

Y Pwyllgor Menter a Busnes

Lleoliad:
Ystafell Bwyllgora 3 – y Senedd

Dyddiad:
Dydd Iau, 17 Hydref 2013

Amser:
09:00

Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales



I gael rhagor o wybodaeth, cysylltwch â:

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Agenda

Rhag-gyfarfod a Sesiwn Briffio ar y Gyllideb (09.00–09.40)

CYFARFOD CYHOEDDUS FFURFIOL (09.40)

1 Cyflwyniadau, ymddiheuriadau a dirprwyon

2 Ymchwiliad i Ddyfodol Masnachfaint Rheilffyrdd Cymru a'r Gororau (sesiwn dystiolaeth) (9.40–10.20) (Tudalennau 1 - 8)

Tyst:

Network Rail:

- Mark Langman, Cyfarwyddwr Rhanbarthol Llwybrau Cymru

Dogfennau ategol:

EBC(4)–38–13(p1) – WBF93 – Network Rail

EGWYL (10.20 – 10.30)

3 Craffu ar Gyllideb Ddrafft Llywodraeth Cymru ar gyfer 2014–15: yr Economi, Gwyddoniaeth a Thrafnidiaeth (10.30–12.30) (Tudalennau 9 - 42)

Tystion:

- Edwina Hart AC, Gweinidog yr Economi, Gwyddoniaeth a Thrafnidiaeth
- James Price, Cyfarwyddwr Cyffredinol, Adran yr Economi, Gwyddoniaeth a Thrafnidiaeth
- Rob Hunter, Cyfarwyddwr, Cyllid a Pherfformiad, yr Economi, Gwyddoniaeth a Thrafnidiaeth

Dogfennau ategol:

EBC(4)-38-13(p2) – Llythyr gan y Cadeirydd at y Gweinidog ynghylch craffu ar gyllideb 2014-15, Economi a Gwyddoniaeth

EBC(4)-38-13(p3) – Llythyr gan y Cadeirydd at y Gweinidog ynghylch craffu ar gyllideb 2014-15, Trafnidiaeth

EBC(4)-38-13(p4) – Cynigion Cyllideb Ddrafft Llywodraeth Cymru: yr Economi, Trafnidiaeth a Gwyddoniaeth

4 Papurau i'w nodi (Tudalennau 43 - 63)

Dogfennau ategol:

EBC(4)-38-13(p5) – Llythyr gan Jocelyn Davies AC at Nick Ramsay ac Atodiad (e)

EBC(4)-38-13(p6) – Diweddaridau Chwe Mis – Blaenoriaethau ar gyfer y Rheilffordd, M4, Blaenoriaethau ac Ymrwymadau Trafnidiaeth

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[Inquiry into the future of the Wales and Borders Rail](#)

Evidence from Network Rail – WBF 93



Wales

Enterprise and Business Committee

Inquiry into the Future of the Wales and Borders Rail Franchise

Summary

- Network Rail owns and operates the rail infrastructure across Great Britain.
- Demand for rail travel is increasing.
- Investing in rail is one of the most effective ways to help grow the economy.
- The devolved Wales route is responsible for the rail infrastructure in Wales and the borders area.
- Network Rail is working with stakeholders to assess and plan for future demand on the railway through the Long Term Planning Process (LTPP).
- The LTPP will help inform the next Wales and Borders franchise.
- Network Rail's Wales route has a close working relationship with Arriva Trains Wales.
- Further collaboration (alliancing) with train operating companies has the potential to deliver continuous improvement on the railway.

Introduction

Network Rail welcomes the opportunity to provide evidence to the Committee's Inquiry into the future of the Wales and Borders Rail Franchise.

We look forward to seeing the findings and recommendations of the Committee in due course.

Background – About Network Rail

Network Rail owns and operates the railway infrastructure in Great Britain.

We are a 'not for shareholder dividend' company and all our profits go straight back into improving the railway.

We are directly accountable to our members and we are regulated by the Office of Rail Regulation.

Network Rail's purpose is to generate outstanding value for customers and taxpayers. Our role is to provide a better railway for a better Britain.

When Network Rail was formed in 2002 the railway was facing a number of challenges. There were major safety concerns and punctuality levels were falling well short of what passengers expect, with a Public Performance Measure (PPM) of below 80%. Today the railway is safer, whilst performance is above 90%.

This success is mirrored by demand. Today more people travel by rail than at any point since the 1920s - when the rail network was around twice its current size.

Every year 1.3 billion journeys are made on Britain's railway and 100 million tonnes of freight is transported by rail between ports, factories and retail distribution centres.

Demand is still increasing. Over the next 30 years passenger demand for rail across Britain will double and some estimates show freight demand rising by 140%.

There is also a strong forecast for demand in Wales, for example, the Wales Rail Planning Assessment (WRPA), published in 2007, indicated an increase in passenger demand of 35% by 2016 and up to 48% by 2026.

In order to help meet this demand, Network Rail is developing and delivering a programme of investment in Wales.

Rail investment helps to stimulate private sector growth by linking towns and cities and is one of the most effective ways to help grow the economy. Improved transport and enhanced rail links create better connections between people and jobs and bigger customer bases for companies selling products.

The railway also performs a vital lifeline. It helps reduce isolation and strengthen communities by connecting people to health and education services and expanding other opportunities such as trips to leisure centres and shops.

Network Rail in Wales

Network Rail's organisational structure consists of a corporate centre and devolved routes, including the Wales route which was established in 2011.

The Wales route business unit directly employs over 1300 people and oversees the management and operation of the railway in south Wales, mid Wales, north Wales and the Marches – broadly reflecting the Wales and Borders franchise area - from a headquarters in Cardiff.

The Wales route has close working relationships with Arriva Trains Wales (the current Wales and Borders franchisee), the Welsh Government and the four transport consortia.

Long Term Planning Process

Network Rail is leading the Long Term Planning Process (LTPP) in Wales, with input from the Welsh Government, regional transport consortia and train operators.

The outcome of this work will culminate in a new Route Plan for Wales. The next steps are to:

- Identify the economic factors that will influence changes in demand over the next 10 to 30 years
- Assess gaps between existing capacity and future demand
- Develop solutions to bridge the gaps, with a strong emphasis on optimising before enhancing
- Provide choices for funders
- Complete by end of 2016 to inform the next HLOS.

The LTPP provides the framework for government, regional transport consortia and other funders to consider the best ways of integrating public transport into the future development of the railway network in Wales.

The LTPP will also help inform the specification of services for the next Wales and Borders franchise.

Existing arrangements with the Wales and Borders Franchisee

Network Rail is committed to providing safe and reliable rail routes on which passenger train operators can run services to meet ever-increasing passenger demand.

The Wales route works closely with Arriva Trains Wales (ATW) on a number of different issues as well as having a formal contractual relationship through the track access contract.

One area in which we work closely with ATW is train performance and reliability. Train performance is a complex function of the inter-relationship of infrastructure performance, rolling stock performance and operations.

By working collaboratively, we have been able to deliver significant improvements in recent years. Arriva Trains Wales (ATW) Public Performance Measure (PPM) Moving Annual Average (MAA), as of the beginning of mid-September, was 93.7%. This places ATW as one of the best performing train operating companies in Britain.

Opportunities in next franchise for collaboration

We note the specific question in the Terms of Reference about whether the next franchise can support an enhanced relationship between Network Rail and the franchise operator and the benefits this might have.

We believe that further collaboration, which we refer to as alliancing, has the potential to deliver continuous improvement beyond that which could otherwise be achieved without such an approach.

Network Rail exists to generate outstanding value for taxpayers and customers by continually improving the railway in Great Britain and our role (what we do) is to develop, operate and maintain the infrastructure in partnership with our train and freight operating customers, our suppliers and our funders and other stakeholders.

In pursuit of this, we consider that further benefits could be unlocked through alignment of incentives between industry partners and through more flexibility to deliver outputs in the most efficient way.

Therefore, we consider that the ultimate purpose of alliancing is to achieve improvements in value for money by enabling more effective partnership or cooperation with our train and freight operating customers. We believe that this will then drive improvements in end user satisfaction – passengers and freight customers.

The franchise process is a key enabler for alliancing and support from government is important. We have started a conversation with Welsh Government about the broad principles of alliancing and we have committed to provide more information, including lessons learned from elsewhere (Wessex route), later this year.

Alliancing: Network Rail Policy Statement

In order to achieve greater benefits for tax payers and rail users through collaborative working arrangements, Network Rail has entered into a number of alliances with train operators over the last two years. We believe this approach can deliver significant benefits to the industry, and are keen to implement alliancing arrangements with both incumbent operators and through the refranchising programme. The purpose of this policy statement is for Network Rail to set out the principles it adopts when negotiating and agreeing alliances with train operators.

1. **Purpose:** Network Rail sees its purpose (i.e. why we exist) as to generate outstanding value for taxpayers and users by continually improving the railway; and we see our role (i.e. what we do) as to develop, maintain and operate rail infrastructure in partnership with our customers, suppliers and other stakeholders. We consider that two of the key obstacles to improved value for money are the lack of alignment of incentives between industry parties and their lack of flexibility to deliver the required outputs in the most efficient way. Accordingly, we consider that the ultimate purpose of alliancing with passenger and freight train operators is to achieve improvements in value for money by enabling more effective collaboration or partnering with these customers. Separately, we are also seeking to develop relevant alliances with our suppliers.

2. **Objectives:** Network Rail's objectives from alliancing with its customers are to:

- drive continuous safety improvement;
- deliver financial benefits beyond that which could be achieved without alliancing;
- drive improved performance and user satisfaction through alignment of incentives around the market and customers; and
- apply learning from alliancing to other parts of the business.

We expect to achieve these objectives by using alliancing to:

- challenge constraints which would otherwise be regarded to be outside the control of the parties;
- reduce interface inefficiencies and duplication of resource with operators;
- transform behaviours and interface management away from being driven by defending current contractual positions towards collaborating to improve industry outcomes; and
- drive positive change across the industry by improving Network Rail and operator understanding of each others' business.

3. **Safety issues:** Network Rail is committed to continuous improvement in safety. This includes addressing the safety culture of the business and helping to embed the concept of system safety across the industry. We expect closer collaboration to result in improved safety. Alliance parties will retain their existing safety management systems under which relevant changes will be subject to safety validation both in establishing alliances and in operating an alliance.

4. **Network issues:** To varying degrees all routes are used by multiple operators. In addition, many operators operate across more than one of our routes. We will ensure that any arrangements with individual operators do not compromise our ability to provide excellent service to other operators on a route or to plan, develop and

operate the network *as a whole* so that it is seamless to individual operators or rail users. This reflects Network Rail's role as system operator.

5. **Route and national activities:** The relevant route will be in the lead for Network Rail within an alliance, making decisions with the operator at a local level. Some activities will continue to be delivered nationally, for example where there are clear benefits from standardisation or economies of scale.
6. **Stewardship issues:** Part of Network Rail's role involves it taking a whole-life approach to stewardship of the infrastructure. Our approach to alliancing is intended to maintain this focus while gaining greater input from operators to help inform tradeoffs. This includes network wide asset policies and assurance processes.
7. **Legal issues:** Alliances are encouraged to promote innovation which will ultimately benefit taxpayers and rail users. However, any alliancing arrangements will comply with Network Rail's existing statutory, contractual and regulatory obligations. This includes the prohibition on undue discrimination in our network licence, the legal requirement to maintain separation of train operations from Network Rail's capacity allocation functions and the provisions of the network code.
8. **Ultimate accountability:** Alliancing will not change Network Rail's ultimate accountability or that of the relevant operators. Network Rail as a company will continue to be accountable for its existing statutory, contractual and regulatory obligations. The alliance arrangements with individual operators are designed so that they do not prevent either party from taking necessary action to discharge their accountabilities. Even in the case of a "deep alliance" explained below, Network Rail is able to determine that additional costs should be incurred or other actions should be taken locally to meet longer term requirements or the requirements of other operators using the route. The company will continue to be held to account by the ORR.
9. **Bespoke alliances:** Network Rail is keen to explore mutually beneficial opportunities with any passenger or freight train operator. We have signalled this willingness to explore opportunities both to existing passenger and freight train operators and to shortlisted franchise bidders. The precise arrangements will differ according to the characteristics and use of the relevant parts of the network; the characteristics and markets served by the relevant operators' train services; the challenges facing this part of the network and the relevant operators over the period in question, and the aspirations and approach of the operators concerned.
10. **Framework alliance agreement:** Network Rail has developed a framework alliance agreement which has evolved through discussions with a number of operators. This framework agreement template approach need not constrain discussions and it will continue to evolve in the light of experience. The current framework agreement provides for transparent sharing of information on the performance of the respective businesses to help identify mutual opportunities; for the establishment of a code of conduct to underpin the mutually desired changes in behaviour; and for the identification of specified alliance projects which the joint teams intend to progress. Where the identified projects result in proposals for change, these changes are still subject to the existing industry change processes. We will engage as early as possible with all operators where they would potentially be impacted by a change.

The nature of the projects which are included and the way in which they are progressed will vary depending upon the circumstances of the case.

11. **Non-framework alliancing projects:** In some routes, specific projects are being progressed without a framework agreement of the nature described above. These specific projects could potentially change the way in which Network Rail works with operators on the routes but this would still be subject to the same principles as described above. There is therefore no requirement for a specific alliance agreement in order to progress such initiatives.
12. **Deep alliances:** A “deep” alliance can be defined as one in which one of Network Rail’s routes (or potentially part of a route) and a train operator share upside and/or downside risk against an agreed baseline for all or most of their activities. In Network Rail’s view, this would only be appropriate where an operator has a very strong geographic alignment with the route – such that it has very little traffic on other routes and other operators have a small proportion on the route in question. Network Rail is also of the view that it would be inappropriate and impractical to enter into such an arrangement with an incumbent franchisee except where there are several years remaining on the franchise term. In CP4, Network Rail entered into one such deep alliance with an incumbent train operator, SSWT (the “South Western Railway”). For CP5, we have stated that we are willing to enter into a deep alliance arrangement with the successful bidder of the ScotRail refranchising competition¹.
13. **Refranchising:** Network Rail will continue to provide input to government in relation to the specification of franchises and will discuss appropriate alliancing opportunities. Network Rail also engages with shortlisted franchise bidders on potential alliancing arrangements. Alliancing projects which are developed with the incumbent franchisee in advance of the refranchising process would be made transparent to bidders in the competitive process. Alliancing conversations with shortlisted bidders are confidential but we cannot guarantee exclusivity. The points of contact for discussion with potential franchisees are within the Network Strategy and Planning teams.
14. **Freight and open access operators:** In taking forward a range of alliancing opportunities with franchised train operators, Network Rail will remain focused on providing service to freight and open access operators. In addition, Network Rail welcomes the opportunity to explore mutually beneficial commercial opportunities with freight and open access operators. We expect the principles as outlined above to apply to such arrangements, although acknowledge that the *nature* of these arrangements is likely to be different.
15. **Best practice and learning:** Network Rail will apply general lessons from alliancing arrangements to other parts of its network. In addition, alliance arrangements with an incumbent operator would be expected to inform the potential for opportunities from refranchising. The precise model from one situation is, however, unlikely to be applicable elsewhere.
16. **Transparency:** Network Rail is committed to transparency in relation to its financial and operational performance. While the commercial terms of an alliance may be

¹ The Alliance is not mandated by Transport Scotland as part of the refranchising process.

commercially confidential, any aggregated financial flows as a result of alliancing for each of Network Rail's routes would be identified through the regulatory accounts. This would therefore be subject to independent audit and potentially further review by ORR or the independent reporters.

17. **Route efficiency benefit sharing (REBS):** In CP4, track access contracts included an efficiency Benefit Sharing mechanism which provides for the sharing of OM&R (operations, maintenance and renewals) efficiency benefits with operators pro-rata to their use of the network. In CP5 it is expected that this will be applied on a Route basis rather than nationally (referred to as REBS) and will include both upside and downside sharing with operators. Bespoke alliancing arrangements are intended to operate alongside this mechanism. As part of its Final Determination on PR13, we expect ORR to conclude that alliance performance will be taken account of before any REBS payments are made ('alliance before REBS').

Train operators' participation in REBS will not be compulsory, with the possibility to opt-out of the mechanism at the beginning of CP5 or during CP5 under specific circumstances. On entering into any alliance arrangements with operators during CP5 that include one or more elements of Network Rail's cost and/or income included in REBS, we would expect to require operators to opt-out of the mechanism.

18. **Concessions:** Network Rail is also considering the potential benefits and issues which would need to be addressed for it to let a long-term concession for part of the infrastructure. This is independent of alliancing and the implications would be quite different. Unlike an alliance, letting an infrastructure concession would involve the creation of a new company and that company would be accountable for the relevant infrastructure. In such a scenario, however, Network Rail would expect to continue to act as system operator for the network as whole. Network Rail currently has no plans to let an infrastructure concession but any decision to proceed with this option would take account of the same issues as described above. It would therefore need to be justified in terms of additional benefits to rail users and taxpayers, it would need to enable continued whole-life optimisation of the whole network, and it would need to conform with the relevant legislation.



**Y Pwyllgor Menter a Busnes
Enterprise and Business Committee**

Edwina Hart AM
Minister for Economy, Science and Transport
Welsh Government

5 August 2013

Dear Edwina

Budget Scrutiny 2014–15: Economy and Science

In order to inform our budget scrutiny session on the economy and science part of your portfolio on 17 October, I thought it would be useful to set out some areas that we would like you to include in your budget paper.

Last year's budget report

During our scrutiny of the Draft Budget 2013-14 the Committee welcomed the improvements made last year in the presentation and clarity of the Welsh Government's budget documents and the papers that Ministers submitted to Assembly committees. However, the Committee felt there was still room for improvement and made the following recommendation:

“For next year, we should like you to focus on providing us with more information regarding the outputs, outcomes and targets associated with your budget allocations. Wherever possible we should like to see you define the measurable outputs and outcomes you expect to be achieved by a particular area of expenditure, to enable us to do our job in evaluating the effectiveness of your Department's activities.”

The Committee would like to see this recommendation taken on board in the information that will be provided to the Committee in relation to the draft budget for 2014-15.

As was the case last year, the Committee would like to be provided with the individual Budget Expenditure Lines for your portfolio.

Programme for Government commitments

Regarding the Welsh Government's ability to deliver the Programme for Government commitments in relation to the economy and science aspects of your portfolio from within the current allocation, we would appreciate information in relation to:

- Details of the costs associated with the Programme for Government commitments and/or any work being undertaken to assess such costs;
- Whether these commitments are deliverable within the available portfolio budget and details of any areas where affordability is a concern; and
- Information relating to how the delivery of the commitments in your economy and science portfolio, and their associated outcomes will be monitored and evaluated to demonstrate value for money.

In relation to the above bullet points we are particularly interested in:

- The implementation of strategies and action plans for key sectors. The Programme for Government Annual Report 2013 suggests that the Welsh Government has 'compiled a series of measures to inform both future policy making and resource allocation' with regard to the key sectors. The Committee would like to see further information as to the way these measures have influenced the draft budget allocations for 2014-15.
- The Partnership for Growth: the Welsh Government's Tourism Strategy for 2013-2020.
- The promotion and attraction of trade and inward investment.
- The successor to the Broadband Support Scheme that is expected to be available in September 2013.

Policy development

There are numerous areas of your portfolio for which policies have recently been or are currently under development, or are in the early stages of implementation. For each policy, as appropriate, we would like to see:

- Details of the costs associated with the policy recommendations put forward for your consideration and/or any work being undertaken to assess such costs;
- Details of the costs (or potential costs) associated with your planned approach to take forward the policy and/or implement any of the recommendations received (and or any work being undertaken to assess such costs);
- Whether these plans/commitments are deliverable within the available portfolio budget and details of any areas where affordability is a concern; and

- Information relating to how the delivery of the policy, and its associated outcomes will be monitored and evaluated to demonstrate value for money.

Regarding the above bullet points the Committee would particularly like to receive information in relation to city regions; business rates (including charities and social enterprises); co-operatives and mutuals; improving access to business finance; enterprise zones; Innovation Wales and local growth zones.

Preventative Spending

We are interested in considering preventative spending as part of our scrutiny of the Draft Budget 2014-15. The definition of preventative spending that is being adopted for this purpose is: *...spending which focuses on preventing problems and eases future demand on services by intervening early, thereby delivering better outcomes and value for money.*

With this definition in mind we would like information on:

- The proportion of the economy and science budget allocated to preventative spending measures;
- Details of which specific policies or programmes in the economy and science aspects of your portfolio are intended to be preventative; and
- How the value for money of such programmes is evaluated, with a particular focus on what the specific inputs and intended outcomes are.

Provision for Legislation

The Committee would like to see:

- Information on the extent to which any Welsh legislation that is currently being passed or is planned in the legislative programme is likely to have any direct or indirect impact on the economy and science aspects of your portfolio in the 2014-15 financial year; and
- Information on the impact on the budget of any UK legislation in the portfolio area.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nick', with a horizontal line underneath.

Nick Ramsay AM
Chair, Enterprise and Business Committee



**Y Pwyllgor Menter a Busnes
Enterprise and Business Committee**

Edwina Hart AM
Minister for Economy, Science and Transport
Welsh Government

5 August 2013

Dear Edwina

Budget Scrutiny 2014–15: Transport

In order to inform our budget scrutiny session on the transport part of your portfolio on 17 October, I thought it would be useful to set out some areas that we would like you to include in your budget paper.

Programme for Government commitments

The Committee would like to see:

- Details of the costs associated with Programme for Government commitments within your transport portfolio and/or any work being undertaken to assess such costs;
- Whether these commitments are deliverable within the available portfolio budget and details of any areas where affordability is a concern. Specifically, in the context of your recent statements, could you please provide details of which National Transport Plan commitments identified in December 2011 are at risk, and the basis on which those schemes that are to be delivered have been/will be prioritised; and
- Information relating to how the delivery of the commitments in your portfolio, and their associated outcomes will be monitored and evaluated to demonstrate value for money.

Provision for Legislation

We would like to see:

- The amounts and location in the 2014-15 draft transport budget of allocations for Welsh legislation that is currently being passed or is planned in the legislative programme and likely to impact in the 2014-15 financial year, in particular the *Active Travel (Wales) Bill*;
- Given that two Departments are now involved in the delivery of the *Active Travel (Wales) Bill* and wider active travel policy, how delivery of the Bill and policy will be co-ordinated to ensure spending provides value for money; and
- The impact on the transport budget of any UK legislation in the portfolio area.

Preventative Spending

We are interested in considering preventative spending as part of our scrutiny of the Draft Budget 2014-15. The definition of preventative spending that is being adopted for this purpose is: *spending that focuses on preventing problems and eases future demand on services by intervening early, thereby delivering better outcomes and value for money.*

With this definition in mind we would like information on:

- The proportion of the transport budget allocated to preventative spending measures;
- Details of which specific policies or programmes in the transport portfolio are intended to be preventative; and
- How the value for money of such programmes is evaluated, with a particular focus on what the specific inputs and intended outcomes are.

Cardiff Airport

We would like to see:

- The amounts and location of any allocations relating to Cardiff Airport in the 2014-15 draft budget. In particular, we would like clarification of whether these form part of the transport budget or the economy and science budgets.
- Details of any provision in the 2014-15 budget for direct or indirect investment in the airport, for example airport infrastructure or route development, and the steps being taken to ensure that the Welsh Government's investment, both in the purchase of the airport and any future investment, provides value for money.

Road investment and the M4

We would like to see:

- The amount and location in the 2014-15 draft transport budget of any allocations related to proposals for a "major enhancement" of the M4 and

details of discussions held with the UK Government on the funding of any enhancement;

- Details of the steps being taken to ensure that investment in the M4 provides value for money; and
- Details of how and why investment in the M4 is being prioritised relative to road investment in other parts of Wales.

The next National and Regional Transport Planning Period

We would like to see:

- Details of how the effectiveness of the current National Transport Plan and Regional Transport Plans have been evaluated, and how this work will inform preparations for the next transport planning period after 2015;
- Details of the process by which both the next National and Regional Transport Plans will be developed; specifically how projects and interventions to be included will be identified, prioritised, monitored and evaluated, and the steps being taken to ensure that national and regional transport plans are co-ordinated to maximise value for money.

Bus and Community Transport Investment

We would like to see:

- The amount and location in the 2014-15 draft transport budget of funding provided for the bus and community transport sector, particularly the Regional Transport Services Grant and funding for concessionary travel;
- Details of the new funding agreement for the All-Wales Concessionary Fares Scheme from 1 April 2014-15, including the amount of funding and its location within the 2014-15 draft budget, as well as steps taken to evaluate the effectiveness of the previous agreement and the appropriateness of the priority currently given to the scheme;
- Details of how the Welsh Government has/will monitor and evaluate the effectiveness of the new Regional Transport Services Grant;
- Details of the basis for the statement that the Regional Transport Services Grant represents an “effective doubling” of funding for the community transport sector, and whether allocations in the 2014-15 draft budget will continue this level of funding;
- Details of the Welsh Government’s examination of the scope for multi-year funding for the community transport sector, and whether such arrangements will be implemented from 2014-15.

Budget Expenditure Line information

The Committee would like BEL level information to be provided.

Many thanks

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nick', with a horizontal line underneath it.

Nick Ramsay AM
Chair, Enterprise and Business Committee

Memorandwm ar yr Economi, Gwyddoniaeth a Thrafnidiaeth Cynigion y Gyllideb Ddrafft ar gyfer 2014/15

Y Pwyllgor Menter a Busnes – 17 Hydref 2013

1.0 Cyflwyniad

Mae'r papur hwn yn darparu gwybodaeth ar gynigion y gyllideb ar gyfer yr Economi, Gwyddoniaeth a Thrafnidiaeth fel y'u hamlinellwyd yn y gyllideb ddrafft a gyhoeddwyd ar 8 Hydref.

2.0 Crynodeb o'r Newidiadau i'r Gyllideb

Mewn termau cyffredinol, mae cyfanswm dyraniadau cyllidebol Prif Grwpiau Gwariant (MEG) yr Economi, Gwyddoniaeth a Thrafnidiaeth ar gyfer 2014/15 a 2015/16 (ac eithrio Gwariant a Reolir yn Flynyddol (AME) wedi cynyddu £75.63m a £70.786m yn ôl eu trefn o gymharu â dyraniad Cyllideb Atodol Mehefin 2013, fel y gwelir yn y tabl isod.

	2013/14 Cyllideb Atodol £'000	2014/15 Cyllideb Arfaethedig £'000	2014/15 Newidiadau £'000	2015/16 Cynlluniau Dangosol £'000
Refeniw				
Yr Economi a Gwyddoniaeth	99,569	96,273	(3,296)	94,658
Trafnidiaeth	325,719	306,970	(18,749)	300,441
Cyfanswm	425,288	403,243	(22,045)	395,099
Cyfalaf				
Yr Economi a Gwyddoniaeth	96,647	118,647	22,000	110,147
Trafnidiaeth	220,674	296,349	75,675	308,149
Cyfanswm	317,321	414,996	97,675	418,296
Heb fod yn arian parod	110,000	110,000	0	110,000
Cyfanswm	852,609	928,239	75,630	923,395
AME	47,918	48,946	1,028	60,125
Cyfanswm Terfyn Gwariant Adrannol (DEL)	900,527	977,185	76,658	983,520

Ar gyfer cyllidebau'r Economi a Gwyddoniaeth, byddwn yn ceisio sicrhau'r rhan fwyaf o'r arbedion yn erbyn cyllidebau 2013/14 drwy arbedion effeithlonrwydd, ail-flaenoriaethu ac ailbroffilio ymrwymadau er mwyn lleihau effaith y toriadau.

Fel y dengys y tabl, cyllidebau Trafnidiaeth yw'r rhan fwyaf (76%) o MEG yr Economi, Gwyddoniaeth a Thrafnidiaeth (yr Economi a Gwyddoniaeth 24%)¹.

Mae gostyngiadau refeniw o fewn y gyllideb ar gyfer Trafnidiaeth yn her gan fod y gyllideb yn seiliedig ar nifer o drefniadau contract hirdymor, a bydd angen trafod a chytuno ar rai ohonynt gydag Adran Drafnidiaeth y DU. Mewn rhai achosion, mae'r trefniadau contract yn cynnwys chwyddiant yn gysylltiedig â'r mynegai sy'n golygu bod y costau'n codi o un flwyddyn i'r llall.

Mae cyllidebau refeniw Trafnidiaeth yn cefnogi'r gwasanaeth trafniadaeth gyhoeddus ac yn cynnal diogelwch a defnyddioldeb ein rhwydwaith ffyrdd sy'n ffactorau allweddol o ran cynaliadwyedd a thwf economaidd. Mae trafodaethau ar y gweill gyda'n darparwyr gwasanaeth, Llywodraeth y DU a rhanddeiliaid allweddol gyda'r nod o sicrhau arbedion wrth gynnal lefelau gwasanaeth. Mae'r trafodaethau sy'n parhau yn sensitif yn fasnachol ac ni fyddai'n briodol rhannu manylion penodol ar hyn o bryd.

Mae cyfanswm cyllideb gyfalaf yr Economi, Gwyddoniaeth a Thrafnidiaeth wedi cynyddu £97.675m yn 2014/15, sy'n cynnwys dyraniadau ychwanegol o'r Cronfeydd Canolog (£52m) ac o'r Gronfa Trafodion Ariannol (£12m). Mae'r dyraniadau ychwanegol yn 2014/15 yn cefnogi'r prosiectau y manylir arnynt yn y tabl isod:

CAM GWEITHREDU	2014/15 CYFALAF £'000	2015/16 CYFALAF £'000	BLAENORIAETH STRATEGOL	FFYNHONNELL
Gweithrediadau Traffyrdd a Chefnffyrdd	10,000	30,000	Lôn Gerbydau'r M4 Twnelau Bryn-glas	Cronfeydd Canolog
Gweithrediadau Traffyrdd a Chefnffyrdd	5,000	12,000	Gwelliannau Atgyfnerthu a Diogelwch Llinell Twnelau'r A55	Cronfeydd Canolog
Cynlluniau Ffyrdd a Rheilffyrdd	0	40,000	Gwaith deuoli A465 Blaenau'r Cymoedd	Cronfeydd Canolog
Cynlluniau Ffyrdd a Rheilffyrdd	18,900	24,800	Trafnidiaeth Integredig De-ddwyrain Cymru	Cronfeydd Canolog
Cynlluniau Ffyrdd a Rheilffyrdd	8,300	2,000	Cyllid ar gyfer gorsaf reilffordd ac estyniad Tref Glynebwy	Cronfeydd Canolog

¹ Nid yw'r ffigurau'n cynnwys Gwariant nad yw'n Arian Parod a Gwariant a Reolir yn Flynyddol

Teithio Cynaliadwy	9,800	5,000	Trafnidiaeth Integredig De-ddwyrain Cymru	Cronfeydd Canolog
Cronfeydd Cyllid Cymru	12,000	42,500	Arian i gefnogi cyllid sydd ar gael i fusnesau.	Cronfa Trafodion Ariannol
Cyfanswm	64,000	156,300		

Mae tablau'r Llinell Wariant yn y Gyllideb yn Atodiad A yn rhoi dadansoddiad llawn o gyllidebau refeniw a chyfalaf yr Adran. Mae'n bwysig nodi nad yw hyn yn cynrychioli effaith lawn Adran yr Economi, Gwyddoniaeth a Thrafnidiaeth yng Nghymru gan ein bod hefyd yn ysgogi buddsoddiadau ychwanegol o ffynonellau cyllid eraill megis y Comisiwn Ewropeaidd, Llywodraeth y DU a'r sector preifat. O ran y cyllid sydd ar gael i fusnesau, yn ogystal ag ymyrraeth uniongyrchol yr Adran, rydym yn cefnogi dros £30m o fuddsoddiad bob blwyddyn mewn Busnesau Bach a Chanolig (BBaChau) drwy'r cronfeydd amrywiol a reolir gan Gyllid Cymru.

Lle bo modd, mae'r Adran hefyd yn gwneud defnydd o atebion cyllidol blaengar er mwyn sicrhau'r canlyniadau gorau. Enghraifft dda o hyn yw'r datblygiad tai fforddiadwy ym Melin Elái, a ddylai gynhyrchu tua £60m o fuddsoddiadau sector preifat o fuddsoddiad o £12m gan Lywodraeth Cymru. Yn ogystal â darparu cartrefi, bydd y buddsoddiad hwn yn creu nifer sylweddol o swyddi adeiladu gydol oes y prosiect. Mae'r Adran yn ystyried ehangu'r model i safleoedd eraill posibl.

Mae MEG yr Economi, Gwyddoniaeth a Thrafnidiaeth hefyd yn cynnwys dyraniad cyllidebol ar gyfer AME, sy'n rhoi sicrwydd ynghylch costau sy'n codi tu hwnt i reolaeth yr Adran, megis lleihad yng ngwerth y portffolio eiddo, mentrau ar y cyd, buddsoddiadau a'r rhwydwaith ffyrdd. Mae'r gyllideb hon wedi cynyddu £1.028m o £47.918m yn 2013/14 i £48.946m yn 2014/15 yn unol â dynodiadau o gyflwr y farchnad.

Wrth ystyried y blaenoriaethau ar gyfer y Gyllideb Ddrafft, mae'r Adran wedi rhoi pwyslais cryf ar gydraddoldeb, cynaliadwyedd a threchu tlodi. Mae naratif y Gyllideb Ddrafft a gyhoeddwyd ar gyfer 2014/15 yn amlinellu ein blaenoriaethau cyllidebol o ran cefnogi twf a swyddi, cyrhaeddiad addysgol a chefnogi plant, teuluoedd a chymunedau difreintiedig. Rydym wedi canolbwyntio ar drechu tlodi drwy ddatblygu cynlluniau gwariant sy'n diogelu swyddi, yn creu cyfleoedd gwaith ac yn sicrhau'r amodau i alluogi busnesau i dyfu, gan gydnabod bod cyflogaeth yn cynnig lefel uchel o ddiogelwch yn erbyn tlodi. Mae ystyriaethau'n ymwneud â chydraddoldeb yn ganolog i'n penderfyniadau cyllidebol a bydd unrhyw newidiadau sylweddol o ran cyllido wedi cael, ac yn parhau i gael eu hystyried yn ôl eu heffaith ar unigolion â nodweddion gwarchoddedig. Rydym yn parhau i ymrwymo i Gynllun Cydraddoldeb Strategol

Llywodraeth Cymru, yn enwedig yng nghyswllt darparu cyfleoedd cyflogaeth.

Ceir ffocws cryf ar dwf cynaliadwy hirdymor yn ein hagwedd tuag at ddatblygu economaidd. Caiff manteision cymunedol eu cynnwys mewn gweithgarwch caffael, er enghraifft y gwaith ar gynlluniau ffyrdd mawr megis gwelliannau ffordd yr A465 Blaenau'r Cymoedd. Mae cefnogi hyfforddiant a chreu swyddi drwy'r gadwyn gyflenwi a datblygu sgiliau er cynaliadwyedd cymunedau lleol yn sicrhau gwerth am arian yn gymdeithasol ac yn economaidd.

3.0 YR ECONOMI A GWYDDONIAETH

3.1 Rhaglen ar gyfer Ymrwymadau'r Llywodraeth

Mae ein cynlluniau gwariant ar gyfer 2014/15 wedi'u trefnu i gyd-fynd â'n hamcanion strategol sy'n cwmpasu ymrwymadau'r Rhaglen Lywodraethu. Mae ein Camau Gweithredu wedi'u mapio'n fanwl yn ôl Ymrwymadau'r Rhaglen Lywodraethu yn Atodiad B. Cyhoeddwyd y diweddariad blynyddol o gyflawniadau'r Rhaglen Lywodraethu ym mis Mehefin 2013 ac mae i'w gweld ar wefan Llywodraeth Cymru.

<http://wales.gov.uk/about/programmeforgov/?skip=1&lang=cy>

Yn yr hinsawdd economaidd sydd ohoni, mae fforddiadwyedd yn fater o bwys a chaiff prosiectau a rhaglenni eu monitro'n barhaus i wneud yn siŵr eu bod yn cyflawni eu canlyniadau a chyrraedd eu targedau. Os nad ydynt yn cyflawni yn ôl y bwriad, caiff yr adnodd ei ailddyrrannu ar gyfer ymyriadau i sicrhau swyddi a thwf.

Mae egwyddorion Sicrhau Canlyniadau wedi'u hymgorffori ym mhroses yr Adran ar gyfer gwneud penderfyniadau. Mae prosesau cadarn ar waith yn sail i'r ystyriaethau gwerth am arian, megis y Model Busnes Pum Achos ar gyfer buddsoddiadau gyda Phyrth Swyddfa Masnach y Llywodraeth priodol ar gyfer prosiectau seilwaith mawr. Caiff pob dyraniad cyfalaf i brosiectau strategol eu cefnogi gan achosion busnes. Arferir diwydrwydd dyladwy cynhwysfawr mewn perthynas â phob cais am gymorth a chânt eu hasesu o ran canlyniadau a datblygiad cynaliadwy hirdymor ehangach. Mae Paneli Buddsoddi mewnol ac allanol yn sicrhau bod buddsoddiadau yn cael eu cymeradwyo mewn modd atebol a thryloyw, a'u bod yn ddefnydd effeithlon o adnoddau ariannol.

Darparwyd gwybodaeth ychwanegol mewn ymateb i'r meysydd penodol a amlygwyd gan y Pwyllgor fel a ganlyn:

Gweithredu strategaethau a chymau gweithredu ar gyfer sectorau allweddol

Mae'r Sectorau'n parhau i ddatblygu strategaethau wedi'u targedu a gefnogir gan baneli o arbenigwyr diwydiant. Mae adroddiad ar gynnydd a chylchoedd gorchwyl y Sectorau a'r Paneli yn y dyfodol i'w weld yn:

<http://business.wales.gov.uk/cy/cy-sector-panel-report>

Cefnogir y gwaith o gyflawni'r blaenoriaethau gan £88.9m o gyllid sy'n cynnwys £20m ar gyfer Cronfa Twf Economaidd Cymru 2 a £12m o gyllid trafodion ariannol i gefnogi strategaeth y sector ac i ymateb i gyfleoedd sy'n codi.

Partneriaeth ar gyfer Twf: Strategaeth Twristiaeth 2013-2020

Er mwyn cefnogi ac ysgogi datblygiad y sector twristiaeth, rydym wedi dyrannu £12.8m ar gyfer gwaith marchnata a datblygu yn 2014/15. Yn ogystal, rydym wedi dyrannu £4.5m ar gyfer digwyddiadau mawr sydd â rhan arwyddocaol yn y gwaith o godi proffil Cymru. Mae gweithredu'r Strategaeth "Partneriaeth ar Gyfer Twf" â'r potensial i wireddu twf sylweddol gyda tharged heriol i ychwanegu 10% neu ragor at enillion twristiaeth yng Nghymru erbyn 2020. Ceir tystiolaeth gref bod buddsoddi mewn twristiaeth yn creu mwy o enillion ar y gwariant.

Hyrwyddo a denu masnach a mewnfuddsoddwyr

Mae'r tîm Masnach a Mewnfuddsoddi yn gweithio gyda'r timau sector, yr Is-adran Materion Ewropeaidd ac Allanol a phartneriaid eraill (mewnol ac allanol). Mae'n helpu cwmnïau yng Nghymru i ryngwladoli drwy allforio'n fyd-eang ac i ddenu mewnfuddsoddwyr – mewnfuddsoddi uniongyrchol o dramor ynghyd â buddsoddiadau o rannau eraill o'r Deyrnas Unedig. Er mai'r prif nod yw cynyddu'r cyflenwad o gwmnïau tramor yng Nghymru drwy ennill buddsoddiadau newydd, mae ailfuddsoddiadau wedi cyfrannu'n sylweddol at ein canlyniadau cyffredinol o ran mewnfuddsoddi, ac mae'n mynd i barhau i wneud hynny.

Yn 2014/15, dyrannwyd £2.1m ar gyfer gweithgarwch masnach a mewnfuddsoddi. Caiff y canlyniadau eu monitro'n glòs o ran sicrhau gwerth am arian. Dengys adroddiad blynyddol Masnach a Buddsoddi'r DU ar gyfer 2012/13 fod nifer y prosiectau mewnfuddsoddi a ddenwyd i Gymru yn ystod y flwyddyn hyd at ddiwedd mis Mawrth 2013 wedi cynyddu o ddim ond 23 yn y flwyddyn ariannol flaenorol i 67 - cynnydd o 191% o un flwyddyn i'r llall.

Roedd y cynnydd sylweddol yn nifer y prosiectau a enillwyd – cyfuniad o fuddsoddiadau newydd, estyniadau gan gwmnïau tramor presennol a gweithgarwch uno a chaffael – yn 4.2% o gyfanswm y DU o brosiectau buddsoddi uniongyrchol o dramor, sef 1,559. Yn ystod y flwyddyn, sicrhodd Cymru 7,047, cynnydd o dros 100% o'r flwyddyn flaenorol, a 4.1% o gyfanswm y DU.

Mae'r prosiectau a sicrhawyd yn addo creu 2,605 o swyddi, 4.4% o'r cyfanswm ar gyfer y DU. Mae'r prosiectau'n cynnwys y rhai yn Toyota, Sony, Ford, Meritor, Airbus, yn ogystal â chaffaeliad Bilcare gan United Drug.

Allwedd Band Eang Cymru

Cynllun Allwedd Band Eang Cymru yw olynydd y Cynllun Cymorth Band Eang llwyddiannus iawn gan Lywodraeth Cymru. Mae'r cynllun yn un o'r ymyriadau cynnar i gefnogi'r 4% a amcangyfrifir o safleoedd na fydd yn derbyn gwasanaethau band eang y genhedlaeth nesaf drwy brosiect Cyflymu Cymru. Mae'n cyfrannu tuag at ymrwymiad y Rhaglen Lywodraethu i sicrhau na fydd cymunedau gwledig ar ei hôl hi wrth gyflwyno band eang cyflym, bod y gwaith o gael gwared ar "fannau gwan" yn parhau a bod band eang cyflymach yn cael ei ddarparu'n deg a chyfartal ledled Cymru.

Er mwyn sicrhau'r enillion gorau ar y buddsoddiad sylweddol a wnaed drwy'r rhaglen Cyflymu Cymru, caiff cymorth drwy gynllun Allwedd Band Eang Cymru ei dargedu mewn ardaloedd lle na ddisgwylir i Cyflymu Cymru gael ei gyflwyno. Dyrannwyd cyfanswm o £6m (ar ffurf £2.5m yn 2013/14; £2m yn 2014/15 a £1.5m yn 2015/16) yn seiliedig ar y galw disgwylid. Rhagwelir y bydd y galw am gynllun Allwedd Band Eang Cymru yn lleihau wrth i ôl troed ffibr Cyflymu Cymru gynyddu. Mae cyfanswm yr ymrwymiad wedi'i amcangyfrif felly ar raddfa symudol dros dair blynedd ariannol.

3.2 Mesur Perfformiad – Allbynnau a Chanlyniadau

Mae'r Adran yn defnyddio ystod eang o ganlyniadau ac allbynnau i fesur cyflawniad. Fel rhan o'r Rhaglen Lywodraethu, defnyddir cyfres o ddangosyddion macroeconomaidd i ddeall cynnydd economaidd:

- Incwm Aelwydydd Crynswth i'w Wario y pen
- Prif Incwm y pen
- Gwerth Ychwanegol Crynswth y pen
- Cyfradd cyflogaeth.

Ni ddylid ystyried y rhain yn ddangosyddion y gall polisïau Llywodraeth Cymru ar eu pen eu hunain ddylanwadu'n uniongyrchol, yn amlwg neu'n sylweddol arnynt, yn enwedig yn y tymor byr.

Defnyddir ystod eang o ddangosyddion i fesur cyflawniad yn ôl meysydd gweithredu'r Economi, Gwyddoniaeth a Thrafnidiaeth ac mae'r rhain yn seiliedig ar gyfuniad o weithgarwch a chanlyniadau. Cawsant eu datblygu i ateb y gofynion i ddarparu cyfres o ddangosyddion craidd allweddol i'w defnyddio ym mhob maes gweithredu, i gydymffurfio â rheoliadau WEFO pan ddefnyddir Cyllid Ewropeaidd ac i ddarparu dangosyddion lleol ar gyfer meysydd busnes unigol.

Fel rhan o broses flynyddol cynllunio busnes, mae Adran yr Economi, Gwyddoniaeth a Thrafnidiaeth yn mynnu bod meysydd busnes yn cyflwyno targedau llinell sylfaen yn erbyn y dangosyddion pan fydd y cyllidebau wedi'u cytuno. Cytunir ar y targedau ar gyfer 2014/15 yn unol â'r cynlluniau manwl sydd ar y gweill ar y cam hwn o'r cylch cynllunio busnes. Cytunwyd ar dargedau ar gyfer 2013/14 ac mae'r tabl isod yn nodi crynodeb yn ôl meysydd cyflawni allweddol.

Targedau Allbynnau Allweddol yr Economi, Gwyddoniaeth a Thrafnidiaeth 2013/14*

	Swyddi a grëwyd	Swyddi a ddiogelwyd	Buddsoddiad a ddenwyd (£000)
Sectorau	2,777	1,921	106,612
Entrepreneuriaeth	4,000	775	0
Gwyddoniaeth ac Arloesi	156	2	0
Cyllid sydd ar gael i Fusnesau, yn cynnwys SIF, Cyllid Cymru	4,272	2,342	162,342
Cronfa Twf Economaidd Cymru (WEGF) 2	1,300	1,000	11,738
Eraill	216	0	19,155
Cyfanswm	12,721	6,040	299,847

* Dylid nodi bod y ffigurau hyn wedi'u cytuno ar ddechrau'r flwyddyn ariannol er mwyn darparu'r llinellau sylfaen ar gyfer cefnogi cynllunio busnes. Maent yn agored i gael eu newid yn ystod y flwyddyn yn dibynnu ar nifer o ffactorau a chaiff ail ragolygon eu llunio yn unol ag unrhyw newidiadau.

Nod yr Adran hefyd yw helpu i greu 13,000 o swyddi yn 2013/14 a chyhoeddir adroddiad ar wahân ar allbynnau Ardaloedd Menter ym mis Rhagfyr 2013.

3.3 Datblygu Polisi

Ein hallwedd i sicrhau twf yw gweithio mewn partneriaeth â rhanddeiliaid mewnol ac allanol er mwyn sicrhau cymaint o adnoddau a gwybodaeth â phosibl a chyflawni nodau polisi. Mae nifer o bolisiâu'n drawsbynciol ac yn gydweithredol, a'r egwyddorion wedi'u hymgorffori ym mlaenoriaethau strategol y meysydd busnes perthnasol a nodwyd yn ystod y broses o gynllunio'r gyllideb. Tynnwyd sylw at y datblygiadau polisi hyn hefyd fel rhan o'r gwaith cwrpasu ar gyfer cronfeydd strwythurol yr UE.

Dinas-ranbarthau

Noda'r Adroddiad ar y Dinas-ranbarthau a gyhoeddwyd ym mis Gorffennaf 2012 dair mantais strategol: marchnadoedd llafur mwy

effeithlon, marchnadoedd mwy o faint ar gyfer nwyddau a gwasanaethau a chyfnewid gwybodaeth, syniadau ac arloesedd ar raddfa ehangach. Gwnaed gwaith sylweddol, yn fewnol gan Lywodraeth Cymru, ac yn allanol, gan fod cefnogaeth yn hollbwysig i lwyddiant y Dinas-ranbarthau. Ni cheir cyllideb ddynodedig ar gyfer y Dinas-ranbarthau gan fod cyflawni a monitro wedi'u hymgorffori yn y rhaglenni unigol.

Ceir cysylltiadau eglur rhwng y Dinas-ranbarthau a dulliau eraill sy'n cael eu datblygu megis yr Ardaloedd Menter sy'n ceisio denu buddsoddwyr a chreu swyddi. Mae trafndiaeth gyhoeddus yn ganolog i lwyddiant y dinas-ranbarthau.

Ardrethi Busnes

Mae Llywodraeth Cymru yn parhau i archwilio'r posibilrwydd o ddefnyddio ardrethi busnes fel ysgogiad i gefnogi datblygiad a thwf economaidd. Nod Cynllun Ardrethi Busnes Ardaloedd Menter Cymru sy'n weithredol rhwng 2012/13 a 2015/16 yw sicrhau manteision drwy dwf economaidd a chreu swyddi.

Bydd y cynlluniau newydd, Agored i Fusnes a Datblygiadau Newydd yn gymhellant pellach i fusnesau. Mae disgwyl i'r cynllun Datblygiadau Newydd gostio tua £2.8m a'i nod yw ysgogi adeiladu a datblygiadau newydd drwy ymestyn y cyfnod eithrio rhag ardrethi eiddo gwag i 18 mis. Bydd y cynllun yn weithredol hyd at 30 Medi 2016. Amcangyfrifir y bydd y cynllun Agored i Fusnes yn costio £2.5m a'i nod yw dod ag eiddo a fu'n wag am gyfnod hir yn ôl i ddefnydd drwy gynnig gostyngiad o 50% ar ardrethi busnes eiddo cymwys hyd at 12 mis wedi'r dyddiad meddiannu. Bydd y cynllun yn weithredol hyd at 31 Mawrth 2015.

Wrth asesu gwerth am arian, bydd y cynlluniau ardrethi busnes yn cael eu monitro yn ôl nifer y mentrau sy'n derbyn rhyddhad ardrethi; y math o fusnesau a'r swyddi cysylltiedig, a'r safleoedd sy'n cael eu hadnewyddu neu eu creu. Caiff y mentrau ardrethi busnes eu cefnogi â £4m o gyllid yn 2014/15.

Cefnogwyd busnesau canol tref drwy ddarparu canllawiau mwy eglur a chyllid i gefnogi Ardaloedd Gwella Busnes. Mae hyn wedi cynorthwyo elusennau a mentrau cymdeithasol ar y stryd fawr.

Hefyd, cafodd Llywodraeth Cymru lwyddiant yn lobbio Llywodraeth y DU i ymestyn Rhyddhad Ardrethi Busnesau Bach a gwneud newidiadau i Ardrethi Eiddo Gwag.

Cwmnïau Cydweithredol a Chydfuddiannol

Mae Comisiwn Cwmnïau Cydweithredol a Chydfuddiannol Cymru yn mynd i gyhoeddi adroddiad yn yr hydref. Bydd unrhyw oblygiadau o ran adnoddau yn cael eu hystyried yn unol â'r argymhellion.

Gwella Cyllid sydd ar gael i Fusnesau

Mae'r Adran yn parhau i weithio'n agos gyda'r banciau i sicrhau bod y cyllid busnes sy'n cael ei gynnig gan Lywodraeth Cymru yn cael ei ddefnyddio, lle bo'n bosibl, i bontio'r bwlch rhwng benthyciadau banc ac anghenion cyllido Busnesau Bach a Chanolig hyfyw sy'n tyfu yng Nghymru. Trwy Cyllid Cymru, sefydlwyd nifer o gronfeydd eisoes i helpu busnesau i ddod o hyd i arian nad yw ar gael yn hawdd ar y stryd fawr. Mae'r rhain yn cynnwys Cronfa BBaChau Cymru, Cronfa Fenthyciadau i Ficrofusnesau, Cronfa Datblygu Eiddo, Cronfa JEREMIE Cymru a Chronfa Fuddsoddi Gwyddorau Bywyd Cymru. Gyda'i gilydd, buddsoddodd y gronfeydd hyn dros £31m mewn Busnesau yng Nghymru yn 2012/13 a rhagwelir y bydd £34.1m wedi'i fuddsoddi yn 2013/14. Mantais fawr y rhan fwyaf o'r gronfeydd hyn yw'r ffaith eu bod yn darparu enillion y gellir eu haildefnyddio i gefnogi buddsoddi mewn busnesau ledled Cymru yn y dyfodol. Mae'r Gyllideb Ddrafft hon yn cynnwys cyllid trafodion ariannol ychwanegol o £12m yn 2014/15 i gefnogi gronfeydd buddsoddi newydd yn Cyllid Cymru sydd ar hyn o bryd yn cael eu datblygu.

Archwiliodd yr Adolygiad o'r Cyllid sydd ar gael i Fusnesau, a gynhaliwyd gan Dylan Jones Evans, i ba raddau y mae banciau'r Stryd Fawr yn diwallu anghenion cyllidol BBaChau Cymru. Bydd ail ran yr adolygiad yn edrych ar ffynonellau cyllid amgen ar gyfer busnesau Cymru, a BBaChau yn arbennig. Mae'n adolygiad pwysig a bydd yr argymhellion yn cael eu hystyried ymhellach wrth ddatblygu polisi yn y dyfodol a pharhau i ymateb i anghenion y gymuned fusnes.

Ardaloedd Menter

Mae gweithgarwch busnes a buddsoddi yn y saith Ardal Fenter yn arwydd marchnad pwerus ar gyfer buddsoddi pellach. Mae'r gyllideb o £13m yn cynnwys £9m i gefnogi datblygiad y seilwaith a chymhellion i gyflawni'r blaenoriaethau gwahanol yn null y sectorau o sicrhau swyddi a thwf parhaus i'r dyfodol. Caiff cynigion cyfalaf eu cefnogi gan achosion busnes ac mae cyfleoedd i ysgogi cyllid ychwanegol bob amser yn rhan o'r gwerthusiad. Cyhoeddir adroddiad yn manylu ar wybodaeth am berfformiad a'r allbynnau sy'n gysylltiedig â'r Ardaloedd Menter ddiwedd y flwyddyn.

Arloesi Cymru

Fel strategaeth yn hytrach na rhaglen, nid oes gan Arloesi Cymru gyllideb wedi'i neilltuo. Mae'r egwyddorion cyflawni yn llywio ac yn blaenoriaethu cyllidebau'r portffolios presennol. Mae strategaeth Arloesi Cymru yn cynnwys cyfres o argymhellion a luniwyd i gynyddu'r llif o gyllid ymchwil, datblygu ac arloesi yn y DU ac Ewrop o ffynonellau yn y DU ac Ewrop.

Bu'r strategaeth yn bwysig ar gyfer blaenoriaethu gofynion ychwanegol Ymchwil, Datblygu ac Arloesi ar gyfer rhaglenni newydd.

Bydd y cylch newydd o Gronfeydd Strwythurol yn gyfle mawr i gefnogi'r gweithgareddau newydd hyn. Ni cheir cyllideb ddynodedig gan fod cyflawni a monitro wedi'u hymgorffori yn y rhaglenni unigol.

Ardaloedd Twf Lleol

Mae datblygiad ardaloedd twf lleol yn ffactor pwysig yng nghynaliadwyedd economaidd trefi a chymunedau gwledig fel model mwy priodol nag Ardaloedd Menter. Yn 2014/15, dyrannwyd £0.1m i gefnogi prosiectau a grwpiau rhanddeiliaid i archwilio'r potensial am opsiynau polisi i ysgogi a chefnogi swyddi, twf economaidd a chynnig cyfle i brofi gwahanol fathau o ymyriadau. Bydd hyn yn cychwyn ym Mhowys ac yn cael ei ymestyn i Ddyffryn Teifi. Er enghraifft, mae gweithredu Cyflymu Cymru a ffordd osgoi A483/A489 y Drenewydd yn ymyriadau cefnogol allweddol ym Mhowys. Caiff yr argymhellion terfynol eu gwerthuso'n llawn a'u hadrodd yn unol â blaenoriaethau economaidd.

3.4 Gwariant Ataliol

Fel y nodwyd uchod, mae'r Gyllideb Ddrafft yn rhoi blaenoriaeth amlwg i gyflymu adferiad economaidd, creu cyfleoedd cyflogaeth a sefydlu'r sylfeini ar gyfer hyrwyddo twf economaidd a chymunedau cynaliadwy yn yr hirdymor. Mae'r gyllideb gyfan ar gyfer yr Economi a Gwyddoniaeth yn cefnogi ymyrraeth wedi'i hanelu at dwf yn yr economi er mwyn cynyddu ffyniant. O ran gwariant ataliol, mae canlyniadau cadarnhaol i hyn o ran iechyd a heriau cymdeithasol ac mae'n helpu i greu cymdeithas decach a mwy cyfartal.

Mae cyflogaeth yn cynnig cryn dipyn o ddiogelwch rhag tloidi i unigolion a theuluoedd. Rydym yn gweithio i drechu tloidi a bod heb waith drwy hybu a chefnogi'r gwaith o gynnal a chreu cyflogaeth ledled Cymru. Mae'r gyllideb Wyddoniaeth ac Arloesi yn bwysig i gefnogi'r gwelliant mewn addysg, hyfforddiant ac ymchwil wrth ymladd diweithdra.

3.5 Darpariaeth ar gyfer y Ddeddfwriaeth

Mae ein cyfraniad i'r ddeddfwriaeth drawsbynciol yn cefnogi'r amodau a all greu swyddi, twf a chyfoeth yn economi Cymru. Mae ystyried buddiannau busnes yn un o ddyletswyddau statudol Deddf Llywodraeth Cymru. Mae'r Adran yn parhau i weithio ar y cyd â'r holl randdeiliaid i sicrhau bod anghenion busnes ac economi Cymru wedi'u hadlewyrchu'n llawn yn y ddeddfwriaeth arfaethedig:

- Bil Cynllunio
- Bil Gweithlu'r Gwasanaethau Cyhoeddus
- Bil Cenedlaethau'r Dyfodol

Mae'r adnoddau ariannol yn ddigon i gynnwys Aseidiadau Effaith Rheoleiddiol ar gyfer y cynigion deddfwriaethol a pholisi.

4.0 YR ECONOMI A GWYDDONIAETH - CYLLIDO MEYSYDD Y RHAGLENNI GWARIANT

Mae cyfanswm y gyllideb arfaethedig ar gyfer yr Economi a Gwyddoniaeth yn 2014/15 wedi cynyddu £18.704m o gymharu â Chyllideb Atodol 2013/14 (ac eithrio Gwariant a Reolir yn Flynyddol).

Mad hyn yn cynnwys lleihad o £3.296m yn y gyllideb adnoddau o ganlyniad i ostyngiadau referniw a chynnydd o £22m i'r cyllidebau cyfalaf, fel y gwelir yn y tabl isod.

	2013/14 Cyllideb Atodol £'000	2014/15 Cyllideb Arfaethedig £'000	2014/15 Newidiadau £'000	2015/16 Cynlluniau Dangosol £'000	2015/16 Newidiadau £'000
Referniw	99,569	96,273	(3,296)	94,658	(4,911)
Heb fod yn Arian Parod	1,309	1,309	0	1,309	0
Cyfalaf	96,647	118,647	22,000	110,147	13,500
Cyfanswm	197,525	216,229	18,704	206,114	8,589

4.1 Sectorau a Busnes

Maes y Rhaglen Wariant	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Sectorau a Busnes	Referniw	51,089	(24)	51,065	48,985
	Cyfalaf	56,519	21,625	78,144	88,633
	CYFANSWM	107,608	21,601	129,209	137,618

Mae cyfanswm y gyllideb o £129.209m yn 2014/15 yn darparu cyllid ar gyfer y Sectorau, y Gronfa Fuddsoddi Sengl (SIF) etifeddol, Entrepreneuriaeth a Gwybodaeth Fusnes, Masnach a Mewnfuddsoddi ac Ardaloedd Menter. Ceir lleihad o £0.024m yn y gyllideb referniw yn sgil nifer o newidiadau cynyddrannol rhwng blynyddoedd a symudiadau yn y meysydd cyllidebol yn ystod y flwyddyn i gyd-fynd ag ymrwymadau. Ceir cynnydd net o £21.625m yn y gyllideb gyfalaf sy'n adlewyrchu dyraniadau ychwanegol o £32m o gronfeydd canolog a'r cyllid trafodion ariannol a wrthbwysir gan

ostyngiad o £10.375m mewn ymrwymadau cyfalaf ar gyfer SIF etifeddol.

Mae cyllidebau'r Sectorau a Busnes yn allweddol i allu cyflawni yn erbyn meysydd y Rhaglen Lywodraethu ar gyfer twf a swyddi cynaliadwy, trechu tlodi, ac addysg a chyfle cyfartal.

4.2 SIF etifeddol

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
SIF etifeddol	Refeniw	2,360	(657)	1,703	1,703
	Cyfalaf	20,700	(10,375)	10,325	10,325
	CYFANSWM	23,060	(11,032)	12,028	12,028

Mae'r gyllideb hon yn cefnogi ymrwymadau contract yr Adran yn y cynlluniau SIF/RSA etifeddol i anrhydeddu cynigion grant i gwmnïau yng Nghymru cyn belled â bod yr amodau a'r targedau ar gyfer twf a swyddi wedi'u bodloni. Mae'r lleihad o £11.032m yn adlewyrchu'r lleihad yn lefel yr ymrwymiad wrth i brosiectau gael eu cwblhau.

4.3 Sectorau

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Sectorau	Refeniw	34,206	2,058	36,264	34,386
	Cyfalaf	35,819	32,000	67,819	78,308
	CYFANSWM	70,025	34,058	104,083	112,694

Mae'r gyllideb o £104.083m yn cefnogi cyflawniad blaenoriaethau'r Sector, Ardaloedd Mentor a Masnach a Mewnfuddsoddi. Mae dadansoddiad manwl o'r gweithgareddau yn ôl Llinellau Gwariant yn y Gyllideb wedi'i gynnwys yn Atodiad A. Mae cyllideb y Sectorau yn cynnwys dyraniad ar gyfer gweithgarwch piblinell o £39m i sicrhau bod cyllid ar gael i ymateb yn gyflym i brosiectau wrth iddynt gael eu datblygu.

Mae'r cynnydd o £32m yng nghyllideb gyfalaf 2014/15 ar gyfer y Sectorau yn adlewyrchu dyraniadau ychwanegol o gronfeydd a thrafodion ariannol fel a ganlyn:

1. £20m ar gyfer Cronfa Twf Economaidd Cymru Cyfnod 2 i fusnesau gydag anghenion cyllido dros £100,000 i ganolbwyntio ar greu swyddi newydd.
2. Cyllid trafodion ariannol o £12m i gefnogi mentrau datblygu economaidd i ddarparu cyllid i fusnesau a chefnogi eu twf,

allforion a chreu / diogelu swyddi. Mae cynlluniau manwl ar ddyraniad y cyllid hwn i gronfeydd presennol neu rai newydd dan ystyriaeth ar hyn o bryd a chânt eu cyhoeddi yn y misoedd sydd i ddod.

4.4 Entrepreneuriaeth

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Entrepreneuri aeth a Gwybodaeth Fusnes	Refeniw	14,523	(1,425)	13,098	12,896

Mae'r gyllideb Entrepreneuriaeth a Gwybodaeth Fusnes o £13.098m yn cefnogi entrepreneuriaeth ieuencid, busnesau sy'n cychwyn, BBaChau a microfusnesau ac arferion busnes cyfrifol. Mae hefyd yn sicrhau bod cyngor busnes priodol a chadarn ar gael i'r sector cydfuddiannol a chydweithredol. Bydd arferion busnes cyfrifol yn hwyluso ymrwymadau corfforaethol o ran cyfrifoldeb cymdeithasol drwy ei gwneud hi'n ofynnol i fusnesau ymddwyn yn foesebol a chyfrannu'n gadarnhaol at y datblygiad economaidd.

Mae ailbroffilio cyllid o'r UE a chynnydd yng nghyfradd ymyrraeth y rhaglen Cychwyn Busnes wedi golygu bod angen £1.425m yn llai o gyllideb graidd yn 2014/15. Nid yw hyn yn effeithio dim ar gyflenwi gwasanaethau.

4.5 Gwyddoniaeth ac Arloesi

Maes y Rhaglen Wariant	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Gwyddoniaeth ac Arloesi	Refeniw	14,269	(1,067)	13,202	12,882
	Cyfalaf	3,613	8,366	11,979	2,979
	CYFANSWM	17,882	7,299	25,181	15,861

Mae'r £25.181m o gyllid yn cefnogi mentrau i gyflawni Strategaeth Gwyddoniaeth i Gymru a'r Strategaeth Arloesi.

4.6 Gwyddoniaeth

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Gwyddoniaeth	Refeniw	2,882	428	3,310	3,234

	Cyfalaf	3,113	8,366	11,479	2,479
	CYFANSWM	5,995	8,794	14,789	5,713

Mae'r gyllideb yn cynnwys £5.539m o gyllid referniw a chyfalaf i gefnogi mentrau Sêr Cymru a'r Academi Wyddoniaeth Genedlaethol. Mae cyllid Sêr Cymru yn cyfrannu at gyfanswm ymrwymiad Llywodraeth Cymru (£50m) i'r rhaglen bum mlynedd hon, sy'n cael cymorth hefyd o'r cyllidebau lechyd ac Addysg. Mae'r Academi yn annog pobl ifanc i ymwneud â phynciau ym maes Gwyddoniaeth, Technoleg, Peirianeg a Mathemateg.

I raddau helaeth, mae'r cynnydd yn y gyllideb gyfalaf yn adlewyrchu cronfeydd cyfalaf ychwanegol a ddyrannwyd ar gyfer y Parc Gwyddoniaeth yng nghyllideb derfynol 2013/14. Bydd cyllid referniw a chyfalaf o £9.25m tuag at Barc Gwyddoniaeth Menai (2013/14 £1m) yn darparu cyfleusterau i gefnogi'r gwaith o sefydlu cwmnïau newydd a datblygu cwmnïau presennol gan greu cyflogaeth a chyfleoedd.

4.7 Arloesi

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Arloesi	Refeniw	11,387	(1,495)	9,892	9,648
	Cyfalaf	500	0	500	500
	CYFANSWM	11,887	(1,495)	10,392	10,148

Dyrennir £10.392m i annog busnesau i fuddsoddi mewn arloesedd a datblygu cysylltiadau â'r byd academiaidd drwy Raglenni Arloesi ar gyfer Busnes, A4B a SMART Cymru. Prosiectau a gyllidir gan yr UE yw'r rhain i gyd. Mae £1.495m yn llai o gyllid craidd ar gael yn sgil aildrefnu cyllidebau o fewn y MEG ac adolygu'r ymrwymadau.

4.8 Digwyddiadau Mawr

Maes y Rhaglen Wariant	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Digwyddiadau Mawr	Refeniw	4,740	(284)	4,456	4,354
	CYFANSWM	4,740	(284)	4,456	4,354

Bydd y gyllideb o £4.456m ar gyfer Digwyddiadau Mawr yn cefnogi gwaith gyda ffederasiynau chwaraeon cenedlaethol, y DU ac yn rhyngwladol i sicrhau bod mwy o ddigwyddiadau mawr yn cael eu cynnal yng Nghymru. Yn 2014, bydd y Bencampwriaeth Agored i Golffwyr Hŷn yn cael ei chynnal yng Nghymru am y tro cyntaf. Mae hefyd yn cefnogi ystod amrywiol o ddigwyddiadau diwylliannol yn cynnwys digwyddiadau wedi'u trefnu yng Nghymru, er enghraifft

Gŵyl Ryngwladol Adrodd Straeon Beyond the Border, Gŵyl Sŵn a Gŵyl Wakestock, a digwyddiadau diwylliannol rhyngwladol mawr megis WOMEX. Mae'r £0.284m o newid yn y gyllideb yn deillio o leihad wedi'i reoli yn unol ag ymrwymadau cyfredol.

4.9 Seilwaith

Maes y Rhaglen Wariant	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Seilwaith	Refeniw*	20,642	(1,196)	19,446	20,397
	Cyfalaf	36,456	(8000)	28,456	18,456
	CYFANSW M	57,098	(9,196)	47,902	38,853

*yn cynnwys DEL adnoddau anghyllidol o £1,309,000

Mae cyllideb 2014/15 o £47.902m yn darparu cymorth ar gyfer Seilwaith yn Gysylltiedig ag Eiddo, Seilwaith TGCh a phrosiect Band Eang y Genhedlaeth Nesaf i Gymru (a elwir hefyd yn Cyflymu Cymru).

4.10 Seilwaith TGCh

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Seilwaith TGCh	Refeniw*	8,326	(340)	7,986	8,386
	Cyfalaf	26,304	0	26,304	16,304
	CYFANSWM	34,630	(340)	34,290	24,690

*heb gynnwys DEL adnoddau anghyllidol o £1,309,000

Mae'r gyllideb o £34.290m tuag at y Seilwaith TGCh yn cefnogi nifer o brosiectau allweddol, yn cynnwys prosiect Cyflymu Cymru, Cydgasglu Band Eang y Sector Cyhoeddus (PBSA) ac Allwedd Band Eang Cymru. Mae lleihad bychan o £0.34m yn adlewyrchu arbedion effeithlonrwydd o £1.869m wrth gyflwyno prosiect Cyflymu Cymru wedi'i wrthbwysu gan £1.529m ar gyfer PBSA o Gronfa Buddsoddi i Arbed Llywodraeth Cymru. Mae gwella rhwydweithiau telathrebu a sicrhau bod pob rhan o Gymru'n derbyn cyfleusterau band eang digonol i'w hanghenion economaidd yn un o saith blaenoriaeth lefel uchel ein Cynllun Buddsoddi yn Seilwaith Cymru. Mae Seilwaith TGCh o safon uchel yn hollbwysig ar gyfer creu economi ddigidol ffyniannus a chystadleuol, a hybu twf, swyddi a chyfoeth.

Erbyn diwedd y prosiect Cyflymu Cymru, bydd cyfanswm y buddsoddiad oddeutu £425m, yn cynnwys £89.5m o Gyllid Datblygu Rhanbarthol Ewrop; £56.9m o gyllid Llywodraeth y DU; £28.6m o

gyllideb gyfalaf yr Economi, Gwyddoniaeth a Thrafnidiaeth, £30m o gyllid o'r Cronfeydd Canolog a £220m o fuddsoddiad sector preifat.

Gweithgaredd sector cyhoeddus cydweithredol yw PSBA yn seiliedig ar fodel cydberchnogaeth gydweithredol. Ei amcan yw sicrhau cysylltedd effeithiol, effeithlon a fforddiadwy sy'n galluogi'r sector cyhoeddus cyfan yng Nghymru i ddarparu gwasanaethau sy'n diwallu anghenion dinasyddion. Yn gyffredinol, mae PSBA wedi arbed tua 20% i sefydliadau o gymharu â'r prisiau a dalent yn flaenorol am rwydwaith annibynnol.

Mae cynllun newydd Allwedd Band Eang Cymru yn bwysig i weithrediad Strategaeth Cymru Ddigidol Llywodraeth Cymru sy'n cydnabod yr angen i ddarparu gwasanaethau gwell, mwy cost-effeithiol a hygyrch i ddinasyddion. Nod y cynllun yw cynorthwyo busnesau, sefydliadau trydydd sector a chymunedau i wella cyflymder eu band eang.

4.11 Eiddo

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Eiddo	Refeniw	11,007	(856)	10,151	10,702
	Cyfalaf	10,152	(8,000)	2,152	2,152
	CYFANSWM	21,159	(8,856)	12,303	12,854

Mae Seilwaith yn Gysylltiedig ag Eiddo yn cynnwys rheoli a datblygu'r portffolio eiddo, gweithgarwch adfer tir a chynigion eiddo i fusnesau. Mae'r gwaith yn canolbwyntio ar gyflawni blaenoriaethau sector a gofodol o fewn yr Economi, Gwyddoniaeth a Thrafnidiaeth.

Mae'r lleihad o £0.856m yn y gyllideb refeniw yn adlewyrchu arbedion effeithlonrwydd wrth reoli'r portffolio sy'n codi o adolygiad o'r trefniadau partneriaeth er mwyn sicrhau arbedion hirdymor. Mae'r lleihad yn y gyllideb gyfalaf yn adlewyrchu dyraniad penodol o £8m a wnaed yn 2013/14 am dir ar gyfer mentrau datblygu (gan ddefnyddio model tebyg i un Melin Elái).

4.12 Strategaeth a Rhaglenni Corfforaethol

Maes y Rhaglen Wariant	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Strategaeth a Rhaglenni	Refeniw	10,138	(725)	9,413	9,349
	Cyfalaf	59	9	68	79

Corfforaetho I	CYFANSWM	10,197	(716)	9,481	9,428
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Mae cyllideb 2014/15 o £9.481m yn cefnogi'r cyllid craidd ar gyfer Cyllid Cymru, Marchnata, Rhaglen Her Iechyd Cymru, ad-daliadau i'r Gronfa Benthyciadau Cenedlaethol, a gweithgarwch cefnogi strategaeth. Mae hefyd yn cefnogi dadansoddiadau economaidd a datblygiadau deddfwriaethol sy'n tanategu nifer o benderfyniadau ynghylch gwariant.

4.13 Rhaglenni Corfforaethol

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Rhaglenni Corfforaethol	Refeniw	3,294	(147)	3,147	3,083
	Cyfalaf	59	9	68	79
	CYFANSWM	3,353	(138)	3,215	3,162

Mae'r lleihad o £0.147m yn y refeniw yn adlewyrchu arbedion effeithlonrwydd a nodwyd yng nghostau gweithredu'r gronfa ddata Rheoli Cysylltiadau Cwsmeriaid drwy ail-gwmpasu rhaglenni adrannol TGCh craidd. Mae'r gyllideb gyfalaf yn cefnogi'r proffil ad-daliadau i'r Gronfa Benthyciadau Cenedlaethol.

4.14 Marchnata

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Marchnata	Refeniw	2,815	0	2,815	2,815
	CYFANSWM	2,815	0	2,815	2,815

Mae marchnata'n cefnogi ymgyrchoedd a gweithgareddau allweddol i helpu cyfathrebu a llwyddiant rhaglenni a phrosiectau'r Adran. Mae'r mentrau'n arbennig o bwysig ar gyfer cyfathrebu cynigion i fusnesau a chefnogi datblygiad brand Cymru.

4.15 Cyllid Cymru

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Cyllid Cymru	Refeniw	3,500	(500)	3,000	3,000
	Cyfalaf	0	0	0	0
	CYFANSWM	3,500	(500)	3,000	3,000

Mae'r gyllideb hon yn rhoi grant gweithredu i Cyllid Cymru sy'n cefnogi'r broses o weinyddu cronfeydd buddsoddi ar gyfer busnesau. Mae'r grant gweithredu wedi gostwng £0.5m yn sgil nodi arbedion effeithlonrwydd gweithredol.

4.16 Rhaglenni Strategaeth

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedi g £'000	2015/16 Cynllunia u Dangosol £'000
Rhaglenni Strategaeth	Refeniw	529	(78)	451	451
	CYFANSW M	529	(78)	451	451

Mae'r gyllideb yn cefnogi dadansoddiadau economaidd ac ymgysylltiad strategol i lywio penderfyniadau ynghylch gwariant ar strategaethau allweddol a bydd y lleihad yn cael ei reoli'n unol â gofynion ymchwil.

5.0 TRAFNIDIAETH

Mae trafndiaeth yn hollbwysig er mwyn gwneud economi Cymru yn fwy cystadleuol a rhoi gwell mynediad at swyddi a gwasanaethau. Mae'r rhaglen fuddsoddi gyfredol ar gyfer trafndiaeth yn canolbwyntio ar wneud economi Cymru yn fwy cystadleuol. Yn ddi-os, mae system drafnidiaeth fforddiadwy, effeithiol ac effeithlon yn bwysig ar gyfer trechu tlodi ac mae'n anhepgor wrth weithredu ymyriadau a pholisïau ar gyfer twf a swyddi. Rydym yn parhau felly i fuddsoddi'n sylweddol mewn gwelliannau mawr i'r seilwaith trafndiaeth, er enghraifft y gwelliannau ffordd ar yr A477 Sanclêr i Ros-goch; yr A470 yng Ngelligemlyn a Maes yr Helmau – Cross Foxes; A487 yng Nglandyfi, yr A465 Brynmawr i Dredegar, yr A487 Caernarfon – Bontnewydd a ffordd gyswllt Dwyrain Bae Caerdydd. Wrth gydnabod y rhan sydd i'r rheilffyrdd yn hyrwyddo twf economaidd a sicrhau mynediad ehangach at swyddi a gwasanaethau, rydym wedi dewis buddsoddi er mwyn gwella capasiti'r rhwydwaith, a hygyrchedd ac ansawdd gorsafoedd.

Mae'r dolenni i'r Datganiad Ysgrifenedig isod yn rhoi rhagor o wybodaeth am ein blaenoriaethau ar gyfer y seilwaith trafndiaeth:

<http://wales.gov.uk/about/cabinet/cabinetstatements/2013/transport/?skip=1&lang=cy>

<http://wales.gov.uk/about/cabinet/cabinetstatements/2013/railpriorities/?skip=1&lang=cy>

Seiliwyd y datganiadau ar y blaenoriaethau cyfalaf ar asesiad o effaith economaidd cynlluniau arfaethedig. Gofynnwyd hefyd am farn grwpiau busnes er mwyn deall eu blaenoriaethau ar gyfer buddsoddi.

Derbyniwyd y dylid cyflawni prosiectau sydd dan contract ar hyn o bryd yn ôl y bwriad a rhoddwyd blaenoriaeth i brosiectau a sicrhaodd gyllid arall, er enghraifft cyllid Ewropeaidd neu gyfraniad gan yr Adran Drafnidiaeth i brosiectau rheilffordd. I raddau helaeth, roedd y gwaith hwn yn cadarnhau'r blaenoriaethau a drefnwyd yn 2011 ond rhoddodd gyfle i ystyried opsiynau newydd mewn perthynas â'r M4, ffordd gyswllt Dwyrain Bae Caerdydd a gwaith ar fannau cyfyng.

Mae gan bob prosiect sy'n cael ei ddatblygu achos busnes manwl i'w gefnogi. Mae'r gweithdrefnau ar gyfer cyflawni prosiect ffordd yn galw am gynnal dilyniant o asesiadau, gwiriadau a chymeradwyaethau yn ôl egwyddorion PRINCE2 ar gamau allweddol o'r gwaith. Mae hyn yn cynnwys dilyn proses fonitro a gwerthuso sy'n cynnwys ymarfer rheolaeth ariannol ar wariant, asesu cydymffurfiaeth dechnegol ac sy'n sicrhau bod cronfeydd yn cael eu defnyddio i wireddu'r manteision disgwylidig.

Nod y weithdrefn hon yw arddangos ar bob cam allweddol fod yr amcanion a'r canlyniadau a ffurfiai achos busnes y prosiect yn mynd i gael eu cyflawni, neu os nad ydynt, yn rhoi'r dewis o ail-werthuso'r prosiect.

Fel prosiectau sy'n darparu gwell hygyrchedd ffordd, bydd yr amcanion yn cynnwys gwella diogelwch, amserau teithio dibynadwy a byrrach, trosglwyddo traffig i ffwrdd o amgylcheddau preswyl a sensitif, a chyflawni'r cyfan yn gynaliadwy ac o fewn y gyllideb.

Caiff y Cynllun Monitro a Gwerthuso ei sefydlu ar y cychwyn a'i gymhwysu drwy gydol y gwaith drwy adolygiadau ac adroddiadau rheolaidd, gwiriadau diwedd cam a dilyn y canllawiau ar gyfer y gweithdrefnau.

Wrth i'r gwaith dynnu at ei derfyn, cynhelir asesiadau allweddol:

- Yr Adroddiad Gateway Terfynol
- Adroddiad Cysoni Cost y Contract
- Adroddiad ar Effeithiolrwydd y Cynllun
- Adroddiad Diogelwch Ffordd Cam Tri

Caiff yr adroddiadau hyn eu cynnwys wedyn mewn Adroddiad Cwblhau Cynllun sy'n crynhoi Adroddiadau'r Camau Allweddol blaenorol ac sy'n cyfateb i adroddiad gwerthuso prosiectau ar ôl cychwyn (POPE) yr Asiantaeth Priffyrdd.

I roi sicrwydd y caiff yr ased newydd ei gynnal yn effeithiol, mae tîm y prosiect yn trosglwyddo casgliad cynhwysfawr o'r holl ddogfennau perthnasol ar ffurf ddigidol i'r tîm fydd yn gyfrifol am reoli a gweithredu'r ased newydd.

Yn ogystal, fel rhan o'r contract, ceir cyfnod ôl-ofal o bum mlynedd pan fydd y contractwr yn cynnal, trwsio ac ailosod y mesurau lliniarol hanfodol. Cofnodir llwyddiant, neu fethiant, y gwaith hwn.

Er mwyn gwerthuso effaith y cynllun ar yr economi ehangach, caiff adolygiad ei gomisiynu a llunnir adroddiad ar yr effeithiau, sy'n gallu bod yn eithaf sylweddol, yn enwedig am fod cyfran fawr o'r arian a wariwyd ar adeiladu'n dod o hyd i'w ffordd i mewn i'r economi leol

Caiff gweithdrefnau prosiectau a rhaglenni rheilffyrdd eu datblygu drwy ddefnyddio'r model Pum Achos Busnes, gyda phwyslais ar y gymhareb cost/budd a sicrhau'r enillion mwyaf ar fuddsoddiad. O'r herwydd, caiff adolygiadau *gateway* eu defnyddio i sicrhau bod y ffocws yn aros ar ddibenion yr achos busnes fel y'u cytunwyd.

Pan fo Llywodraeth Cymru yn gweithredu fel yr asiant sy'n cyflawni'r gwaith, cwblheir pob gweithgarwch caffael drwy ddefnyddio meini prawf ansawdd/cost er mwyn sicrhau gwerth am arian yn ôl dibenion yr achos busnes a ffactorau llwyddiant critigol. Pan fo trydydd parti, er enghraifft Network Rail, yn gweithredu fel yr asiantaeth sy'n cyflawni'r gwaith, fel rheol byddai Llywodraeth Cymru yn ymrwymo i gytundebau rheoledig er mwyn lleihau risg.

Mae Byrddau Prosiect/Rhaglen yn rheoli'r gwaith o lywodraethu, yn monitro gweithgarwch caffael, a risg a pherfformiad ariannol, ac yn adolygu'r amcanion yn ôl dibenion yr achos busnes fel y'u cytunwyd.

Wrth werthuso'r Cynllun Trafnidiaeth Cenedlaethol, cynhyrchir bwletin ystadegol sy'n cael ei asesu'n barhaol. Rhoddir ystyriaeth i'r ffordd orau o ddatblygu cynlluniau trafndiaeth yn y dyfodol.

5.1 Rhaglen ar gyfer Ymrwymadau'r Llywodraeth

Mae'r tabl yn Atodiad B yn mapio ymrwymadau'r Rhaglen Lywodraethu yn ôl manylion y costau cysylltiedig.

5.2 Darpariaeth ar gyfer y ddeddfwriaeth

Wrth i'r gwaith ar Fil Teithio Llesol (Cymru) symud ymlaen, mae disgwyl i'r mapiau presennol gostio £352,300 i gychwyn yn 2014/15 (yn cynnwys datganiad cydymffurfio â'r gofynion cynllunio ac ymgynghori), yna £146,100 bob tair blynedd ar gyfer ailfapio. Mae disgwyl i'r mapiau rhwydwaith integredig gostio £400,000 dros y tair blynedd gyntaf, yna tua £44,000 bob tair blynedd ar gyfer ailfapio.

Pennir costau gwneud gwelliannau o un flwyddyn i'r llall yn ôl faint o'r gyllideb fydd ar gael. Bydd costau gwella darpariaeth cynlluniau ffyrdd newydd yn cael eu ffactoreiddio i mewn i gostau'r cynlluniau presennol.

Byddai'r gost amcangyfrifedig am newidiadau a wneir yng Ngham 3 yn £30,800 y flwyddyn.

Telir y costau hyn o'r gyllideb Cerdded a Beicio a'r cyllidebau strategol.

Caiff gwaith ar deithio llesol ei gydgyssylltu'n glòs ar draws y ddwy Adran ac mae cyllid ar gyfer teithio llesol i'w gael yn bennaf o'r portffolio. Mae swyddogion trafnidiaeth yn cefnogi'r Gweinidog Diwylliant a Chwaraeon mewn perthynas â'r Bil ac mae un swyddog yn cynorthwyo'r Gweinidog Diwylliant a Chwaraeon i symud gwaith yn ei flaen ar hyrwyddo teithio llesol.

Nid oes unrhyw ddeddfwriaeth yn y DU sy'n effeithio ar y gyllideb ar gyfer Trafnidiaeth.

5.3 Gwariant ataliol

Mae mesurau gwariant ataliol yn bwysig yn yr hirdymor ar gyfer cyflawni canlyniadau gwell. Wrth ystyried effaith rhaglenni a pholisïau tocynnau teithio rhatach, rheoli rhwydwaith a diogelwch ar y ffyrdd, mae modd clustnodi rhan sylweddol o'r gyllideb ar gyfer Trafnidiaeth fel gwariant ataliol.

Cynhaliwyd asesiad i bennu pa fanteision sydd i'r cynllun tocynnau teithio rhatach o safbwynt gwariant ataliol. Gwelodd hwn fod:

- £10.5 miliwn o fanteision iechyd a gofal cymdeithasol anuniongyrchol i'w cael o'r cynllun tocynnau teithio rhatach. Deilliai'r rhain o oedi cyn bod angen gofal preswyl wedi'i gyllido gan awdurdodau lleol am fod y cynllun tocynnau teithio rhatach yn hyrwyddo mwy o weithgarwch corfforol a mwy o ryngweithio cymdeithasol sy'n peri oedi cyn i ddementia ddatblygu. Hefyd, creai arbedion eraill i'r GIG drwy leihau nifer y cyflyrau amrywiol neu beri oedi cyn iddynt ddatblygu.
- Am bob £1 sy'n cael ei gwario ar docynnau teithio rhatach, arbedir tua 14c i'r cyllidebau iechyd a gofal cymdeithasol.
- Wrth ystyried gwerth am arian, mae'r cynllun tocynnau teithio rhatach yn ddarostyngedig i'r cytundeb amlflwydd â gweithredwyr bysiau ac mae'r broses ar gyfer ymrwymo i gytundeb newydd yn galw am gadw at yr egwyddor dim elw net, dim colled net a profi'r gyfradd ad-daliadau.

5.4 Maes Awyr Caerdydd

Bydd cyllidebau trafnidiaeth yn cefnogi gwelliannau yn y dyfodol i Five Mile Lane sydd dan ystyriaeth er mwyn gwella'r seilwaith o gwmpas y Maes Awyr. Mae'r gyllideb ar gyfer cymorth referniw bysiau

yn cynnwys darparu £0.3m ar gyfer y gwasanaethau bws i'r Maes Awyr a ddechreuodd ar 1 Awst 2013.

Mae Maes Awyr Rhyngwladol Caerdydd Cyf yn gweithredu o dan gynllun busnes a gytunwyd â Chwmni Daliannol Llywodraeth Cymru. Caiff cynnydd ei fonitro drwy olrhain nifer o ddangosyddion perfformiad allweddol megis cynnydd yn niferoedd y teithwyr, gwella profiad cwsmeriaid a gwella proffidioldeb.

6.0 CYLLID TRAFNIDIAETH MEYSYDD RHAGLENNI GWARIANT

O gymharu â 2013/14, ceir cynnydd o £56.926m yng nghyfanswm y gyllideb ar gyfer Trafnidiaeth yn 2014/15, yn cynnwys lleihad yn y referniw o £18.749m a chynnydd yn y cyfalaf o £75.675m.

	2013/14 Cyllideb Atodol £'000	2014/15 Cyllideb Arfaethedig £'000	2014/15 Newidiadau £'000	2015/16 Cynlluniau Dangosol £'000	2015/16 Newidia dau £'000
Refeniw	325,719	306,970	(18,749)	300,441	(25,278)
Heb fod yn arian parod	108,691	108,691	0	108,691	0
Cyfalaf	220,674	296,349	75,675	308,149	87,475
Cyfanswm	655,084	712,010	56,926	717,281	62,197

6.1 Gweithrediadau Rhwydwaith Traffyrdd a Chefnffyrdd

Maes y Rhaglen Wariant	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Gweithrediadau Rhwydwaith Traffyrdd a Chefnffyrdd	Refeniw	65,521	(4,066)	61,455	60,307
	Cyfalaf	48,551	22,899	71,450	92,550
	CYFANSW M	114,072	18,833	132,905	152,857

Mae Llywodraeth Cymru yn uniongyrchol gyfrifol am y Rhwydwaith Traffyrdd a Chefnffyrdd, un o asedau seilwaith pwysicaf Cymru. Mae'r rhwydwaith yn cefnogi llawer o ymrwymiadau'r Rhaglen Lywodraethu ar draws y rhan fwyaf o'r meysydd polisi, yn cynnwys yr economi, iechyd ac addysg ac mae'r gost o'i adnewyddu ar ôl dibrisiant dros £13 biliwn. Mae'n hanfodol felly bod cyllid digonol ar gael ar gyfer cynnal a chadw'r rhwydwaith i'w gadw mewn cyflwr da a chynnal y lefelau gwasanaeth sydd eu hangen ar Lywodraeth Cymru i gyflawni ei dyletswyddau statudol o ran diogelwch a'i hamcanion polisi ehangach ar gyfer Cymru.

Mae'r gyllideb hon yn cyllido cyfalaf cynnal a chadw a gwella'r rhwydwaith ffyrdd presennol. Daw £15m o ddyraniadau cyfalaf

ychwanegol o'r cronfeydd canolog yn 2014/15 i gefnogi gwaith ar dwnelau Bryn-glas ar yr M4 (£10m ar gyfer prosiectau ailadeiladu, diogelwch ac atgyfnerthu'r lôn gerbydau) a thwnelau'r A55 (£5m ar gyfer atgyfnerthu'r ffordd a gwelliannau diogelwch). Mae'r twnelau'n rhan allweddol o rwydwaith trafniadaeth Gogledd a De Cymru sy'n tanategu datblygiad yr economi, twf a swyddi.

Hefyd, yn dilyn blaenoriaethau a nodwyd yn y datganiad ysgrifenedig, dyrannwyd £7.899m ar gyfer dileu manau cyfyng ar y rhwydwaith ffyrdd ac i gefnogi'r rhaglen i droi ffyrdd yn gefnffyrdd. Clustnodwyd Coridor yr M4, yr A465 a ffordd gyswllt Dwyrain Bae Caerdydd fel blaenoriaethau.

Amcangyfrifwyd y gellid sicrhau arbedion refeniw o £3.4m ar waith y rhwydwaith, er bod adolygiad manwl ar y gweill i sicrhau bod modd eu cyflawni gan effeithio cyn lleied â phosibl ar y gwaith. Hefyd, clustnodwyd lleihad ychwanegol o £0.666m yn y ddarpariaeth ar gyfer hawliadau gan drydydd parti.

6.2 Gwella a Chynnal y Rhwydwaith Cefnffyrdd (Ffyrdd Domestig) – Heb fod yn Arian Parod

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Gwella a Chynnal y Rhwydwaith Cefnffyrdd (Ffyrdd Domestig)	Refeniw	108,691	-	108,691	108,691
	CYFANSWM	108,691	-	108,691	108,691

Mae'r gyllideb hon yn cynnwys dibrisiant blynyddol y rhwydwaith cefnffyrdd.

6.3 Gwasanaethau Rheilffordd ac Awyr

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Gwasanaethau Rheilffordd ac Awyr	Refeniw	173,179	(9,211)	163,968	160,389
	CYFANSWM	173,179	(9,211)	163,968	160,389

Mae'r gyllideb yn cefnogi Masnachfaint Rheilffyrdd Cymru a'r Gororau a'r Gwasanaethau Awyr oddi mewn i Gymru. Mae fforddiadwyedd Masnachfaint Rheilffyrdd Cymru a'r Gororau yn destun pryder yn yr hirdymor. Amcangyfrif cynnar o'r arbedion posibl yw'r lleihad o £9.21m, er y bydd gwireddu'r arbedion yn galw am grym

dipyn o drafod â darparwyr gwasanaethau a Llywodraeth y DU.

6.4 Buddsoddi mewn Ffyrdd a Rheilffyrdd

Cam Gweithred u	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Cynlluniau Ffyrdd a Rheilffyrdd	Cyfalaf	109,916	41,850	151,766	152,166
	CYFANSWM	109,916	41,850	151,766	152,166

Mae'r gyllideb yn cyllido gwelliannau cyfalaf i ffyrdd a rheilffyrdd. Yn 2014/15, rydym yn dyrannu £97.2m ar gyfer blaenoriaethau yn y seilwaith ffyrdd a £54.6m tuag at brosiectau buddsoddi yn y rheilffyrdd. Mae'r cynnydd o £41.85m yn cynnwys £8.3m o ddyraniadau cyfalaf ychwanegol o'r cronfeydd canolog i gefnogi cynllun gorsaf reilffordd ac estyniad tref Glynebwy, a £18.9m i gefnogi prosiect Trafnidiaeth Integredig De-ddwyrain Cymru. Yn ogystal, mae £14.65m o gyllid cyfalaf wedi'i ail-flaenoriaethu yng nghyllidebau presennol yr Economi, Gwyddoniaeth a Thrafnidiaeth ar gyfer Coridor yr M4, yr A465 a ffordd gyswllt Dwyrain Bae Caerdydd.

Lansiwyd yr ymgynghoriad ar wella'r M4 o amgylch Casnewydd i fynd i'r afael â phroblemau o ran capasiti a chydnerthedd ar 20 Medi 2013. Yn 2014/15, darperir £2.7m i gefnogi astudiaethau dichonoldeb sy'n codi o'r ymgynghoriad. Mae hwn yn welliant mawr ac mae'r trafodaethau'n parhau â Llywodraeth y DU ynglŷn â phwerau benthyg i gefnogi'r prosiect. Bydd sicrhau gwerth am arian yn ffocws allweddol wrth ddatblygu'r prosiect. Caiff hyn ei gyflawni drwy reolaeth dynn ar bob cam o ddatblygiad y prosiect a phwyslais cryf ar beirianeg gwerth. Mae arweinwyr busnes wedi bod yn gwbl glir mai gwella'r M4 o amgylch Casnewydd yw eu prif flaenoriaeth ar gyfer yr economi.

6.5 Gwella a Chynnal y Seilwaith Ffyrdd Lleol

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Cyllid Cyfalaf Cyffredinol - Ffyrdd	Cyfalaf	13,667	0	13,667	13,667
	CYFANSWM	13,667	0	13,667	13,667

Mae'r gyllideb hon yn adlewyrchu cydran cyfalaf trafndiaeth y setliad llywodraeth leol. Ni ellir defnyddio'r cyllid hwn at unrhyw ddiben arall.

6.6 Teithio Cynaliadwy

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
Teithio Cynaliadwy	Refeniw	82,302	(4,998)	77,304	75,502
	Cyfalaf	41,640	10,926	52,566	42,866
	CYFANSWM	123,942	5,928	129,870	118,368

Mae'r gyllideb hon yn cefnogi buddsoddi mewn trafndiaeth integredig, cerdded a beicio, teithio llesol, tocynnau teithio rhatach, cardiau clyfar, a chyllid ar gyfer bysiau, rheilffyrdd a ffyrdd i wella canlyniadau trafndiaeth ar lefel ranbarthol a lleol drwy drefniadau grant sydd ar gael i awdurdodau lleol a thrwy'r Consortia Trafndiaeth Rhanbarthol.

Mae dyraniadau i gyllidebau penodol i'w gweld yn Llinellau Gwariant y Gyllideb yn Atodiad A. Aildrefnwyd y gyllidebau yn sgil blaenoriaethau a nodwyd yn y datganiad ysgrifenedig. Mae'r lleihad o £4.998m yn y refeniw ar draws y gyllideb teithio cynaliadwy wedi'i amcangyfrif, er bod adolygiadau manwl ar y gweill i sicrhau bod modd cyflawni'r rhain gan effeithio cyn lleied â phosibl ar y gwaith o'u cyflawni.

Mae'r gyllideb gyfalaf o £52.566m yn 2014/15 yn cynnwys dyraniad ychwanegol o £9.8m o'r cronfeydd canolog ar gyfer mesurau sy'n gysylltiedig â phrosiect Trafndiaeth Integredig De-ddwyrain Cymru.

Tocynnau Teithio Rhatach: Mae'r gyllideb yn dangos £61m o gyllid i'r cynllun tocynnau teithio rhatach yn 2014/15. Mae'r awdurdodau lleol yn ychwanegu at y swm hwn. Dechreuwyd trafodaethau â'r diwydiant bysiau ac awdurdodau lleol ar hyd a gwerth y cyfnod nesaf o gymorth ariannol. Hyd nes y daw'r trafodaethau hynny i ben, ffigwr dangosol fydd hwn.

Roedd y diwydiant bysiau'n cydnabod ac yn croesawu'r cytundeb ariannu tair blynedd yn 2011. Rhoddodd sicrwydd a sefydlogrwydd iddynt a'u helpu i gynllunio ymlaen llaw. Bu'n ddefnyddiol wrth iddynt wneud penderfyniadau ynglŷn â buddsoddi, a bellach, mae'n debyg fod proffil y fflyd bysiau ledled Cymru yn well nag y bu erioed. Mae'r diwydiant bysiau ac awdurdodau lleol wedi darparu papurau ar y gwersi a ddysgwyd o'r cytundeb presennol i'n helpu i ystyried a thrafod cytundeb newydd.

Grant Gwasanaethau Trafndiaeth Rhanbarthol (RTSG): Daeth y Grant Gwasanaethau Trafndiaeth Leol a'r Grant Gweithredwyr Gwasanaethau Bysiau i ben ar 31 Mawrth 2013 a daeth yr RTSG i

gymryd eu lle. Prif nod yr Adolygiad Cyllido Bysiau a gyflwynodd yr RTSG oedd sicrhau bod modd i deithwyr ledled Cymru edrych ymlaen at rwydwaith sefydlog a chynaliadwy, wedi'i gydgysylltu'n well â gwasanaethau trafndiaeth gyhoeddus eraill.

Gweinyddir yr RTSG gan y Consortia Trafnidiaeth Rhanbarthol sy'n chwarae rhan allweddol yn datblygu Strategaethau Trafnidiaeth Gyhoeddus Rhanbarthol. Mae'r rhain yn nodi ac yn blaenoriaethu gwariant cyhoeddus i gefnogi gwasanaethau bws a thrafnidiaeth gymunedol sy'n ystyried anghenion grwpiau gwarchoddedig. Mae'r Consortia Trafnidiaeth Rhanbarthol yn gweithio gyda gweithredwyr bysiau, Bus Users UK yng Nghymru, Pwyllgor Defnyddwyr Trafnidiaeth Gyhoeddus ac eraill i weld pa rwydweithiau bws a thrafnidiaeth gymunedol sy'n mynd i wneud y defnydd mwyaf effeithiol ac effeithlon o'r RTSG newydd.

Un o brif nodweddion y trefniadau cyllido newydd yw'r rheidrwydd ar y Consortia Trafnidiaeth Rhanbarthol i gynnal eu hasesiadau eu hunain o'r effaith ar gydraddoldeb er mwyn pennu effaith eu penderfyniadau ynglŷn â pha wasanaethau bws a thrafnidiaeth gyhoeddus i'w cefnogi.

Mae'r gyllideb yn cefnogi tri Swyddog Cydymffurfiaeth Bysiau wedi'u cyflogi gan Bus Users UK yng Nghymru. Maent yn monitro perfformiad gweithredwyr bysiau ac yn cyflwyno eu canfyddiadau i'r Comisiynydd Traffig lle bo angen. Mae gan y Comisiynydd Traffig bwerau i ddirwyo gweithredwyr am fethu â darparu gwasanaethau cofrestredig neu hyd yn oed i ddiddymu eu trwydded i weithredu gwasanaethau bysiau.

Cyn cyflwyno'r RTSG, câi'r sector trafndiaeth gymunedol ei gefnogi drwy bennu bod yn rhaid gwario o leiaf 10% o'r Grant Gwasanaethau Trafnidiaeth Leol yn cynorthwyo'r sector. Ar gyfer y flwyddyn ariannol 2012/13, roedd 10% o'r Grant Gwasanaethau Trafnidiaeth Leol yn £990,000 ond yn 2013/14, mae ein cymorth o dan y Grant Gwasanaethau Trafnidiaeth Rhanbarthol yn £2.5m. O dan y Grant Gwasanaethau Trafnidiaeth Rhanbarthol, rhagwelir y bydd 10% o'r cyllid a ddyrannwyd i'r Consortia Trafnidiaeth Rhanbarthol ar gael i gefnogi gwasanaethau trafndiaeth gymunedol. Dyma fydd y targed yn 2014/15 hefyd, yn amodol ar gymeradwyaeth y Gweinidog i Strategaethau Rhwydweithiau Rhanbarthol y Consortia y bydd gofyn iddynt gynnig digon o gynlluniau trafndiaeth gymunedol o ansawdd da.

6.7 Gwella Diogelwch ar y Ffyrdd

Cam Gweithredu	Categori Gwariant	2013/14 Cyllideb Atodol £'000	Newid £'000	2014/15 Cyllideb Arfaethedig £'000	2015/16 Cynlluniau Dangosol £'000
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Gwella Diogelwch ar y Ffyrdd	Refeniw	4,717	(474)	4,243	4,243
	Cyfalaf	6,900	0	6,900	6,900
	CYFANSWM	11,617	(474)	11,143	11,143

Mae'r gyllideb yn cefnogi gwelliannau cyfalaf ar gyfer peirianeg diogelwch ar y ffyrdd, gwelliannau ar y rhwydweithiau cefnffyrdd a ffyrdd lleol. Mae hefyd yn cefnogi ymgysylltiad a threfniadau cyllido â phartneriaid allanol yn y sector cyhoeddus, y sector preifat a'r trydydd sector er mwyn sicrhau lleihad yn nifer y damweiniau, gan ddefnyddio'r strwythurau llywodraethu diogelwch ar y ffyrdd i gefnogi gweithrediad y Cynllun Diogelwch ar y Ffyrdd. Mae'r Cynllun yn nodi ein strategaeth diogelwch ar y ffyrdd hyd at 2020. Llwyddwyd i dorri £0.474m oddi ar y gyllideb refeniw drwy arbedion effeithlonrwydd a nodwyd yn y trefniadau cyllido â sefydliadau partneriaeth.

Y Pwyllgor Menter a Busnes

Lleoliad: Ystafell Bwyllgora 3 – y Senedd

Dyddiad: Dydd Mercher, 9 Hydref 2013

Amser: 09:00 – 12:08

Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales



Gellir gwyllo'r cyfarfod ar Senedd TV yn:

http://www.senedd.tv/archiveplayer.jsf?v=cy_400000_09_10_2013&t=0&l=cy

Cofnodion Cryno:

Aelodau'r Cynulliad:

Nick Ramsay (Cadeirydd)
Byron Davies
Keith Davies
Rhun ap Iorwerth
Alun Ffred Jones
Eluned Parrott
Joyce Watson

Tystion:

Neil Buxton, Association of Community Rail Partnerships (ACoRP)
Yr Athro Stuart Cole, Wales Transport Research Centre, University of Glamorgan Business School
Keith Howard, Porterbrook
Kevin Tribbley, Angel Trains

Staff y Pwyllgor:

Siân Phipps (Clerc)
Olga Lewis (Dirprwy Glerc)
Andrew Minnis (Ymchwilydd)

1 Ymchwiliad i Entrepreneuriaeth ymhlith Pobl Ifanc: Trafod yr Adroddiad Drafft

1.1 Ystyriodd y Pwyllgor yr eitem hon mewn sesiwn breifat.

2 Cyflwyniadau, ymddiheuriadau a dirprwyon (10.00)

2.1 Cafwyd ymddiheuriadau gan Mick Antoniw AC, Julie James AC a David Rees AC. Nid oedd neb yn dirprwyo.

3 Ymchwiliad i Ddyfodol Masnachfaint Rheilffordd Cymru a'r Gororau (sesiwn dystiolaeth panel) (10.00–11.00)

3.1 Clywodd y Pwyllgor dystiolaeth gan gynrychiolwyr o gwmnïau cerbydau – Angel Trains a Porterbrook Leasing Company Limited

4 Ymchwiliad i Ddyfodol Masnachfaint Rheilffordd Cymru a'r Gororau (sesiwn dystiolaeth panel) (11.15–12.00)

4.1 Clywodd y Pwyllgor dystiolaeth gan Neil Buxton, Rheolwr Cyffredinol, Cymdeithas Partneriaethau Rheilffyrdd Cymunedol, a'r Athro Emeritws Stuart Cole, Canolfan Ymchwil Trafnidiaeth Cymru, Prifysgol De Cymru.

5 Papurau i'w nodi

5.1 Nododd y Pwyllgor gofnodion y cyfarfod blaenorol (3 Hydref 2013)



2 Hydref 2013

At: Nick Ramsay, Cadeirydd y Pwyllgor Menter a Busnes

Annwyl Nick

Craffu ar gyllideb ddrafft Llywodraeth Cymru – pecyn cymorth i bwyllgorau i graffu ar gydraddoldeb

Cyn i Lywodraeth Cymru gyhoeddi ei chyllideb ddrafft wythnos nesaf, rwy'n ysgrifennu i dynnu'ch sylw at becyn cymorth i graffu ar gydraddoldeb a ddatblygwyd ar gyfer yr Aelodau i'w helpu i ystyried cydraddoldeb yn ystod y broses o graffu ar y gyllideb.

Mae Tegwch Ariannol, sef y pecyn cymorth dwy dudalen hwn wedi'i gynllunio gan y Gwasanaeth Ymchwil mewn ymgynghoriad â'r Comisiwn Cydraddoldeb a Hawliau Dynol. Rwyf hefyd wedi cysylltu â Chadeirydd y Pwyllgor Cymunedau, Cydraddoldeb a Llywodraeth Leol a ymchwiliodd i ystyriaethau cydraddoldeb yng nghyllideb Llywodraeth Cymru yn 2012.

Bydd modd i aelodau'r pwyllgorau ddefnyddio'r pecyn cymorth hwn ochr yn ochr â'r papurau briffio a gaiff eu paratoi ar gyfer eu pwyllgor penodol hwy, a'r hyfforddiant a gânt hwy a'u staff cymorth gan bennaeth CIPFA.

Bae Caerdydd
Caerdydd
CF99 1NA
Cardiff Bay
Cardiff
CF99 1NA

Ffon/Tel: 029 2089 8164

Ebost/Email: gareth.price@wales.gov.uk

Gobeithio y bydd y pecyn hwn o gymorth i'ch Pwyllgor wrth iddo ymgymryd â'i waith craffu ariannol.

Yn gywir

A handwritten signature in black ink that reads "Jocelyn Davies". The signature is written in a cursive, flowing style.

Jocelyn Davies AC

Amg: Pecyn cymorth Tegwch Ariannol

Tegwch Ariannol

Pecyn cymorth ar gyfer craffu ar ystyriaethau cydraddoldeb mewn cyllidebau

Nod y pecyn cymorth hwn yw helpu Aelodau i ystyried ffactorau cydraddoldeb wrth gyflawni eu gwaith craffu ariannol er mwyn sicrhau eu bod yn gwneud penderfyniadau ariannol teg. Mae'n ategu'r wybodaeth am egwyddorion cyffredinol ar gyfer craffu ariannol sy'n cael ei chyflwyno i Aelodau a'u Staff Cymorth gan y Gwasanaeth Ymchwil ac Angela Scott, pennaeth y Sefydliad Siartredig Cyllid Cyhoeddus a Chyfrifyddiaeth.

Pam y mae tegwch ariannol yn bwysig?

Mae gan Lywodraeth Cymru ddyletswydd cydraddoldeb statudol o dan Adran 77 o *Ddeddf Llywodraeth Cymru 2006*, ac ynghyd â phob awdurdod cyhoeddus yng Nghymru, mae hefyd yn gaeth i ddyletswydd cydraddoldeb cyffredinol *Deddf Cydraddoldeb 2010*.

Yn unol â'r gyfraith, mae'n ofynnol i awdurdodau cyhoeddus ddangos eu bod wedi talu 'sylw dyledus' i nodau'r ddyletswydd cydraddoldeb wrth wneud penderfyniadau. Yn achos proses y gyllideb, mae hynny'n golygu y dylai Llywodraeth Cymru fod wedi:

- asesu effeithiau ei phenderfyniadau ariannol o ran cydraddoldeb yn ystod y **cyfnod ffurfiannol**, ac ystyried opsiynau a phrofi sefyllfaoedd gwahanol lle y bo angen;
- gwneud penderfyniadau ariannol yn seiliedig ar y **dystiolaeth** orau a oedd ar gael;
- bod yn agored ac yn dryloyw drwy **ymgysylltu** ymlaen llaw â'r rhai y byddai ei phenderfyniadau'n effeithio arnynt.

Awgrymiadau am bethau i'w hystyried

Pan fyddant yn craffu ar benderfyniadau ariannol o ran cydraddoldeb, efallai y bydd y cwestiynau canlynol o ddefnydd i Aelodau:

Sut y mae penderfyniadau o ran dyrannu'r gyllideb yn ymwneud â Chynllun Cydraddoldeb Strategol ac amcanion Llywodraeth Cymru?

Dylai'r broses o graffu ar gyllidebau gynnwys elfen o ddwyn Llywodraeth Cymru i gyfrif am sut y bydd yr dyraniadau arfaethedig yn bodloni amcanion ei **Chynllun Cydraddoldeb Strategol**, a hyrwyddo llais dinasyddion a phryderon y cyhoedd ynghylch effeithiau ar grwpiau penodol a ddiogelir.

A nodwyd diben y cynnig ariannol yn glir, ac a ganfuwyd yr effeithiau posibl?

Bydd **asesiad** trylwyr o'r **effaith ar gydraddoldeb** yn dangos sut y bydd cynyddu neu leihau cyllid yn effeithio ar grwpiau gwahanol o bobl. Mae'n helpu i sicrhau y caiff **adnoddau eu targedu lle y mae'r angen mwyaf amdanynt**.

Mae asesuadau o'r fath hefyd yn ffordd o nodi problemau posibl, a gwneud ymyriadau bach **ataliol** yn gynnar sy'n golygu na fydd angen gwario arian ar ddatrysiadau drud yn y dyfodol.

Pan fydd y Llywodraeth yn cynnig newid dyraniadau, dylai asesiad o'r effeithiau ar gydraddoldeb nodi'r rhesymau dros y newidiadau dan sylw, yr effaith ddisgwyliedig ar grwpiau a ddiogelir a'r canlyniadau y bwriedir eu cyflawni.



Mae hefyd yn bwysig ystyried y cysylltiadau posibl rhwng cynigion ariannol unigol - gallai cyfres o newidiadau i bolisiau neu wasanaethau gwahanol gael effaith gronol ar grwpiau penodol a ddiogelir.

A yw'r asesiad effaith wedi ystyried yr holl dystiolaeth sydd ar gael? A oes unrhyw fylchau yn y data sydd ar gael, ac os felly sut yr eir i'r afael â hyn?

Dylai awdurdodau cyhoeddus ystyried y wybodaeth a'r gwaith ymchwil sydd eisoes ar gael yn lleol ac yn genedlaethol. Dylai'r asesiad o effaith ar gydraddoldeb gael ei ategu gan wybodaeth gyfredol a dibynadwy am y gwahanol grwpiau a ddiogelir y mae'r cynnig yn debygol o effeithio arnynt.

Nid yw diffyg gwybodaeth yn rheswm digonol i ddod i'r casgliad na cheir unrhyw effeithiau.

A nodwyd effeithiau cadarnhaol a negyddol posibl?

Nid yw'n ddigon nodi y bydd polisi yn effeithio ar bawb fel ei gilydd; dylid archwilio'r dystiolaeth sydd ar gael yn drylwyr i weld a yw'r cynnig yn fwy tebygol o effeithio ar rai grwpiau penodol a ddiogelir na rhai eraill. Nid yw trin pawb yn gyfartal bob amser yn ddigon ynddo'i hun i sicrhau cydraddoldeb o ran canlyniadau; weithiau bydd angen i awdurdodau gymryd camau gyda grwpiau penodol i fynd i'r afael ag anfanteision hysbys neu ddiwallu anghenion gwahanol.

A lwyddwyd i ymgysylltu'n effeithiol â'r rhai y mae'r cynnig yn debygol o effeithio arnynt?

Mae ymgysylltu â phobl yn rhan hollbwysig o'r broses o asesu effaith ar gydraddoldeb. Nid oes gofyniad penodol i ymgysylltu â phobl o dan y ddyletswydd cydraddoldeb, ond bydd gwneud hynny'n helpu i wella'r wybodaeth am gydraddoldeb a ddefnyddir i ddeall effeithiau posibl polisiau ar wahanol grwpiau a ddiogelir. Nid oes unrhyw un mewn sefyllfa well i ragweld sut y gall newidiadau arfaethedig effeithio, er enghraifft, ar bobl anabl, na'r rhai sy'n anabl eu hunain.

Beth sydd wedi newid o ganlyniad i'r asesiad effaith? A oes cynlluniau i liniaru ar unrhyw effeithiau negyddol?

Os bydd effaith negyddol bosibl wedi'i nodi yn yr asesiad, dylid bod wedi ystyried sut i leihau neu liniaru ar yr effaith hon, gan baratoi cynllun gweithredu ategol yn nodi'r sawl sy'n gyfrifol am gamau penodol ac amserlen ar gyfer eu rhoi ar waith. Mae'n hanfodol gwneud hynny i leihau'r tebygolrwydd y gallai penderfyniadau anodd y mae angen eu gwneud arwain at anghydraddoldeb, neu achosi i anghydraddoldeb barhau.

Beth yw'r cynlluniau o ran monitro effeithiau a chanlyniadau gwirioneddol y cynnig? Beth yw'r amserlen, a pha drefniadau sydd ar waith i ymateb i unrhyw bryderon? A oedd modd dangos bod canlyniadau wedi gwella?

Er y gall asesiadau effaith helpu i roi syniad o'r ffordd y mae cynnig yn debygol o effeithio ar gymunedau a grwpiau gwahanol, nid oes modd gwybod mewn gwirionedd beth fydd effaith lawn unrhyw benderfyniad tan iddo gael ei gyflwyno. Felly, mae'n bwysig cael trefniadau cadarn ar gyfer adolygu gwir effaith unrhyw gynigion, a gallu dangos bod canlyniadau wedi gwella drwy broses o gyflwyno adroddiadau.

Paratowyd y papur hwn gan y Gwasanaeth Ymchwil a'r Gwasanaeth Pwyllgorau, â chymorth y Comisiwn Cydraddoldeb a Hawliau Dynol.





Eich cyf/Your ref
Ein cyf/Our ref

Nick Ramsey AM
Chair – Enterprise and Business
Committee
National Assembly for Wales
Cardiff Bay
Cardiff

9 October 2013

Dear Nick

I am writing to provide the Enterprise and Business Committee with an update on transport matters within my portfolio.

I was delighted when transport was added to my areas of responsibility in March because it plays such a crucial role in underpinning our economy.

I am clear that the priority is for a transport system that improves economic competitiveness and provides enhanced access to jobs and services for communities across Wales.

I have taken the opportunity to test existing transport interventions in the light of their contribution to my wider economic development priorities and to consider the feedback that I have had from the business community and partners.

I have enclosed copies of my Written Statements on the M4 (26 June), on Transport (10 July) and on Rail Priorities (18 July), which set out the key transport projects that will be delivered over the next few years.

There is no doubt that addressing the capacity and resilience issues on the M4 around Newport is the top transport challenge that we face in ensuring that

Wales has the right transport infrastructure to enhance our economic competitiveness.

I set out the next steps on developing a solution in my Written Statement of 26 June and the formal public consultation on the draft plan to solve transport related problems affecting the M4 Corridor around Newport began on 23 September.

I am continuing to deliver a much broader programme of capital improvements across Wales and the detail of these schemes are set out in my Written Statements on Transport of 10 July and on Rail Priorities of 18 July.

I have placed particular emphasis on the importance of transport safety. I published the new Road Safety Framework at the end of July, which sets an ambitious vision for casualty reduction. I am also replacing current guidance on the safety of walked routes to school with new, more comprehensive guidance. The revised guidance will be in place early next year, and will address some longstanding concerns about the scope of the current GB-wide guidance.

I am also taking steps to improve the implementation of the Blue Badge Scheme and will update the Assembly on proposals in this area shortly.

This year I have continued to provide significant funding for a range of grants which support the development of safe routes in communities; the implementation of regional transport priorities and support for a number of organisations. I am implementing the first year of the new bus funding scheme. The Regional Transport Consortia have consulted on Regional Network Strategies that are intended to ensure that funding is directed to the routes that will make the most difference to people. Work is also on-going to develop quality outcomes that should ensure services reflect the standards that people care about.

As noted in my Written Statements, the South East Wales Integrated Transport Task Force and the North Wales Integrated Transport Task Force have both reported. I commissioned further work to develop the Metro concept and will be considering the report arising from that work shortly. In north Wales, I invited comments on the proposals from Assembly Members and local authorities in the area. A report setting out the views received will be presented to the Ministerial Task Force on North Wales Transport and will help inform decisions on next steps.

Given the challenging Spending Review outcome and the resulting budget position, I am looking very closely at every programme to ensure that each delivers real impact and offers value for money, but some difficult choices in the future are inevitable. These issues are covered in more detail in my budget evidence paper to the Committee.

I have set out progress on delivering transport Programme for Government commitments in the annex to the letter.

As requested, I will provide updates to the Committee every six months highlighting key developments.

A handwritten signature in black ink, appearing to be 'L. M.', written in a cursive style.



Llywodraeth Cymru
Welsh Government

WRITTEN STATEMENT BY THE WELSH GOVERNMENT

TITLE	M4
DATE	26 June 2013
BY	Edwina Hart AM CStJ MBE, Minister for Economy, Science and Transport

Addressing the capacity and resilience issues on the M4 around Newport is the top transport challenge that we face in ensuring that Wales has an effective economic infrastructure which improves our competitiveness and access to jobs and services.

Following Cabinet discussions earlier this week, I am therefore pleased to announce the next steps in relation to the M4 corridor in south east Wales.

As a result of ongoing discussions with the UK Government there has been a significant change in the assessment of the affordability of a major enhancement of the M4.

Building on the extensive development and consultation work undertaken on M4 Corridor Enhancement Measures (CEM), we will be consulting formally over the summer with Natural Resources Wales in order to go out to public consultation this September with a finalised draft Plan and Strategic Environmental Assessment (SEA) Report.

If implemented, the draft plan would lead to a motorway being built south of Newport.

Link to relevant reports :

- M4 CEM WeITAG Appraisal Report Stage 1 (Strategy Level)
- M4 Corridor around Newport WeITAG Appraisal Report Stage 1 (Strategy Level)

<http://wales.gov.uk/topics/transport/publications/130626m4corridor/?lang=en>



Llywodraeth Cymru
Welsh Government

**WRITTEN STATEMENT
BY
THE WELSH GOVERNMENT**

TITLE Rail priorities

DATE 17 July 2013

BY Edwina Hart, Minister for Economy, Science and Transport

In my Written Statement of 10 July I highlighted my key road projects for delivery and committed to update further on rail infrastructure priorities.

The railway provides an important means of connectivity to serve the needs of businesses, people and communities. While the funding of rail infrastructure is currently a matter for the Secretary of State for Transport, railway infrastructure has a role in facilitating the success of long-term economic planning and investment.

This is why the Welsh Government's approach has been to invest to bridge the gap in funding made available for the rail network in Wales provided by the UK Government. Our investment in rail capital projects and franchise services enables rail to play its part in promoting economic growth, enabling greater access to jobs and services, and reducing poverty for the people of Wales.

Following the assessment of delivery priorities referred to in my statement of 10 July, I can confirm that I will deliver our current programme of rail capital investment which includes:

- new stations at Energlyn, Ebbw Vale Town and Pye Corner.
- capacity enhancements and improvements at Tir Phil, Maesteg, Pontypridd, and supporting the Cardiff Area Signalling Renewal scheme (CASR).
- station improvements at Cardiff Queen Street and Central, Barry, Pontypridd and Caerphilly (in association with Network Rail's CASR); and at Port Talbot Parkway, Aberystwyth, Ystrad Mynach, Rhyl and Llandudno (under the Wales National Stations Improvement Programme).

A significant amount of work is under way on the Valley Lines electrification project to develop the proposal from that presented in the outline business case. To secure value for money I am exploring all options for procuring the rolling stock required, including refurbished and new options, looking at whole life costs and the wider economic benefits.

By the end of this year I expect a more detailed report on the potential service timetable and rolling stock options, coupled with further work on the infrastructure costs from Network Rail. This work will inform how the electrification project is taken forward.

I will also continue to press the UK Government to ensure the maximum benefits in Wales from the electrification of the Great Western Mainline

Electrification brings significant potential to introduce transformational change to the transport system in South East Wales. To capture this opportunity I have commissioned Mark Barry to carry out further work to develop the Metro concept.

Electrification also provides the potential for opportunities for employment and for growing supply chains through local sourcing of skills and materials, for improving our skills base in, for example, electrical engineering, and in securing community benefits. I have asked Network Rail to work closely with me to maximise these benefits in Wales.

I recognise the importance of long-term improvements to the North Wales rail network to the region's economy, and I will press ahead with the development of the business case for its modernisation.

In the short-term, taking account of the recommendations of the North East Wales Task Force on Integrated Transport, I have asked officials to work with MerseyTravel and others with a view to improving rail connections between the North Wales coast and Liverpool.

In developing this agenda for rail, as I said in my 10 July Statement, I am seeking to maximise value for money and the impact from our investment in public transport. In that regard, I shall be reviewing the processes and decision making behind the rail infrastructure project to reduce North - South journey times and redouble the railway between Wrexham and Saltney. The Welsh Government committed to this project in 2008 and contracted Network Rail to deliver it, but the project has been significantly delayed.

I will continue to press the UK Government to commit to capital investment in our rail network, as it is required to do. Even after projects such as electrification, journey times will remain lengthy for long distance journeys, and in many cases line speeds still need to be addressed. Many of our stations remain dilapidated, inaccessible and could not be described as fit for the 21st

Century. In the mean time I will continue to explore how other funding might become available to support investment, such as structural funds.

In addition to capital budgets being increasingly constrained following UK Government budget decisions, revenue budgets are under considerable pressure. The Welsh Government prioritised a series of rail service enhancements in 2011 on the basis of the revenue budgets being available. A consequence of the challenging economic climate and in-year revenue reductions from the UK Government is that I must be realistic about our ability to provide the funding for new or additional services.

In response I am considering whether there are more cost effective opportunities to work with local community groups to deliver new and additional services. For example, I met members of the Heart of Wales Line Forum and a number of Assembly Members recently to discuss plans they are exploring for different management arrangements and a better alignment of services with the needs of people and communities. I shall continue to work with them on that.

I am committed to improving transport services in Mid Wales. In terms of the Cambrian Main Line hourly service, the way is clear for an operator to introduce additional services though it is important to be mindful of the tough financial settlement we are facing. I have asked the Shrewsbury to Aberystwyth Railway Liaison Committee to co-ordinate work with the other rail interest groups to investigate the demand for rail services. I will also consider the strategic role of the Marches line between Newport and Shrewsbury/Wrexham. I have been clear that this should complement the work of the Local Growth Zones and be consistent with the tourism strategy.

Accordingly, initially for the Cambrian Line and the Heart of Wales Line, my tourism sector panel will provide a view on the feasibility of proposals for summer tourist trains on a trial basis. I will make an announcement for summer 2014 in due course.

It is vital that we set things right for the future. I am focusing work on securing the right arrangements and specification for the next Wales and Borders franchise. I have been clear that we can not afford to be in the same position where the terms of a franchise agreement limit our ability to react to a changing economic climate and provide services where they are required.



Llywodraeth Cymru
Welsh Government

WRITTEN STATEMENT BY THE WELSH GOVERNMENT

TITLE	Transport
DATE	9 July 2013
BY	Edwina Hart AM CStJ MBE, Minister for Economy, Science and Transport

The Welsh Government's overall aims in relation to transport are set out in the Wales Transport Strategy.

I am clear that transport has a critical role to play in improving Wales' economic competitiveness and provides enhanced access to jobs and services.

I see transport as a key enabler for many of this Government's priorities and supporting the delivery of the Programme for Government. I recognise that in thinking about transport we must focus on how it can serve the needs of businesses, people and communities. It is my intention to ensure that Wales has excellent national and international connections, enabling access to markets, to employment, education and services. I also believe that providing affordable, effective and efficient transport systems can play an important role in helping to tackle poverty.

Since taking on the transport portfolio, I have had the opportunity to review investment in transport in light of its contribution to my wider economic development priorities. This enabled me to see new opportunities for transport solutions and consider the feedback I have had from the business community and partners. Progress in discussions with the UK Government on financing options is also opening up opportunities that we have not been able to consider up to now.

This statement highlights key road projects for delivery in the remainder of this Assembly, recognising that progress will be subject to statutory consents and funding availability. I intend providing a further update to Assembly Members before the summer recess of rail infrastructure priorities.

I have already made a written statement on 26 June on my intention to consult on a draft plan and associated assessments for the M4 corridor around Newport in September, that, if implemented, would lead to a motorway being built to the South of Newport, addressing capacity and resilience problems on this key artery widely recognised as essential to

support the Welsh economy.

In addition, I intend to progress the Eastern Bay Link in Cardiff and an upgrade to Junction 28 on the M4. These projects are an important element in improving access to the Central Cardiff Enterprise Zone and enhancing connectivity within the city region.

The A465 remains a priority and I will progress the remaining phases of the dualling in view of the route's strategic importance for the Upper Valleys, Ebbw Vale Enterprise Zone and as an national and international link.

To improve access to the St Athan - Cardiff Airport Enterprise Zone, I will fund improvements to Five Mile Lane.

I will continue to deliver key schemes already under construction. These include improvements on the A477 St Clears - Red Roses; A470 Gelligemlyn and Maes yr Helmau – Cross Foxes; A487 Glandyfi, A465 Brynmawr to Tredegar.

I will also continue to progress the A483/A489 Newtown bypass and A487 Caernarfon-Bontnewydd where, in both cases, I have made recent announcements.

I will be setting aside funding for scheme development to ensure that we can progress the development of other schemes, this will include the next stages studies on improvements to the A494, the A40 and the Dyfi bridge.

These major projects are important but it is obvious from conversations with businesses and people across Wales that smaller, targeted improvements to tackle pinch points and improve the efficiency of the network across Wales have the potential to make a real difference. The following improvements will be delivered over the next two years:

- M4 Port Talbot Junction 40 to J 41
- A483 Newtown town centre congestion
- M4 J32 Coryton dedicated slip road
- A55 Emergency refuges
- M4 J33 dedicated slip road

In addition, further study work on certain other pinch points will continue in the next year, specifically:

- A487 Dyfi Bridge drainage study
- A55 Britannia Bridge congestion study

Further projects will follow in future years.

I will ensure that there is a clear pipeline of further projects that can be delivered as funding becomes available.

In recognition of their strategic national importance, I have also asked for consideration of additional routes and sections to be included as part of the Trunk Road Network. These routes will support a combination of enterprise zones, end to end connectivity, tourism and access to commercial and business centres as well as providing resilience for the Trunk Road Network. I have asked for discussions to begin with Local Authorities to re-define the Welsh Trunk Road Network.

I have considered carefully how transport investment can help drive the development of the Enterprise Zones.

As noted earlier in this statement, the Eastern Bay link and improvements along the M4 have an important role to play in stimulating the Central Cardiff Enterprise Zone. Similarly, improvements to Five Mile Lane and the development of a new railway station and line extension to Ebbw Town will benefit the Enterprise Zones in St Athan – Cardiff Airport and at Ebbw Vale respectively.

Improving the A40 has been identified as a priority by the Haven Waterway Enterprise Zone Board and I intend to undertake further development of previously proposed improvements. I also intend progressing further study work on the options for improvements to the A494, which is important to the Deeside Enterprise Zone.

The development of the business case for north Wales rail modernisation and progressing improvements to the A55, including the Conwy Tunnels, will also support the ambitions of the Deeside, Snowdonia and Anglesey Enterprise Zone Boards.

More broadly I am making substantial investment in both bus and rail transport services, in road safety and in active travel measures. I am continuing to look to secure maximum value for money and impact from this investment. Further updates on rail infrastructure priorities and on the outcome of the work of the North East Wales Integrated Transport Task Force will follow before the summer recess.

I believe that these transport measures will provide a solid basis for strengthening the Welsh economy.

Transport commitments in Programme for Government

Commitment	Progress
Delivery of 'Personalised Travel Planning' and 'Sustainable Travel Centres'	<ul style="list-style-type: none"> • Good progress in delivering this commitment • The Personalised Travel Planning project is being delivered in Cardiff • Funded Sustainable Travel Centres in Cardiff, Haverfordwest and Carmarthen, Aberystwyth and Mon a Menai • The Sustainable Travel Centre programme has now been mainstreamed into the Regional Transport Plan Grant
Prioritise the objectives of the National Transport Plan to ensure that the existing transport funding is used effectively, the level of resources enhanced and that future investment decisions are made against these overarching strategic priorities	<ul style="list-style-type: none"> • Complete • Published the prioritised the National Transport Plan in December 2011 • The Plan was prioritised to ensure that investment was focused on key priorities in the context of substantially reducing budgets • Published two recent Written Statement on road and rail priorities
Consider using the provisions of the Transport Wales Act 2006 to establish one or more Joint Transport Authorities	<ul style="list-style-type: none"> • Keeping these options, and alternative delivery models, under review • This is linked to plans in relation to City Region and the development of the Metro
We will review the arrangements for winter road maintenance currently undertaken by local authorities and consider the potential for these being carried out by the Trunk Road Agencies in Wales	<ul style="list-style-type: none"> • Revised winter road maintenance guidance was issued in October 2010 and subsequently revised in Sept 2011. Latest 2012 Guidance was issued to Agents prior to the winter maintenance season • We have worked in partnership with local government to establish levels of strategic resilience stocks that Welsh Government and individual authorities each hold to ensure that Wales is self sufficient in road salt if further adverse winters are experienced • Strategic salt resilience are now at a level season that winter maintenance services should be maintained without having to top up in season or introduce salt conservation measures if adverse conditions restrict UK salt supplies • An All Wales Weather Forecasting Framework Contract is currently used by the majority of local authorities to ensure consistency of forecasts and resulting winter service actions undertaken being coordinated • A strategic salt network Liaison Group has been formed between local authorities and salt suppliers • Arrangements are in place for mutual aid provision
We will examine the feasibility of the Wales and Border rail franchise being	<ul style="list-style-type: none"> • Making good progress with this commitment • Scoping work and assessment of commercial options underway to inform decision making

Commitment	Progress
run on a not-for-dividend basis, such as Glas Cymru	
Make the case to the UK Government for greater accountability of Network Rail to the Welsh Government	<ul style="list-style-type: none"> • We are making good progress on this commitment • The establishment of a Wales Route within Network Rail has made a positive impact in connecting Network Rail to Welsh Government and priorities in Wales
Continue to argue strongly for the electrification of the main south Wales-London Paddington line through to Swansea	<ul style="list-style-type: none"> • Implementation • Welsh Government led the development of the business case Great Western Mainline electrification between Cardiff and Swansea which was accepted by the Secretary of State for Transport and these projects were included in the HLOS announcement in the summer
We will also develop the business case for the electrification of other parts of the local rail network in Wales	<ul style="list-style-type: none"> • Implementation • Welsh Government led the development of the business case for Valleys Lines electrification which was accepted by the Secretary of State for Transport and these projects were included in the HLOS announcement in the summer • Strategic context for business case for north Wales rail modernisation submitted
Seek to establish a Traffic Commissioner based in Wales	<ul style="list-style-type: none"> • Activity dependent on outcome of initial stage • The Welsh Government has made an office on its estate available for the Traffic Commissioner to use when conducting business in Wales • The office is also available to the three Bus Compliance Officers whose posts we are funding, and who have been employed by Bus Users UK in Wales since 5 November 2012
Work with partners to enhance the quality, reliability and safety of local bus service provision	<ul style="list-style-type: none"> • There has been good progress on this commitment • A new bus funding scheme has been introduced which places emphasis on developing quality outcomes with passengers • I am developing a series of quality outcomes that bus operators will need to deliver in the future in return for Welsh Government funding • Also developing a Charter for Disabled Public Transport Passengers to enable them to identify quickly those operators that demonstrate a commitment to making their journeys high quality, safe and reliable • The Welsh Government Statistical Bulletin 24/2012 published on 22 March 2012, identified that 88% of bus passengers surveyed were satisfied overall with their bus journey • In the same survey, 88% of bus passengers surveyed said that they were satisfied with the provision of information about bus services
Continue to improve services such as the Trawscambria network and the popular on-	<ul style="list-style-type: none"> • There has been good progress on this commitment • The TrawsCymru T4 service between Newtown to Cardiff via Brecon and Merthyr Tydfil started in March 2012. The

Commitment	Progress
demand Bwcabus scheme	<p>service uses six new, low floor, buses funded by the Welsh Government at a cost of £1m</p> <ul style="list-style-type: none"> • The Bwcabus scheme has been expanded in rural Carmarthenshire and Ceredigion
Retain free bus travel for pensioners and disabled people and their carers	<ul style="list-style-type: none"> • Complete – this is reflected in the eligibility for our concessionary fares scheme • The scheme continues to allow pass holders who satisfy their local authority that they require the extra help of a companion to be accompanied for free during their journeys
Extended eligibility for the concessionary travel scheme to seriously injured war veterans & armed forces personnel living in Wales	<ul style="list-style-type: none"> • Seriously injured service personnel and seriously-injured service veterans resident in Wales are entitled to free travel on local bus services throughout Wales • Subject to the assessment of the responsible local authority, service pass holders are also entitled to be accompanied for free by one carer
Implement the National Station Improvement Programme (NSIP)	<ul style="list-style-type: none"> • There has been good progress on the NSIP+ programme • The next phase of the NSIP+ programme was announced on 7 November 2012. This includes station improvements at Pontypridd, Port Talbot Parkway, Rhyl, Ystrad Mynach and at Aberystwyth stations • This follows previous investment under the NSIP programme including the £7.9m refurbishment of Swansea Train Station, the £1m enhancement of Porthmadog Harbour Station and the £5.1m improvement of Llandudno Train Station which is under construction
Target high-risk road users (motor cyclists, young drivers and vulnerable road users) through a combination of measures including education, engineering and enforcement	<ul style="list-style-type: none"> • Good progress on this commitment • Published the Road Safety Framework in July 2013 • The Framework includes an ambitious vision of zero fatalities, targets for casualty reduction and specific action on us and our partners to achieve further casualty reductions • The Plan focuses on vulnerable groups that includes motorcyclists and young people
Enhance safety and accessibility in communities through initiatives such as Safe Routes in Communities and local safety schemes	<ul style="list-style-type: none"> • Good progress on this commitment • Published the Road Safety Framework in July 2013 • The Framework includes an ambitious vision of zero fatalities, targets for casualty reduction and specific action on us and our partners to achieve further casualty reductions • In 2013-14 year we have allocated £6 million to local authorities for education, publicity, training and engineering schemes to help reduce road casualties • Also funding £5m of Safe Routes in Communities projects. The scheme criteria have been updated for 2013-14 to include a weighting for tackling poverty • Review guidance to assist local authorities in assessing safe walking routes to school for learners
Support action to deal with	<ul style="list-style-type: none"> • 70 % of Arriva Trains Wales passengers are satisfied

Commitment	Progress
the increasing problem of crime and vandalism within the public transport network	<p>that they will be safe at a railway station, rising to 86% when they are on the train. Both figures have risen in the past year.</p> <ul style="list-style-type: none"> • 75% of bus passengers in Wales are satisfied that they will be safe at a bus stop, rising to 84% when they are on a bus • The corresponding figures for disabled passengers are 73% and 84%, respectively
Prioritise the National Transport Plan by improving access in deprived communities and retain free bus travel for pensioners, disabled people and their carers, and extend eligibility to seriously injured war veterans and armed forces personnel living in Wales	<ul style="list-style-type: none"> • Good progress on this commitment • Published the prioritised the National Transport Plan in December 2011 • Published two recent Written Statement on road and rail priorities • The Plan was prioritised to ensure that investment was focused on key priorities in the context of substantially reducing budgets including ensuring investment that would improve the connectivity of deprived communities – for example the substantial investment in the A465 Heads of the Valleys Road • The continuing Welsh Government commitment to retain free travel for older and disabled people and their carers is an important element of the Welsh Government tackling poverty agenda • Seriously injured service personnel and seriously-injured service veterans resident in Wales are entitled to free travel on local bus services throughout Wales • Subject to the assessment of the responsible local authority, service pass holders are also entitled to be accompanied for free by one carer • Recently announced plans to improve the implementation of the Blue Badge Scheme in Wales to promote independent mobility, social inclusion, equality of opportunity and access for disabled people who meet the eligibility criteria
Prioritisation of the National Transport Plan to improve access to key sites and settlements, particularly in rural areas, with an emphasis on improving the quality and provision of healthy and more sustainable travel choices	<ul style="list-style-type: none"> • Complete • Published the prioritised the National Transport Plan in December 2011 • The Plan was prioritised to ensure that investment was focused on key priorities in the context of substantially reducing budgets. This included retaining a strong focus on healthy and sustainable travel choices • Accessibility of services statistics; using public transport: • Around 91% of households in Wales are within a 15-minute journey time of a primary school • Approximately 56% of households are within a 15-minute journey time of a secondary school • Some 63% of people are within a 15-minute journey time of a higher, further or adult education establishment • Around 27% of people aged 16 or over are within a 15-

Commitment	Progress
	<p>minute journey time of a key employment centre</p> <ul style="list-style-type: none"> • Some 87% of households are within a 90-minute journey time of a major NHS acute hospital by public transport • Approximately 76% of households are within a 15-minute journey time of a GP surgery • 82% of households are within a 15-minute journey time of a pharmacy
<p>Examine the best options for providing local bus services to ensure that rural communities have services which are reliable and which provide access to local services and a means to travel to work</p>	<ul style="list-style-type: none"> • Good progress in delivering this commitment • Introduced a new scheme for funding bus and community transport services in Wales from 1 April 2013 which will be supported by the development of network strategies which will ensure that our investment in buses and community transport is going where it is needed most • The work that has been undertaken to develop the new funding scheme has recognised throughout that there are different priorities and issues affecting urban, and rural communities • Also investing in TrawsCymru and Bwcabus to support the needs of rural communities
<p>Legislate to place a duty to provide cycle routes in key areas</p>	<ul style="list-style-type: none"> • Good progress of delivering this commitment • The Active Travel Bill completed Stage 3 and 4 scrutiny in the Assembly in October 2013 and Royal Assent is anticipated in November 2013
<p>Continue to encourage and support the development of community transport schemes that meet the needs of those living in rural areas</p>	<ul style="list-style-type: none"> • Local Transport Services Grant requires local authorities to use 10% (£1.1m in 2012-13) of their allocations to support community transport. The new Regional Transport Services Grant from April 2013 retains a ring-fenced element for community transport (£2.5m). These commitments reflect the importance of community transport, including in rural areas. • We continue to support financially the work of the Community Transport Association in Wales, which is developing the expertise and resilience of the sector.