ffordd debyg.

Cydnabu'r Cyfarwyddwr Corfforaethol - Cymunedau mai hwn oedd yr Uwchgynllun strategol ar gyfer Pen-y-bont ar Ogwr a bod cynlluniau a strategaethau eraill ar waith ar gyfer yr holl feysydd eraill. Tynnodd sylw'r Aelodau at y swm sylweddol o adnoddau a oedd wedi mynd i mewn i Faesteg, dros y blynyddoedd diwethaf, gan gynnwys prosiect canolbwynt diwylliannol Neuadd y Dref Maesteg, grant o £250k ar gyfer yr Adeilad Family Value a siopau eraill ar stryd Talbot. Yn ogystal, gwnaed gwaith gyda masnachwyr ym Maesteg, yn ystod Covid-19, i'w galluogi i barhau i weithredu, ynghyd â chynlluniau gwella masnachol ar draws y fwrdeistref yn ehangach i allfeydd eraill gan gynnwys canolfannau ardal bach gan gynnwys Pencoed, ac ati. Tynnodd sylw'r Aelodau at bont reilffordd Penprysg a'r darn croesi rheilffordd, fel rhan o'r prosiect metro, a byddai datrys y trefniadau mynediad yn bwysig iawn i'r ganolfan honno yno.

Esboniodd y Rheolwr Grŵp Adfywio Strategol ei bod yn anodd iawn bwrw'r rhwyd yn eang, o'r pwynt adnoddau yn unig a bod hynny'n swyddog ac yn ariannol. Cynigiwyd grantiau yn arbennig i ardaloedd y Cymoedd, dros y 6 mis diwethaf, gan gynnwys grantiau i gefnogi busnesau i roi datblygiad awyr agored, gyda chefnogaeth rannol gan yr Awdurdod Lleol ac yn rhannol gan raglen derfynol Tasglu'r Cymoedd. Yn ogystal, aseswyd 23 eiddo gwag ar gyfer grantiau er mwyn eu defnyddio yn ôl. Ar gefn hynny, roedd LIC wedi cael ei lobio, o ran rhaglen newydd ar gyfer Tasglu'r Cymoedd, wrth iddo ddod i ben ar 31 Mawrth. Esboniodd fod Fframwaith Adfywio Cymoedd Pen-y-bont ar Ogwr wedi'i ddrafftio yn 2019, y gobeithiai y gellid ei ddefnyddio mwy. Roedd hyn ychydig yn wahanol gan nad oedd o reidrwydd yn nodi ymyriadau penodol yn yr un modd â Phrif Gynllun, ond roedd yn nodi materion allweddol a sut yr eir i'r afael â'r rhain.

Gofynnodd yr Aelod a ellid dosbarthu copi o'r Fframwaith i'r Aelodau.

Dywedodd Aelod fod angen sicrhau bod effaith y ddyletswydd economaidd-gymdeithasol, ynghlwm wrth weithgaredd a llywodraethu ehangach yr Awdurdod Lleol o amgylch yr Uwchgynllun, cynllunio tref a'r agenda gwneud lleoedd. Roedd angen i'r Cyngor gyfathrebu ynghylch y gwaith bywiogrwydd a oedd yn mynd rhagddo. Roedd hefyd angen mynd i'r afael â'r eiddo masnachol gwag anodd eu cyrraedd, gan y gallai hyn weld budd o gyllid parhaus ychwanegol yn y sir.

Cydnabu'r Cyfarwyddwr Corfforaethol - Cymunedau fod y ddyletswydd economaidd-gymdeithasol wedi dod i rym ar 1 Ebrill 2021, ac y byddai'n cael ei hystyried fel rhan o Adroddiad y Cabinet ynghyd â Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) (WFGWA), Asesiad Effaith Cydraddoldeb (AEA) a'r Cynllun Corfforaethol a sut roedd popeth a oedd yn cael ei wneud yn cyfrannu at les yn gyffredinol. Nid oedd y buddion i gyd yn ariannol, mewn gwirionedd roedd y mwyafrif yn anariannol, ac roeddent i greu llesiant lle mae pobl eisiau cymdeithasu a chwrrd â ffrindiau. Roedd y chwyddwydr yn ystod y pandemig wedi troi at iechyd meddwl a llesiant, gyda phobl yn cael mwy o barch at ble roeddent yn byw a'u hamgylchedd lleol ynghyd â mwy o werthfawrogiad o'r hyn oedd o'u cwmpas. Rhan allweddol o'r Uwchgynllun, oedd hunaniaeth leol, gan gael pobl

i werthfawrogi pa mor anhygoel oedd Pen-y-bont ar Ogwr, ei threftadaeth a phopeth a oedd ar gael.

Cwestiynau Ymgynghori

Cyfeiriodd Aelod at y canolbwynt trafndiaeth integredig, a gofynnodd a oedd Trafndiaeth i Gymru (TfW) a Network Rail yn gefnogol i gael mynedfa hygyrch yng nghefn yr orsaf, a fyddai fwy na thebyg yn gorfod bod â staff ac a oeddent yn barod i fuddsoddi ac ariannu rhai o'r adnoddau ychwanegol hyn.

Cadarnhaodd y Prosiectau a'r Dulliau Adfywio Arweinwyr Tîm y bu nifer o gyfarfodydd gyda Network Rail a TfW, (TfW gov a TfW Rail Services) ac roeddent yn cyd-fynd yn fawr â'r cynigion, er eu bod yn cydnabod mater cynyddu staffio fel rhywbeth i fynd i'r afael ag ef.

Cyfeiriodd yr Aelod at broblem faint o leoedd parcio sydd ar gael, a gofynnodd a fyddai mynedfa ar yr ochr ddwyreiniol yn achosi problem arall gyda pharcio.

Esboniodd Prosiectau a Dulliau Adfywio Arweinydd Tîm fod parcio wedi cael ei drafod yn fanwl iawn, ei fod yn fater, ac y byddai'n rhaid ei ddatrys. Roedd darpariaeth barcio bresennol ar ochr orllewinol y trac, felly efallai y bydd yn rhaid dyrannu ar ochr ddwyreiniol y trac. Roedd angen i hwn fod yn ddatblygiad sy'n canolbwyntio ar dramwy, gan ymgorffori lleoedd lle gallai pobl barcio, mae cysylltiadau bws digonol ac y gallai pobl gael mynediad atynt ar droed a beicio yno, felly roedd y cyfan yn rhan o'r dull integredig ar gyfer y safle.

Gofynnodd Aelod pa ymgynghoriad a wnaed gyda datblygwyr eiddo.

Cadarnhaodd y Rheolwr Grŵp Adfywio Strategol yr ymgynghorwyd yn ffurfiol â'r holl dirfeddianwyr hysbys. Nid unigolion yn unig, ond canolfannau siopa a chynrychiolwyr perchnogion ym Mhen-y-bont ar Ogwr a'r DU, holl dirfeddianwyr y sector cyhoeddus a pherchnogion tir a datblygwyr y sector preifat. Roeddent wedi bod yn rhan o'r broses ddatblygu ac wedi croesawu'r prosiectau a oedd wedi'u cynnwys yn y cynllun. Bu sgysiau hefyd gydag asiantau, y rhai sy'n cynrychioli datblygwyr mawr sy'n chwilio am safleoedd ac adeiladau.

Pwysleisiodd yr Arweinydd eu bod yn llawer mwy na ymgynghorau ond yn bartneriaid hanfodol gyda llawer o'r cynnydd a wnaed, trwy'r bartneriaeth honno. Hyd yn oed os nad oedd yn cael y berthynas honno'n uniongyrchol ee efallai trwy fod gan RSL y berthynas honno, bu ymgysylltiad hynod gadarnhaol â mwyafrif y tîr feddianwyr, o ran y lluniau sgwâr yr oeddent yn berchen arnynt a nifer y perchnogion. Ar y cyfan, roedd hynny wedi bod yn allweddol i gynnydd yn ystod y blynyddoedd diwethaf a byddai'n allweddol i symud ymlaen, gan symud ymlaen, gan nad gweledigaeth yr Awdurdod ar gyfer y dref yn unig oedd hon, gweledigaeth pawb gan gynnwys yr holl bartneriaid yn y sector cyhoeddus a phreifat, a oedd yn gyffrous yn ei chylch. y cynllun hwn, oherwydd gallent weld y potensial, fel y gallai'r Awdurdod Lleol.

Diolchodd y Cadeirydd i Swyddogion ac Aelodau'r Cabinet am eu hamser ac ar ôl hynny gadawodd y gwahoddedigion y cyfarfod.

Argymhellion :

Ar ôl ystyried yr adroddiad ar Uwchgynllun ac Ymgynghoriad Adfywio Canol Tref Pen-y-bont ar Ogwr, ac ymatebion Gwahoddwyr i gwestiynau'r Aelodau, gwnaeth y Pwyllgor y sylwadau a'r argymhellion a ganlyn:

1. Bod yr adroddiad i'r Cabinet yn edrych ar yr uwchgynllun blaenorol ac yn myfrio'n ôl ac yn dod â gwersi ymlaen.
2. Bod y Pwyllgor, mewn cyd-destun cefnogol, yn derbyn adolygiad ac arfarniad o'r uwchgynllun o leiaf unwaith y flwyddyn. Yn ogystal, hoffai'r pwyllgor gael diweddariadau prosiect-benodol gan ddefnyddio mesurau SMART, o ran cerrig milltir allweddol y prosiect.
3. Cododd yr aelodau bryder ynghylch lefel y parcio yng nghanol y dref o ganlyniad i niferoedd cynyddol o fyfyrwyr o Goleg Pen-y-bont ar Ogwr yn symud i Cheapside, ynghyd â'r potensial i Theatr Sony symud, yn ogystal â niferoedd cynyddol o gerbydau oherwydd y preswyl yn y dref. Sut fyddai hyn yn effeithio ar barcio preswyl a pharcio trwyddedau preswylwyr.
4. Gofynnodd yr aelodau am gopi o'r strategaeth deithio.
5. Bod unrhyw atebolrwydd cynnal a chadw a fyddai'n dod i'r Awdurdod Lleol o ganlyniad i'r uwchgynllun, yn cael ei ystyried yn y costau.
6. Mewn perthynas â'r darn byw preswyl yn y dref, dylai fod cymysgedd o grwpiau cymdeithasol.
7. Cryfhau cyfathrebu mewn perthynas â llwybrau teithio egnïol yn y fwrdeistref ee Gwarchodfa Natur Leol Craig-y-Parcau.
8. Mae sgysiau yn parhau gyda gweithredwyr bysiau i sicrhau nad yw'n haws mynd ar fws i Gaerdydd, yn hytrach nag i Ben-y-bont ar Ogwr.
9. Roedd yr aelodau'n poeni am y diffyg cyfleusterau cyfleustra cyhoeddus hynny yng nghanol y dref a gofynnwyd iddynt ystyried cyfleusterau cyfleustra cyhoeddus newydd sy'n cael eu hadeiladu ar ochr ddwyreiniol yr orsaf reilffordd. Gofynnodd yr aelodau ymhellach i'r cynllun cysur gael ei adolygu i sicrhau bod pob cwmni'n cydymffurfio, pe baent wedi ymuno â'r cynllun.

Dosbarthu copi o fframwaith adfywio'r Cwm i holl Aelodau'r Pwyllgor.

120. EITEMAU BRYD

Dim.

Daeth y cyfarfod i ben am 13:01

This page is intentionally left blank

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

19 JULY 2021

REPORT OF THE CORPORATE DIRECTOR - COMMUNITIES

CLIMATE CHANGE RESPONSE AND NET-ZERO CARBON BY 2030

1. Purpose of report

- 1.1 The purpose of this report is to inform the Subject Overview and Scrutiny Committee 3 of the approach being taken by Bridgend County Borough Council (BCBC) in response to the challenges of Climate Change and achieving a position of Net-Zero Carbon as a public body by 2030.

2. Connection to corporate well-being objectives / other corporate priorities

- 2.1 This report assists in the achievement of the following corporate well-being objectives under the **Well-being of Future Generations (Wales) Act 2015**:-

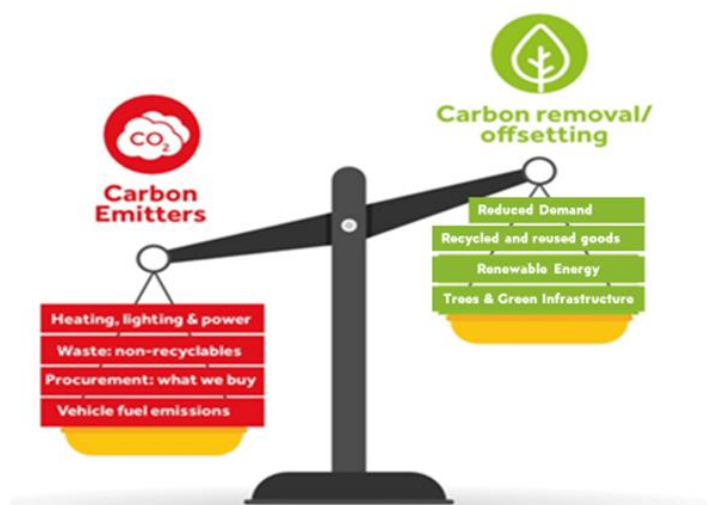
- **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
- **Helping people and communities to be more healthy and resilient** – taking steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services. Supporting individuals and communities to build resilience, and enable them to develop solutions to have active, healthy and independent lives.
- **Smarter use of resources** – ensuring that all resources (financial, physical, ecological, human and technological) are used as effectively and efficiently as possible and support the creation of resources throughout the community that can help deliver the Council's well-being objectives.

3. Background

- 3.1 In October 2018, the United Nations Intergovernmental Panel on Climate Change (IPCC) produced a report on the state of global warming, warning of the consequences of failing to limit global warming to a 1.5°C rise¹. The report identified that global temperatures continued warming would significantly increase the likelihood and the resulting impact of floods, droughts, and extreme heat. The report stated the importance of limiting global warming and requiring an unprecedented scale and speed of action. It is also clear from the IPCC that taking action and delivering on the existing commitments of the United National Framework on Climate Change is the way to a more sustainable and equitable society.

¹ <https://www.ipcc.ch/sr15/>

- 3.2 In Wales,² emissions scenarios present a bleak picture of the future and are the consequences of allowing emissions to grow at an unconstrained rate.
- 3.3 The kinds of changes that would result would have overwhelming consequences for many residents of the County Borough, presenting much more frequent flood events, heatwaves, droughts and storms. This will significantly impact the well-being of both current and future generations, with extreme weather events putting increasing pressure on ecosystems, infrastructure, the built environment, finance, and the landscape. Reducing emissions from our activities will improve our well-being and demonstrate Bridgend's contribution to the global effort on climate change.
- 3.4 It is therefore essential that there is a focus on direct emissions and those that BCBC influence across all service activity and in residential and business communities. While BCBC does not have direct control of most local emissions, it delivers a range of regulatory and strategic functions in key sectors such as planning, housing and transport. BCBC has significant influence in their role as community leader, major employer and procurer of goods and services.
- 3.5 In November 2018, the Councils of Bristol and Manchester were among the first to pass motions that declared a 'Climate Emergency' and set ambitious targets aiming to be carbon neutral by 2030 and 2038 respectively to support efforts to limit global warming.
- 3.6 Welsh Government (WG) declared a Climate Emergency in April 2019. Following this WG has now committed to achieving a carbon neutral public sector by 2030. In addition, there is a commitment to coordinating action to help other areas of the economy to make a decisive shift away from fossil fuels, involving academia, industry and the third sector. This has now been incorporated into the updated 2021-22 BCBC Corporate Plan.
- 3.7 Carbon neutral or net-zero carbon is the balancing of carbon emissions against carbon removal, often with carbon offsetting, with the net result being neutral as summarised in the diagram below.



²See Welsh Government Prosperity for All: <https://gov.wales/sites/default/files/publications/2020-03/prosperity-for-all-a-climate-conscious-wales-technical-annex.pdf>

3.8 Policy around decarbonisation is evolving. Relevant recent legislative and policy levers are noted below:

- The Environment (Wales) Act 2016 specifies at least a 100% reduction in net Welsh emissions account for 2050 against the baselines specified in the Environment (Wales) Act 2016. BCBC started recording emissions data in 2010/11 in line with the Carbon Reduction Commitment (CRC) Energy Efficiency Scheme.
- WG has set a target for 70% of Wales' electricity to be from renewable sources by 2030. In Wales the equivalent of 50% of electricity consumption was met from renewable sources in 2018, compared with 48% in 2017 and 43% in 2016³.
- WG has set a target for 1 gigawatt (GW) of renewable energy capacity in Wales to be locally owned by 2030 and for all new projects to have an element of local ownership. Wales is 77% towards having 1 GW of renewable energy capacity as locally owned, with the total installed capacity of locally-owned energy projects up to the end of 2018 at 778 megawatts (MW)⁴.
- In March 2019, WG launched 'Prosperity for All: A Low Carbon Wales – a cross-government plan to cut emissions and contribute to the global fight against climate change.
- In May 2019, the UK Committee on Climate Change (UKCCC) recommended that a **100% reduction** in greenhouse gas emissions should be legislated for 'as soon as possible' and urged the government to set a net-zero CO_{2e} emissions target by 2050.

3.9 BCBC has a crucial role to play through the management of its own resources and assets and the way in which it works with and supports local residents, organisations and businesses to respond to the challenges set out in the IPCC report.

3.10 In 2020 BCBC declared a Climate Emergency and Cabinet created a Climate Emergency Response Programme. These actions highlighted that BCBC has a role as:

- **A community leader** – to work with residents, groups and businesses in relation to their energy use and preparing for climate impacts
- **A service provider** – to deliver more resource efficient services that are less carbon intensive, encourage more resilience and support the most vulnerable in society.
- **The manager of an estate** – to ensure that the estate and its operations are as resource efficient as possible, to use clean energy and prepare for the impacts of climate change.

³ <https://gov.wales/sites/default/files/publications/2019-10/energy-generation-in-wales-2018.pdf>

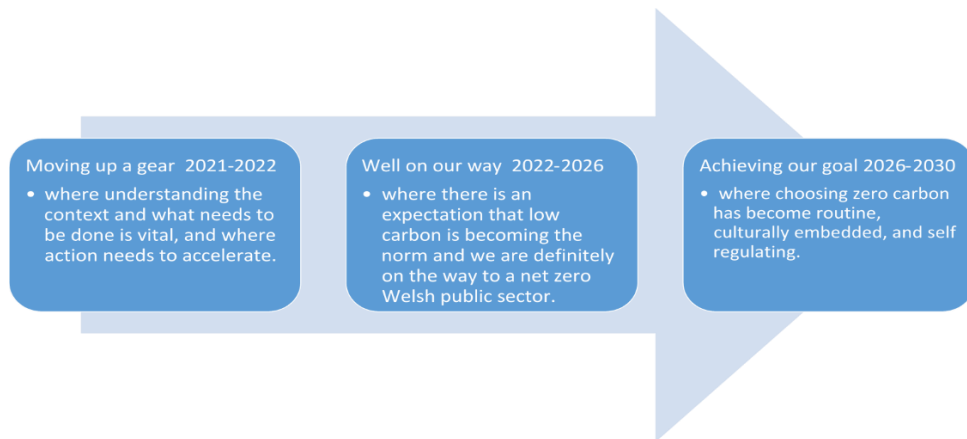
⁴ <https://gov.wales/sites/default/files/publications/2019-10/energy-generation-in-wales-2018.pdf>

4. Current situation/proposal

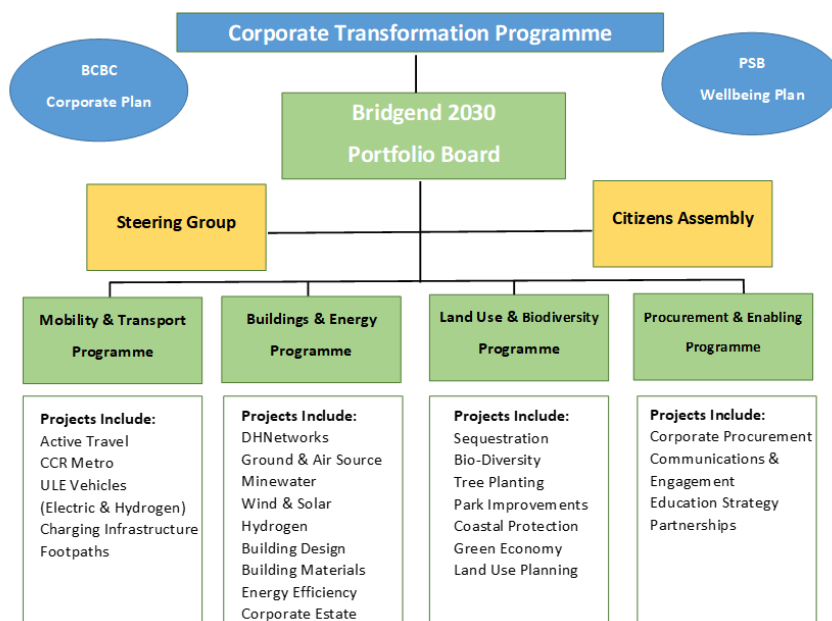
4.1 A target for Local Authorities in Wales to be net-zero carbon must be met by 2030. In response, the Welsh Local Government Association (WLGA) with local government Leaders have established a Decarbonisation Strategy Panel, supported by all 22 local authorities, WG, Natural Resources Wales (NRW) and Cardiff University. The Decarbonisation Strategy Panel, alongside WG, have defined the areas of focus in reaching net-zero carbon as follows:

- Mobility and Transport
- Building and Energy
- Land Use and Biodiversity
- Procurement

4.2 The panel provides a strategic overview of the priority areas for action and the changes required for the Welsh public sector to reach net-zero emissions by 2030 as the diagram below shows.



4.3 To oversee the current and future work which BCBC has to undertake BCBC has internally developed a new governance structure. The governance structure is set out below however the Committee is asked to note that the Bridgend 2030 Portfolio board has now been renamed the Bridgend 2030 Decarbonisation Programme Board.



- 4.4 The former Cabinet Member for Communities, Cllr Richard Young, currently chairs the Bridgend 2030 Decarbonisation Programme Board with the Cabinet Member for Communities, Cllr Stuart Baldwin in attendance, and the Vice Chair is the Corporate Director of Communities. The Bridgend 2030 Decarbonisation Programme Board reports to the Corporate Transformation board and escalates to the Corporate Management Board as required. The Bridgend 2030 Decarbonisation Programme Board will receive direct engagement with a Citizens Assembly once established and a Steering Group of interested delivery partners. Direct engagement is held with Public Services Board (PSB) to establish synergies, shared resources and commonality of vision.
- 4.5 In developing a position of net-zero carbon for Council operations, BCBC is seeking to undertake an innovative and radical decarbonisation programme across the Council and in doing so develop accurate, scientific and robust technical support to enable the delivery and achievement of this ambition.
- 4.6 To do this officers are undertaking a programme of work that includes the following:
- (a) A thorough Greenhouse Gas (GHG) emissions scoping and emissions baseline review to support BCBC to consider and set the boundary, period and scope of what will be included and excluded from the BCBC GHG emissions baseline following an assessment of Scope 1, Scope 2 and Scope 3 GHG emissions. This will define and calculate a robust carbon footprint to take forward as the baseline for the reduction trajectory and net-zero carbon route map.
 - (b) The development of a bespoke GHG emissions baseline tool for on-going use by BCBC to enable in house data addition for future reporting and monitoring as required.
 - (c) The creation of a wide-ranging GHG emissions reduction trajectory that will adjust according to annual data to align the BCBC carbon reduction pathway with international agreements on carbon budgeting to tackle climate change and limit global warming to well below 2 °C.
 - (d) The endorsement of comprehensive net-zero carbon route-map with comprehensive Decarbonisation strategy and action plans that set out the objectives and actions required to achieve net-zero carbon. This will develop a robust pipeline of projects and activities with detailed assessment and prioritised opportunities based on carbon saving potential, costs and timeframes.
- 4.7 The Welsh Government published its Welsh Public Sector Net Zero Carbon Reporting Guide in May 2021. This sets out detailed scope and boundaries of the GHG emissions and a consistent calculation methodology to determine the degree to which Public bodies are progressing towards reaching net-zero carbon. These are split into 3 'scopes' as summarised below.

Category	Description	Sources
Scope 1: Direct emissions	Emissions from operations that are owned or controlled by the reporting organisation	<ul style="list-style-type: none"> • Generation of electricity, heat or steam • Physical or chemical processing • Transportation of employees/goods in company-controlled vehicles • Fugitive (e.g. leakage/evaporation) emissions from company-controlled sources
Scope 2: Indirect emissions	Emissions from the generation of purchased or acquired electricity, steam, heating, or cooling consumed by the reporting organisation	<ul style="list-style-type: none"> • Generation of purchased electricity • Generation of purchased heat or steam • Generation of purchased district heating
Scope 3: Indirect emissions	All indirect emissions (not included in scope 2) that occur in the value chain of the reporting organisations, including both upstream and downstream emissions	<ul style="list-style-type: none"> • Purchased goods • Purchased services – core functions • Purchased services – discretionary • Capital goods • Fuel and energy-related activities • Upstream transportation and distribution • Waste generated in operations • Business travel • Employee commuting • Upstream leased assets • Downstream leased assets • Downstream transportation and distribution • Processing of sold products • End-of-life of sold products • Franchises • Investments
Biogenic carbon emissions and removals	All emissions and removals from activities that release or uptake carbon on the estate of the reporting organisation	<ul style="list-style-type: none"> • Sequestration from owned estate • Short cycle carbon emissions from biofuels

4.8 As result of this, a number of the services that BCBC currently expects to report on are as follows:

- School education
- Domestic waste collection & disposal, and street cleansing
- Highways and street lighting
- Libraries and archives

- Environmental and animal health
- Registrar services (births, marriages and deaths)
- Social services
- Planning and building control
- Benefits administration
- Allotments
- Conservation and rights of way
- Childcare provision
- Car parking and parking enforcement
- Collection and disposal of trade waste
- Flood protection
- Parks and gardens
- Promotion of tourism
- Electoral administration
- Trading standards
- Housing and homelessness services (except council housing)
- Licensing services
- Disabled parking permits
- Play facilities
- Burial and cremation services
- Sport and leisure services
- Economic development & business support
- Maritime and coastal services (e.g. slipways, marinas and lifeguards)
- Support for the arts
- Adult and lifelong learning
- Direct Ancillary functions

4.9 This, therefore, requires a whole-council approach to data gathering, monitoring and programming of the systemic changes required.

4.10 Focusing on the priority themes of (a) mobility and transport (b) buildings and energy (c) land use and biodiversity and, (d) procurement is not new for BCBC. Some examples of BCBC decarbonisation projects that are already in development or underway for 2021/22 are outlined below.

4.11 The Bridgend District Heat Network has led to BCBC securing a grant from The Department for Business, Energy and Industrial Strategy (BEIS) to develop a heat network in Bridgend. The authority has also allocated significant capital resources, part of which is funded by borrowing, towards this project. Phase 1 of the project will serve some public sector buildings in the town centre. Future phases have the potential to comprise a large district heat network around the town centre and beyond. This however is not certain and subject to further feasibility work. The project plans to deliver reduced heating costs for buildings on the network, reduced carbon emissions associated with heating; ultimately, low- and zero-carbon sources of heat are proposed to be added to the network supply and help cement Bridgend's status as an innovator and low carbon hub.

4.12 The Re:fit programme proposed by the Welsh Government was considered to be the most appropriate capital energy investment delivery model for the Council to deliver carbon saving measures. Re:fit is an energy performance framework produced by Local Partnerships LLP (which is a joint venture owned by HM Treasury and the Local Government Association and established in 2009) and specialises in delivering retrofit energy projects to public sector buildings. BCBC will retrofit 18 buildings installing energy conservation measures such as LED lighting replacement, Solar PV systems and BMS controls.

4.13 Bridgend has been awarded a grant of nearly £500k from Welsh Government as part of the national Ultra Low Emissions Vehicle (ULEV) Transformation Fund to improve its electric vehicle charging infrastructure with the possibility of further funding of £300k via the Welsh Local Government Association. The Cardiff Capital Region

(CCR) has also been successful in securing grant funding and will also be developing further infrastructure throughout the constituent local authority areas during 2021. This includes the purchase of a number of ULEV taxis for trial use by taxi operators and managed through the CCR. Bridgend has 6 ULEV taxis that will be available on a 'try before you buy' basis together with a rapid charging point at Hillsborough Place Car Park.

4.14 The Bridgend ULEV grant will be used to design and implement charging facilities at its own facilities including depots and the civic offices and develop renewable energy systems to enable future use of ULEV fleet. The CCR grant will focus on public on-street charging infrastructure and will utilise existing Council car parks. The ULEV grant funding must be spent before the end of the current financial year with a view to providing initial infrastructure to encourage a greater public uptake of ULEV.

4.15 In addition to these projects, work is also progressing in relation to phase 2 property rationalisation via the updating homeworking policy and development of active travel routes, Metro Plus Schemes across the Borough and a bus terminus in Porthcawl.

4.16 More broadly BCBC's 2021/22 policy priorities are as follows:

- Develop the Decarbonisation Strategy and Action Plan outlined above in section 4.6
- Produce and implement a Corporate Sustainable Procurement Strategy
- Develop Biodiversity and Sequestration opportunities and plans for Green Infrastructure Plan
- Deliver the Local Energy Plan identified projects
- Embed Sustainable development Local Development Plan (LDP) policies into practice towards net-zero carbon and healthy living development and construction.

4.17 The timing of publication of the Welsh Government Greenhouse Gas Protocol and BCBC's work is such that BCBC has been advised by the Carbon Trust that it is the first Local Authority in Wales to be fully reviewing its base line and developing its Decarbonisation Strategy in line with the protocol. The priorities for action identified through the work in section 4.6 will build on and add value to the action already underway as outlined above. The immediate next steps in taking forward this crucial area of work in 2021/22 are as follows:

- Completion of baseline assessment
- Establishment of Bridgend County Borough Citizens Assembly
- Creation of and consultation on draft Decarbonisation Strategy
- Approval of final Decarbonisation Strategy

5. Effect upon policy framework and procedure rules

5.1 There is no effect upon the policy framework and procedure rules.

6. Equality Act 2010 implications

6.1 An initial Equality Impact Assessment (EIA) screening has identified that there would be no negative impact on those with one or more of the protected characteristics, on socio-economic disadvantage or the use of the Welsh Language. It is therefore not necessary to carry out a full EIA at this stage.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The Well-being of Future Generations (Wales) Act 2015 Assessment Template has been completed and a summary of the implications from the assessment relating to the five ways of working is below:

- **Long Term:** A decarbonisation strategy and action plan will provide the pathway for Bridgend County to develop a decarbonised, digitally advanced transport, buildings power and heat systems and green space enhancements that meet the UK 2030 decarbonisation targets that are supported by BCBC's Local Area Energy Strategy and Smart Energy Plan and Green Infrastructure Plans.
- **Prevention:** A decarbonisation strategy and action plan will provide an opportunity for all to benefit from the decarbonisation transition and ensure that solutions are designed and available for everyone within Bridgend County Borough.
- **Integration:** A decarbonisation strategy and action plan offers an opportunity to develop a range of transport, buildings power and heat systems and green space enhancements options to communities, public and business partners offering carbon reductions, reduced fuel bills and create economic opportunities through a clearly identified value chain for the area.
- **Collaboration:** BCBC is working in partnership with our communities, public sector partners and UK Government and private sector partners to deliver a route-map to decarbonisation 2030.
- **Involvement:** Creating and delivering a decarbonisation strategy and action plan will involve working with a variety of stakeholders, notably local public service partners, to jointly deliver sustainable solutions.

8. Financial implications

8.1 In June 2020, Cabinet approved the Bridgend County Climate Emergency Response Programme. The value of £215,000 per year, provided through the public realm and place shaping budget, is made up of £65,000 total staff costs and £150,000 revenue budget. In addition an Earmarked Reserve (EMR) of £220,000 has been created to support with enhanced staff capacity to take forward co-ordination of work on the Decarbonisation agenda across the Council.

8.2 WG have mandated that the public sector in Wales must be net carbon zero by 2030. Therefore, the final 2030 Decarbonisation Strategy and Action Plan will require additional resources for implementation and to achieve this. As the exact detail of the resource requirement is not yet known, the potential source or sources are yet to be determined.

8.3 It is to be noted that there is an increasing financial risk to BCBC if no action is taken. The harmful impacts of events arising from climate change affect people and property which in turn presents both direct and indirect challenges and costs for BCBC.

9. Recommendation

- 9.1 It is recommended that the Committee notes the content of this report and provide comments on the work undertaken to date and the way forward outlined in the report.

Janine Nightingale
Corporate Director – Communities
Date: 18 June 2021

Contact Officer: Ieuan Sherwood
Group Manager: Economy, Natural Resources and
Sustainability

Telephone: (01656) 815333

E-mail: ieuan.Sherwood@bridgend.gov.uk

Postal Address: Bridgend County Borough Council, Communities Directorate,
Angel Street, Bridgend, CF31 4WB

Background documents:
None

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

19 JULY 2021

REPORT OF THE CORPORATE DIRECTOR COMMUNITIES

WASTE PROVISION POST 2024

1. Purpose of report

- 1.1 To clarify the council's future considerations for waste/recycling collections after the term of the current contract is due to end in March 2024.

2. Connection to corporate well-being objectives / other corporate priorities

- 2.1 This report assists in the achievement of the following corporate well-being objective/objectives under the **Well-being of Future Generations (Wales) Act 2015**:-

1. **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
2. **Smarter use of resources** – ensure that all resources (financial, physical, ecological, human and technological) are used as effectively and efficiently as possible and support the creation of resources throughout the community that can help to deliver the Council's well-being objectives.

3. Background

- 3.1 The council has outsourced its waste contract to a commercial contractor since 2003. The contract was re-tendered every 7 years and the council has had three contractors that have fulfilled the waste service role. The current outsourced waste contract was awarded to Kier Services Limited in April 2017 for an initial period of 7 years, which ends in March 2024, but does have the option to be extended for up to a maximum of an additional 7 years ending March 2031. The lead-in time for preparation of any alternative arrangement is substantial in order to manage any public consultation, address legalities, prepare any procurement process for plant, vehicles, equipment, contract preparation and give time for full mobilisation of contractor and advertising any revisions to the service.

- 3.2 There have been significant increases in recycling performance levels in recent years and Welsh Government (WG) developed a future strategy and implemented national targets for annual waste reuse/recycling/composting. Whilst the target for 2019/20 was 64%, the council achieved a recycling level of 67.6% when the Welsh average was 65.1%. The next target set by WG is 70% in 2024/25 and they are now considering future targets, alternative strategies and measurements to enable further improvements in recycling performance. There is no clear guidance at present to inform a new waste arrangement although WG commitment to a “Zero Waste Wales” by 2050 remains firmly in place.
- 3.3 UK Government’s Environmental Bill was delayed in 2020 and is due to be presented to parliament in 2021. This includes the introduction of Extended Producer Responsibility and Deposit Return Schemes and it is unknown how this will affect domestic waste kerbside collections.
- 3.4 WG are discussing alternative measures of recycling / environment performance which will incorporate the level of carbon emissions during recycling processing, instead of just addressing tonnages and recycling levels. This will feed into the circular economy legislation and encourage retaining material within Wales.
- 3.5 The new waste contract which commenced in 2017 made significant changes to the council’s waste management service in order to achieve the future performance targets as set by WG. The two-bag limit for residual waste and introduction of a new collection service for Absorbent Hygiene Products were instrumental in improving recycling rates and enabled this authority to achieve 67.6% recycling of all municipal waste in 2019/20. (The figure appears to have slightly increased in 2020/21 but has to be audited and published).
- 3.6 Performance targets were set within the new contract and incentives introduced for improved recycling rates at Community Recycling Centres (CRC). This has primarily encouraged Kier to cooperate with revised practices at these sites, to limit ‘black bag’ waste and provide greater control on contaminants. The current overall recycling performance at the three sites is 91% (2020/21).
- 3.7 If the current contract is to be replaced, or new arrangements made to provide this service, then consultations on service alterations and trials are required this year, in order to allow sufficient time to implement a new service by April 2024. However, as noted the current contractual arrangements with Kier allow for negotiation for extension of the contract, up to a period of 7 years.

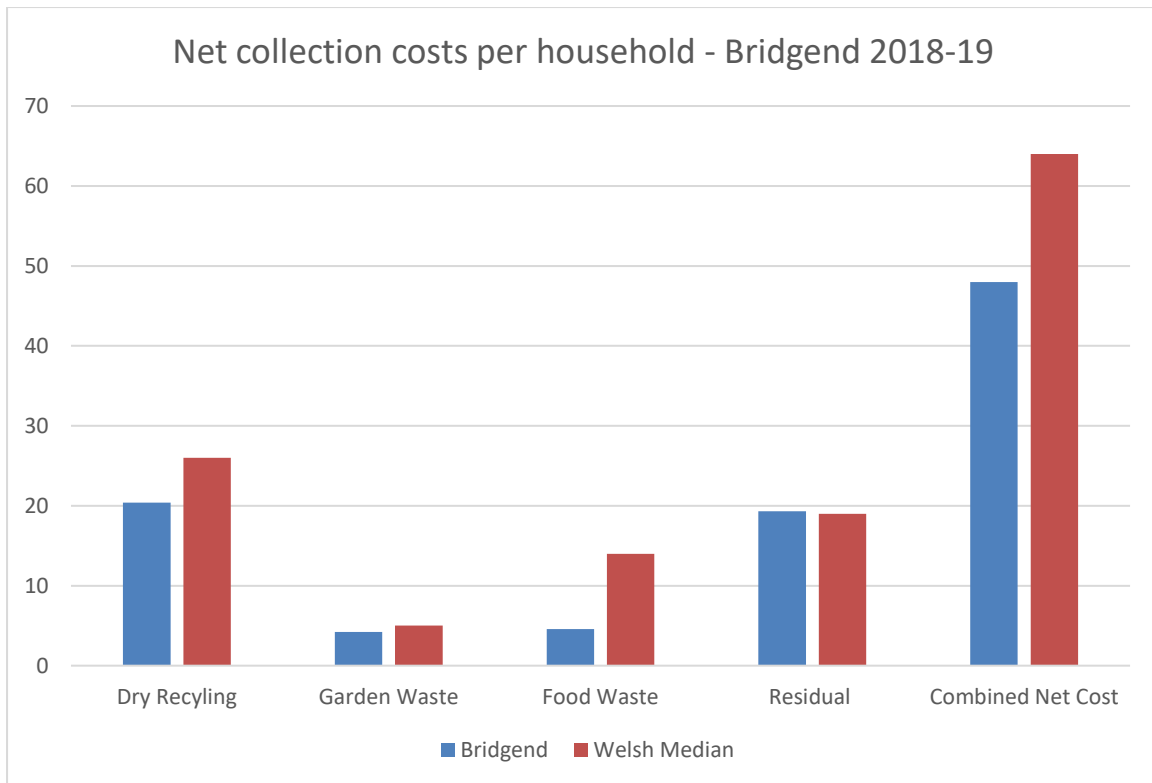
4. Current situation/proposal

4.1 The Waste Improvement Programme's Household Waste Management Benchmarking has been in place since 2007 and covers all 22 Welsh local authorities. The Welsh Local Government Association publishes the annual analysis of the overall costs of **Household Residual Waste Collections** to identify and evaluate the factors that influence service costs and performance. The last report was published in October 2020 and relates to the data from 2018/19. Comparison data is not always accurate in relation to Bridgend County Borough Council, due to the externalised waste contract arrangements which doesn't record information in the same format as other Local Authorities. Additional information is also contained within the **Waste Finance Project 2018/19 (local Authority Bulletin – Bridgend)**. Some of these report highlights are listed below:-

- The overall Welsh median net collection cost for residual waste services indicates that Bridgend costs are £19.31 per household, where the range is between £7.57 to £31.68 and the median is £19.
- The total number of reported missed bin collections is considered very low for all Welsh local authorities, when compared with the overall number of vehicle collections made each year. However, recording mechanisms for each LA differs and this isn't an accurate comparison. At Bridgend, there are approx. 8 million vehicle collections and 990 contractual 'missed bin' collections (2018/19) compared to the Welsh median of 4,527.
- Most of the figures in the report include disposal costs and this isn't a true comparison for Bridgend as this is a separate agreement with Neath Port Talbot County Borough Council and does not offer a true reflection of Kier's contractual performance.
- Residual Waste collected per household in a comparable group is 180kg for Bridgend and the Welsh median for this group is 255kg.

The Welsh Local Government Association also publishes the annual analysis of the overall costs of **Household Dry Recycling Collections 2018/19** and some report highlights are listed below:-

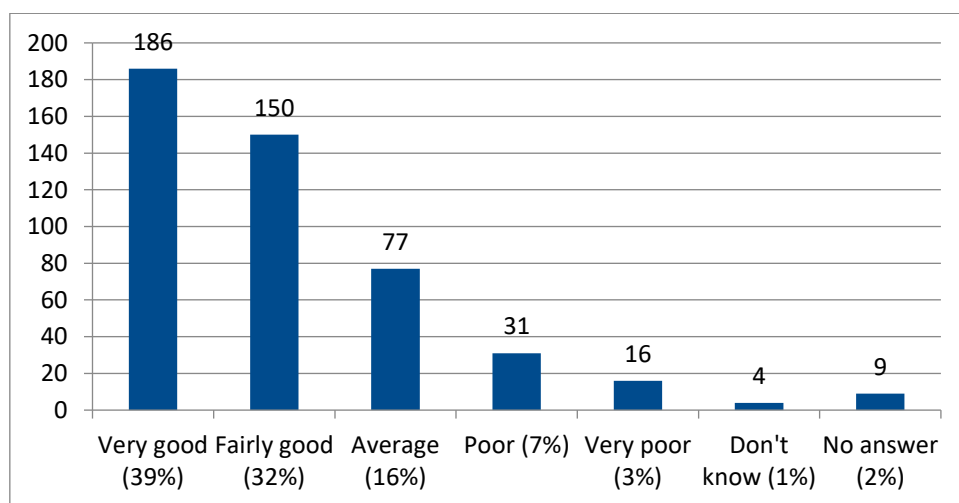
- The overall Welsh median net collection cost per household is £25 where Bridgend is the second lowest at £20.40.
- The Nett cost of Household dry recycling service median is £2.2 million where Bridgend is £1.3 million.
- Overall nett cost for dry recycling per Tonne ranged from £521 to £10 and the Welsh median was £198 where Bridgend was the second lowest at £102.27.
- Mass of dry recycling & Food Waste collected daily/operative median is 1,366 kg where Bridgend is 2,700 kg.



In summary, where comparative data is available, Bridgend’s waste contract shows both positive value for money and output performance on an all wales basis.

4.2 Satisfaction of the waste and recycling service has been captured in a 2019 Citizens Panel survey (which is being repeated in 2021 but is not available at time of report writing) the results of which are shown below:

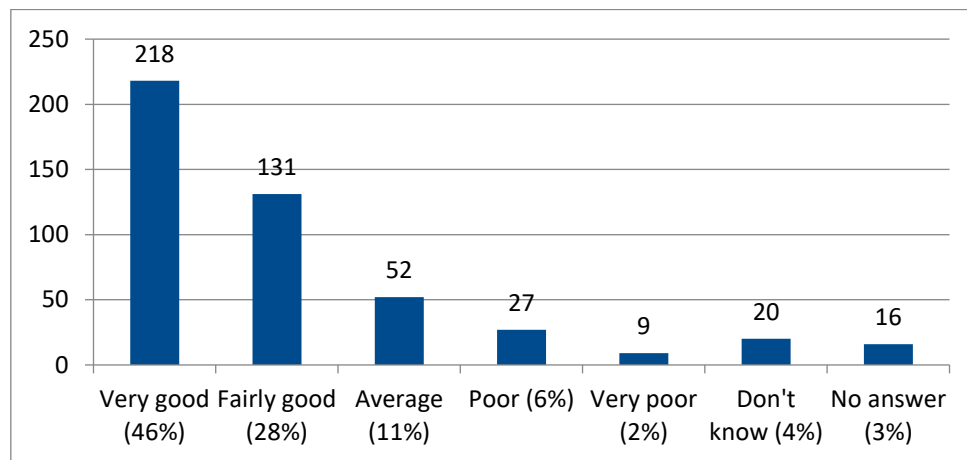
When asked, how would you rate the kerbside collection service?



The graph above shows that respondents rated the kerbside collection service as;

- 71% (336) very good or fairly good
- 16% (977) average
- 10% (47) poor or very poor
- 1% (4) did not know

Generally speaking, how would you rate the quality of the service provided at the community recycling centres you use?



The graph above shows that;

- 74% (349) respondents said the quality of service was very good or fairly good
- 11% (52) respondents said the quality of service was average
- 8% (36) respondents said the quality of service was poor or very poor

4.3 Improving recycling performance

4.4 A new Street Litter Recycling Contract is due to commence in July 2021 and will capture litter collected from bins and clean ups, highway waste and fly tipping. It is anticipated that this material could provide an increase of between 0.6% and 1.0% to overall annual recycling levels.

4.5 Similarly, the new Community Recycling Centre in Village Farm Industrial Estate in Pyle will provide a re-use centre and this could also capture a recycling increase of +0.5%. Additional benefits can also be achieved from introducing re-use of Bulky Waste and Trade Waste recycling. However, these sources are untested and it will take some time for these services to be bedded into the council's waste infrastructure and provide measurable benefits.

- 4.6 A Compositional Analysis of residual waste was carried out in 2015 and again in 2019, to determine the type of waste deposited in 'black bags' and assess any variation from the operational practices introduced by the contract in 2017. This report shows that whilst there has been a considerable reduction in the amount of residual waste presented per household, there is still a large amount of recyclate material which can be redirected to kerbside recycling collections. Noticeably, *'putrescible making up 31.1% of the residual waste analysed; this included 12.1% of avoidable food waste still in its packaging, 5.9% of unpackaged avoidable food waste and 4.9% other organic waste. Paper and card made up 17.0% of the overall composition followed by plastic film (13.0%), other combustibles (8.7%), dense plastics (6.9%), other non-combustibles (6.9%)'*.
- 4.7 In 2017, a new Food Waste treatment agreement was entered into with the City and County of Swansea Council, which utilises an Anaerobic Digester plant in Stormy Down in Bridgend. This partnership continues to benefit from WG grant funding and recycles approx. 8000T/annum. The Compositional Analysis Report mentions that this material would benefit from an awareness campaign to inform residents and re-direct this waste into the appropriate outlet.
- 4.8 The collection of Absorbent Hygiene Products generates approx. 1000T/annum of recyclate. A WG grant to support AHP services provided funding to advertise this service and this could improve the participation and further segregation of this waste. All of these small changes could help to achieve the next WG recycling target of 70% by 2024/25.

4.9 2030 Decarbonisation Agenda and Current Contract Extension

- 4.10 The Council is currently considering options for implementing the 2030 Decarbonisation Agenda by reducing carbon emissions throughout the borough. The Council's intent and commitment is included in Cabinet reports of June 2020 and January 2021.
- 4.11 Fleet optimisation and embracing new technology is being explored but the Ultra Low Emissions Vehicles (ULEV) marketplace is still in development; this is especially the case for Large Good Vehicles (LGV) such as those used in the waste and recycling collection operations. The UK is currently testing various fuels such as Hydrogen and Electric to identify the most suitable for various scenarios, as waste vehicles require significant power due to their size and use on all residential roads. Alternative fuel testing in waste services has already started in Wales and is likely to feed into fleet design over the next five years. At present, as this technology is still developing the vehicles are disproportionately expensive and to a large degree long-term effectiveness of the best solution is still to be proven.

- 4.12 Any preparation of a re-procurement of a future contract or in house service provision of waste services requires the finalisation of tender documents and methods of operation by 2022, to enable the contract award and mobilisation to take place prior to 2024. There is currently insufficient information to include lower emission vehicles into a new procured or in house waste services contract and that would hamper the council's decarbonisation agenda until the end of the contract period, which is likely to be in 2031 (unless the Council was willing to take a significant risk on developing and investing in expensive technologies).
- 4.13 It is clear that the natural initial date at which BCBC can exit the contract with Kier in 2024 would not be a good time to replace the refuse and recycling fleet. A commitment for many years to come with a new diesel fleet of vehicles in 2024 would not be aligned with the 2030 decarbonisation agenda.

4.14 Next Steps

4.15 Given the uncertainty linked to:

- As yet unknown future WG recycling targets
- As yet unknown impacts of Extended Producer Responsibility legislation
- As yet unknown impacts of Deposit Return Scheme legislation
- A developing ultra low emissions waste vehicles sector

It is recognised that April 2024 would not be an ideal juncture to invest in a new fleet and waste collection model. Also the uncertain effect of upcoming environmental legislation further compounds the difficulties relating to fleet requirements and vehicle configuration choices. As a result, it has been recommended by CCMB, in their meeting on 18th May 2021, that officers explore the possibility of a short two/three year extension of the existing contract with Kier using the existing fleet, as permitted in the existing contract. This will offer additional time for ULEV vehicle trials, progression on WG future targets and assessing the impact of changes to Environmental Legislation.

4.16 Officers are looking to write to Kier shortly to explore the possibility of extending the contract and negotiations to this end will shortly be underway. Officers will report to Cabinet in due course and any extension to the contract will be subject to Cabinet's approval.

5. Effect upon policy framework and procedure rules

5.1 This report has no effect on policy framework and procedural rules.

6. Equality Act 2010 Implications

- 6.1 The protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh language have been considered in the preparation of this report. As a public body in Wales, the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. This is an information report, therefore it is not necessary to carry out an EIA in the production of this report. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

7. Well-being of Future Generations (Wales) Act 2015 implications

- 7.1 The Well-being of Future Generations (Wales) Act 2015 assessment has been completed. There are no implications to the Well-being of Future Generations (Wales) Act 2015 resulting from this report.

8. Financial implications.

- 8.1 The current contract allows for reasonable adjustment to the pricing schedule. Any variation in cost that may result through the extension negotiation process will be presented to a future Cabinet meeting for approval.

9. Recommendations

- 9.1 It is recommended that the Committee note the contents of this report and provide comments on the content of this report.

Janine Nightingale
CORPORATE DIRECTOR - COMMUNITIES
July 2021

Contact Officers: Zak Shell
Head of Operations - Communities

Telephone: (01656) 643413

E-mail: zak.shell@bridgend.gov.uk

Postal Address Bridgend County Borough Council
Civic Offices
Angel Street
Bridgend
CF31 4WB

Background Documents:

Welsh Government – Beyond Recycling – A strategy to make Circular Economy in Wales a reality 2020

Welsh Government – Well Being of Future Generations Act – A globally responsible Wales 2015

Welsh Government – Towards Zero Waste – One Wales: One Planet 2010

Welsh Government – Local Authority Municipal Waste Management 2019/20 (pub. Nov 2020)

Welsh Government Collections Blueprint - For affordable and sustainable local authority collection services for recyclable, compostable and residual waste 2011

National Resources Wales - Wastedataflow 2018/19

Welsh Government – Towards Zero Waste: our waste strategy (pub 2010)

Welsh Local Government Association – Benchmarking Working Paper, Household Dry Recycling Collections 2018/19

Welsh Local Government Association – Benchmarking Working Paper, Household Residual Waste Collection 2018/19

Welsh Local Government Association – Waste Finance Project 2018/19 - Bridgend

Resource Futures – Compositional Analysis of Residual Waste 2020

Resource Futures – Waste Compositional Analysis 2019

Eunomia - Review of WG Collections Blueprint 2016

This page is intentionally left blank

BRIDGEND COUNTY BOROUGH COUNCIL

REPORT TO SUBJECT OVERVIEW AND SCRUTINY COMMITTEE 3

19 JULY 2021

REPORT OF THE CHIEF OFFICER - LEGAL, HR & REGULATORY SERVICES

FORWARD WORK PROGRAMME UPDATE

1. Purpose of report

1.1 The purpose of this report is to:

- a) Present the Committee with the Forward Work Programme (**Appendix A**) for consideration and approval;
- b) Request any specific information the Committee identifies to be included in the items for the next two meetings, including invitees they wish to attend;
- c) Request the Committee to identify whether there are presently any further items for consideration on the Forward Work Programme having regard to the selection criteria in paragraph 4.3 of this report;
- d) Note that the Forward Work Programme and any feedback from the Committee will be reported to the next meeting of Corporate Overview and Scrutiny Committee (COSC);
- e) Present the Recommendations Monitoring Action Sheet (**Appendix B**) to track responses to the Committee's recommendations made at the previous meetings.

2. Connection to corporate well-being objectives / other corporate priorities

2.1 This report assists in the achievement of the following corporate well-being objectives under the **Well-being of Future Generations (Wales) Act 2015**:

- **Supporting a successful sustainable economy** – taking steps to make the county borough a great place to do business, for people to live, work, study and visit, and to ensure that our schools are focussed on raising the skills, qualifications and ambitions for all people in the county borough.
- **Helping people and communities to be more healthy and resilient** - taking steps to reduce or prevent people from becoming vulnerable or dependent on the Council and its services. Supporting individuals and communities to build resilience, and enable them to develop solutions to have active, healthy and independent lives.
- **Smarter use of resources** – ensure that all resources (financial, physical, ecological, human and technological) are used as effectively and efficiently as possible and support the creation of resources throughout the community that can help to deliver the Council's well-being objectives.

3. Background

- 3.1 The Council's Constitution requires the Corporate Overview and Scrutiny Committee to develop and implement a Forward Work Programme for the Committee.
- 3.2 The Council's Constitution also provides for each Subject Overview and Scrutiny Committee to propose items for the Forward Work Programme having regard for the Council's Corporate Priorities and Risk Management framework, for the Corporate Overview and Scrutiny Committee to then prioritise and schedule.

Best Practice / Guidance

- 3.3 The Centre for Governance and Scrutiny's Good Scrutiny Guide recognises the importance of the forward work programme. In order to 'lead and own the process', it states that Councillors should have ownership of their Committee's work programme, and be involved in developing, monitoring and evaluating it. The Good Scrutiny Guide also states that, in order to make an impact, the scrutiny workload should be coordinated and integrated into corporate processes, to ensure that it contributes to the delivery of corporate objectives, and that work can be undertaken in a timely and well-planned manner.
- 3.4 Forward Work Programmes need to be manageable to maximise the effective use of the limited time and resources of Scrutiny Committees. It is not possible to include every topic proposed. Successful Scrutiny is about looking at the right topic in the right way and Members need to be selective, while also being able to demonstrate clear arguments for including or excluding topics.
- 3.5 The Centre for Governance and Scrutiny (CfGS) guide to work effective work programming 'A Cunning Plan?' makes the following reference to the importance of good work programming:

'Effective work programming is the bedrock of an effective scrutiny function. Done well it can help lay the foundations for targeted, incisive and timely work on issues of local importance, where scrutiny can add value. Done badly, scrutiny can end up wasting time and resources on issues where the impact of any work done is likely to be minimal.'

Forward Work Programme

- 3.6 Following the approval of the schedule of Scrutiny Committee meeting dates at the Annual Meeting of Council on 19th May 2021, the scheduling of standing statutory reports to Scrutiny Committees upon: the Medium Term Financial Strategy, Performance, the Corporate Plan, Budget Monitoring, etc. were mapped to the appropriate COSC meeting dates into a draft Forward Work Programme.
- 3.7 The draft Forward work programme for each Scrutiny Committee has been prepared using a number of difference sources, including:
- Corporate Risk Assessment;
 - Directorate Business Plans;
 - Previous Scrutiny Committee Forward Work Programme report topics / Minutes;

- Committee / Member proposed topics;
- Policy Framework;
- Cabinet Work Programme;
- Discussions with Corporate Directors;
- Performance Team regarding the timing of performance information.

3.8 There are items where there is a statutory duty for Policy Framework documents to be considered by Scrutiny, e.g. the MTFs including draft budget proposals scheduled for consideration in December 2021, following which the COSC will coordinate the conclusions and recommendations from each of the Subject Overview and Scrutiny Committees in a report on the overall strategic overview of Cabinet's draft Budget proposals to the meeting of Cabinet in February 2022.

3.9 An effective FWP identifies the issues that the Committee wishes to focus on during the year and provide a clear plan. However, at each meeting the Committee will have an opportunity to review this as the Forward Work Programme Update will be a standing item on the Agenda, detailing which items are scheduled for future meetings and be requested to clarify any information to be included in reports and the list of invitees. The FWP will remain flexible and will be revisited at each COSC meeting with updates from each SOSC FWP and any updated information gathered from FWP meetings with Scrutiny Chairs and Corporate Directors.

4. Current situation/proposal

4.1 The Committee approved its Forward Work Programme at its previous meeting.

4.2 The Committee's Forward Work Programme has also been reported to the Corporate Overview and Scrutiny Committee, for coordination and oversight of the overall FWP.

Identification of Further Items

4.3 The Committee are reminded of the Criteria Form which Members can use to propose further items for the FWP which the Committee can then consider for prioritisation at a future meeting. The Criteria Form emphasises the need to consider issues such as impact, risk, performance, budget and community perception when identifying topics for investigation and to ensure a strategic responsibility for Scrutiny and that its work benefits the Authority. There are a number of questions and processes that can help the Committee come to a decision on whether to include a referred topic, some of which are set out below:

Recommended Criteria for Selecting Scrutiny Topics:

PUBLIC INTEREST: The concerns of local people should influence the issues chosen for scrutiny;

ABILITY TO CHANGE: Priority should be given to issues that the Committee can realistically influence, and which will result in a Cabinet decision being taken;

PERFORMANCE:	Priority should be given to the areas in which the Council, and other agencies, are not performing well;
EXTENT:	Priority should be given to issues that are relevant to all or large parts of the County Borough;
REPLICATION:	Work programmes must take account of what else is happening in the areas being considered to avoid duplication or wasted effort.

Reasons to Reject Scrutiny Topics:

- The issue is already being addressed / being examined elsewhere and change is imminent.
- The topic would be better addressed elsewhere (and can be referred there).
- Scrutiny involvement would have limited / no impact upon outcomes.
- The topic may be sub-judice or prejudicial to the Council's interest.
- The topic is too broad to make a review realistic.
- New legislation or guidance relating to the topic is expected within the next year.
- The topic area is currently subject to inspection or has recently undergone substantial change.

Corporate Parenting

- 4.4 Corporate Parenting is the term used to describe the responsibility of a Local Authority towards looked after children and young people. This is a legal responsibility given to local authorities by the Children Act 1989 and the Children Act 2004. The role of the Corporate Parent is to seek for children in public care the outcomes every good parent would want for their own children. The Council as a whole is the 'corporate parent', therefore all Members have a level of responsibility for the children and young people looked after by Bridgend.
- 4.5 In this role, it is suggested that Members consider how each item they consider affects children in care and care leavers, and in what way can the Committee assist in these areas.
- 4.6 Scrutiny Champions can greatly support the Committee in this by advising them of the ongoing work of the Cabinet-Committee and particularly any decisions or changes which they should be aware of as Corporate Parents.
- 4.7 The Forward Work Programme for this Committee is attached as **Appendix A** for consideration.
- 4.8 The Recommendations Monitoring Action Sheet for the previous meetings is attached as **Appendix B**, to track responses to the Committee's recommendations at the previous meetings.
- 5. Effect upon policy framework and procedure rules**
- 5.1 The work of the Overview & Scrutiny Committees relates to the review and development of plans, policy or strategy that form part of the Council's Policy

Framework and consideration of plans, policy or strategy relating to the power to promote or improve economic, social or environmental wellbeing in the County Borough of Bridgend.

6. Equality Act 2010 implications

6.1 The protected characteristics identified within the Equality Act, Socio-economic Duty and the impact on the use of the Welsh language have been considered in the preparation of this report. As a public body in Wales, the Council must consider the impact of strategic decisions, such as the development or the review of policies, strategies, services and functions. It is considered that there will be no significant or unacceptable equality impacts as a result of this report.

7. Well-being of Future Generations (Wales) Act 2015 implications

7.1 The Act provides the basis for driving a different kind of public service in Wales, with 5 ways of working to guide how public services should work to deliver for people. The following is a summary to show how the 5 ways of working to achieve the well-being goals have been used to formulate the recommendations within this report:

- Long-term - The approval of this report will assist in the planning of Scrutiny business in both the short-term and in the long-term on its policies, budget and service delivery.
- Prevention - The early preparation of the Forward Work Programme allows for the advance planning of Scrutiny business where Members are provided an opportunity to influence and improve decisions before they are made by Cabinet.
- Integration - The report supports all the wellbeing objectives.
- Collaboration - Consultation on the content of the Forward Work Programme has taken place with the Corporate Management Board, Heads of Service, Elected Members and members of the public.
- Involvement - Advanced publication of the Forward Work Programme ensures that the public and stakeholders can view topics that will be discussed in Committee meetings and are provided with the opportunity to engage.

8. Financial implications

8.1 There are no financial implications directly associated with this report.

9. Recommendations

9.1 The Committee is recommended to:

- a) Consider and approve the Forward Work Programme attached as **Appendix A**;
- b) Identify any specific information the Committee wishes to be included in the items for the next two meetings, including invitees they wish to attend;
- c) Identify any further items for consideration on the Forward Work Programme having regard to the selection criteria in paragraph 4.3 of this report;
- d) Note that the Forward Work Programme and any updates from the Committee will be reported to the next meeting of COSC;
- e) Note the Recommendations Monitoring Action Sheet to track responses to the Committee's recommendations made at the previous meetings as **Appendix B**.

Kelly Watson
CHIEF OFFICER – LEGAL, HR & REGULATORY SERVICES
13 July 2021

Contact officer: Meryl Lawrence
Senior Democratic Services Officer - Scrutiny

Telephone: (01656) 643515

Email: scrutiny@bridgend.gov.uk

Postal address: Bridgend County Borough Council,
Civic Offices,
Angel Street,
Bridgend
CF31 4WB

Background documents: None.

<u>Date of Meeting:</u>	<u>Report Topics:</u>
Mon 28 th June 9.30am	Corporate Parenting Champion Nomination Nomination to the Public Service Board Scrutiny Panel Draft Outline Forward Work Programme
Mon 19 th July 9.30am	Progress of the Bridgend 2030 Decarbonisation Strategy (Ultra Low Emission Vehicles) Update on the Waste Service Contract 2024
Wed 29 th Sep 9.30am	Changes in External Economic Funding - Economic Development
Wed 24 th Nov 9.30am	Infrastructure Delivery (including roads, street lights, building and technology)
Thursday 16 th Dec 9.30am	Medium Term Financial Strategy & Budget Proposals
Wed 16 th Feb 9.30am	Transport Projects in the County Borough

The following reports have been included in the COSC outline Forward Work Programme:

12th Jan 22 – Replacement Local Development Plan

The following Member Development Sessions are proposed:

Process for prioritising maintenance of highways, footpaths, street lights, buildings, technology, plus Active Travel) **(October)**

Corporate Joint Committees Transport, Planning and Economic Development **(Autumn)**

This page is intentionally left blank

Subject Overview & Scrutiny Committee 3

ACTION SHEET

Date of Meeting	Agenda Item	Action	Responsibility	Outcome
26 April 2021	Bridgend Town Centre Regeneration Masterplan and Consultation	The Committee concluded by making a number of recommendations.	Scrutiny	ACTIONED – response and information circulated to Committee Members.
28 June 2021	Forward Work Programme	The Committee requested information for inclusion in the following upcoming FWP reports:	Scrutiny / Corporate Director-Communities	ACTIONED - Request emailed to Corporate Director – Communities and discussed at Officer Planning meeting with Chair and Scrutiny.
		<ol style="list-style-type: none"> 1. Progress of the Bridgend 2030 Decarbonisation Strategy (Ultra Low Emission Vehicles) – 19 July 2021 2. Update on the Waste Service Contract 2024 – 19 July 2021 3. Changes in External Economic Funding - Economic Development – 29 Sept 2021 4. Transport Projects in the County Borough – 16 Feb 2022 		
		The Committee requested confirmation that the Member Development Session on the Process for prioritising maintenance of highways, footpaths, street lights, buildings, technology, plus Active Travel , will be arranged for October prior to the report to Committee on 24 November.	Scrutiny / Corporate Director-Communities	ACTIONED – confirmed to be held in October.

This page is intentionally left blank