



Seminar Siapio Lle Lleol | Local Place Shaping Seminar

11 Mehefin | 11 June 2024

Gwylwch ef yma (Saesneg yn unig) | Watch it here:

<https://youtu.be/auf4bheKerM>

Crynodeb cwestiwn ac ateb | Question & answer summary

Hybu Ffynant Bro | Levelling Up:

Mewn ymateb i drafodaeth am gyllid y Swyddfa Gartref drwy Gronfa Ffyniant Gyffredin y DU: prospectws gofynnwyd a allai cynghorau lleol gael gafael ar y cyllid hwn i fynd i'r afael â thipio anghyfreithlon mewn ardaloedd fel Pen-y-bont ar Ogwr.

Eglurwyd y bydd y Gronfa Ffyniant Gyffredin (SPF) yn dod i ben ym mis Mawrth 2025, a bod ffrydiau ariannu a ddyrannwyd yn debygol o fod wedi dyrannu pwrpas eu gwariant. Awgrymwyd adolygu'r prospectws gan nad yw'n glir eto beth fydd y SPF yn cael ei ddisodli a gallai fod cyfleoedd i fynd i'r afael â materion o'r fath yn y dyfodol.

In response to discussion about Home Office funding through the [UK Shared Prosperity Fund: prospectus](#) it was asked whether local councils could access this funding to tackle fly tipping in areas such as Bridgend.

It was explained that the Shared Prosperity Fund (SPF) will come to an end in March 2025, and that allocated funding streams have likely allocated the purpose of their spending. It was suggested to review the prospectus as it is not yet clear what the SPF will be replaced with and there could be opportunities for tackling issues like that in future.

Llywodraethu ceisiadau | Governance of applications:

Yn dilyn ymlaen o drafodaeth am gyllid a chyfleoedd, cwestiynwyd sut mae ceisiadau dros y dirwedd bartneriaeth gymhleth yn cael eu goruchwyllo a'u rheoli. A oes gan y Byrddau Gwasanaethau Cyhoeddus (BGCau) neu'r Cydbwyllgorau Corfforaethol (CJCs) lywodraethu dros ba ffrydiau ariannu sy'n cael eu defnyddio a'u rheoli mewn ffordd i sicrhau tryloywder a chydgyssylltiedig ac i osgoi dyblygu.

Eglurwyd bod y mater hwn yn destun llawer o drafod a ffocws ehangach ar hyn o bryd, gydag uwch arweinwyr yn edrych ar sut y rheolir y broses o oruchwyllo bidiau llwyddiannus a chyfleoedd cysylltu yn fwy effeithiol. Fodd bynnag, nid yw'n glir ar hyn o bryd pwy sydd orau i wneud hyn, ac mae'r trafodaethau'n parhau.

Following on from discussion about funding and opportunities it was questioned how applications over the complex partnership landscape are overseen and managed. Whether the Public Service Boards (PSBs) or Corporate Joint Committees (CJCs) have governance over which funding streams are utilised and managed in a way to ensure transparency and join up and to avoid duplication.

It was explained that this matter is currently subject of much discussion and wider focus, with senior leaders looking at how the process to oversee successful bids and link opportunities is managed more effectively. However, it is unclear at this moment who is best to do this, and the discussions remain ongoing.

Parcio Palmant | Pavement Parking:

Cydnabuwyd bod parcio ar balmentydd yn fater difrifol i drigolion, tenantiaid a chynghorau ledled Cymru a thynnwyd sylw at y ffaith, oherwydd adnoddau'r heddlu, er bod ganddynt rai pwerau, y gall fod amharodrwydd i'w defnyddio. Awgrymwyd y gallai Gorchymyn Diogelu Mannau Cyhoeddus fod yn ffordd o fynd i'r afael â hyn fel mesur interim hyd nes y bydd deddfwriaeth a chanllawiau ategol Llywodraeth Cymru yn cael eu cyhoeddi?

Ategwyd yn llawn gan y cyflwynwyr a chynrychiolwyr eraill bod parcio ar y palmant yn broblem wirioneddol ac yn ddiogelwch. Dywedwyd bod Llywodraeth

Cymru yn ymwybodol bod angen arweiniad clir ar gyfrifoldeb, felly mae Cynghorau Lleol a'r Heddlu yn ymwybodol o bwy ddylai fod yn gwneud beth. Fodd bynnag, nid oedd y cyflwynwyr yn gallu gwneud sylw pellach ar yr awgrym penodol hwn ar hyn o bryd a chytunwyd i ymchwilio iddo ymhellach yn dilyn y sesiwn.

It was recognised that pavement parking is a serious issue for residents, tenants and councils across Wales and it was highlighted that due to police resourcing, whilst they have some powers there can be a reluctance to use them. It was suggested that a Public Spaces Protection Order may be a way to tackle this as an interim measure until Welsh Government legislation and supporting guidance is issued?

It was fully supported by the presenters and other delegates that pavement parking is a real issue and safety. It was stated that the Welsh Government are aware that there needs to be clear guidance on responsibility, so Local Councils and Police are aware of who should be doing what. However, the presenters were unable to comment further on this specific suggestion at this time and agreed to look into it further following the session.

Gorfodaeth a thrafnidiaeth gyhoeddus | Enforcement and public transport:

Amlygodd y Cynghorydd yr angen am orfodaeth ynghylch goryrru mewn parthau 20mya a pharcio ar balmentydd. Soniodd am drafnidiaeth gyhoeddus a theithio llesol a sut mae'r materion hyn i gyd yn effeithio ar gymunedau gwledig a lles trigolion.

Roedd cytundeb gan fynychwyr eraill a oedd yn profi'r un problemau ac roedd cytundeb cyffredinol gyda'r pwyntiau a godwyd. Eglurwyd bod GanBwyll a'r Heddlu wedi derbyn rhywfaint o arian ychwanegol ar gyfer eleni i gynorthwyo gyda'r gwaith o gyflwyno'r parthau terfyn cyflymder newydd ond yn canolbwyntio ar ardaloedd lle'r oedd yr angen mwyaf. Roedd addysg ymyl ffordd wedi bod yn nodwedd gyda heddluoedd yn cynnig addysg ymyl ffordd i ddefnyddwyr ffyrdd a oedd yn torri'r terfynau i helpu i newid meddylfryd. Ond cytunwyd bod angen adnoddau ar gyfer newid effeithiol.

Eglurwyd y dylai Awdurdodau Lleol sicrhau bod arwyddion priodol yn eu lle gan fod yr heddlu yn llai tebygol o orfodi mewn meysydd a fydd yn wynebu her gyfreithiol, a bod hyn yn arbennig o broblem ar hyn o bryd, mewn cyfnod o drawsnewid, lle mae cynghorau yn ystyried ffyrdd. gallai hynny aros yn 20mya neu ddychwelyd i 30mya, gan y bydd newidiadau mewn arwyddion yn arwain at gynnydd mewn heriau.

Cytunwyd bod angen i'r system deithio fod yn well, a rhoddwyd sicrwydd bod Llywodraeth Cymru yn edrych ar ddeddfwriaeth ar gyfer gwasanaethau.

The Councillor highlighted the need for enforcement around speeding in 20mph zones and pavement parking. He touched on public transport and active travel and how these issues all impact rural communities and the wellbeing of residents.

There was agreement from other attendees experiencing the same issues and there was general agreement with the points raised. It was explained that GoSafe and Police had received some additional funding for this year to assist with the roll out of the new speed limit zones but focussed on areas where there was greatest need. Roadside education had been a feature with forces offering road users in breach of the limits roadside education to help change mindsets. But it was agreed that effective change requires resources.

It was explained that Local Authorities should ensure appropriate signage is in place as police are less likely to enforce in areas that will meet legal challenge, and that this was particularly an issue at the moment, in a time of transition, where councils are considering roads that might remain 20mph or revert to 30mph, as changes in signage will lead to an increase in challenges.

It was agreed that the travel system needs to be better, and reassurance was given that the Welsh Government are looking at legislation for services.

Ffyrdd gwledig | Rural roads:

Yn ogystal â thrafnidiaeth gyhoeddus gyfyngedig mewn ardaloedd gwledig, amlygwyd bod ffyrdd gwledig yn aml yn wynebu heriau ychwanegol a phwysau nad ydynt i'w gweld mewn ardaloedd mwy trefol (e.e. llifogydd heb eu

hadrodd, tirlithriadau) a gwnaed cais i beidio ag anghofio ffyrdd gwledig pan fo deddfwriaeth yn cael ei chyflwyno. gwneud. Amlygwyd bod problemau cefnffyrdd sy'n rhedeg drwy ardaloedd gwledig yn cael effaith llawer ehangach na'r gymuned wledig. Mae cyfradd uchel o ddigwyddiadau beiciau modur ar y ffyrdd hyn hefyd.

Ategwyd y pwyntiau a wnaed gan gynrychiolwyr eraill, a chytunodd y siaradwyr, oherwydd cyfyngiadau trafnidiaeth gyhoeddus, fod heriau ychwanegol yn yr ardaloedd gwledig. Dywedwyd bod Llywodraeth Cymru yn edrych ar ganllawiau penodol ar gyfer gosod terfynau cyflymder gwledig a threfol, gan ei bod yn cydnabod bod pwysau gwahanol mewn ardaloedd gwledig. Soniwyd hefyd bod yr Alban wedi bod yn gweithio ar dreial marcio ffyrdd i leihau damweiniau beiciau modur, y mae'r Awdurdod Lleol eisoes wedi bod mewn cyfarfodydd yn ei gylch.

As well as limited public transport in rural areas, it was highlighted that rural roads often have additional challenges and pressures not seen in more urban areas (eg. unreported flooding, landslides) and a request was made not to forget rural roads when legislation is being made. It was highlighted that issues trunk roads running through rural areas have a much wider impact than the rural community. There is also a high rate of motorcycle incidents on these roads.

The points made were supported by other delegates, and the speakers agreed that due to the limitations of public transport there added challenges in the rural areas. It was stated that the Welsh Government are looking at specific guidance for setting rural and urban speed limits, as they do recognise there are different pressures in rural areas. It was also mentioned that Scotland has been working on a road marking trial to reduce motorcycle accidents, which the Local Authority have already been in meetings about.