

**TAFLEN BENDERFYNIAD AELOD CABINET  
CABINET MEMBER'S DECISION NOTICE**

PWNC/SUBJECT:

**Terfynu Cyd-bwyllgor TAITH (Consortia Trafnidiaeth Rhanbarthol Gogledd Cymru) /  
*Dissolve the TAITH Joint-Committee (North Wales Regional Transport Consortia)***

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AELOD CABINET/CABINET MEMBER

**Cyng. / Cllr. Dafydd Meurig**

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PENDERFYNIAD/DECISION

**Cymeradwyo penderfyniad Bwrdd TAITH i ddod a'r Cyd-bwyllgor TAITH i ben /  
*Approve the TAITH Board's resolution to bring the TAITH Joint-Committee to an  
end***

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RHESYMAU DROS Y PENDERFYNIAD/REASONS FOR THE DECISION

Mae Bwrdd TAITH, yn ei gyfarfod a gynhaliwyd ar 29 Medi, 2015, wedi cytuno i ddod â'r Cyd-bwyllgor i ben. Gan nad oes mecanwaith penodol wedi'i gynnwys yng Nghyfansoddiad y Cyd-bwyllgor sy'n ymwneud â'r mater hwn, cyflwynwyd adroddiad i bob partner o'r Cyd-bwyllgor i'w hysbysu o'r penderfyniad. Mae'r penderfyniad gan Fwrdd TAITH bellach angen ei gymeradwyo gan yr Awdurdodau unigol.

*The TAITH Board, in their meeting on the 29<sup>th</sup> of September, 2015, have resolved to bring the Joint Committee to an end. As there is no specific mechanism included within the Joint Committee's constitution, a report was presented to each partner of the Joint Committee to notify them of their decision. The decision by the TAITH Board needs to be approved by the respective Authorities.*

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YSTYRIAETHAU PERTHNASOL/ RELEVANT CONSIDERATIONS

**CEFNDIR**

Sefydlwyd Taith fel Cyd-bwyllgor o'r chwe Awdurdod Lleol yn 2007. Mae Nod ac Amcanion y Cyd-bwyllgor wedi'u cynnwys yng Nghyfansoddiad Taith. Cafodd hwn ei adolygu diwethaf yn 2013 i adlewyrchu'r newidiadau oedd eu hangen er mwyn caniatáu i Taith reoli a dosbarthu'r trefniadau newydd am Gyllido Bysiau.

Fel Cyd-bwyllgor, mae gan Taith gyfrifoldeb i gyflawni ar ran awdurdodau'r bartneriaeth, y meysydd hynny sydd wedi eu cynnwys yn y Nod ac Amcanion. Felly, yn hyn o beth, mae awdurdodau'r bartneriaeth wedi dirprwyo'r pŵer i'r Cyd-bwyllgor i weithredu ar eu rhan yn y meysydd a adnabuwyd.

Ym mis Ionawr 2014, cyhoeddodd y Gweinidog dros Economi, Gwyddoniaeth a Thrafnidiaeth, Edwina Hart AS, newidiadau i rôl y cyn Consortia Trafnidiaeth Rhanbarthol - a ddiddymodd y mwyafrif o swyddogaethau'r CTRh. Hyd at gyhoeddiad y Gweinidog roedd gan Taith y swyddogaeth arwyddocaol o gyd-lynu cyngor ar faterion trafniadaeth rhanbarthol i Lywodraeth Cymru, a gweinyddu rhaglenni cyllid cyfalaf ar eu rhan. Mae'r swyddogaethau hyn wedi dod i ben, ac o ganlyniad, nid yw'r gofyn am Gyd-bwyllgor yn bodoli bellach.

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Bu newidiadau i Ddeddf Trafnidiaeth (Cymru) 2000 gan Lywodraeth Cymru yn 2014 - ac yn sgil hyn diflannodd y gofyn i gynhyrchu Cynllun Trafnidiaeth Rhanbarthol, a oedd yn gatalydd i sefydlu Taith a'r Consortia Trafnidiaeth Rhanbarthol. Er hynny, bu'r chwe awdurdod y bartneriaeth gyd-weithio'n llwyddiannus i greu Cynllun Trafnidiaeth Lleol yn 2014, ond nid oedd angen Cyd-bwyllgor i gyflawni'r cynllun.

Fodd bynnag, roedd y ffaith bod y Cyd-bwyllgor yn bodoli yn gynorthwyol o ran cael mecanwaith i gefnogi datblygiad y CTLI, ac roedd y fformiwla i adfer costau yn y Cyfansoddiad yn gwneud y dasg yn haws. Mae posibilrwydd y bydd gofyn am waith tebyg yn y dyfodol, a fyddai'n cael ei hwyluso os byddai'r Cyd-bwyllgor yn dal i fodoli ac yn gallu cael ei atgyfodi heb yr angen i negodi trefniant newydd. Gall cynigion o'r fath gynnwys cynlluniau trafndiaeth i'r dyfodol, cyflawni prosiectau mawr trawsffiniol neu wasanaethau isadeiledd trawsffurfiol eraill. Er hynny, wrth ystyried y materion yng nghyfarfod o Fwrdd Taith, barn yr aelodau oedd y byddai costau a'r gofynion archwilio o gadw'r Cyd-bwyllgor yn uwch na'r defnydd posib i'r dyfodol.

Ar sail hyn, cytunodd Bwrdd Taith y dylai'r Cyd-bwyllgor ddod i ben cyn gynted ag sy'n ymarferol bosib.

## **TREFNIADAU I'R DYFODOL**

Mae'r angen am lais cryf dros drafnidiaeth yng Ngogledd Cymru yn parhau. Lluniodd y Tasglu Trafnidiaeth Gogledd Cymru, a sefydlwyd gan Edwina Hart a chadeiriwyd gan Lesley Griffiths yn 2014, nifer o argymhellion. Ymysg yr rhain oedd cynigion y dylai cyfraniadau rhanbarthol i adnabod ymyraethau trafndiaeth gael eu cyd-lynu drwy'r Bwrdd Uchelgais Economaidd Gogledd Cymru (BUEGC). O ganlyniad, bu i Gadeirydd BUEGC, Cyng. Dilwyn Roberts, dderbyn llythyr gan y Gweinidog yn cadarnhau'r trefniant hwn.

Mae gan y BUEGC ffrwd gwaith penodol sy'n ymwneud â Chysylltedd ac Isadeiledd – gan fod trafndiaeth yn elfen allweddol o ran cefnogi twf economaidd.

Amlygodd adroddiad Bwrdd Taith bod angen i'r BUEGC ddefnyddio profiadau Deiliaid Portffolio priffyrdd a thrafnidiaeth, sef aelodau o Fwrdd Taith, gan ystyried nad yw aelodau y BUEGC gyda'r cyfrifoldeb am y portffolio hwnnw.

Yn unol â hyn, mae Cadeirydd y BUEGC wedi cynnig sefydlu Fforwm Trafnidiaeth ffurfiol ar gyfer y BUEGC i ymgymryd â'r swyddogaeth hon. Bydd y Fforwm yn cyfarfod dwy i bedair gwaith y flwyddyn, yn seiliedig ar y gofyn, i gefnogi'r ffrwd gwaith Cysylltedd ac Isadeiledd, ac i sicrhau fod perthynas waith effeithiol yn bodoli gyda thimau priffyrdd a thrafnidiaeth yr awdurdodau.

Ni fyddai angen trefniadau cyfansoddiad ffurfiol fel sy'n bodoli ar gyfer y Cyd-bwyllgor ar gyfer trefniant fel hyn. Mae modd ei sefydlu'n anffurfiol.

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Mae'r cynnig i sefydlu Fforwm Trafnidiaeth ar gyfer y BUEGC yn un a fyddai'n sicrhau cyswllt effeithiol rhwng deiliaid portffolio trafndiaeth a'r BUEGC. Byddai hyn yn sicrhau bod aelodau yn parhau i gyfrannu at faterion trafndiaeth strategol rhanbarthol.

## **CASGLIADAU AG ARGYMHELLION**

Oherwydd newidiadau gan y Gweinidog Economi, Gwyddoniaeth a Thrafnidiaeth nôl yn Ionawr 2014, gan ddiddymu rhan helaeth o swyddogaethau'r Consortias Trafnidiaeth Rhanbarthol, nid oedd angen nag defnydd i'r Is-bwyllgor TAITH bellach.

O ganlyniad argymhellir fod y Cyngor yn cymeradwyo penderfyniad Bwrdd TAITH i ddod a'r Is-bwyllgor i ben cyn gynted ag sy'n ymarferol bosib.

## **BACKGROUND**

*TAITH was established as a Joint Committee of the six Local Authorities in 2007. The Aims and Objectives of the Joint Committee is included in TAITH's constitution. This was recently reviewed in 2013 to reflect changes necessary in order to allow TAITH to manage and distribute the new Bus Revenue arrangements.*

*As Joint Committee, TAITH has responsibility to achieve on behalf of the partner Authorities, those areas which is noted in the Aims and Objectives. Therefore, to this end the partner Authorities have delegated powers to the Joint Committee to operate on their behalf on the majority of their areas identified.*

*In January 2014, the Minister for Economy, Science and Transport, Edwina Hart AM, announced changes to the roles of the Regional Transport Consortias (RTC) – dissolving the majority of the RTC functions. Up to the Minister's announcement, TAITH had significant functions co-ordinating advice on regional Transport matters for the Welsh Government, and administering capital expenditure programmes on their behalf. These functions have come to an end, and as a result, the need for a Joint Committee is no longer required.*

*The changes to the Transport Act (Wales) 2000 by Welsh Government in 2014 – and as an effect the need to produce a Regional Transport Plan disappeared, which was a catalyst to establishing TAITH and other Regional Transport Consortias. Despite this, the six authorities of the partnership successfully collaborated to produce a Local Transport Plan (LTP) in 2014, but there was no need for a Joint Committee to complete the plan.*

*The fact that the Joint Committee existed was of assistance by way of having the mechanics to support the development of the LTP, and the formula to recover costs within the constitution made the task easier. The possibility that similar work might be needed in the future, which could be facilitated if the Joint Committee still existed and is possible it could be resurrected without the need to re-negotiate new arrangements. Such proposals could include future Transport plans, large cross-border projects or other multifunctional infrastructure services. Despite this, in*

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*considering the matters raised at the TAITH Board meeting, the opinion of the members was that costs and audit requirements to maintain the Joint Committee was higher than such possible future use.*

*On this basis, the TAITH Board agreed that the Joint Committee should come to an end as soon as practically possible.*

### **FUTURE ARRANGEMENTS**

*There is still a need for a strong voice on Transport in North Wales. The North Wales Transport Taskforce, established by Edwina Hart and chaired by Lesley Griffiths in 2014, drew a number of recommendations. Amongst these was the recommendations that regional contributions to identify Transport interventions should be co-ordinated by the North Wales Economic Ambition Board (NWEAB). As a result, the chair of NWEAB, Cllr. Dilwyn Roberts, received a letter by the Minister confirming such arrangement.*

*The NWEAB has a specific workstream which deals with Connectivity and Infrastructure – as Transport is an essential element as part of supporting economic growth.*

*The report by TAITH Board highlighted the need for NWEAB to use experiences of Transport and highways Portfolio Leaders, namely the TAITH Board members, considering that the NWEAB members do not have responsibility for such portfolios.*

*In line with this, the NWEAB chair has proposed establishing a formal Transport Forum for the NWEAB to undertake these particular duty. The Forum will be meeting two to four times per year, based on the need to support the Connectivity and Infrastructure workstream, and to ensure the effective working relationship exists between the Authorities' highways and Transport teams.*

*There will be no need for formal constitutional arrangements as existed with the Joint Committee for this arrangement. It is possible to establish informally.*

*The proposal to establish a Transport Forum for the NWEAB is one that will ensure effective connection between the Transport portfolio leaders and the NWEAB. This will ensure that the members will continue to contribute to strategic regional transport matters.*

### **CONCLUSIONS AND RECOMMENDATIONS**

*Due to the changes made by the Minister for Economy, Science and Transport back in January 2014, dissolving the majority of Regional Transport Consortias functions, there is no longer a need or use for TAITH's Joint Committee.*

*It is therefore recommended that the Council approves the TAITH Board's decision to bring the Joint Committee to an end as soon as practically possible.*

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## BARN Y SWYDDOGION STATUDOL/VIEWS OF STATUTORY OFFICERS

### 1. Y Prif Weithredwr/*Chief Executive*:-

"Dim i'w ychwanegu" / Nothing to add"

### 2. Swyddog Monitro/ *Monitoring Officer*:-

Fe nodir yn y daflen fod y dibenion ar gyfer sefydlu Cyd Bwyllgor Taith wedi dod i ben a mater o ffurfioldeb yw'r penderfyniad bellach i diddymu'r trefniant

*It is noted that the purpose for establishing the Taith Joint Committee has come to an end and the decision to dissolve the arrangement is now a matter of formality.*

### 3. Prif Swyddog Cyllid/*Chief Finance Officer*:-

Am gyfnod, roedd Llywodraeth Cymru yn dosbarthu'r 'Grant Trafnidiaeth' drwy'r Consortia Trafnidiaeth (TAITH a TraCC). Eleni, ac i'r dyfodol, daw'r grant 'Cronfa Trafnidiaeth Leol' (ar gyfer gwella'r seilwaith a gwasanaethau trafndiaeth) yn uniongyrchol gan Lywodraeth Cymru i'r awdurdodau lleol unigol. Felly, erbyn hyn y mae'n rhesymegol terfynu'r Cyd-bwyllgor TAITH ac osgoi'r weinyddiaeth drwsogl ychwanegol sydd ynghlwm â chydbwyllgorau. *For a period of time the Welsh Government distributed the Transport Grant through the Transport Consortia [Taith and TraCC]. This year, and to the future the Local Transport Fund Grant [for the improvement of transport infrastructure and services] will come directly from the Welsh Government to the individual local authorities. Therefore, it is now logical to terminate the Taith Joint Committee and avoid the additional administration attached to joint committees.*

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## BARN YR AELOD LLEOL/VIEW OF LOCAL MEMBER

Dim yn fater lleol/ Not a local matter

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LLOFNOD /SIGNED



DYDDIAD/DATE

23.02.2016

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