

Y Pwyllgor Deisebau

Lleoliad:
Ystafell Bwyllgora 1 – Y Senedd

Dyddiad:
Dydd Mawrth, 16 Hydref 2012

Amser:
09:30

Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales



I gael rhagor o wybodaeth, cysylltwch a:

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Agenda

- 1. Cyflwyniad, ymddiheuriadau a dirprwyon 09:30**
- 2. Deisebau newydd 09:30 – 09:40**
 - 2.1 P-04-426 Introduce a mandatory 40mph speed limit on the A487 at Blaenporth Ceredigion (Tudalennau 1 – 3)
 - 2.2 P-04-427 A new Welsh language law for Wales (Tudalen 4)
 - 2.3 P-04-428 Alternative energy for street lighting (Tudalen 5)
- 3. Y wybodaeth ddiweddaraf am ddeisebau blaenorol 09:40 – 10:40**

Tai, Adfywio a Threftadaeth

- 3.1 P-04-403 Saving Plas Cwrt yn Dre/Old Parliament (Tudalennau 6 – 8)

Amgylchedd a Datblygu Cynaliadwy

- 3.2 P-03-273 Transportation of Wind Turbines in Mid Wales (Tudalen 9)
- 3.3 P-04-344 Carthffos gyhoeddus yn Freshwater East (Tudalennau 10 – 12)
- 3.4 P-04-326 No to Incineration (Tudalennau 13 – 95)

- 3.5 P-03-309 Cardiff Against the Incinerator (Tudalennau 96 – 98)
- 3.6 P-04-351 Recall LDPs (Tudalennau 99 – 104)
- 3.7 P-04-398 Campaign for a Welsh Animal Offenders Register (Tudalennau 105 – 108)

Health & Social Services

- 3.8 P-04-396 Sgiliau Triniaeth Cynnal Bywyd Brys i Blant Ysgol (Tudalennau 109 – 110)
- 3.9 P-03-318 Cross Border Maternity Services (Tudalen 111)
- 3.10 P-04-400 Safon Ansawdd NICE ym Maes Iechyd Meddwl (Tudalennau 112 – 120)

Local Government & Communities

- 3.11 P-04-373 School Exclusion Zones for Mobile Hot Food Vans (Tudalennau 121 – 122)
- 3.12 P-04-370 Petition for the improvement of Psychic and Intuitive services in Wales (Tudalennau 123 – 125)
- 3.13 P-04-380 Dewch yn ôl a'n Bws! Deiseb yn erbyn diddymu'r gwasanaethau bws o ddwyrain Llanbedr Pont Steffan, Cwm-ann a Phencarreg (Tudalennau 126 – 261)
- 3.14 P-04-402 Gweddïau Cyngor (Tudalennau 262 – 264)

Eitem 2.1

P-04-426 Cyflwyno terfyn cyflymder gorfodol o 40mya ar ffordd yr A487 ym Mlaen-porth, Ceredigion

Geiriad y ddeiseb:

Rydym ni, Cyngor Cymuned Aber-porth, yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i gyflwyno terfyn cyflymder gorfodol o 40mya ar ffordd yr A487 ym Mlaen-porth, Ceredigion.

Gwybodaeth ychwanegol:

Cefndir -

Mae pentref Blaen-porth yn gorwedd bob ochr i'r brif ffordd arfordirol rhwng de a gogledd Cymru, sef yr A487. Mae tua dwy ran o dair o boblogaeth y pentref yn byw i'r de o'r brif ffordd; mae'r gweddill yn byw yn bennaf o amgylch yr eglwys leol i'r gogledd. Yn ôl y wybodaeth y mae Cyngor Cymuned Aber-porth wedi'i chanfod, hwn yw'r unig bentref heb derfyn cyflymder gorfodol ar hyd arfordir Bae Ceredigion rhwng Abergwaun i'r de a Phorthmadog, Gwynedd, i'r gogledd.

Data hanesyddol hyd at Ebrill 2012: -

Mae llythyrau a negeseuon e-bost niferus wedi'u hanfon at Asiantaeth Cefnffyrdd Canolbarth Cymru a Chyngor Sir Ceredigion.

Ni chafwyd yr un ateb gan Asiantaeth Cefnffyrdd Canolbarth Cymru. Mae Adran Briffyrdd Ceredigion yn ymateb ar ffurf llythyrau neu drwy e-bost, ond ni chafwyd cefnogaeth i'r newid.

Ym mis Hydref 2009, cafwyd Cylchlythyr Llywodraeth Cymru 24/2009: Gosod Terfynau Cyflymder Lleol yng Nghymru. Am ddwy flynedd ni wnaeth Gyngor Sir Ceredigion ddim, ac yna, mewn cyfarfod o Gabinet y Cyngor ar 25/10/2011, cynigiwyd moratorium ar gyflwyno terfynau cyflymder newydd. Roedd hyn ar yr wythfed o'r naw tudalen a oedd yn cael eu trafod: fait accompli! Mae penderfyniad swyddogion Gyngor Sir Ceredigion i ddechrau'r broses ddwy flynedd ar ôl dyddiad y cylchlythyr ac i gymryd tair blynedd (tan fis Rhagfyr 2014) i'w rhoi ar waith yn cwestiynu hygrdedd y broses.

Ysgogodd y penderfyniad Gyngor Cymuned Aber-porth i ysgrifennu at Brif Weithredwr Gyngor Sir Ceredigion, ond roedd yr ateb ond yn cefnogi'r "party line".

Yn ystod y cyfnod hwn, roedd Elin Jones, Aelod Cynulliad Ceredigion, hefyd yn ceisio cyflwyno terfyn cyflymder gorfodol ond heb lwyddiant.

O fis Mai 2012 ymlaen: -

Ar ôl yr etholiadau lleol ym mis Mai, teimlodd Cyngor Cymuned Aber-porth fod ganddo fandad newydd gan yr etholwyr i geisio unwaith eto i gael terfyn cyflymder gorfodol ym Mlaen-porth.

Cychwyn yr ymgyrch oedd ymweliad safle gyda'r Cynghorydd Alun Williams, Aelod Cabinet y Cyngor dros Drafnidiaeth, a gefnogodd ein hachos ac a anfonodd negeseuon e-bost at Adran Briffyrdd y Cyngor a menter Gan Bwyll.

Cyfarfu cadeirydd Pwyllgor Priffyrdd Cyngor Cymuned Aber-porth â Mark Williams, Aelod Seneddol Ceredigion, a gynigiodd ei gefnogaeth yntau.

Penderfynwyd hefyd anfon copi at Aelodau Cynulliad Rhanbarthol Canolbarth a Gorllewin Cymru. Cafodd Rebecca Evans AC ateb o'r diwedd gan Mr Deio Evans o'r Asiantaeth, yn ailadrodd yr un stori, sef y bydd rhaid aros tan fis Rhagfyr 2014 cyn y gwneir unrhyw benderfyniadau newydd ar derfynau cyflymder. Cynigiodd William Powell AC y Pwyllgor Deisebau fel cyfle olaf.

Gwybodaeth ychwanegol o ran diogelwch: -

Ddiwedd tymor yr haf 2012, caeodd Cyngor Sir Ceredigion yr ysgol leol, Ysgol Gynradd Blaen-porth, ynghyd â sawl ysgol arall, ac agorodd ysgol newydd, Ysgol Gymunedol T Llew Jones, ym Mrynhoffnant, Ceredigion, rhyw bum milltir i'r gogledd ar yr A487.

Fel y nodwyd yn y paragraff cefndir, mae dwy ran o dair o gartrefi Blaen-porth yn rhan ddeheuol y pentref. Mae gan y disgyblion hyn a'u rhieni ddau ddewis o ran mynd i'r ysgol newydd.

1. Gallant fynd â'u plant ysgol gynradd yn y bore i'r safle bws dros y ffordd sydd o fewn terfyn cyflymder cynghorol gyda therfyn cyfreithiol o 60mya (amcangyfrifir bod dros hanner y traffig yn mynd yn gynt na'r cyflymder cenedlaethol hwn). Mae amseroedd codi plant ysgol hefyd yn cyd-daro â thraffig cymudwyr, neu
2. Gallant gludo'r plant mewn ceir i faes parcio cyn-ysgol Blaen-porth fel y gallant ddal y bws yn ddiogel. Mae risgiau ynghlwm â'r dewis hwn hefyd, o ran mai hyn a hyn o amser yn unig sydd ar gael i ddal y bws ysgol, yn hytrach nag o'r blaen pan oedd yr ysgol ar agor.

Wrth gwrs, bydd y plant sy'n byw ar ochr ogleddol y pentref yn gorfod croesi'r ffordd beryglus hon wrth ddychwelyd o'r ysgol.

Mae'r sefyllfa hon wedi cael sylw yn y wasg leol, a hynny yn rhifyn 25 Medi 2012 o'r Tivy-Side Advertiser.

Crynodeb: -

Nid yw Cyngor Cymuned Aber-porth yn gallu deall pam nad oes terfyn cyflymder gorfodol ym Mlaen-porth, na diffyg cefnogaeth Asiantaeth Cefnffyrdd Canolbarth Cymru a Chyngor Sir Ceredigion i gyflwyno terfyn. Nid yw Ceredigion yn sir fawr, ac mae cymryd tair blynedd i wirio terfynau cyflymder ar Ffyrdd A a B yn ymddangos yn gyfnod eithriadol o hir i gynnal ymarfer o'r fath.

Dylai cyflwyno terfyn cyflymder mewn un pentref ar yr A487 yn y sir fod yn gymharol ddidrafferth.

Cynigiwyd y ddeiseb gan: Cyngor Cymuned Aber-porth

Y dyddiad yr ystyriodd y Pwyllgor y ddeiseb am y tro cyntaf: 16 Hydref 2012

Nifer y llofnodion: Cyngor Cymuned Aber-porth

Eitem 2.2

P-04-427 : Cyfraith newydd ynghylch y Gymraeg

Geiriad y ddeiseb

Rydym yn galw ar Lywodraeth Cymru i greu cyfraith newydd ynghylch y Gymraeg oherwydd teimlwn nad yw'r cyfreithiau presennol yn mynd yn ddigon pell o ran diogelu hawliau siaradwyr Cymraeg. Ar hyn o bryd, nid oes gofyn i'r sector preifat gael cynlluniau na pholisïau iaith Gymraeg ac nid oes yn rhaid iddo drin y Gymraeg a'r Saesneg yn gyfartal. Er bod gan siaradwyr Cymraeg fwy o hawliau bellach, mae angen iddynt gael yr hawl i allu defnyddio'r iaith ym mhob agwedd ar eu bywyd dyddiol.

Prif ddeisebydd: Gethin Kurtis Sugar

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 16 Hydref 2012

Nifer y llofnodion: 93

P-04-428 : Ynni amgen ar gyfer goleuadau stryd

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i newid ffynhonnell ynni goleuadau stryd ar gefnffyrdd yng Nghymru ac i roi cyfarwyddyd i awdurdodau lleol yn gofyn bod goleuadau stryd lleol yn cael eu newid fel eu bod yn defnyddio ynni amgen.

Gwybodaeth Ategol : Mae Llywodraeth Cymru'n honni ei bod yn gweithio yn ôl Agenda 21, sef lleihau llygredd drwy leihau'r ynni yr ydym yn ei ddefnyddio. Yn ystod y nos, mae goleuadau stryd yn golygu bod yr ynni yr ydym yn ei ddefnyddio yn cyrraedd uchafswm. Felly, credaf y dylai'r Llywodraeth newid ffynhonnell ynni goleuadau stryd yn y wlad. Er enghraifft, mae ynni solar ac ynni gwynt yn cael eu defnyddio yn barod ar gyfer rhai arwyddion stryd, a byddai newid yr holl oleuadau stryd yn cynnig cyfleoedd gwaith eang a chynaliadwy i filoedd. Byddai'r darparwyr trydan wedyn yn gallu gostwng eu prisiau i'r defnyddwyr a'r awdurdodau lleol..

Prif ddeisebydd: Ethan Gwyn

Ysytyriwyd am y tro cyntaf gan y Pwyllgor: 16 Hydref 2012

Nifer y llofnodion: 22

Eitem 3.1

P-04-403 Achub Plas Cwrt yn Dre/ Hen Senedd-Dy Dolgellau

Petition wording:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i roi cyfarwyddyd i Lywodraeth Cymru i brynu Plas Cwrt yn Dre, a elwir hefyd yn Hen Senedd-dy Owain Glyndŵr, Dolgellau, cyn bo'r trysor cenedlaethol hwn yn cael ei werthu ar y farchnad agored a'i golli am byth.

Gwybodaeth ategol: Symudwyd Plas Cwrt yn Dre, a elwir hefyd yn Hen Senedd-dy Owain Glyndŵr, o Ddolgellau i Barc Dolerw, y Drenewydd ym 1886. Bellach ni all y Crynwyr, perchnogion yr adeilad ar hyn o bryd, fforddio i'w gynnal a'i gadw ac mae ar werth ganddynt am £55,000. Mae hwn, heb os, yn drysor cenedlaethol a chredwn y dylai Llywodraeth Cymru ei brynu ar gyfer y genedl .

Petition raised by: Sian Ifan

Date petition first considered by Committee: 2 Gorffennaf 2012

Number of signatures: 218 (Casglwyd 10 llofnod ychwanegol ar ddeiseb gysylltiol)

Huw Lewis AC / AM
Y Gweinidog Tai, Adfywio a Threftadaeth
Minister for Housing, Regeneration and Heritage



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-403
Ein cyf/Our ref HL/05946/12

William Powell AM
Chair Petitions Committee
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

19 July 2012

Dear William

Thank you for your letter asking for my comments on the petition led by Sian Ifan, asking that the Welsh Government be instructed to purchase Plas Cwrt yn Dre, Newtown.

The Welsh Government has a duty to conserve and present the sites in its care and with limited resources at our disposal we need to be satisfied that certain criteria are met in assessing whether to take on any additional sites. Generally, sites should be of outstanding importance at a national level, and many sites which do not meet that criterion are managed by others than Cadw, for example private owners or public bodies such as local authorities. We also need to be sure that we really are the option of last resort and the site cannot be properly sustained by others.

In this instance there does not seem to be any compelling reason to take the property into state care. It seems to have been suitably managed in its previous use as a meeting house for the Society of Friends, and although currently vacant, it is being actively marketed for private sale. The building is listed – it was upgraded to II* earlier this year - which introduces a statutory requirement to have special regard to the desirability of preserving the building, or its setting, or any features of special architectural and historic interest that it may have. The local planning authority is able to protect the character of the property through the requirement to obtain listed building consent for any works of alteration or extension which would affect its character as a building of special architectural or historic interest. I am satisfied that listing provides the most appropriate framework for the protection of this building, which is not currently on the Buildings at Risk Register maintained by Powys County Council.

In re-evaluating the grading earlier this year, my officials in Cadw were able to examine the structure of the building and some of the material relating to its history, an exercise which has led to a much better understanding of its development and the extent of change

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
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Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

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associated with the move from Dolgellau to Newtown. There is no direct evidence for the date of the original building, and no references to an association with Owain Glyndwr before the early nineteenth century, and although the strength of an assumed association undoubtedly contributed to its survival, the building was heavily modified when it was re-erected in Newtown – relatively little of the form and fabric of the original building survived in what was in effect an imaginative reconstruction.

I hope that this reply is of help.



Huw Lewis AC / AM
Y Gweinidog Tai, Adfywio a Threftadaeth
Minister for Housing, Regeneration and Heritage

P-03-273 Cludo tyrbinau gwynt yn y Canolbarth

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i gyhoeddi canllawiau i Awdurdodau Cynllunio Lleol i sicrhau eu bod yn ymgynghori'n briodol â chymunedau ynghylch datblygiadau ffermydd gwynt a'u bod yn cynnal asesiad priodol o effaith y datblygiadau ar y seilwaith ffyrdd gan ystyried sut y bydd problemau traffig yn effeithio'n ehangach ar sectorau fel twristiaeth cyn cymeradwyo unrhyw ddatblygiad. Credwn mai dim ond drwy gynnal ymchwiliad cyhoeddus y gellir cwblhau asesiad priodol.

Cynigwyd gan: Cyngor Tref y Trallwng

Nifer y llofnodion: 1

Eitem 3.3

P-04-344 Carthfos gyhoeddus yn Freshwater East

Geiriad y ddeiseb:

Rydym ni sydd wedi llofnodi isod, sy'n berchen ar dai yn Freshwater East, yn galw ar Lywodraeth Cymru i beidio â chymryd camau gorfodi yn erbyn Dŵr Cymru ynghylch gosod carthffos gyhoeddus yn Freshwater East.

Prif ddeisebwr: Royston Thomas

Y dyddiad yr ystyriodd y Pwyllgor y ddeiseb am y tro cyntaf: 29 Tachwedd 2011

Nifer y deisebwyr: 106

PET(4)-14-12 : Tuesday 16 October 2012

P-04-344 : Freshwater East Public Sewer

Correspondence from Environment Agency to Committee

Freshwater East Update Briefing Note for Petitions Committee Secretariat

The Environment Agency has undertaken two surveys at Freshwater East to ascertain if there is any significant environmental impact of private sewage treatment facilities.

The first survey was conducted in January 2012 and a second survey in June of the same year when property occupancy in Freshwater East was expected to be higher following a two-day bank holiday.

We have presented the results of the surveys to officials in Welsh Government's Water Branch. The surveys conclude that there is little impact on local water courses. Where impacts have been detected it is believed that these can be addressed through improved management of individual treatment facilities. The results strongly suggest that, where found, bacteria loadings are from agricultural rather than domestic sources.

A report has been submitted to Welsh Government together with a letter outlining what we believe should be the next steps in the s101a determination process.

We intend to send copies of the survey to elected representatives in the community and known interested parties and then meet with the Community Council in October to explain the survey findings. We would hope by then to be in a position to also discuss the way forward.

PET(4)-14-12 : Tuesday 16 October 2012
P-04-344 : Freshwater East Public Sewer

Freshwater East Action Group against Public Sewer Installation

7th October 2012

Petitions Committee
National Assembly for Wales

We refer to your e-mail of 3rd October 2012. With it you attached a 'Briefing Note'. We assume that the Briefing Note was prepared by the Environment Agency but please inform us if our assumption is incorrect.

It is difficult to comment on the note without access to both the report being submitted to the Welsh Government and the letter referred to in the note which outlines the next steps to be taken in the S101a determination process. In addition we have not been sent a copy of the second survey despite asking for the same. This reluctance to communicate with the village reflects the way in which this matter has been handled from the beginning.

Having said that, we see from the note that both surveys concluded that the current septic tanks are having little impact on local water courses and that, such bacteria as was found was likely to be caused by farming rather than local homes. **This confirms what we have always believed.** It is a shame that such surveys were not carried out at the outset.

A lot of public money was spent on the Judicial Review procedure instigated by the Environment Agency concerning Welsh Water's change of mind about the need to provide an extended sewerage system in Freshwater East. The latest surveys suggest that that could have been avoided had a more rigorous scientific approach to the alleged pollution issue been adopted. We hope that both the Minister and the members of the Petitions Committee will want to ensure that both the Environment Agency and Welsh Water will learn lessons from this matter.

We understand from our communications with the Environment Agency that there has been some disagreement between the Minister's office and the Environment Agency as to who has to make the final decision in this matter. We trust that this will be resolved shortly. **We would ask the Petitions Committee to continue to keep a watching brief on this matter until we know the outcome and until acceptable arrangements have been made to hold a local public meeting to inform local residents of the outcome and the reasons for the final decision.**

We are most grateful for your continued assistance.
Yours sincerely,
Roy and Pat Thomas (for Action Group)

P-04-326 Na i losgyddion

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i bwysu ar Lywodraeth Cymru i ddiwygio ei pholisi cynllunio a'i pholisi ynghylch gwastraff gweddilliol er mwyn cael rhagdybiaeth yn erbyn adeiladu llosgyddion, gan eu bod yn gyrru'r rhan fwyaf o garbon o wastraff i mewn i'r awyr ar ffurf carbon deuocsid, yn rhyddhau gronynnau mân iawn a allant fod yn beryglus i iechyd y cyhoedd, ac yn creu lludw gwenwynig. Credwn fod llosgyddion yn wael i'r amgylchedd ac yn wael i bobl.

Cynigwyd gan: Cyfeillion y Ddaear Cymru

Nifer y llofnodion: 1299 (Casglodd deiseb gysylltiedig 13,286 o lofnodion)

Cynulliad Cenedlaethol Cymru
Y Pwyllgor Amgylchedd a Chynaliadwyedd

Polisi Ynni a Chynllunio yng Nghymru
Mehefin 2012



Cynulliad Cenedlaethol Cymru yw'r corff sy'n cael ei ethol yn ddemocrataidd i gynrychioli buddiannau Cymru a'i phobl, i ddeddfu ar gyfer Cymru ac i ddwyn Llywodraeth Cymru i gyfrif.

Gallwch weld copi electronig o'r adroddiad hwn ar wefan y Cynulliad Cenedlaethol:
www.cynulliadcymru.org

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Ceir atgynhyrchu testun y ddogfen hon am ddim mewn unrhyw fformat neu gyfrwng cyn belled ag y caiff ei atgynhyrchu'n gywir ac na chaiff ei ddefnyddio mewn cyd-destun camarweiniol na difriol. Rhaid cydnabod mai Comisiwn Cynulliad Cenedlaethol Cymru sy'n berchen ar hawlfraint y deunydd a rhaid nodi teitl y ddogfen.

Cynulliad Cenedlaethol Cymru
Y Pwyllgor Amgylchedd a Chynaliadwyedd

Polisi Ynni a Chynllunio yng Nghymru
Mehefin 2012



Y Pwyllgor Amgylchedd a Chynaliadwyedd

Sefydlwyd y Pwyllgor ar 22 Mehefin 2011 gyda chylch gwaith i archwilio deddfwriaeth a dwyn Llywodraeth Cymru i gyfrif drwy graffu ar faterion gwariant, gweinyddu a pholisi sy'n cynnwys: cynnal, datblygu a chynllunio ar gyfer amgylchedd ac adnoddau ynni naturiol Cymru.

Aelodau cyfredol y Pwyllgor



**Dafydd Elis-Thomas
(Cadeirydd)**
Plaid Cymru
Dwyfor Meirionnydd



Mick Antoniw
Llafur Cymru
Pontypridd



Rebecca Evans
Llafur Cymru
Canolbarth a Gorllewin Cymru



Russell George
Ceidwadwyr Cymreig
Sir Drefaldwyn



Vaughan Gething
Llafur Cymru
De Caerdydd a Phenarth



Llyr Huws Gruffydd
Plaid Cymru
Gogledd Cymru



Julie James
Llafur Cymru
Gorllewin Abertawe



William Powell
Democratiaid Rhyddfrydol Cymru
Canolbarth a Gorllewin Cymru



David Rees
Llafur Cymru
Aberafan



Antoinette Sandbach
Ceidwadwyr Cymreig
Gogledd Cymru

Cynnwys

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Cynllun yr adroddiad

Cynhaliodd y Pwyllgor 20 o sesiynau tystiolaeth. Hefyd, derbyniodd 315 o ymatebion ysgrifenedig i'w ymgynghoriad. O'r rhain, roedd dros 250 gan unigolion a grwpiau cymunedol/gweithredu lleol, o ganolbarth Cymru yn bennaf. Yn ogystal â'r ymatebion ysgrifenedig, derbyniodd y Pwyllgor hefyd 109 cwpon o bapur newydd y Powys County Times a 85 o ffurflenni safonol a gyflwynwyd mewn perthynas â'r ddwy ddeiseb. Roedd y ffurflenni'n cynnwys opsiwn 'bocs ticio' i fynegi cefnogaeth mewn perthynas â'r ddwy ddeiseb y cyfeirir atynt yn y cylch gorchwyl gwreiddiol.

Er mwyn crynhoi'r holl ddeunydd, mae'r Pwyllgor wedi nodi nifer o brif faterion a themâu sydd wedi codi yn y dystiolaeth. Ar gyfer pob un o'r rhain, rydym wedi nodi'r canlynol:

- crynodeb o bwyntiau allweddol y dystiolaeth lafar ac ysgrifenedig a'r safbwyntiau a gyflwynwyd i'r Pwyllgor gan randdeiliaid. Nid ydynt wedi'u rhestru mewn unrhyw drefn benodol. Yn amlwg, ni ddywedodd yr holl randdeiliaid yr un peth a cheir safbwyntiau gwrthgyferbyniol a chroes iawn ar rai o'r materion. Mae'r crynodebau yn adlewyrchu hyn ac nid yw cynnwys sylw penodol yn yr adran 'safbwyntiau rhanddeiliaid' yn golygu bod hyn hefyd o reidrwydd yn adlewyrchu safbwynt y Pwyllgor;
- barn Llywodraeth Cymru ar y mater. Mae hon naill ai wedi'i chymryd o'i thystiolaeth i'r Pwyllgor neu o'i dogfennau polisi;
- barn y Pwyllgor ar y mater. Mae ambell achos lle nad oes gan bob aelod o'r Pwyllgor yr un farn ac adlewyrchir hyn yn y testun;
- argymhellion y Pwyllgor;

Cyflwyniad

- mae ymchwiliad y Pwyllgor i Ynni a Chynllunio wedi cael effaith sylweddol. Mae wedi cyfrannu'n sylweddol at y ddadl ac wedi sbarduno trafodaeth. Derbyniwyd llawer iawn o dystiolaeth ysgrifenedig a llafar;
- mae polisi Llywodraeth Cymru a'r DU wedi esblygu yn ystod yr ymchwiliad. Fodd bynnag, ni fu llawer o gynnydd ar gysyniadau pellach i wynt ar y tir - yn enwedig prosiectau gwynt ar y tir yng nghanolbarth Cymru (Adran 36 o Waddol *Deddf Trydan 1989* a cheisiadau *Deddf Cynllunio Gwlad a Thref 1990*);
- mae'r ymchwiliad wedi cadarnhau pwysigrwydd hanfodol y sector ynni yng Nghymru - wrth gyfrannu at dargedau'r UE ar gyfer cynhyrchu ynni adnewyddadwy, wrth helpu i ostwng allyriadau nwyon tŷ gwydr a hefyd fel sbardun economaidd;
- mae'r potensial enfawr am ynni adnewyddadwy ar y tir ac ar y môr wedi dod i'r amlwg - mae'n bwysig bod Cymru a'i phobl yn elwa, ond mae angen rheoli'r effeithiau'n ofalus;
- cydnabyddir y bydd angen ffurfiau 'baslwyth' neu 'ar alw' o ynni ar gyfer y degawd nesaf o leiaf;
- dim ond yn ystod yr ychydig flynyddoedd diwethaf y mae goblygiadau dulliau newydd o gynllunio seilwaith a phwysigrwydd canfod ffynonellau ynni newydd wedi dod i'r amlwg;
- mae cymunedau a phobl leol wedi lleisio pryderon digon teg ynglŷn â'r hyn sy'n cael ei gynllunio a sut yr aethpwyd ati i ymgynghori a chyflwyno polisiau newydd yn y gorffennol;
- pwysigrwydd hanfodol ymgysylltu â'r cyhoedd, budd cymunedol a chefnogaeth y gymuned. Cafwyd problemau ynglŷn â sut mae polisiau ynni a pholisiau cynllunio cysylltiedig wedi'u cyfathrebu yn y gorffennol. Mae angen dysgu rhai gwersi yn sgil hyn;
- mae cefnogaeth gadarn ymysg rhanddeiliaid i *Ynni Cymru: Newid Carbon Isel* a'i Rhaglen Ynni gysylltiedig - cam pwysig ymlaen tuag at gydnabod pwysigrwydd negeseuon y mae'r Pwyllgor wedi'u clywed;
- mae pwysigrwydd dull sy'n cydnabod y cysylltiadau rhwng ynni/cymunedau/yr amgylchedd naturiol wedi'i nodi. Mae hyn yn rhan o'r dull Fframwaith Amgylchedd Naturiol ac mae'n cael ei gydnabod yn *Ynni Cymru: Newid Carbon Isel*.

- mae angen derbyn y bydd rhywfaint o effaith amgylcheddol o leiaf yn y tymor byr. Gwnaed y pwynt hwn gan Gyngor Cefn Gwlad Cymru yn benodol:

“[...] mae'r Cyngor Cefn Gwlad yn cydnabod y bydd yn aml yn angenrheidiol ymgylcheddol â'r angen i dderbyn rhai effeithiau lleol ar ein treftadaeth naturiol yn y tymor byr er mwyn sicrhau bod allyriadau o waith cynhyrchu ynni'n lleihau, gan sicrhau ar yr un pryd bod gofynion cyfreithiol i warchod yr amgylchedd yn cael eu cynnal.”

Datblygiadau pwysig yn ystod yr ymchwiliad

Yn ystod y cyfnod y mae'r Pwyllgor wedi bod yn cymryd tystiolaeth, cafwyd nifer o ddatblygiadau pwysig, gan gynnwys:

- *Deddf Lleoliaeth 2011* - diddymu'r Comisiwn Cynllunio Seilwaith a chreu'r Gyfarwyddiaeth Seilwaith Cenedlaethol o fewn yr Arolygiaeth Gynllunio o fis Ebrill 2012;
- sefydlu'r Comisiwn Silk - ni fydd cydsyniadau ynni yn cael eu datganoli ymhellach am rai blynyddoedd o leiaf;
- *Ynni Cymru: Newid Carbon Isel* - ynghyd â rhaglen ynni gyfochrog - a lansiwyd ym mis Mawrth 2012;
- penderfyniad Horizon Nuclear Power i dynnu yn ôl o Wylfa B;
- cyhoeddwyd adolygiad cynllunio o'r broses gydsynio ar gyfer ynni gan Weinidog yr Amgylchedd a Datblygu Cynaliadwy (adolygiad Hyder);
- adolygiad ehangach o'r system gynllunio yng Nghymru - mae ymgynghoriad wedi'i gynnal - i baratoi ar gyfer Papur Gwyn y Bil Cynllunio yn 2013;
- mae ymgynghoriad ar 'ragdybiaeth o blaid datblygu cynaliadwy' yng Nghymru wedi'i gwblhau;
- adolygiadau Tariffau Cyflenwi Trydan gan Lywodraeth y DU;
- ymgynghoriad ar adolygu bandiau Tystysgrifau Ymrwymo i Ynni Adnewyddadwy;
- cydsyniad terfynol ar gyfer Gorsaf Bŵer Penfro ym mis Tachwedd 2011;
- ymgynghoriad Llywodraeth Cymru ar Barthau Cadwraeth Morol a lansiwyd ym mis Ebrill 2012;
- cymeradwyo fferm wynt ar y tir Pen y Cymoedd ym mis Mai 2012;
- llywodraeth y DU yn cyhoeddi Bil Ynni 2012 (drafft) ym mis Mai 2012;
- llywodraeth Cymru yn cyhoeddi Cynllun Buddsoddi yn Seilwaith Cymru ym mis Mai 2012;
- cyhoeddi'r Gorchymyn drafft ym mis Mai 2012 ar gyfer y Corff Adnoddau Naturiol newydd a fydd yn cymryd lle Cyngor Cefn Gwlad Cymru/Asiantaeth yr Amgylchedd Cymru/ Comisiwn Coedwigaeth Cymru.

Arweiniad

Barn rhanddeiliaid

- yr angen i Lywodraeth Cymru ddangos mwy o arweiniad wrth ddatblygu polisiau a thargedau ynni adnewyddadwy. Mae llawer o randdeiliaid yn credu fod Llywodraeth yr Alban wedi dangos arweiniad cadarn.
- yr angen i awdurdodau lleol ddangos arweiniad strategol wrth hybu ynni adnewyddadwy – gan gynnwys yr awdurdodau hynny na chânt eu heffeithio'n uniongyrchol gan Ardal Chwilio Strategol. Mae'n bwysig sicrhau bod hyn yn treiddio i lawr i lefel swyddogion. Yma, mae arweiniad yn golygu rhoi mwy o flaenoriaeth i ddarpariaeth a chymorth i ddatblygu ynni adnewyddadwy;
- yr angen i gyrff cydsynio eraill yng Nghymru (yn enwedig Cyngor Cefn Gwlad Cymru/ Asiantaeth yr Amgylchedd Cymru) ddangos arweiniad yn y maes polisi hwn. Cymharu'n anffafriol â chyrrff cyfatebol yn yr Alban. Fel y crybwyllwyd eisoes, mae arweiniad yma'n golygu rhoi mwy o flaenoriaeth i ddarpariaeth a chymorth ym maes ynni adnewyddadwy;
- yr angen am Fwrdd Cyflawni Ynni Adnewyddadwy cynhwysfawr i gydgyssylltu/sbarduno darpariaeth. Mae Bwrdd Cynghori ar Ynni yr Alban gyda'i is-grwpiau yn fodel posibl;
- pryderon nad yw Llywodraethau blaenorol Cymru wedi ymgynghori'n ddigonol â chymunedau lleol ar effaith eu polisiau ynni a chynllunio;
- dryswch ynglŷn â Datganiad Cabinet y Prif Weinidog a llythyr egluro Gweinidog yr Amgylchedd a Datblygu Cynaliadwy y llynedd – mae rhai yn dweud bod hyn wedi tanseilio hyder;
- dylai Gweinidogion wneud gwell defnydd o Banel y Sector Ynni a'r Amgylchedd ar gyfer cyngor ac er mwyn hyrwyddo negeseuon allweddol;
- galwad i wella dealltwriaeth a chanfyddiad y cyhoedd o dechnolegau adnewyddadwy ac egluro drwy ymgyrchoedd rheolaidd i gynnal momentwm.

Safbwynt Llywodraeth Cymru

- mae *Ynni Cymru: Newid Carbon Isel*, a gyhoeddwyd ym mis Mawrth 2012 yn nodi barn Llywodraeth Cymru ar bwysigrwydd ynni. Mae'n nodi pwysigrwydd darparu arweiniad "er mwyn sicrhau bod gan Gymru fframwaith clir a chyson ar gyfer buddsoddwyr, rheoleiddwyr a'r rhai sy'n gwneud

penderfyniadau ynghyd â'r seilwaith, y cydgysylltu a'r sefydlogrwydd i sicrhau bod Cymru mewn sefyllfa dda i wneud busnes”.

Barn y Pwyllgor

- mae arweiniad yn y maes hwn gan lywodraeth ar bob lefel yn hollbwysig. Er gwaethaf barn rhai rhanddeiliaid, mae cyngor arbenigol a dderbyniwyd gan y Pwyllgor yn ein harwain i ddod i'r casgliad bod nifer o ffactorau wedi arwain at ddefnydd ehangach o ynni adnewyddadwy yn yr Alban ac nad yw'n syml yn fater o arweiniad cryfach gan Lywodraeth yr Alban;
- mae'r Pwyllgor yn croesawu *Ynni Cymru: Newid Carbon Isel* sy'n gam pwysig i'r cyfeiriad iawn - bydd y Pwyllgor am fonitro'n ofalus sut y gweithredir y pethau allweddol y mae Llywodraeth Cymru yn dweud ei bod am eu gwneud. Roedd y dryswch a achoswyd y llynedd gan Ddatganiad y Prif Weinidog a'r llythyr dilynol gan Weinidog yr Amgylchedd a Chynaliadwyedd yn anffodus;
- mae'n hanfodol fod yr ôl-groniad cyfredol o gynlluniau ynni gwynt ar y tir sydd ar y gweill yn cael ei ddatrys - mae hyn yn golygu y dylai llywodraeth ar bob lefel ddangos arweiniad wrth fynd i'r afael â'r materion trafniadaeth/grid/effaith gronnol pwysig. Mae llawer o'r rhain yn gynlluniau mawr sy'n cael eu hystyried y tu allan i Gymru fel ceisiadau a etifeddwyd o dan Adran 36 o *Ddeddf Trydan 1989*. Mae hefyd angen i'r Gyfarwyddiaeth Seilwaith Genedlaethol fynd i'r afael â nifer o geisiadau posibl o dan *Ddeddf Cynllunio 2008*. Tan i rai penderfyniadau gael eu gwneud mae'n anodd i gymunedau ddeall beth sy'n digwydd ac mae'n anodd cynllunio'n iawn ar gyfer y seilwaith ategol sy'n debygol o fod yn angenrheidiol. Mae'r penderfyniad diweddar gan yr Ysgrifennydd Gwladol i gymeradwyo fferm wynt 299 Megawat Pen y Cymoedd yn rhoi rhyw arwydd o sut y gellid gwneud penderfyniadau o'r fath;
- mae *Ynni Cymru: Newid Carbon Isel* yn cydnabod yr angen i sicrhau bod cymunedau'n ymgysylltu'n llawn ac yn elwa'n gadarnhaol yn yr hirdymor ar ddatblygiadau ynni. Mae'n rhaid i wella dealltwriaeth a chanfyddiad y cyhoedd fod yn flaenoriaeth;
- mae angen i awdurdodau cynllunio lleol ddangos gwell arweiniad strategol a chydweithio i ddarparu pob math o ynni adnewyddadwy ac annog ymgysylltu â'r gymuned, waeth a ydynt yn cael eu heffeithio'n uniongyrchol gan Ardal Chwilio Strategol ai peidio;
- wrth fwrw ymlaen â'i chynigion ar gyfer Corff Adnoddau Naturiol, mae angen i Lywodraeth Cymru sicrhau bod blaenoriaeth yn cael ei rhoi i ymdrin

â phrosiectau ynni, o safbwynt rheoleiddio, ymgynghori statudol a datblygu masnachol.

Argymhellion

Pennawd

1. Dylai Llywodraeth Cymru sefydlu **Bwrdd Cyflawni Ynni Adnewyddadwy** i weithredu fel corff cydgysylltu gyda chynrychiolwyr o'r llywodraeth, datblygwyr a rheoleiddwyr.
2. Mae angen i Lywodraeth Cymru weithio'n agos gyda'r holl randdeiliaid i **ryddhau'r ôl-groniad o geisiadau am ffermydd gwynt ar y tir**, yn enwedig yng nghanolbarth Cymru.
3. Dylai Llywodraeth Cymru annog awdurdodau cynllunio lleol i fabwysiadu **trefniadau gwaith ffurfiol**, yn enwedig ar **lefel ranbarthol** ar ymdrin â phrosiectau ynni adnewyddadwy (agenda Simpson).
4. Dylai Llywodraeth Cymru ddatblygu **Cynllun Adnoddau Naturiol** ar gyfer Cymru **erbyn diwedd 2013**. Byddai'r cynllun hwn yn cyd-fynd â Chynllun Buddsoddi yn Seilwaith Cymru, yn cael ei integreiddio â'r Cynllun Gofodol Morol ac yn cael ei ddefnyddio fel sail ar gyfer cynllunio prosiectau ynni yng Nghymru yn y dyfodol. Dylai'r fframwaith fod yn seiliedig ar dystiolaeth a dylai archwiliad annibynnol brofi pa mor "gadarn" ydyw cyn ei fabwysiadu.
5. Argymhellodd Pwyllgor Cynaliadwyedd y Trydydd Cynulliad y dylid adolygu rôl a swyddogaeth **Cynllun Gofodol Cymru**. Mae angen datblygu hyn ochr yn ochr â gwaith ar gynllunio adnoddau naturiol.
6. Dylai Llywodraeth Cymru sicrhau bod y **Panel Sector Ynni a'r Amgylchedd** yn cynrychioli pob math o ynni adnewyddadwy yn y dyfodol, gan gynnwys ynni Morol a dylai barhau i ddefnyddio ei arbenigedd i lywio polisïau a mentrau yn y dyfodol.
7. Dylai Llywodraeth Cymru drefnu ac ariannu rhaglen i wella'r lefel o **ymgysylltu â'r cyhoedd, o rymuso'r cyhoedd ac o drafodaeth wleidyddol** am dechnolegau adnewyddadwy.

Datganoli

Barn rhanddeiliaid

- mae'r trefniadau cyfredol ar gyfer cynllunio/cydsynio prosiectau ynni mawr yn gymhleth ac mae rhai yn dadlau'n daer eu bod yn llesteirio datblygu yng Nghymru;
- maent yn creu rhaniad artiffisial ar gyfer cynlluniau dan 50 ac uwch na 50 Megawat ar gyfer prosiectau ar y tir. Mae'r ddwy gyfundrefn yn hollol wahanol;
- mae'r trefniadau ar wahân ar gyfer datblygu cysylltiedig yng Nghymru yn creu cymhlethdodau pellach gyda chyfrifoldeb yn cael ei rannu rhwng y ddwy gyfundrefn gynllunio;
- bydd dwy ran o dair (mewn Megawat) o'r datblygiadau arfaethedig yn y system yn gynlluniau etifeddol o dan *Adran 36/Deddf Cynllunio 2008* ac yn cael eu penderfynu gan Gyfarwyddiaeth y Seilwaith Cenedlaethol/yr Adran Ynni a Newid Hinsawdd, yn hytrach nag yng Nghymru;
- dylai Cyfarwyddiaeth y Seilwaith Cenedlaethol/ yr Adran Ynni a Newid Hinsawdd ystyried Nodyn Cyngor Technegol 8/*Polisi Cynllunio Cymru*, ond ni ddylai gael mwy o flaenoriaeth na'r Datganiadau Polisi Cenedlaethol - ond nid oes unrhyw brosiect wedi cyrraedd y cam hwnnw eto. Gellid cynnal achosion prawf/adolygiad barnwrol os yw'r Adran Ynni a Newid Hinsawdd yn cymeradwyo ffermydd gwynt mawr y tu allan i Ardaloedd Chwilio Strategol;
- roedd safbwyntiau amrywiol ar yr angen i ddatganoli pwerau ynni ymhellach gyda rhai o blaid a rhai yn erbyn;
- mae rhai datblygwyr yn dweud nad yw mor bwysig iddynt pwy sy'n gwneud y penderfyniad - yr hyn maent am ei gael yw sicrwydd a chysondeb ac ar hyn o bryd nid yw llawer ohonynt wedi'u hargyhoeddi gan y ddadl dros ddatganoli pellach;
- mae datganoli pwerau ynni ymhellach yn cael ei drafod fel rhan o drafodaeth ehangach ar ddatganoli pellach - bydd hyn yn awr yn cael ei ystyried gan y Comisiwn Silk na fydd yn cyflwyno'i adroddiad tan 2014;
- pe bai'r broses o gydsynio ynni'n cael ei datganoli, mae rhai'n awgrymu y dylid sefydlu system gydsynio debyg i Gyfarwyddiaeth y Seilwaith Cenedlaethol ar gyfer Cymru gyda'r penderfyniad terfynol yn nwylo Gweinidogion Cymru.

Safbwynt Llywodraeth Cymru

- bydd Llywodraeth Cymru yn parhau i roi pwysau ar Lywodraeth y DU i ddatganoli rhagor o bwerau cydsynio ynni. Byddai hyn yn cynnwys cyfrifoldeb am gydsynio prosiectau ar y tir uwch na 50 Megawat ac uwch na 1 Megawat ar y môr (hyd at 100 Megawat yn y lle cyntaf neu i gyd), cydsyniadau'r grid trydan a Thystysgrifau Ymrwymo i Ynni Adnewyddadwy. Mae hefyd yn ceisio ysgwyddo'r cyfrifoldeb am ddatblygiadau porthladdoedd mawr. Un eithriad i hyn fyddai pŵer niwclear;
- mae Llywodraeth Cymru yn credu y gellid rhoi tyrbinau gwynt yn unrhyw le ac y gellid anwybyddu ardaloedd chwilio strategol o dan y gyfundrefn gyfredol oherwydd bod y Datganiadau Polisi Cenedlaethol yn fwy o flaenoriaeth na *Pholisi Cynllunio Cymru/ Nodyn Cyngor Technegol 8*.

Barn y Pwyllgor

- rydym yn croesawu bwriad Llywodraeth Cymru i nodi sut bydd yn defnyddio unrhyw bwerau ychwanegol ym maes cydsynio ynni i roi proses unigol, dryloyw ac wedi'i symleiddio ar waith ar gyfer Cymru. Dyma un o argymhellion Ymchwiliad Cynllunio Pwyllgor Cynaliadwyedd y Trydydd Cynulliad ac mae'n bwysig egluro hyn;
- mae mwyafrif aelodau'r Pwyllgor yn cefnogi Llywodraeth Cymru yn ei chais am ddatganoli mwy o bwerau ynni. Yn ogystal â gwneud y system yn symlach ar gyfer datblygwyr, byddai hefyd yn helpu cymunedau lleol i fod yn glir ynglŷn â phwy sy'n gyfrifol am beth. Bydd gan y Pwyllgor ddiddordeb gweld beth yw canlyniad yr ymchwiliad cyfredol gan y Pwyllgor Menter a Busnes i Borthladdoedd a Meysydd Awyr mawr a gweld a fydd y pwyllgor hwnnw o blaid datganoli cyfrifoldeb am ddatblygiadau porthladdoedd mawr;
- fodd bynnag, mae datganoli pellach o leiaf ychydig flynyddoedd i ffwrdd ac mae'n bwysig yn y cyfamser bod y systemau cynllunio a chydsynio ar gyfer prosiectau ar y tir hyd at 50 Megawat ac ar y môr hyd at 1 Megawat yn gweithio cystal â phosibl. Mae'r Pwyllgor yn croesawu'r gwaith a gomisiynwyd gan Lywodraeth Cymru i ystyried newidiadau y gellid eu gwneud o fewn y fframwaith cyfredol i wella'r system gynllunio a bwriad Llywodraeth Cymru i adolygu cyfundrefnau cydsynio eraill ochr yn ochr â chyflwyno'r Corff Adnoddau Naturiol.

Argymhellion

Pennawd

8. Dylai Llywodraeth Cymru **gyhoeddi ei hachos dros ddatganoli ymhellach** bwerau cydsynio ynni a rhoi cymhellion ariannol.
9. Fel rhan o'i hachos, dylai Llywodraeth Cymru ystyried cyflwyno proses lle mae **Cyfarwyddiaeth y Seilwaith Cenedlaethol** yr Arolygiaeth Gynllunio yn ystyried prosiectau seilwaith ynni mawr yng Nghymru, ond y dylai wneud ei **hargymhellion terfynol i Weinidogion Cymru** yn hytrach nag i Weinidogion y DU yn y dyfodol.

Cymysgedd Ynni

Barn rhanddeiliaid

- mae lle i ynni adnewyddadwy gymryd lle llawer o'r dulliau cynhyrchu trydan drud-ar-garbon cyfredol, ond nid yn y tymor byr. Mae angen cyfuno ffynonellau ynni adnewyddadwy'n llwyddiannus â dulliau o gynhyrchu trydan ar alw i fodloni'r galw a ragwelir yn llwyddiannus, am y deng mlynedd nesaf o leiaf;
- bydd y ddibyniaeth ar gyflenwadau confensiynol o nwy a glo yn parhau am y degawd nesaf o leiaf;
- ar hyn o bryd, gwynt ar y tir yw'r opsiwn amgen mwyaf economaidd hyfyw a all gyfrannu'n sylweddol hyd at 2020. Mae rhai rhanddeiliaid yn credu bod tuedd wedi bod o blaid technoleg gwynt sydd wedi golygu ei fod wedi datblygu'n fwy economaidd hyfyw;
- mae cyfraniad posibl gwynt ar y môr yn llawer iawn mwy na gwynt ar y tir a bydd y costau'n gostwng yn ôl pob tebyg;
- mae gan ynni tonnau a llanw'r môr botensial anhygoel o gwmpas Cymru (yn enwedig oddi ar Sir Benfro ac Ynys Môn), ond nid yw gosodiadau masnachol yn debygol cyn 2020. Mae gan yr Hafren hefyd botensial sylweddol, ond nid yw'n debygol o gyfrannu llawer yn y degawd nesaf;
- gall prosiectau microgynhyrchu ac ynni adnewyddadwy yn y gymuned wneud cyfraniad pwysig, yn enwedig gyda mwy o gymorth, ond ni allant gymryd lle prosiectau ynni adnewyddadwy mawr;
- mae gan ynni o wastraff gyfraniad, er mai'r flaenoriaeth ar gyfer y rhaglen gwastraff trefol yw annog aildefnyddio ac ailgylchu ac yn y tymor hirach bydd ynni o wastraff yn lleihau'n raddol wrth i wastraff gweddilliol ostwng. Mae rhai pryderon am effeithiau iechyd. Mae'r cyfraniad cyffredinol yn gymharol fach;
- treulio Anaerobig - y potensial i ddatblygu ymhellach ond mae'r cyfraniad cyffredinol ar hyn o bryd yn gymharol fach;
- ynni dŵr - mae storio pwmp yn bwysig yng Nghymru. Nid yw cynlluniau ynni dŵr mawr yn debygol o wneud cyfraniad sylweddol - ond mae cynlluniau llai yn bwysig i ymgysylltu â'r gymuned leol;
- niwclear - mae rhai'n dweud ei fod yn bwysig fel cyfraniad carbon isel i'r cymysgedd ynni a'i fod yn ffynhonnell swyddi bwysig ac maent yn cefnogi

safleoedd niwclear mewn safleoedd sy'n bodoli'n barod. Mae eraill yn bryderus am ddiogelwch a storio gwastraff yn yr hirdymor ac yn credu y dylid dod o hyd i opsiynau amgen.

Safbwynt Llywodraeth Cymru

- nod Llywodraeth Cymru yw bod holl anghenion ynni lleol fwy neu lai yn cael eu diwallu gan drydan carbon isel erbyn 2050, ond nid yw hyn yn bosibl yn y cyfnod cyn 2020;
- cefnogir cymysgedd o ffynonellau ynni adnewyddadwy gyda thargedau ar gyfer pob un;
- yn y tymor byr, bydd nwy confensiynol, niwclear a bio-ynni yn darparu'r ynni i wneud iawn am natur ysbeidiol ynni adnewyddadwy;
- bydd nwy confensiynol yn danwydd newydd yn y cyfnod pontio. Fodd bynnag, bydd dal a chadw carbon yn hollbwysig yn y tymor canolig;
- niwclear - mae cefnogaeth i ddatblygu safle niwclear newydd ar safleoedd sy'n bodoli'n barod o ystyried yr angen brys i fynd i'r afael â newid yn yr hinsawdd, ond nid yw o blaid datblygu safleoedd niwclear newydd.

Barn y Pwyllgor

- o ran yr ynni a gynhyrchir, mae llawer o'r cymysgedd ynni yn y dyfodol y tu hwnt i reolaeth Llywodraeth Cymru. Mae diwygiadau Llywodraeth y DU i'r farchnad drydan yn hanfodol er mwyn darparu fframwaith sefydlog ar gyfer buddsoddi yn y dyfodol;
- mae'r Pwyllgor yn cytuno â dull Llywodraeth Cymru o symud tuag at gynhyrchu cymaint â phosibl o drydan o ffynonellau ynni adnewyddadwy/carbon isel ac mae'n croesawu'r eglurder a ddarparwyd ar y materion hyn yn natganiad *Ynni Cymru: Newid Carbon Isel*;
- mae'r rhan fwyaf o'r trydan yma'n debygol o ddeillio o wynt yn y cyfnod hyd at 2020;
- mae'n bwysig annog cymaint â phosibl o fathau eraill o ynni adnewyddadwy hyd at 50 Megawat, gan gynnwys microgynhyrchu ac ynni adnewyddadwy yn y gymuned, ynni dŵr, treulio anaerobig ac ynni o wastraff, er bod angen cydnabod na fydd y ffynonellau hyn gyda'i gilydd yn ddigon i gymryd lle'r ynni a gynhyrchir gan orsafoedd pŵer tanwydd ffosil mawr;
- mae'n bwysig iawn sicrhau y manteisir ar gyfleoedd ynni'r llanw/ynni'r tonnau;

- mae'n rhaid i'r dull hwn sicrhau bod Cymru'n cael y manteision economaidd gorau posibl a bod swyddi'n dod i Gymru;
- mae'r rhan fwyaf o aelodau'r Cyngor o blaid safbwynt Llywodraeth Cymru ar bŵer niwclear – dim safleoedd newydd ond mae angen ymchwilio i botensial safleoedd sy'n bodoli'n barod gan fod niwclear yn ffurf cost isel o ynni carbon isel 'baslwyth' ac 'ar alw'. Mae dadleuon economaidd cadarn o blaid y dull hwn ac mae pryderon dros benderfyniad Horizon i dynnu'n ôl o Wylfa B.

Argymhellion

Pennawd

10. Ymgysylltu â Llywodraeth y DU i sicrhau bod mecanweithiau'r farchnad a gynigir gan **Ddiwygiadau Llywodraeth y DU i'r Farchnad Drydan** yn cael eu rhoi ar waith yn fwy tryloyw ac yn gynt a sicrhau sefydlogrwydd yn y tymor hirach drwy gadarnhau'r newidiadau i'r gyfundrefn Tystysgrifau Ymrwymiad i Ynni Adnewyddadwy y tu hwnt i 2017 cyn gynted â phosibl.
11. Dylai Llywodraeth Cymru weithio gyda Llywodraeth y DU i helpu i **ganfod a sicrhau datblygwr amgen** i ddatblygu cynigion ar gyfer adweithydd niwclear newydd yn **Wylfa B**.
12. Dylai Llywodraeth Cymru fynd ati i **annog gwell cymysgedd o ddatblygiadau ynni adnewyddadwy o dan 50 Megawat** ar draws yr ystod lawn o fathau o dechnoleg a chynnwys cymaint o gynlluniau yn y gymuned â phosibl.

Manteision economaidd/cymorth ariannol

Barn rhanddeiliaid

- mae potensial economaidd sylweddol ar gyfer datblygu diwydiant ynni adnewyddadwy a gwasanaethau cymorth yng Nghymru;
- mae cefnogaeth a chymhellion Llywodraeth Cymru i dechnolegau newydd yn hanfodol;
- pwysigrwydd porthladdoedd – mynediad i ffermydd gwynt ar y môr ac ynni posibl o ffrydiau/tonnau llanw;
- yr angen am yr un chwarae teg o ran Tystysgrifau Ymrwymiad i Ynni Adnewyddadwy fel y gall Cymru gystadlu â'r Alban ar gyfer prosiectau ynni'r tonnau/ynni'r llanw;
- mae datblygwyr yn dweud bod cynigion Llywodraeth y DU i ddiwygio'r Farchnad Drydan, adolygiadau cyllid ac oedi yn creu ansicrwydd o fewn y diwydiant. Mae sefydliadau wedi galw am barhad o ran mecanweithiau ariannol;
- mae'r adolygiadau diweddar o Dariffau Cyflenwi Trydan wedi bod yn ergyd i ddiwydiant ynni'r haul;
- mae'r diffyg eglurder o ran rheolau cymorth gwladwriaethol Ewropeaidd yn cael ei ystyried yn rhwystr i ddatblygiadau cymunedol;
- ardaloedd Menter: mae'n aneglur ar hyn o bryd pa gyfraniad y gallant ei wneud at y sector ynni ac mae'n bwysig osgoi mudo economaidd yn hytrach na thwf newydd;
- effaith economaidd ffermydd gwynt ar dwristiaeth – mae safbwyntiau gwrthgyferbyniol a phrin yw'r dystiolaeth gyfredol ar y mater;
- mae angen gwneud y defnydd gorau o gyllid Ewropeaidd, yn enwedig yn y cylch nesaf o Gronfeydd Strwythurol a chyllid i gefnogi ymchwil ac arloesedd;
- mae awdurdodau lleol yng Nghymru ar ei hôl hi o gymharu â Lloegr yn y gwaith o baratoi ar gyfer gweithredu'r Fargen Werdd;
- yr angen am ymdrech sylweddol i farchnata potensial Cymru fel lle ar gyfer datblygiadau ynni adnewyddadwy.

Safbwynt Llywodraeth Cymru

- mae *Ynni Cymru: Newid Carbon Isel* yn nodi barn Llywodraeth Cymru ar bwysigrwydd economaidd ynni. Mae'n nodi "Ein nod yw rhyddhau a defnyddio adnoddau ynni Cymru er mwyn sicrhau'r manteision economaidd, cymdeithasol ac amgylcheddol mwyaf i Gymru". Mae'n pwysleisio'r angen i sicrhau bod busnesau yn cyflawni eu haddewid o ran swyddi, yr angen i adeiladu cadwyn gyflenwi gystadleuol, er mwyn rhyddhau adnoddau yng Nghymru ac allforio i weddill y DU ac yn fyd-eang;
- mae Llywodraeth Cymru yn dweud y bydd yn "Sicrhau'r manteision mwyaf posibl i Gymru o ran swyddi a manteision economaidd ehangach ar bob cam datblygu tra'n sicrhau manteision hirdymor i'n cymunedau." A bydd yn "Gweithredu nawr er budd dyfodol hirdymor ynni Cymru drwy gefnogi arloesi, ymchwil, datblygu a masnacheiddio yn y meysydd sy'n cynnig y potensial mwyaf i sicrhau manteision hirdymor i Gymru."

Barn y Pwyllgor

- mae'r Pwyllgor yn cefnogi barn Llywodraeth Cymru ar bwysigrwydd economaidd y sector ynni i Gymru;
- mae'n hollbwysig manteisio i'r eithaf ar Gronfeydd Strwythurol Ewropeaidd yn y cylch cyfredol a'r un nesaf (2014-2020) a chyllid ymchwil ac arloesi Ewropeaidd Horizon 2020 i gefnogi arloesedd a datblygiad yn y sector ynni.

Argymhellion

Pennawd

13. Dylai Llywodraeth Cymru ymgysylltu â Llywodraeth y DU i sicrhau bod y cynigion yn yr **adolygiad o Drwyddedau Ymrwymiad i Ynni Adnewyddadwy** ar gyfer **5 Trwydded ar gyfer prosiectau ynni'r tonnau ac ynni'r llanw'r môr** yng Nghymru yn cael eu gweithredu, er mwyn i Gymru gael yr un chwarae teg â'r Alban.
14. Dylai Llywodraeth Cymru ofyn i **Banel y Sector Ynni a'r Amgylchedd** i'w chynghori ar y ffordd orau o fanteisio ar gyfle'r cylch nesaf o Gronfeydd Strwythurol Ewropeaidd i gefnogi darpariaeth seilwaith strategol ar gyfer y sector ynni yng Nghymru.
15. Dylai Llywodraeth Cymru roi blaenoriaeth i **gefnogi arloesedd, ymchwil a datblygiad**, yn enwedig yn niwydiant newydd ynni'r tonnau/ynni'r llanw a dylai roi rhagor o anogaeth i gydweithio rhyngwladol a byd-eang ym meysydd

ymchwil a gweithgarwch arloesi sy'n ymwneud â thechnolegau ynni adnewyddadwy newydd.

16. dylai Llywodraeth Cymru egluro'n fanwl cyn diwedd 2012 sut bydd yr **Ardaloedd Menter ynni** yn gweithredu a'r cymhellion ariannol a chynllunio a fydd yn cael eu cynnig.
17. dylai Llywodraeth Cymru weithio gyda Chymdeithas Llywodraeth Leol Cymru i annog awdurdodau lleol yng Nghymru i **baratoi ar gyfer y Fargen Werdd**, gan ddefnyddio enghreifftiau o arferion da yn Lloegr fel esiampl.
18. dylai Llywodraeth Cymru **gomisiynu ymchwil** i fesur **effaith economaidd ffermydd gwynt** a'r seilwaith grid cysylltiedig ar y diwydiant **twristiaeth** yng Nghymru.

Targedau Ynni Adnewyddadwy

Barn Rhanddeiliaid

- mae targedau ynni adnewyddadwy Llywodraeth Cymru yn ddefnyddiol, ond mae rhai rhanddeiliaid (yn enwedig datblygwyr) yn credu nad ydynt yn ddigon clir neu nad ydynt yn realistig mewn ambell achos;
- mae rhai'n credu y dylai Llywodraeth Cymru ddatblygu cynlluniau gweithredu manylach ar sut bydd y targedau'n cael eu cyflawni ac adrodd yn flynyddol ar gynnydd tuag at y targedau hyn. Mae cymariaethau'n cael eu gwneud â lefel y manylder a ddarperir gan *2020 Routemap for Renewable Energy* Llywodraeth yr Alban;
- bu cynnydd sylweddol yn y targed ar gyfer ffermydd gwynt ar y tir - o 800 Megawat ychwanegol yn yr Ardaloedd Chwilio Strategol yn 2005 i 1.7 gigawat yn 2011;
- mae'r targed ar gyfer ynni'r tonnau/ynni'r llanw (4 gigawat erbyn 2025) yn cael ei ystyried yn uchelgeisiol iawn ac efallai y bydd angen ei adolygu;
- mae peth ansicrwydd ynglŷn â beth yw'r targed ar gyfer cynlluniau cymunedol/ microgynhyrchu a beth sydd wedi'i gynnwys yn hwn. A yw'r targed 300 megawat ar gyfer cynlluniau ffermydd gwynt ar y tir hyd at 25 megawat y tu allan i'r Ardaloedd Chwilio Strategol yn cynnwys yr hyn sydd eisoes wedi'i gydsynio?
- mae'r targedau manwl yng Nghynllun Gweithredu Microgynhyrchu 2007 wedi'u disodli yn ôl Llywodraeth Cymru, ond nid yw'n glir beth sydd wedi cymryd eu lle;
- arweiniodd Datganiad y Prif Weinidog ym mis Mehefin 2011 a'r llythyr dilynol gan Weinidog yr Amgylchedd a Datblygu Cynaliadwy ym mis Gorffennaf 2011 beth ansicrwydd am dargedu/capaciti ffermydd gwynt ar y tir yn yr Ardaloedd Chwilio Strategol;
- nid oedd rhai o'r cymunedau a'r bobl a oedd yn cael eu heffeithio gan dargedau ffermydd gwynt ar y tir a'r dull Ardal Chwilio Strategol yn hollol ymwybodol o'u goblygiadau tan i'r ymgynghoriad ar atgyfnerthu'r grid ddechrau.

Safbwynt Llywodraeth Cymru

- mae targedau ynni adnewyddadwy wedi'u diweddarau drwy Ddatganiad Polisi Ynni 2010 a diwygiadau dilynol i *Bolisi Cynllunio Cymru*;

- mae'r targedau'n uchelgeisiol ond yn gyraeddadwy ac maent yn bwysig os yw Cymru am gyfrannu at darged ynni adnewyddadwy a gostwng allyriadau carbon 2020 yr UE. Mae Llywodraeth Cymru yn cydnabod pwysigrwydd gweledigaeth a fframwaith cydlynol ar gyfer buddsoddwyr a chymunedau;
- yn Natganiad y Prif Weinidog ym mis Mehefin 2011 a'r llythyr dilynol gan Weinidog yr Amgylchedd a Datblygu Cynaliadwy, gosodwyd trothwy ar gapasiti ar gyfer yr Ardaloedd Chwilio Strategol. Mae hyn yn bwysig er mwyn sicrhau bod datblygiadau o fewn yr Ardaloedd Chwilio Strategol yn gytbwys ac yn gymesur a bydd yn osgoi'r angen i atgyfnerthu'r grid yn sylweddol;
- fodd bynnag, mae *Ynni Cymru: Newid Carbon Isel* yn nodi bod angen buddsoddi, atgyfnerthu ac uwchraddio'r seilwaith ynni yng Nghymru ac y dylid cefnogi datblygiadau ynni yn hytrach na'u hoedi gyda gwelliannau i'r grid.

Barn y Pwyllgor

- er bod *Ynni Cymru: Newid Carbon Isel* yn ddatganiad lefel uchel pwysig, nid yw'n datrys y dryswch ynghylch beth yn union yw targedau Llywodraeth Cymru ac mae cryn amheuaeth ynglŷn ag a ellir eu cyflawni o fewn yr amserlenni a nodwyd. Mae angen mwy o fanylion am sut y gellir cyflawni'r targedau ar gyfer gwahanol sectorau ynghyd â threfniadau monitro rheolaidd;
- mae rhai o'r targedau'n rhai tymor byr ar y cyfan ac nid yw'n glir beth fydd yn digwydd y tu hwnt i'r dyddiadau hyn;
- mae'r targed ar gyfer ynni'r tonnau/ynni'r llanw (4 gigawat erbyn 2025) yn arbennig o uchelgeisiol o ystyried ei fod yn dibynnu ar gyflwyno prosiect ynni'r llanw mawr ar yr Hafren;
- mae Datganiad y Prif Weinidog a'r llythyr dilynol gan Weinidog yr Amgylchedd a Chynaliadwyedd yn 2011 wedi rhoi trothwy ar gapasiti ffermydd gwynt ar y tir ar gyfer yr Ardaloedd Chwilio Strategol ac mae hyn i'w groesawu, ond maent hefyd wedi creu cryn ansicrwydd a dryswch i ddatblygwyr a chymunedau.

Argymhellion

Pennawd

19. Er mwyn ategu *Ynni Cymru: Newid Carbon Isel* a'r rhaglen ynni gysylltiedig, dylai Llywodraeth Cymru lunio **Cynllun Gweithredu manwl** erbyn **diwedd 2012** gyda manylion y camau penodol sy'n ofynnol gan Lywodraeth Cymru ac

eraill i gyflawni'r targedau ar gyfer pob math o ynni adnewyddadwy.

20. Dylai Llywodraeth Cymru gyhoeddi **adroddiad monitro blynyddol** sy'n nodi **cynnydd tuag at dargedau** ar gyfer pob math o ynni adnewyddadwy a dylai hyn gynnwys esboniad o'r rhesymau dros unrhyw newidiadau yn y dyfodol i'r targedau hyn y gallai eu gwneud.
21. Fel rhan o'r cynllun gweithredu manwl (gweler argymhelliad 19) uchod, dylai Llywodraeth Cymru:
 - ddarparu gwybodaeth gadarn am ddatblygiadau ynni adnewyddadwy cyfredol ac arfaethedig yng Nghymru;
 - adolygu targed 2025 ar gyfer ynni'r tonnau/ynni'r llanw;
 - egluro'r hyn sydd wedi'i gynnwys yn y targed 300 megawat ar gyfer datblygiadau ffermydd gwynt ar y tir rhwng 5 a 25 megawat y tu allan i'r Ardaloedd Chwilio Strategol a sut bydd hyn yn cael ei fonitro;
 - ystyried yr angen am darged tymor hirach ar gyfer gwynt ar y môr y tu hwnt i 2015/16.

Y broses gynllunio a chydysnio

Barn Rhanddeiliaid

- mae'r broses yng Nghymru o gydsynio prosiectau yn gymhleth iawn er gwaethaf y newidiadau a gyflwynwyd gan *Ddeddf Cynllunio 2008* a *Deddf Lleoliaeth 2011* a cheir elfennau cymhlethach fyth yn achos prosiectau ynni ar y môr (gweler y tabl yn Atodiad A);
- o ystyried y trefniadau datganoli ar gyfer cynllunio, mae'n bosibl y gallai datblygiad cysylltiedig sy'n seiliedig ar bolisi cynllunio Cymru gael ei wrthod ar ôl i'r Prosiect Seilwaith Strategol Cenedlaethol cysylltiedig ar sail y Datganiad Polisi Cenedlaethol gael ei gymeradwyo gan Gyfarwyddiaeth y Seilwaith Cenedlaethol;
- mae cydsynio a chaniatáu amgylcheddol yn brosesau ar wahân ond gellid eu symleiddio/cyfuno/rhedeg ochr yn ochr, er bod angen hyblygrwydd gan y bydd angen cydsyniad mewn egwyddor o bryd i'w gilydd ar ddatblygwyr cyn iddynt allu ymrwymo arian i ddarparu gwybodaeth ddigonol at ddibenion caniatáu;
- mae datblygwyr yn beio awdurdodau cynllunio lleol a Chyngor Cefn Gwlad Cymru/Asiantaeth yr Amgylchedd Cymru am oedi cynlluniau. Mae awdurdodau cynllunio lleol a Chyngor Cefn Gwlad Cymru/Asiantaeth yr Amgylchedd Cymru yn dweud nad yw datblygwyr yn darparu gwybodaeth ddigonol a/neu nad ydynt yn mynd i'r afael â materion effaith gronnol. Cafwyd anghytuno gydol yr ymchwiliad ynglŷn â phwy sy'n gyfrifol am y cyfryw oedi;
- hyd yma, cafwyd diffyg apelau methu penderfynu ar gyfer prosiectau ynni;
- cafwyd enghreifftiau o arferion da o ddwyn datblygwyr/partïon eraill ynghyd yn gynnar;
- mae rhai'n awgrymu y dylid pennu terfynau amser ar gyfer ymateb i geisiadau gan Gyngor Cefn Gwlad Cymru/Asiantaeth yr Amgylchedd Cymru, oherwydd gall oedi wrth ymateb achosi problemau sylweddol i ddatblygwyr. Ystyrir bod y cyrff cyfatebol yn yr Alban yn llawer mwy cadarnhaol am ynni adnewyddadwy.
- rhai pryderon am rôl y Corff Adnoddau Naturiol newydd ym maes cydsynio.
 - Sut byddai anghytuno fel yr hyn a gafwyd ynghylch Gorsaf Bêr Penfro yn cael ei ddatrys? Mae gan y ddau sefydliad (Cyngor Cefn

Gwlad Cymru/ Asiantaeth yr Amgylchedd Cymru) ddiwylliannau gwahanol iawn;

- sut bydd rôl Comisiwn Coedwigaeth Cymru fel rheolwr tir/darparwr safleoedd yn cael ei chadw hyd braich?
- mynediad i arbenigedd technegol y tu allan i Gymru (e.e. yng ngweddill Asiantaeth yr Amgylchedd).
- byddai gweithdrefn symlach a chynt o gydsynio prototeipiau morol yn ddymunol, ond mae rhai pryderon am effaith bosibl prototeipiau o'r fath ar yr amgylchedd morol;
- awgrymodd llawer o dystion bod y broses gynllunio a chydsynio yn symlach a chynt yn yr Alban;
- nid cyflymder cymeradwyo yw'r unig faen prawf i fesur llwyddiant;
- mae rhai Cyngorau Tref a Chymuned yn dweud nad oes digon o ymgynghori â nhw ar geisiadau cynllunio.

Safbwynt Llywodraeth Cymru

- mae *Ynni Cymru: Newid Carbon Isel* yn cydnabod bod angen gwella'r gyfundrefn gynllunio a chydsynio. Mae Llywodraeth Cymru wedi comisiynu ymchwil (Adroddiad Hyder) i adolygu systemau cydsynio ynni cyfredol ac mae wedi ymrwmo i gyflwyno newidiadau i symleiddio prosesau cynllunio a chydsynio erbyn mis Ebrill 2013;
- mae sefydlu'r Corff Adnoddau Naturiol yn gyfle i sicrhau bod y cyngor a roddir i ymgeiswyr cyn cyflwyno eu cais yn adeiladol ac ystyried ffyrdd gwell o integreiddio'r cyfundrefnau cynllunio a chydsynio;
- bydd y Llywodraeth hefyd yn llunio Papur Gwyn ar Gynllunio yn 2013 cyn y Bil Cynllunio yn 2015-2016 i gyflwyno newidiadau pellach, gan gynnwys gwneud penderfyniadau ar y lefel briodol ynglŷn â phrosiectau ynni hyd at 50 Megawat, a allai fod yn rhanbarthol neu'n genedlaethol.

Barn y Pwyllgor

- mae'r Pwyllgor yn cytuno â'r angen i wella'r system gynllunio a chydsynio ar gyfer prosiectau ynni adnewyddadwy hyd at 50 Megawat yng Nghymru. Mae'n bwysig gallu penderfynu ar geisiadau un ffordd neu'r llall yn gynt nag sy'n digwydd ar hyn o bryd. Rydym yn ystyried bod adroddiad Hyder yn ddarn pwysig o waith gan fod y Pwyllgor wedi clywed tystiolaeth anghyson ynglŷn â phwy sydd ar fai am yr oedi wrth benderfynu ar brosiectau. Nid ydym yn derbyn y dadansoddiad gor-sympl bod y system bob amser yn gweithio'n well yn yr Alban. Fodd bynnag, credwn fod peth o'r oedi yng

Nghymru yn deillio o amharodrwydd awdurdodau cynllunio lleol ac eraill i wneud penderfyniadau anodd. Mae angen clirio'r ôl-groniad o geisiadau am ffermydd gwynt ar y tir cyn gynted â phosibl;

- mae'r diffyg apelau methu penderfynu ym maes prosiectau ynni yn dangos nad yw'r system gyfredol yn gweithio yn ôl y bwriad, oherwydd bod datblygwyr yn amharod i gymryd y cam hwn mae'n debyg os ydynt yn dal i aros am benderfyniadau ynglŷn â cheisiadau eraill gyda'r un awdurdod;
- mae angen i unrhyw newidiadau i'r gyfundrefn gynllunio a chydysnio gael eu datblygu ochr yn ochr â'r pethau allweddol y mae Llywodraeth Cymru wedi ymrwmo i'w gwneud er mwyn sicrhau bod cymunedau yn elwa ar ddatblygiadau ynni (*gweler Ynni Cymru: Newid Carbon Isel* – tudalen 18);
- bydd sefydlu'r Corff Adnoddau Naturiol ym mis Ebrill 2013 yn gyfle pwysig i sicrhau bod dull mwy cydlynol a symlach o ystyried prosiectau ynni adnewyddadwy, gan gynnwys pennu targedau ar gyfer yr amser a gymerir i ymateb i ymgynghoriadau ar geisiadau ynni;
- mae'r Pwyllgor eisoes wedi gwneud argymhellion ynglŷn â'r achos busnes ar gyfer y corff arfaethedig. Mae wedi pwysleisio pwysigrwydd creu diwylliant sefydliadol newydd a chydlynol a sicrhau bod trefniadau cadarn ar waith i wahanu ei swyddogaethau caniatáu a chynghori. Mewn Cyfarfod Llawn ar 22 Mai 2012, cytunodd y Cynulliad ar ddiwygiad i gynnig y llywodraeth gan nodi canlyniadau'r ymgynghoriad ar y corff newydd. Mae'r diwygiad yn galw ar Lywodraeth Cymru i sicrhau bod gan y corff newydd fesurau diogelwch digonol os bydd achos o wrthdaro buddiannau rhwng perchnogaeth tir a threfniadau cydsynio Llywodraeth Cymru ar gyfer prosiectau ynni ar y tir hwnnw.

Argymhellion

Pennawd

22. Dylai Llywodraeth Cymru dreialu cyflwyniad system sy'n **integreiddio systemau cynllunio a chaniatáu amgylcheddol yn well** yng Nghymru cyn cyflwyno system newydd yn llawn ym mis Ebrill 2013. Dylai system o'r fath fod yn ddigon hyblyg i gynnig dewis o ran pa lwybr caniatáu sy'n fwyaf addas ar gyfer pob prosiect.
23. Dylai Llywodraeth Cymru weithredu gwelliannau i'r **systemau cynllunio a chydysnio cyfredol** ar gyfer prosiectau ynni adnewyddadwy hyd at 50 Megawat sy'n deillio o adroddiad Hyder, nad oes angen deddfwriaeth newydd ar eu cyfer, cyn gynted â phosibl ac erbyn mis Ebrill 2013 fan bellaf.

24. Dylai Llywodraeth Cymru sefydlu **siop un stop ar gyfer cyngor** i fusnesau a grwpiau cymunedol i'w helpu drwy'r prosesau cynllunio/cydsynio ynni adnewyddadwy. Gallai'r tîm ynni adnewyddadwy canolog (gweler argymhelliad 31) ddarparu hyn.
25. Dylai Llywodraeth Cymru lunio canllawiau wedi'u targedu pellach ar sut i asesu **effaith gronol ffermydd gwynt ar y tir yn yr Ardaloedd Chwilio Strategol** (mae paragraff 12.8.2 *Polisi Cynllunio Cymru* yn nodi y bydd yn ystyried llunio canllawiau wedi'u targedu pellach).
26. Dylai Llywodraeth Cymru sicrhau bod **ail gyfnod ymchwil Hyder** yn ystyried **ceisiadau ynni na chafwyd penderfyniad yn eu cylch eto**, ynghyd â'r rhai y penderfynwyd yn eu cylch eisoes.
27. Dylai Llywodraeth Cymru ystyried cyflwyno gofyniad fel mai **un datganiad amgylcheddol** sy'n cael ei ddefnyddio at ddibenion cynllunio a chaniatáu amgylcheddol.
28. Fel rhan o amlinellu'r achos dros ddatganoli pellach (gweler argymhelliad 8), dylai Llywodraeth Cymru gynnig bod unrhyw **ddatblygiad cysylltiedig** hefyd yn cael ei **ystyried ochr yn ochr â'r prif brosiect gan Gyfarwyddiaeth y Seilwaith Cenedlaethol** o dan unrhyw drefniadau newydd.
29. Dylai Llywodraeth Cymru weithredu **argymhellion y Pwyllgor** a wnaed yn ei adroddiad ar yr **achos busnes dros Un Corff Amgylcheddol**.
30. Dylai Llywodraeth Cymru gadarnhau a fydd y **Memorandwm Cyd-ddealltwriaeth** gyda'r **Comisiwn Cynllunio Seilwaith** yn parhau i fod yn gymwys ar ôl ei ddisodli gan Gyfarwyddiaeth y Seilwaith Cenedlaethol.

Adnoddau/arbenigedd

Barn Rhanddeiliaid

- mae rhai o'r farn nad yw awdurdodau lleol yn darparu digon o adnoddau i ymdrin ag ynni adnewyddadwy - o safbwynt cynllunio a datblygu cynaliadwy;
- hefyd, nid oes gan rai awdurdodau lleol yr arbenigedd angenrheidiol i ymdrin ag agweddau technegol ar ynni adnewyddadwy a thechnolegau newydd;
- mae mwy o gyfle i rannu/cronni adnoddau ac arbenigedd gan awdurdodau cynllunio lleol wrth ymdrin â cheisiadau ynni adnewyddadwy;
- mae rhai'n ystyried y dylid penodi tîm o 'arbenigwyr' wedi'u neilltuo ar lefel Cymru gyfan i gynorthwyo gyda cheisiadau cynllunio/cydsynio;
- mae cyllid grant Llywodraeth Cymru ar gyfer un ffynhonnell o arbenigedd (e.e. ynni o wastraff) yn ddefnyddiol;
- nid oes gan awdurdodau cynllunio lleol adnoddau i gynnal ymgynghoriadau cyn ymgeisio o dan gyfundrefn *Deddf Cynllunio 2008*. Mae hyn yn effeithio'n fwy ar rai awdurdodau nag eraill;
- hefyd, nid yw awdurdodau cynllunio lleol yn derbyn incwm ffi ar gyfer rhoi sylwadau ar geisiadau o dan *Ddeddf Cynllunio 2008* - mae Llywodraeth Cymru yn darparu peth cyllid;
- mae rhai o'r farn nad yw Llywodraeth Cymru yn cyfrannu digon o adnoddau at y gwaith hwn, o safbwynt cynllunio nac o safbwynt economaidd;
- mae rhai'n cwestiynu a oes gan Gyngor Cefn Gwlad Cymru/Asiantaeth yr Amgylchedd Cymru ddigon o adnoddau/arbenigedd i ymdrin â chydsynio ynni adnewyddadwy ar hyn o bryd ac am gael gwybod sut bydd hyn yn cael ei gynnwys yng nghynigion y Corff Adnoddau Naturiol.

Safbwynt Llywodraeth Cymru

- mae Llywodraeth Cymru yn hyderus bod ganddi'r adnoddau a'r arbenigedd i ddarparu ei rhaglen ynni;
- nid yw Llywodraeth Cymru yn derbyn bod gan awdurdodau lleol broblem capasiti, er ei bod yn cynnig cymorth grant i helpu i ddarparu arbenigedd technegol ychwanegol. Mae hefyd yn awyddus i annog mwy o gydweithredu a chydweithio yn unol ag agenda Simpson;

- mae wedi llunio ystod o gyfarwyddyd ymarfer i helpu awdurdodau i ymdrin â thechnolegau ynni adnewyddadwy penodol ac i'w helpu i baratoi Aseidiadau Ynni Adnewyddadwy ar gyfer eu Cynlluniau Datblygu Lleol;
- bydd y Corff Adnoddau Naturiol newydd yn llwyddiannus os caiff ei ystyried fel hyrwyddwr ynni adnewyddadwy cynaliadwy, a hynny yn ei ddarpariaeth uniongyrchol a thrwy ei waith ehangach.

Barn y Pwyllgor

- mae'r Pwyllgor yn credu bod gan rai awdurdodau cynllunio lleol broblemau adnoddau, er bod hyn yn fwy i wneud ag arbenigedd technegol annigonol na diffyg capasiti cyffredinol. Dylai adroddiad Hyder helpu i nodi maint y broblem;
- mae'r diffyg incwm ffi ar gyfer ymdrin â cheisiadau etifeddol o dan *Adran 36 a Deddf Cynllunio 2008* wedi creu problemau o ran adnoddau, yn enwedig i rai awdurdodau sydd â mwy o waith nag eraill. Gall y ffioedd cynllunio uchel hefyd fod yn faen tramgwydd i rai prosiectau ynni adnewyddadwy llai yn y gymuned;
- mae'n bwysig bod adnoddau digonol ar gael i'r Corff Adnoddau Naturiol newydd er mwyn sicrhau ei fod yn gallu ymdrin yn gyflym ac effeithiol â'i rôl wrth ystyried prosiectau ynni a bod trefniadau pontio cadarn ar waith yn y cyfnod hyd at fis Ebrill 2013.

Argymhellion

Pennawd

31. Dylai Llywodraeth Cymru sefydlu **tîm canolog ag arbenigedd penodol mewn technolegau ynni adnewyddadwy**. Dylai'r tîm hwn fod ar gael i awdurdodau cynllunio lleol i'w cynorthwyo i ymdrin â cheisiadau cynllunio ac ymgynghoriadau *Deddf Cynllunio 2008*, yn enwedig er mwyn helpu'r awdurdodau hynny i ymdrin â cheisiadau sy'n ymwneud â thechnolegau newydd.
32. Hyd nes y sefydlir y tîm canolog, dylai Llywodraeth Cymru barhau i ddarparu **cymorth grant i awdurdodau cynllunio lleol** i'w cynorthwyo i **brynu arbenigedd technegol**.
33. Dylai Llywodraeth Cymru annog datblygiad gwaith rhanbarthol a **rhannu arbenigedd**.

34. Fel rhan o'i hadolygiad cyfredol o'r system gynllunio, dylai Llywodraeth Cymru ystyried cyflwyno **terfyn ar ffioedd ceisiadau cynllunio** ar gyfer prosiectau ynni adnewyddadwy a **arweinir gan y gymuned**.
35. Dylai Llywodraeth Cymru annog defnydd pellach o **gytundebau perfformiad cynllunio** gyda datblygwyr fel ffordd amgen o ddarparu adnoddau ychwanegol ar gyfer ymdrin â phrosiectau ynni mawr (e.e. fel y cytunwyd rhwng Cyngor Ynys Môn a Horizon Nuclear Power).
36. Dylai Llywodraeth Cymru sefydlu **tîm ynni wedi'i neilltuo o fewn y Corff Adnoddau Naturiol** a sicrhau bod gan y tîm ddigon o adnoddau a ffocws i ymdrin â'i rôl ddeuol fel ymgynghorai statudol a chorff sy'n rhoi caniatâd amgylcheddol.

Polisi Cynllunio

Barn Rhanddeiliaid

- er bod *Polisi Cynllunio Cymru* wedi'i ddiweddarau yn 2011 i ystyried Datganiad Polisi Ynni Carbon Isel 2010, prin yw'r awdurdodau lleol hyd yma sydd â chynlluniau datblygu cyfoes sy'n adlewyrchu polisi a thargedau cenedlaethol;
- cred rhai datblygwyr fod 'dolen wan' rhwng Nodyn Cyngor Technegol 8 / *Polisi Cynllunio Cymru* a chynlluniau datblygu lleol;
- awgrymir bod angen Canllawiau Cynllunio Atodol/Interim lle nad oes cynllun cyfoes;
- yr angen posibl am haen ranbarthol o bolisi cynllunio;
- diffyg eglurder am rôl cynllun adnoddau cenedlaethol a sut bydd hyn yn cyfrannu at y system cynllun datblygu;
- diffyg polisiâu/canllawiau ar gyfer cynlluniau ffermydd gwynt ar y tir hyd at 25 Megawat y tu allan i'r Ardaloedd Chwilio Strategol. Cyfle cyfyngedig i gynlluniau o'r fath bellach;
- mae'n bwysig sefydlu perthynas rhwng cynllunio morol a daearol.

Barn Llywodraeth Cymru

- mae'r Gweinidog yn dweud bod y Cynlluniau Datblygu Lleol sydd wedi'u mabwysiadu hyd yma yn gyson â pholisi cenedlaethol ar ynni adnewyddadwy;
- mae'r Gweinidog wedi awgrymu y gallai'r lefel briodol o wneud penderfyniadau ar gyfer prosiectau ynni hyd at 50 megawat fod yn rhanbarthol neu'n genedlaethol. Mae dull 'dinas-ranbarth' o gynllunio wedi'i grybwyll hefyd. Mae adolygiad o'r system gynllunio gyfan ar waith cyn cyhoeddi Papur Gwyn yn 2013 ar Fil Cynllunio arfaethedig ar gyfer Cymru;
- yn ôl *Polisi Cynllunio Cymru*, mae'n ofynnol i awdurdodau cynllunio lleol lunio Aseiad o Ynni Adnewyddadwy fel rhan o'u paratodau ar gyfer Cynlluniau Datblygu Lleol - mae Llywodraeth Cymru wedi llunio canllawiau ar sut i'w paratoi. Mae rhai awdurdodau eisoes wedi llunio'r rhain;
- yn ddiweddar, mae Llywodraeth Cymru wedi ymgynghori ar gynnwys rhagdybiaeth o blaid Datblygu Cynaliadwy ym *Mholisi Cynllunio Cymru* o dan amgylchiadau lle nad oes cynllun datblygu ar waith neu lle mae polisiâu

mewn cynlluniau a fabwysiadwyd wedi dyddio neu wedi'u disodli gan ystyriaethau perthnasol eraill fel polisi cynllunio cenedlaethol.

Barn y Pwyllgor

- nid yw'r system cynllun datblygu cyfredol yn gweithio fel y dylai hyd yma o safbwynt datblygu prosiectau ynni yng Nghymru. Mae angen fframwaith cynllunio polisi cynllunio cyson ar gyfer penderfyniadau ar geisiadau cynllunio ynni adnewyddadwy ac ynni eraill ledled Cymru, yn seiliedig ar gynlluniau lefel rhanbarthol o bosibl, ac mae angen i gymunedau lleol ei ddeall hefyd. Mae'r system gyfredol o gynlluniau datblygu heb eu cydlynu ar y cyfan sy'n cael eu llunio i wahanol amserlenni ledled y 25 awdurdod cynllunio lleol wedi methu gwneud hyn hyd yma;
- yn y tymor byr, mae'n bwysig bod awdurdodau cynllunio lleol yn cwblhau Aseidiadau o Ynni Adnewyddadwy ar sail tystiolaeth sy'n seiliedig ar gyfarwyddyd ymarfer Llywodraeth Cymru, hyd yn oed os yw'r Cynlluniau Datblygu Lleol eisoes wedi'u datblygu gryn dipyn;
- mae'r Pwyllgor yn cefnogi'r 'rhagdybiaeth o blaid datblygu cynaliadwy' a gynigiwyd yn wreiddiol gan Bwyllgor Cynaliadwyedd y Trydydd Cynulliad, gan y bydd yn rhoi mwy o bwys i bolisïau cynllunio cenedlaethol lle nad oes cynllun datblygu'n bodoli ar hyn o bryd.

Argymhellion

Pennawd

37. Fel rhan o'i hadolygiad cyfredol o'r system gynllunio, dylai Llywodraeth Cymru ystyried sut gall fynd ati'n gyflym i **ddarparu fframwaith polisi cynllunio lleol neu ranbarthol cyson ar gyfer penderfyniadau ar geisiadau cynllunio ynni adnewyddadwy neu ynni arall y gall cymunedau lleol ei ddeall ac ymgysylltu'n gyson ag ef.**
38. Yn dilyn ei hymgyngoriad diweddar ar 'ragdybiaeth o blaid datblygu cynaliadwy', dylai Llywodraeth Cymru ddiwygio *Polisi Cynllunio Cymru* erbyn diwedd 2012 er mwyn **rhoi mwy o bwys i bolisïau cynllunio cenedlaethol** o dan amgylchiadau lle nad oes cynlluniau datblygu cyfoes ar waith.
39. Yn y tymor byr, dylai Llywodraeth Cymru annog grwpiau unigol neu ranbarthol o awdurdodau cynllunio lleol i roi blaenoriaeth i baratoi **Aseidiadau o Ynni Adnewyddadwy** yn seiliedig ar gyfarwyddyd ymarfer Llywodraeth Cymru, hyd yn oed os yw'r Cynlluniau Datblygu Lleol eisoes wedi'u datblygu cryn dipyn.

40. Lle nad oes cynllun datblygu cyfoes, dylai Llywodraeth Cymru annog awdurdodau cynllunio lleol i **baratoi a mabwysiadu Canllawiau Cynllunio Atodol ffurfiol**, ar ddatblygiad ynni adnewyddadwy yn eu hardaloedd, gan adeiladu ar eu Hasesiadau o Ynni Adnewyddadwy.
41. Dylai Llywodraeth Cymru egluro sut bydd y **Cynllun Adnoddau Naturiol** arfaethedig yn cael ei integreiddio gydag unrhyw newidiadau a wneir i'r system cynllun datblygu a beth yw'r cysylltiad rhwng y cynllun newydd hwn a **Chynllun Gofodol Cymru**.

Nodyn Cyngor Technegol 8

Barn Rhanddeiliaid

- safbwyntiau amrywiol iawn ar yr angen i adolygu/adnewyddu Nodyn Cyngor Technegol 8;
- mae rhai'n dweud bod angen adolygiad llawn oherwydd newidiadau mewn technoleg ers 2005 (tyrbinau gwynt mwy) ac nad oes llawer o ystyriaeth yn cael ei rhoi i'r effaith ar y dirwedd, a hefyd oherwydd ansicrwydd am dargedau a diffyg cydnabyddiaeth i faterion cronol am y grid, trafniadaeth a'r effaith ar dwristiaeth;
- mae eraill yn dweud ei fod yn darparu fframwaith strategol pwysig a bod y diweddariad diweddar i *Bolisi Cynllunio Cymru* a thargedau yn ogystal â'r esboniad am y lefelau capasiti uchaf gan y Gweinidog ym mis Gorffennaf 2011 yn ddigonol;
- mae rhai datblygwyr hefyd am weld newidiadau i gynyddu'r targedau, caniatáu mwy o hyblygrwydd, nodi Ardaloedd Chwilio Strategol newydd – maent yn dadlau bod yr Ardaloedd Chwilio Strategol bellach bron i gyd wedi'u neilltuo;
- cyflwynwyd Nodyn Cyngor Technegol 8 (2005) cyn Datganiad Polisi Ynni Llywodraeth Cymru (2010) – awgrymir y dylid bod wedi cyflwyno'r polisi yn gyntaf;
- cyhoeddodd Llywodraeth Cymru lythyr ym mis Chwefror 2011 yn diweddarau rhannau o Nodyn Cyngor Technegol 8, er nad oes adolygiad ffurfiol wedi'i gynnal;
- mynegwyd pryderon am ba mor ddigonol oedd yr ymgynghoriad gwreiddiol ar Nodyn Cyngor Technegol 8 ac i ba raddau yr ystyriwyd pryderon pobl am ffermydd gwynt;
- mae gwahanol farn ar ba raddau y cafodd/y gellid bod wedi cynnwys effeithiau cronol yn Nodyn Cyngor Technegol 8;
- ystyriwyd peth gwybodaeth gyffredinol am dirwedd gan yr ymgynghorwyr wrth nodi Ardaloedd Chwilio Strategol yn y lle cyntaf ar gyfer Nodyn Cyngor Technegol 8. Fodd bynnag, gadawyd rhai materion tirwedd i'w hystyried mewn astudiaethau mireinio diweddarach. Nid oedd data LANDMAP manwl Cyngor Cefn Gwlad Cymru ar gael yn 2005;

- 'Ardaloedd chwilio' yw Ardaloedd Chwilio Strategol a ddylai gael eu mireinio gan awdurdodau cynllunio lleol ac ni fydd yr holl gynigion ynddynt yn dderbyniol;
- mae rhai yn cwestiynu ai Nodyn Cyngor Technegol yw'r lle mwyaf priodol ar gyfer polisi gofodol ar wynt - mae rhai'n awgrymu y dylai fod yn rhan o *Bolisi Cynllunio Cymru*;
- mae cwestiynau wedi'u codi am y gofyniad am Asesiadau Amgylcheddol Strategol a statws cyfreithiol Nodyn Cyngor Technegol 8. Mae cynlluniau datblygu lleol yn amodol ar Asesiadau Amgylcheddol Strategol ac mae ceisiadau unigol am ffermydd gwynt ar y tir yn amodol fel arfer ar Asesiad o'r Effaith Amgylcheddol;
- mae rhai enghreifftiau Ewropeaidd eraill o bolisiau crynodiad gofodol ar gyfer ffermydd gwynt yn bodoli.

Safbwynt Llywodraeth Cymru

- mae Llywodraeth Cymru yn parhau'n ymrwymedig i Nodyn Cyngor Technegol 8 a'r dull Ardal Chwilio Strategol. Mae'n pwysleisio ei bod yn bwysig cofio bod Nodyn Cyngor Technegol 8 yn ymwneud â mwy na ffermydd gwynt ar y tir yn unig, a'i fod yn cynnwys pob math o ynni adnewyddadwy;
- cafwyd ymgynghoriad cyhoeddus sylweddol ynghylch Nodyn Cyngor Technegol 8 yn 2005 gyda thros 1,700 o ymatebion dros gyfnod o bedwar mis;
- cytunodd Llywodraeth flaenorol Cymru i adnewyddu Nodyn Cyngor Technegol 8 - gwnaed hyn drwy ddiwygio *Polisi Cynllunio Cymru* a llythyr dilynol yn diweddarau rhannau o Nodyn Cyngor Technegol 8;
- mae llythyr y Gweinidog ym mis Gorffennaf 2011 wedi cyflwyno lefelau capasiti uchaf ar gyfer yr Ardaloedd Chwilio Strategol, ar sail gwaith yr ymgynghorwyr Garrad Hassan;
- dywedodd y Prif Weinidog wrth y Pwyllgor nad oes gan Nodyn Cyngor Technegol 8 rym gwirioneddol ar gyfer prosiectau sy'n uwch na 50 Megawat ac y gallai Datganiadau Polisi Cenedlaethol Llywodraeth y DU ar ynni arwain at adeiladu ffermydd gwynt mawr unrhyw le yng Nghymru.

Barn y Pwyllgor

- mae'r Pwyllgor yn deall pryderon cymunedau ledled Cymru am effaith cynigion i ddatblygu ffermydd gwynt ar y tir a'r seilwaith cysylltiedig. Nid yw'r pryderon hyn wedi'u lleddfu gan yr oedi hir cyn gwneud

penderfyniadau ar nifer sylweddol o brosiectau sydd wedi cynyddu'r ansicrwydd a gadael cymunedau'n amheus o'r hyn sy'n cael ei gynllunio a'i effaith debygol;

- mae'r ffaith y bydd penderfyniadau am tua dau o bob tri chais yn cael eu gwneud y tu allan i Gymru, lle bydd Datganiadau Polisi Cenedlaethol Llywodraeth y DU yn cael blaenoriaeth dros Nodyn Cyngor Technegol 8, yn achosi ansicrwydd pellach;
- rydym yn cytuno bod elfennau technegol o Nodyn Cyngor Technegol 8 bellach wedi dyddio ac nad yw llythyr y Gweinidog ym mis Chwefror 2011 wedi mynd i'r afael â'r rhain i gyd. Er enghraifft, nid yw Atodiad C y Nodyn Cyngor Technegol yn adlewyrchu'n llawn newidiadau mewn technoleg adnewyddadwy ers 2005 na'r wybodaeth ddiweddaraf am y gost o osod cysylltiadau â'r grid o dan ddaear;
- ar hyn o bryd, mae'r system gynllunio yng Nghymru yn cael ei gweddnewid yn sylweddol. Mae Llywodraeth Cymru wedi ymrwymo i adolygu systemau cydsynio ynni cyfredol a chyflwyno newidiadau i symleiddio prosesau cynllunio a chydsynio erbyn mis Ebrill 2013 ac rydym yn disgwyl iddi gyflawni'r ymrwymiad hwn;
- yn ogystal â hyn, mae gwaith yn cael ei wneud ymlaen llaw cyn cyhoeddi Papur Gwyn ar Fil Cynllunio yn 2013. Hefyd, bydd Llywodraeth Cymru, fel rhan o'r Fframwaith Amgylchedd Naturiol, yn dechrau gwaith y flwyddyn nesaf ar Gynllun Adnoddau Naturiol newydd i gyfleu ei blaenoriaethau a'i dyheadau ar gyfer defnyddio adnoddau naturiol Cymru. Mae'r Pwyllgor yn edrych ymlaen at gyfrannu'n weithredol at graffu ar y ddeddfwriaeth gynllunio newydd ac unrhyw newidiadau dilynol i drefniadau ar gyfer cynllunio prosiectau ynni. Rydym yn annog y Llywodraeth i gadw at ei hamserlen ar gyfer y Papur Gwyn a'r Bil Cynllunio dilynol. Byddem yn bryderus pe bai unrhyw oedi cyn cyflwyno'r ddeddfwriaeth hon;
- o ystyried y cyd-destun hwn, barn y mwyafrif o'r Pwyllgor yw na fyddai newid y polisi cynllunio ar gyfer ynni adnewyddadwy yn briodol ar hyn o bryd, yn enwedig o ystyried y newidiadau mawr sydd ar y gweill i'r system gynllunio a'r ôl-groniad cyfredol o geisiadau;
- mae'r rhan fwyaf o aelodau'r Pwyllgor o'r farn mai ffermydd gwynt ar y tir yw'r unig opsiwn amgen hyfyw y gellir ei weithredu mewn pryd ac sydd ar y raddfa iawn o ystyried brys yr agenda ynni adnewyddadwy;
- mae rhai datblygwyr wedi galw am fwy o hyblygrwydd neu am nodi mwy o ardaloedd chwilio, ond unwaith eto, mae'r Pwyllgor o'r farn bod unrhyw newidiadau i dargedau cyfredol a'r dull gofodol cyfredol yn amhriodol o

ystyried y newidiadau sydd ar y gweill i'r system gynllunio a'r ôl-groniad o geisiadau cyfredol;

- mae cymunedau a phobl leol wedi mynegi pryderon dilys am sut yr aethpwyd i'r afael ag ymgynghoriadau gan lywodraethau blaenorol ar gyflwyno polisiau ynni newydd yn y gorffennol. Rydym hefyd yn cydnabod y bu diffyg ymgysylltu â chymunedau gan rai datblygwyr - mawr a bach. Mae angen dysgu gwersi o hyn wrth symud ymlaen. Yn benodol, mae'n rhaid ymgysylltu â'r gymuned a sicrhau buddiannau cadarnhaol hirdymor yn llawer cynt yn y dyfodol;
- mae'r Pwyllgor yn credu y bydd Nodyn Cyngor Technegol 8, y newidiadau diweddaraf i *Bolisi Cynllunio Cymru* a'r datganiadau dilynol am lefelau capasiti uchaf Ardaloedd Chwilio Strategol yn ystyriaethau perthnasol mewn ceisiadau etifeddol o dan *Adran 36* a *Deddf Cynllunio 2008*. Mae penderfyniad diweddar yr Ysgrifennydd Gwladol ar fferm wynt Pen y Cymoedd yn cadarnhau hyn.

Argymhellion

Pennawd

42. Ar ôl cwblhau'r gwaith sydd eisoes ar y gweill i drawsnewid yn llwyr y system gynllunio yng Nghymru, dylai Llywodraeth Cymru **ystyried a oes angen iddi ddiwygio ei pholisiau cynllunio ar gyfer pob math o ynni adnewyddadwy**. Wrth bwysu a mesur hyn, dylai ystyried:
- canlyniad yr ôl-groniad cyfredol o geisiadau ffermydd gwynt ar y tir nad oes penderfyniadau wedi'u gwneud yn eu cylch;
 - y cynnydd sydd wedi'i wneud yn gweithredu pob math arall o ynni adnewyddadwy, gan gynnwys y cylch cyfredol o gynigion am ffermydd gwynt ar y môr;
 - y Cynllun Adnoddau Naturiol newydd ar gyfer Cymru.
 - unwaith y bydd Llywodraeth Cymru wedi gwneud ei phenderfyniad, dylai gyhoeddi cyfiawnhad llawn ar gyfer y dull y bydd wedi penderfynu ei ddewis.
43. Fel rhan o **adroddiad monitro blynyddol** sy'n **nodi cynnydd tuag at y targedau** ar gyfer pob math o ynni adnewyddadwy (gweler argymhelliad 20), dylai Llywodraeth Cymru gynnwys asesiad manwl o **gynnydd yn y gwaith o ddatblygu ynni gwynt ar y tir** ar gyfer pob **Ardal Chwilio Strategol**, o gymharu â'u lefelau **capasiti uchaf**.

Trafnidiaeth

Barn y Rhanddeiliaid

- mae'r Cynllun Strategol drafft ar Reoli Trafnidiaeth wedi'i lunio gan ddatblygwyr ar gyfer canolbarth Cymru, ond nid yw wedi'i gyhoeddi i'r cyhoedd eto. Mae pryderon am yr amser a gymerwyd i'w baratoi;
- y crynhoad o gynigion am ffermydd gwynt yn Ardaloedd Chwilio Strategol canolbarth Cymru ac amseriad y gwaith adeiladu (oherwydd diffyg cysylltiad â'r grid ar hyn o bryd) yw'r prif reswm fod yr effaith gronnol ar drafnidiaeth yn gymaint o broblem. Mae hon yn sefyllfa unigryw yn y DU. Fodd bynnag, awgrymodd un datblygwr nad oedd disgwyl i ddim ond un o bob pedwar neu bump o'u cynigion gael eu hadeiladu - felly mae'n anodd mesur hyd a lled yr effaith;
- mae datblygwyr yn dadlau y gellid ymdrin â materion trafnidiaeth yn achos rhai ceisiadau drwy ôl-gydsynio fel sy'n digwydd y tu allan i Gymru (lle nad oes effaith gronnol);
- mae'r effaith ar drafnidiaeth yn y Canolbarth yn fwy arwyddocaol yn y Dwyrain i ffwrdd o'r safleoedd yn y Gorllewin - mae hyn yn achosi problemau yn sgil diffyg ymgynghorir â phobl leol ac nad ydynt yn cael eu cynnwys mewn unrhyw becynnau buddiannau cymunedol;
- nid yw llwybrau amgen posibl ar gyfer tyrbinau gwynt i'r Canolbarth er mwyn rhannu'r baich wedi'u harchwilio (e.e.: o Gas-gwent, A55/A470, drwy Gaergybi/A5);
- ar gyfartaledd, mae 10 Llwyth Anwahanadwy Anghyffredin fesul tyrbîn gwynt, er bod yr union nifer yn dibynnu ar faint y tyrbîn - ond nid ydynt i gyd yr un hyd, uchder a phwysau. Hefyd, mae hyd at 1,000 o symudiadau cerbydau nwyddau trwm fesul tyrbîn yn ystod y cyfnod o'u hadeiladu - ond mae effaith y rhain yn wahanol i effaith Llwythi Anwahanadwy Anghyffredin;
- mae pryderon am effaith Llwythi Anwahanadwy Anghyffredin ar ffyrdd annigonol/cul, ar y seilwaith tanddaearol, celfi stryd, mynediad y gwasanaethau brys, yr angen posibl am encilfeydd/mannau pasio ychwanegol ac ar draffig twristiaid;
- mae dryswch ynglŷn â phwy sy'n gyfrifol am beth mewn perthynas â materion trafnidiaeth ffermydd gwynt;
- mae'n ofynnol i ddatblygwyr gynnal Aseiad o'r Effaith Amgylcheddol gyda phob cais a dylai hyn gynnwys aseiad o'r trafnidiaeth;

- dangosodd astudiaeth Capita Symonds a gomisiynwyd gan Lywodraeth Cymru faint posibl y symudiadau trafndiaeth yng nghanolbarth Cymru ac argymhellodd astudiaeth asesiad o'r effaith economaidd - ond nid yw hwn wedi'i gynnal;
- nid oedd trafndiaeth yn rhan bwysig o ymarfer gwreiddiol Nodyn Cyngor Technegol 8 - fe'i gwelwyd fel mater adeiladu dros dro, er na ragwelwyd y byddai'r mwyafrif o gynlluniau'n cael eu hadeiladu ar yr un pryd (oherwydd mynediad i'r grid).

Safbwynt Llywodraeth Cymru

- er bod problemau trafndiaeth sy'n gysylltiedig â datblygu ffermydd gwynt, nid ydynt yn rhai na ellir eu goresgyn;
- cyfrifoldeb datblygwyr yw arwain y ffordd o ran ymdrin â materion mynediad trafndiaeth sy'n gysylltiedig â chynigion eu prosiectau ynni. Fodd bynnag, mae swyddogion Llywodraeth Cymru yn gweithio gyda'r awdurdodau lleol, y gwasanaethau brys, datblygwyr a Renewable UK Cymru i baratoi cynllun strategol ar reoli trafndiaeth ar gyfer y Canolbarth;
- mae Llywodraeth Cymru wedi paratoi astudiaeth Cymru gyfan o lwybrau posibl ar gyfer symud cydrannau ac mae canlyniadau'r astudiaeth hon ar gael i ddatblygwyr;
- ar ôl cytuno ar y llwybrau dewisol, mae Llywodraeth Cymru yn disgwyl i ddatblygwyr ymgynghori â chymunedau lleol ynglŷn â hyn. Mae gan awdurdodau lleol hefyd ddyletswydd i hysbysu cymunedau o effaith trafndiaeth ffermydd gwynt;
- ymgynghorwyd â swyddogion Llywodraeth Cymru wrth baratoi Nodyn Cyngor Technegol 8;
- yn 2009, cyhoeddwyd canllawiau ar ffurf llythyr i awdurdodau cynllunio lleol ar Aseidiadau o'r Effaith Amgylcheddol ar gyfer agweddau trafndiaeth ceisiadau i ddatblygu ffermydd gwynt, gan gynnwys effaith gronol cludo cydrannau ffermydd gwynt.

Barn y Pwyllgor

- materion trafndiaeth, yn enwedig yn y Canolbarth, yw un o'r prif resymau pam nad oes cynnydd pellach wedi'i wneud yn achos nifer sylweddol o geisiadau am ffermydd gwynt ar y tir yn yr ardal honno;
- mae'n annerbyniol ei bod wedi cymryd cyhyd i gyhoeddi fersiwn terfynol o'r cynllun strategol ar reoli trafndiaeth ar gyfer y Canolbarth fel y gellir

ymgyngori â chymunedau ar ei effaith a medru ystyried ceisiadau ymhellach;

- mae materion trafndiaeth wedi'u datrys yn effeithiol mewn rhannau eraill o Gymru - fodd bynnag, mewn achosion eraill, bu'n ofynnol i ddatblygwyr gyflwyno gwybodaeth fanwl iawn cyn y gellid ystyried eu cais cynllunio. Ni allwn weld pam na ellid ymdrin â thrafnidiaeth drwy ôl-gydysnio drwy ddefnyddio amodau cynllunio yn yr achosion hynny lle nad oes effeithiau cronol. Mae hyn yn arfer cyffredin yn yr Alban ac mewn mannau eraill.

Argymhellion

Pennawd

44. Fel rhan o weithio'n agos gyda'r holl randdeiliaid i ryddhau'r **ôl-groniad o geisiadau am ffermydd gwynt ar y tir** (gweler argymhelliad 2), dylai Llywodraeth Cymru ganolbwyntio'n benodol ar ddatrys y materion trafndiaeth sy'n gysylltiedig â'r cyfryw ddatblygiadau.
45. Dylai Llywodraeth Cymru weithredu a darparu cymorth i randdeiliaid fel y gallant **fynd ati ar fyrder i gyhoeddi'r cynllun strategol ar reoli trafndiaeth hirddisgwyliedig ar gyfer y Canolbarth, cyn gweithredu cynlluniau tebyg ar gyfer pob un o'r Ardaloedd Chwilio Strategol**. Dylai sicrhau yr ymgynghorir â'r holl gymunedau hynny sy'n debygol o gael eu heffeithio gan y cynlluniau hyn.
46. Dylai Llywodraeth Cymru gomisiynu **astudiaeth asesiad cyflym o effaith economaidd symudiadau trafndiaeth** sy'n gysylltiedig â datblygiadau ffermydd gwynt yn y Canolbarth, fel yr argymhellwyd yn wreiddiol gan Capita Symonds. Dylid cwblhau'r astudiaeth hon erbyn mis Ebrill 2013 fan bellaf.
47. Yn dilyn astudiaeth gan Capita Symonds a awgrymodd y gallai'r rheilffordd gyfrannu at y gwaith o symud rhai o'r cydrannau tyrbin, yn enwedig i'r Canolbarth, dylai Llywodraeth Cymru weithio gyda Network Rail a rhanddeiliaid eraill i sicrhau bod y **defnydd o'r rhwydwaith rheilffyrdd i gludo cydrannau ffermydd gwynt** yn cael ei integreiddio i gynlluniau trafndiaeth datblygwyr lle bo hynny'n briodol.
48. Fel rhan o'r adolygiad cyfredol o'r broses gynllunio a chydysnio ar gyfer datblygu ffermydd gwynt, dylai Llywodraeth Cymru **rannu arferion da o ran ymdrin â materion trafndiaeth ar ôl cydsynio** drwy ddefnyddio amodau cynllunio priodol lle nad oes unrhyw faterion cronol.

Mynediad i'r grid

Barn Rhanddeiliaid

- cred rhai rhanddeiliaid bod diffyg cynllunio strategol gan y Grid Cenedlaethol am ofynion y grid yn y dyfodol, er bod y Grid Cenedlaethol yn dweud ei bod yn ofynnol iddynt gynllunio ar gyfer yr hyn y gellir yn rhesymol ei ragweld;
- mae diffyg eglurder am safbwynt Llywodraeth Cymru ynglŷn â'r angen i atgyfnerthu'r grid yn sylweddol yng nghanolbarth a gogledd Cymru;
- mae rhai am gael eglurder ynghylch a yw Llywodraeth Cymru am ysgwyddo'r cyfrifoldeb am seilwaith y grid, gan gynnwys ei gynnal a'i gadw, wrth iddi alw am ddatganoli pwerau ynni pellach;
- mae rhai prosiectau wedi'u hoedi er bod ganddynt gynnig i gysylltu â'r grid;
- mae pryderon am effeithiau peilonau ac is-orsafoedd trydan ar y diwydiant twristiaeth;
- mae'r ôl-groniad o brosiectau yn y Canolbarth yn annhebygol o gael ei ddatrys tan i'r cysylltiad grid newydd arfaethedig gael ei ddarparu yno. Deellir mai 2015 yw'r dyddiad cyflawni ar hyn o bryd;
- mae amodau contract y Grid Cenedlaethol/Gweithredwyr Rhwydwaith yn golygu bod yn rhaid iddynt ddarparu cysylltiadau grid i ddatblygwyr ar ôl i'w prosiectau gael eu cymeradwyo - maent yn "dilyn y megawatiau";
- er ei bod yn ddyddiau cynnar yn achos prosiect cysylltiad grid gogledd Cymru, bydd yr angen yn cael ei gysylltu â chynigion Wylfa a ffermydd gwynt ar y môr. Gall penderfyniad Horizon i dynnu'n ôl effeithio ar amseriad y prosiect, er y bydd angen cysylltiad ar brosiectau ar y môr a phrosiectau llanw;
- gallai gwydnwch y grid yn ne Cymru o ystyried potensial ffermydd gwynt ar y môr hefyd fod yn broblem. Fodd bynnag, mae'r Grid Cenedlaethol yn dweud fel arall;
- mae ymchwil annibynnol a gomisiynwyd gan y Comisiwn Cynllunio Seilwaith yn dangos bod costau gosod ceblau o dan y ddaear tua phum gwaith cymaint â chost gosod gwifrau uwchben y ddaear, sy'n is na'r hyn a ragdybiwyd yn y lle cyntaf;
- yr anawsterau o gysylltu prosiectau ynni dŵr bach a phrosiectau microgynhyrchu cymunedol - gall y broses hon fod yn araf a drud. Fodd

bynag, gall cysylltu prosiectau ynni dŵr bach â'r grid arwain at gymunedau'n elwa wrth i gymunedau anghysbell gael eu cysylltu â'r grid;

- nid oes gan Gwmnïau Rhwydwaith Dosbarthu ddull cyson o godi tâl am gysylltiad â'r grid, gyda'r costau yn rhwystr mewn rhai achosion.

Safbwynt Llywodraeth Cymru

- o safbwynt y Canolbarth, dywedodd Llywodraeth Cymru wrth y Pwyllgor ac yn llythyr y Gweinidog ym mis Gorffennaf 2011 ar gapasiti Ardaloedd Chwilio Strategol, nad yw maint seilwaith y grid a gynigir gan y Grid Cenedlaethol/Gweithredwyr Rhwydwaith ar gyfer y Canolbarth yn angenrheidiol cyn belled nad ydynt yn uwch na lefelau capasiti uchaf yr Ardaloedd Chwilio Strategol;

- mae'r llywodraeth ers hynny wedi darparu'r diweddariad canlynol i'r Pwyllgor ar ei safbwynt:

"Safbwynt Llywodraeth Cymru yw pan fo angen grid newydd, y bydd Gweinidogion yn disgwyl i'r cwmni grid a'r rheoleiddiwr sicrhau ei fod wedi'i leoli, ei gynllunio a'i osod mewn modd mor sensitif ag sy'n bosibl, gan ddefnyddio technegau priodol, yn cynnwys gosod dan ddaear. Ni fyddai Llywodraeth Cymru yn cefnogi adeiladu peilonau mawr goramlwg yn y Canolbarth, ac rydym yn pwysleisio hyn gydag Adran Drawsyrru'r Grid Cenedlaethol ac Ofgem.

"Mae Llywodraeth Cymru yn disgwyl i holl benderfynwyr Cymru, yn cynnwys y Gyfarwyddiaeth Seilwaith Cenedlaethol, sydd wedi disodli'r Comisiwn Cynllunio Seilwaith, gydnabod ei pholisi gofodol penodol a amlinellir yn Nodyn Cyngor Technegol 8 a pharchu'r ffaith bod gan Ardaloedd Chwilio Strategol gapasiti amgylcheddol cyfyngedig ac na ddylai'r hyn a gynhyrchir fynd y tu hwnt i'r lefelau uchaf a aseswyd yn 2005."

- dywedodd y Prif Weinidog wrth y Pwyllgor bydd y seilwaith sydd yno'n barod yn gallu cynnal y mwyafrif o'r datblygiadau arfaethedig, gan gynnwys Wylfa, er mai'r Grid Cenedlaethol sy'n gyfrifol am y penderfyniadau;

- mae'r llywodraeth ers hynny wedi darparu'r diweddariad canlynol i'r Pwyllgor ar ei safbwynt:

"Yn wahanol i'r Canolbarth, mae gan y Gogledd eisoes seilwaith mawr a pheth capasiti dros ben ond mae angen buddsoddi er mwyn cael seilwaith newydd yn lle'r hen un yn ogystal â chefnogi datblygiadau newydd arfaethedig, megis Wylfa."

- fodd bynnag, mae *Ynni Cymru: Newid Carbon Isel* yn nodi “mae angen buddsoddi yn ein seilwaith ynni, ei atgyfnerthu a’i wella” ac y dylai datblygiadau ynni gael “eu cynorthwyo, nid eu rhwystro, gan welliannau i’n grid”. Mae *Cynllun Buddsoddi yn Seilwaith Cymru* yn nodi bod datblygiadau grid yn “seilwaith hanfodol i gefnogi datblygiadau ynni adnewyddadwy”.

Barn y Pwyllgor

- mae darparu cysylltiadau grid ar gyfer datblygiadau ynni adnewyddadwy a charbon isel ar y tir ac ar y môr fel rhan o grid mwy gwasgaredig a deallus yn amlwg yn hollbwysig os yw polisiau Llywodraeth Cymru ar gyfer datblygu ynni adnewyddadwy i lwyddo;
- mae’r Pwyllgor o blaid yr alwad gan Lywodraeth Cymru i ddatganoli cyfrifoldeb am gydsyniadau’r grid trydan, ochr yn ochr â chyfrifoldeb am brosiectau ynni mawr eraill;
- yn ogystal ag atgyfnerthu’r grid yn y Canolbarth a’r Gogledd, mae’n bwysig cynnwys goblygiadau datblygu ffermydd gwynt ar y môr yn y broses o gynllunio i’r dyfodol - er enghraifft yr achos dros gysylltiad tanfor rhwng Ynys Môn a Sir Benfro a’r angen posibl i atgyfnerthu’r grid yn y De yn sgil prosiectau ynni’r tonnau ac ynni’r llanw yn y dyfodol. Nid yw’r Pwyllgor wedi’i argyhoeddi bod y Grid Cenedlaethol yn cynllunio ymlaen fel y dylai er mwyn mynd i’r afael â’r galw tebygol yn y dyfodol ledled Cymru sy’n deillio o ddatblygiadau ynni adnewyddadwy;
- rydym yn disgwyl manylion prosiect cysylltu’r Canolbarth;
- rydym yn annog y Grid Cenedlaethol a gweithredwyr y rhwydweithiau dosbarthu trydan i wrando ar farn cymunedau lleol a chytuno i osod ceblau o dan ddaear yn yr ardaloedd mwyaf amgylcheddol sensitive.

Argymhellion

Pennawd

49. Dylai Llywodraeth Cymru ofyn am sicrwydd ar unwaith gan OFGEM bod y Grid Cenedlaethol yn cynnwys **lefelau digonol o ddiogelu at y dyfodol** yn ei gynlluniau ar gyfer atgyfnerthu’r grid ym mhob rhan o Gymru, er mwyn i’r grid allu ymdopi â natur cynyddol amrywiol a gwasgaredig cynhyrchu ynni.
50. Dylai Llywodraeth Cymru **egluo ei safbwynt** ar yr angen **i atgyfnerthu’r grid yn sylweddol yn y Canolbarth a’r Gogledd**, o ystyried y gwahaniaethau amlwg rhwng datganiadau'r llynedd ar lefelau capasiti Ardaloedd Chwilio Strategol a datganiadau mwy diweddar yn *Ynni Cymru: Newid Carbon Isel* a’r

Cynllun Buddsoddi yn Seilwaith Cymru ac yn y diweddariad ar ei safbwynt a ddarparwyd gan y Pwyllgor.

51. Dylai Llywodraeth Cymru sicrhau bod y Grid Cenedlaethol a Gweithredwyr Rhwydwaith Ardal yn cael eu cynnwys yn **y protocol ar gyfer buddion cymunedol** (gweler argymhelliad 53), er mwyn sicrhau bod cymunedau sy'n cael eu heffeithio gan seilwaith grid newydd hefyd yn elwa ar y seilwaith cysylltiedig.
52. Dylai Llywodraeth Cymru annog OFGEM i sicrhau bod dull cyson a symlach o **sicrhau a chodi tâl am gysylltiadau â'r grid** yn achos prosiectau ynni adnewyddadwy bach.

Cyfranogiad/buddion cymunedol

Barn Rhanddeiliaid

- cafwyd diffyg cyfranogiad gan y gymuned ynghyd â diffyg argyhoeddiad o'r angen am brosiectau ynni adnewyddadwy hyd yn ddiweddar;
- bydd Ynni Cymunedol Cymru yn ganolbwynt a rhwyd arbed bwysig ar gyfer cael y gymuned i ymgysylltu â'r sector ynni adnewyddadwy;
- galw am ddatblygu pecyn cymorth/siop un stop ar gyfer cymunedau i'w helpu gyda datblygiadau ynni adnewyddadwy;
- yr angen i wella sgiliau mewn grwpiau cymunedol lleol drwy hyfforddiant perthnasol a fydd yn cynorthwyo i ddatblygu prosiectau sy'n cael eu harwain gan y gymuned;
- mae dadlau ynglŷn â datblygiadau ffermydd gwynt mawr wedi rhwystro cymunedau rhag datblygu cynlluniau bach;
- mae *Deddf Cynllunio 2008* yn nodi ei bod yn ofynnol ymgysylltu'n uniongyrchol â'r gymuned - dylai hyn hefyd fod yn berthnasol i geisiadau y mae awdurdodau cynllunio lleol yn ymdrin â nhw;
- mae diffyg cysondeb o ran y buddion cymunedol a gynigir gan ddatblygwyr ar hyn o bryd;
- mae cymunedau sy'n debygol o gael eu heffeithio gan welliannau i'r grid neu'r seilwaith trafniadaeth sy'n bell o'r prosiectau ynni adnewyddadwy eu hunain yn credu y dylent hefyd dderbyn cyfran o'r buddion cymunedol;
- yr angen am brotocol - er mwyn i daliadau/mathau eraill o fuddion fod yn dryloyw - mae Renewable UK Cymru yn gweithio gyda Llywodraeth Cymru ar hyn;
- dylid sefydlu corff penodol a all dderbyn rhan o'r budd cymunedol gan ffynonellau masnachol er mwyn dyrannu cyllid i brosiectau ynni lleol mwy cynaliadwy;
- dylai'r Grid Cenedlaethol gyfrannu at fuddion cymunedol;
- dylai aelodau etholedig weinyddu ymddiriedolaethau buddion cymunedol;
- mae rhai o'r farn y dylid gwahaniaethu rhwng cynllunio/cydsynio a darpariaeth buddion cymunedol - ni ddylai fod unrhyw awgrym o 'brynu' cydsyniadau;

- cyfleoedd posibl ar gyfer asio cynlluniau ffermydd gwynt cymunedol llai ar gyron Ardaloedd Chwilio Strategol.

Safbwynt Llywodraeth Cymru

- mae *Ynni Cymru: Newid Carbon Isel* yn ceisio “sicrhau’r manteision mwyaf posibl i Gymru o ran swyddi a manteision economaidd ehangach ar bob cam datblygu tra’n sicrhau manteision hirdymor i’n cymunedau.”
- mae’n nodi “mae’n rhaid i ni sicrhau bod ein cymunedau yn chwarae rhan lawn yn y broses a bod hyn yn dod â manteision cadarnhaol hirdymor iddynt.”
- mae Llywodraeth Cymru yn dweud y bydd yn gweithio gyda busnesau yn ystod tymor presennol y Cynulliad i gytuno ar ffyrdd o ddatblygu ynni yng Nghymru sy’n amlinellu disgwyliadau ar gyfer buddion economaidd a chymunedol a gweithio gyda chymunedau a phartneriaid i sicrhau bod y cyfoeth a gynhyrchir wrth ddatblygu ynni yng Nghymru o fudd i gymunedau ac yn gosod y sylfeini ar gyfer ffyniant economaidd hirdymor Cymru. Mae Llywodraeth Cymru yn disgwyl i’r buddion hyn gynnwys ail-fuddsoddi yn seilwaith ynni, yn effeithlonrwydd ynni ac yn y broses o gynhyrchu ynni.

Barn y Pwyllgor

- mae sut i sicrhau cydbwysedd rhwng system gynllunio a chydsynio sy’n gweithredu’n gyflym ac effeithiol i fynd i’r afael â’r angen brys am ddatblygiadau ynni adnewyddadwy, tra’n sicrhau bod cymunedau’n deall effaith y datblygiadau hyn ac yn teimlo perchnogaeth drostynt ac yn elwa arnynt wedi bod yn thema ganolog drwy gydol yr ymchwiliad hwn;
- mae’r broses o drafod buddion cymunedol yn cael ei chadw hyd braich o’r broses o sicrhau cydsyniad cynllunio ar hyn o bryd. Fodd bynnag, gall hyn yn ei hun achosi tensiwn wrth wneud penderfyniadau ac mae’n broses llai tryloyw oherwydd hynny o bosibl. Mae’n debyg y byddai cysylltiad mwy uniongyrchol â chynllunio/cydsynio yn golygu newidiadau i ddeddfwriaeth gyfredol, ond byddai’n werth ei ystyried ymhellach, er y byddai angen ystyried pryderon am ‘brynu’ cydsyniadau’n ofalus;
- rydym yn gweld angen dybryd am brotocol ar gyfer buddion cymunedol a fydd yn gwneud trefniadau o’r fath yn fwy tryloyw ac yn galluogi i gymunedau a effeithir yn uniongyrchol ac anuniongyrchol gan brosiectau ynni adnewyddadwy mawr a’r seilwaith cysylltiedig dderbyn buddion uniongyrchol. Dylai rhan o’r buddion hyn gynnwys taliadau ariannol uniongyrchol neu gyfleoedd am berchnogaeth leol. Er y dylid ail-fuddsoddi rhai o’r buddion hyn mewn mesurau ynni, credwn y dylai cymunedau hefyd

allu derbyn buddion mewn nwyddau. Yn ein barn ni, perchnogaeth gymunedol yw'r math gorau o fudd ar gyfer prosiect ynni adnewyddadwy yn y gymuned;

- mae buddion cymunedol hefyd yn cynnwys swyddi'n cael eu creu a'r buddion ariannol anuniongyrchol a gaiff yr economi leol yn sgil gwaith adeiladu a chynnal a chadw parhaus.

Argymhellion

Pennawd

53. Dylai Llywodraeth Cymru weithio gyda datblygwyr a Renewable UK Cymru i gwblhau gwaith **ar brotocol ar gyfer buddion cymunedol erbyn canol 2012**.
54. Yn ogystal â chymunedau y mae datblygiadau ynni adnewyddadwy'n effeithio'n uniongyrchol arnynt, dylai'r protocol ei gwneud yn ofynnol i ddatblygwyr **gyfrannu at gymunedau** sy'n cael eu **heffeithio'n anuniongyrchol gan y cynigion** yn sgil y seilwaith cysylltiedig (ffyrdd a'r grid).
55. Dylai Llywodraeth Cymru gefnogi a hyrwyddo gwaith **Ynni Cymunedol Cymru** fel ffynhonnell wybodaeth a chyngor i gymunedau lleol. Dylai **ddarparu peth cyllid i Ynni Cymunedol Cymru** fel y gall weithredu fel eiriolwr medrus i gynghori cymunedau lleol ar reoli a defnyddio **cyfraniadau buddion cymunedol** ar gyfer prosiectau ynni mawr a'r seilwaith cysylltiedig.
56. Dylai Llywodraeth Cymru gomisiynu astudiaeth i ymchwilio i ymarferoldeb diwygio **polisiâu cenedlaethol a chanllawiau cynllunio lleol cyfredol i ymgorffori** ystyriaeth fwy cadarn a systematig o **becynnau buddion cymunedol a lefelau tâl gorfodol** gan ddatblygwyr ynni adnewyddadwy sydd wedi eu cysylltu'n ffurfiol â'r broses gynllunio/cydsynio.
57. Dylai Llywodraeth Cymru sefydlu mecanwaith ffurfiol er mwyn i **wybodaeth fod ar gael i'r cyhoedd am lefel a natur y buddion** sy'n gysylltiedig â datblygu ynni sydd ar gael i gymunedau.
58. Dylai Llywodraeth Cymru gyflwyno **cyfnod ymgynghori cyn ymgeisio ar gyfer prosiectau ynni adnewyddadwy rhwng 5 a 50 megawat**, wedi'i fodelu ar weithdrefn *Deddf Cynllunio 2008* ar gyfer Prosiectau Seilwaith Strategol Cenedlaethol.

Materion technoleg penodol (nad ydynt wedi'u trafod fel arall yn yr adroddiad)

(a) Microgynhyrchu/ynni adnewyddadwy cymunedol

Barn Rhanddeiliaid

- dylai Llywodraeth Cymru roi arwyddion cliriach ar gynlluniau adnewyddadwy bach;
- galwad i ymestyn hawliau datblygu a ganiateir i ddatblygiadau solar ffotofoltaig mewn adeiladau cyhoeddus, diwydiannol, masnachol a chymunedol.

Safbwynt Llywodraeth Cymru

- dywedodd Gweinidog yr Amgylchedd a Datblygu Cynaliadwy wrth y Pwyllgor ei fod o'r farn bod prosiectau cymunedol yn rhan bwysig o'r darlun cyffredinol. Dywedodd ei fod wedi nodi'n glir mewn cyfarfodydd â Llywodraeth y DU i drafod newidiadau i'r cynllun tariff cyflenwi trydan a'r cynnig i ddiddymu'r gyfradd uwch eu bod yn gweld datblygiadau ynni cymunedol a systemau sy'n meithrin, annog a chynhyrchu cynlluniau ynni cymunedol yn rhan bwysig o'r darlun ynni cyffredinol;
- nid yw targedau penodol yn y Cynllun Gweithredu Microgynhyrchu (2007) bellach yn berthnasol gan fod cynlluniau fel ARBED wedi'i ddisodli;
- Er bod Llywodraeth Cymru wedi ymgynghori ar ymestyn hawliau datblygu a ganiateir i eiddo annomestig, nid yw wedi cyflwyno'r ddeddfwriaeth eto. Mae hyn yn cael ei gydgysylltu â chyflwyno'r newidiadau hyn yn Lloegr.

Barn y Pwyllgor

- rydym yn cytuno â Llywodraeth Cymru bod microgynhyrchu ac ynni adnewyddadwy cymunedol yn rhan bwysig o gymysgedd ynni y dyfodol ac y dylid eu hannog ymhellach. Fodd bynnag, credwn y gellid gwneud mwy i annog mwy i fanteisio arnynt;
- barn y mwyafrif o aelodau'r Pwyllgor yw y dylai Llywodraeth Cymru annog Llywodraeth y DU i beidio â gwneud **unrhyw newidiadau pellach i lefelau'r Tariffau Cyflenwi Trydan ar gyfer gosodiadau solar ffotofoltaig** am o leiaf bedair blynedd er mwyn rhoi mwy o sefydlogrwydd a sicrwydd i'r diwydiant.

Argymhellion

59. Dylai Llywodraeth Cymru gyflwyno newidiadau i **ymestyn hawliau datblygu a ganiateir i eiddo annomestig** erbyn diwedd 2012 fan bellaf.
60. Wrth gefnogi/hyrwyddo Ynni Cymunedol Cymru (gweler argymhelliad 55), dylai Llywodraeth Cymru annog datblygiad **pecyn cymorth a hyfforddiant penodol** ar gyfer cymunedau sydd am ddatblygu prosiectau ynni adnewyddadwy bach.
61. Dylai Llywodraeth Cymru **gyhoeddi targedau diwygiedig ar gyfer Microgynhyrchu**, o ystyried bod y targedau yng Nghynllun Gweithredu Microgynhyrchu 2007 wedi'u disodli.
62. Dylai Llywodraeth Cymru weithio gyda Llywodraeth y DU ac OFGEM i ddatrys problemau o ran **dehongli rheolau Cymorth Gwladwriaethol Ewropeaidd** lle mae prosiectau cymunedol yn gwneud cais am Dariffau Cyflenwi Trydan a hefyd yn derbyn cyllid gan y cronfeydd strwythurol.

(b) Ynni'r Môr ac Ynni'r Llanw

Barn Rhanddeiliaid

- mae galw am sefydlu Grŵp Ynni Adnewyddadwy Morol Cymru gyfan i gydgyssylltu gweithgarwch ledled Cymru. Mae Ynni Morol Sir Benfro yn bartneriaeth gyhoeddus-preifat sydd eisoes yn gweithredu yn y De-orllewin;
- awgrymwyd sefydlu Parc Ynni'r Môr penodedig i annog datblygiad technolegau ynni'r tonnau/ynni'r llanw (yn Sir Benfro o bosibl);
- yr angen am un pwynt cyswllt a marchnata ynni adnewyddadwy morol i ddarpar ddatblygwyr yn y sector ynni adnewyddadwy morol yng Nghymru;
- pwysigrwydd gwybodaeth dda/data da am donnau, llanw a cherhyntau i leihau'r ansicrwydd ymysg datblygwyr. Mae angen arian cyhoeddus ar gyfer y ddarpariaeth hon;
- pwysigrwydd Fframwaith Strategol Ynni Adnewyddadwy Morol a'r Astudiaeth o'r Seilwaith Morol sydd ar y gweill fel sylfaen ar gyfer nodi safleoedd posibl;
- nid oes angen i Barthau Cadwraeth Morol a safleoedd dynodedig eraill atal gosod dyfeisiau ynni adnewyddadwy morol. Fodd bynnag, mae rhai'n bryderus am effaith bosibl datblygiadau ynni adnewyddadwy ar ecosystemau morol.

Safbwynt Llywodraeth Cymru

- mae *Ynni Cymru: Newid Carbon Isel* yn nodi bod Llywodraeth Cymru “wedi ymrwymo’n gyfan gwbl i ryddhau’r ynni yn ein moroedd.” Mae’n credu “y gallai Cymru fod yn arweinydd byd ym marchnad ynni’r môr – fel cynhyrchydd sylweddol ac, yr un mor bwysig, fel allforiwr gwybodaeth, technolegau a gwasanaethau sy’n ymwneud ag ynni’r môr.”

Barn y Pwyllgor

- mae’r Pwyllgor yn cytuno â barn Llywodraeth Cymru ar botensial enfawr sectorau ynni’r môr ac ynni’r llanw. Fodd bynnag, mae’n amlwg na fydd y technolegau hyn, ar wahân i ffermydd gwynt ar y môr, wedi’u datblygu’n ddigonol i wneud cyfraniad sylweddol at y cymysgedd ynni cyn 2020. Mae’n bwysig sicrhau bod y gefnogaeth a’r seilwaith yn eu lle er mwyn i Gymru allu elwa ar sectorau ynni’r môr ac ynni’r llanw yn y tymor hirach.

Argymhellion

63. Dylai Llywodraeth Cymru sefydlu **is-grŵp o’r Bwrdd Cyflawni Ynni Adnewyddadwy arfaethedig** (gweler Argymhelliad 1) gyda chyfrifoldeb am **ddatblygiadau ynni’r Môr ac ynni’r Llanw ledled Cymru** a dylid modelu hyn ar Ynni Morol Sir Benfro.
64. Dylai Llywodraeth Cymru sicrhau bod **gwybodaeth gadarn am lanw, tonnau a cherhyntau** o gwmpas arfordir Cymru yn cael ei chasglu a’i **rhannu â’r cyhoedd** i leihau’r ansicrwydd ymysg darpar ddatblygwyr.
65. Dylai Llywodraeth Cymru weithio’n agos gyda rhanddeiliaid sector preifat a chyhoeddus i archwilio potensial **Aber Afon Hafren fel ffynhonnell ynni’r llanw adnewyddadwy**.
66. Dylai Llywodraeth Cymru baratoi a chytuno ar **Femorandwm Cydddealltwriaeth ffurfiol** gyda’r **Sefydliad Rheoli Morol** ar ymdrin â phrosiectau ynni adnewyddadwy, erbyn diwedd 2012 fan bellaf.

(c) Troi gwastraff yn ynni/Biomass

Barn Rhanddeiliaid

- mae troi gwastraff yn ynni yn cyfeirio at sawl techneg, gan gynnwys treulio anaerobig a llosgi i adfer ynni;
- mae Llywodraeth Cymru ac Awdurdodau Lleol wedi bod yn gefnogol o safbwynt rhaglenni ariannol a chaffael ar gyfer troi gwastraff trefol yn ynni;

- mae angen gwell cymorth a chymhellion ariannol a chymorth gyda materion datblygu ar gwmnïau bach sy'n treulio'n anerobig ar ffermydd;
- mae rhai'n eu credu bod polisi Llywodraeth Cymru yn canolbwyntio ormod ar wastraff trefol yn hytrach na'r holl ffrwd wastraff;
- o ran safleoedd treulio anaerobig, crybwyllwyd fod cysylltu â'r grid yn broses araf a drud. Galwyd hefyd am safoni'r costau i gysylltu â'r grid;
- roedd galw am i Lywodraeth Cymru ganolbwyntio ar sicrhau cyflenwad biomas yn y dyfodol drwy blannu mwy o goetiroedd, gan y bydd cyflenwad biomas yn gostwng o 2020 ac ni fydd Cymru yn gallu bodloni'r galw heb ddatblygiadau coedwigaeth pellach neu fewnforio mwy.

Safbwynt Llywodraeth Cymru

- o ran gwastraff na ellir ei atal, ei leihau, ei aildddefnyddio na'i ailgylchu – ac ar gyfer y gwastraff hwn yn unig – mae'n well ei ddefnyddio i greu ynni na'i anfon i safleoedd tirlenwi;
- mae *Tuag at Ddyfodol Diwastraff a'r Cynllun Gweithredu Bio-ynni* yn nodi polisi Llywodraeth Cymru ar gyfleusterau trin troi gwastraff yn ynni. Mae *Tuag at Ddyfodol Diwastraff* yn datgan bod Cymru am geisio aildddefnyddio neu ailgylchu ei holl wastraff erbyn 2050, heb fod angen unrhyw safleoedd tirlenwi neu adfer ynni, neu o leiaf bydd yn gostwng gwastraff i 65 y cant o lefelau cyfredol;
- mae *Tuag at Ddyfodol Diwastraff* hefyd yn datgan y dylai Cymru aildddefnyddio, ailgylchu neu gompostio 70 y cant o wastraff erbyn 2024/25 ac y dylid trin y 30 y cant arall o wastraff drwy gyfleusterau trin troi gwastraff yn ynni hynod effeithlon;
- yng Nghymru, mae Llywodraeth Cymru wedi nodi treulio anaerobig fel yr opsiwn dewisol ar gyfer trin gwastraff bwyd trefol, gyda chyllid ar gael i awdurdodau lleol sydd am ddatblygu safleoedd treulio anaerobig i drin gwastraff bwyd sydd wedi'i wahanu yn y tarddle. Mae Llywodraeth Cymru wedi neilltuo £26 miliwn o gyllid newydd ar gyfer treulio'n anaerobig wastraff bwyd sydd wedi'i wahanu a gesglir o aelwydydd. Bydd yr arian newydd hwn yn cael ei roi i awdurdodau lleol ledled Cymru fel y gallant ddatblygu safleoedd treulio anaerobig fel opsiwn amgen i dirlenwi;
- mae Llywodraeth Cymru yn credu mai cynlluniau troi gwastraff yn ynni, gyda thechnoleg Gwres a Phŵer Cyfunedig, sydd â'r potensial mwyaf i wneud effaith gadarnhaol ar newid yn yr hinsawdd o gymharu â thechnolegau trin gwastraff gweddilliol eraill. Felly, maent yn cefnogi awdurdodau lleol yng Nghymru sy'n bwriadu dechrau trin gwastraff

gweddilliol. Ar hyn o bryd, mae awdurdodau lleol yng Nghymru yn cydweithio mewn grwpiau i gaffael trin gwastraff gweddilliol;

- mae *Datganiad Polisi Ynni* (2010) Llywodraeth Cymru yn nodi mai 1 gigawat o gapasiti llwyr yw potensial ynni adnewyddadwy cynaliadwy Cymru ar gyfer biomas (trydan) erbyn 2020. Mae hefyd yn datgan:

“Ein nod erbyn 2020 yng Nghymru yw darparu hyd at 6KWh/d/p o drydan o fiomas - 50% yn gynhenid/50% wedi'i fewnforio - a photensial gwres o 2-2.5 KWh/d/p yng Nghymru¹.”

- mae hyn yn cynnwys ynni a gynhyrchir o gnydau biomas yn ogystal â gwastraff.

Safbwynt y Pwyllgor

- mae gan rai technolegau troi gwastraff yn ynni, a threulio anaerobig yn arbennig, botensial sylweddol i gyfrannu at y cymysgedd ynni ac rydym o blaid treulio anaerobig fel yr opsiwn gorau ar gyfer trin gwastraff bwyd trefol;
- er bod troi gwastraff gweddilliol trefol yn ynni yn opsiwn mwy dymunol na thirlenwi yn y tymor byr, yn y pen draw, dylai'r cyflenwad gwastraff gweddilliol leihau'n sylweddol os ydym yn llwyddo i gyflawni targedau ailgylchu a lleihau gwastraff;
- mae'r Pwyllgor yn credu bod polisiau cyfredol Llywodraeth Cymru ar droi gwastraff yn ynni yn rhoi gormod o bwyslais ar wastraff trefol a dim digon ar rôl ffrydiau gwastraff eraill. Dim ond tua 15 y cant o'r holl wastraff yng Nghymru sy'n deillio o ffynonellau trefol;
- rydym hefyd yn credu bod angen i Lywodraeth Cymru roi rhagor o bwyslais ar aildefnyddio/ailgylchu ac y dylai fonitro'n agos gapasiti cyffredinol safleoedd troi gwastraff yn ynni a all gael eu comisiynu gan awdurdodau lleol ledled Cymru. Rydym yn bryderus am lefelau posibl y tunelledd gwastraff a fydd ei angen i sicrhau bod y safleoedd hyn yn parhau i weithredu ar ôl eu comisiynu;
- dylid gwneud rhagor o ddefnydd o'r gwres a gynhyrchir fel isgynnyrch wrth adfer ynni o wastraff ar gyfer cynlluniau gwresogi ardaloedd a chynlluniau masnachol;
- rydym yn cefnogi safleoedd ynni biomas, ond dylai'r rhain fod yn fach ac yn lleol er mwyn osgoi'r angen i fewnforio tanwydd. Nid ydym yn cefnogi

¹ KWh/d/p = cilowat yr awr y dydd y person

targed Llywodraeth Cymru o ddarparu 1 Gigawat o drydan o fomas os yw hyn yn golygu y bydd yn rhaid mewnfario 50 y cant o'r tanwydd;

- bydd cymorth ariannol ar gyfer 'gwell cyd-danio' drwy gynllun Tystysgrif Ymrwymo i Ynni Adnewyddadwy yn annog y defnydd o fomas fel porthiant ar y cyd â thanwydd ffosil mewn gorsafoedd pŵer mawr yn y tymor byr, ond ni ddylid ystyried hyn yn ateb hirdymor.

Argymhellion

67. Dylai Llywodraeth Cymru fonitro'n agos **gapasiti cyfan a lefelau tunelledd gwastraff** sy'n gysylltiedig â **safleoedd troi gwastraff yn ynni a gomisiynir gan awdurdodau lleol** a dylai adolygu ei pholisïau ar drin gwastraff gweddilliol pan fo'r sefyllfa'n fwy clir.
68. Dylai Llywodraeth Cymru weithio gydag awdurdodau cynllunio i annog datblygiad cyfleusterau sy'n cynnig yr **opsiynau gorau ar gyfer adfer gwres o wastraff**, drwy'r **diwygiadau i Nodyn Cyngor Technegol 21** (Cynllunio a Gwastraff) a **chanllawiau atodol** awdurdodau cynllunio lleol.
69. Dylai Llywodraeth Cymru ystyried sut y gellir gosod gofyniad bod **pwysau uwch yn cael ei ystyried yn ystyriaeth berthnasol** yn achos **aildefnyddio gwres** a gynhyrchir gan **safleoedd troi gwastraff yn ynni ar gyfer cynlluniau gwresogi ardaloedd** ym mhenderfyniadau awdurdodau cynllunio lleol ar geisiadau cynllunio.
70. Dylai Llywodraeth Cymru gyhoeddi **cynllun drafft ar reoli gwastraff drafft** ar gyfer y **Sector Diwydiannol a Masnachol** erbyn diwedd 2012 fan bellaf. Dylai hyn gynnwys cynlluniau gweithredu manwl yn y sector hwn ar gyfer gwahanu gwastraff bwyd yn y tarddle ac **arallgyfeirio** gwastraff bwyd o **safleoedd tirlenwi i safleoedd treulio anaerobig** ynghyd â ffyrdd o sicrhau gostyngiad cyffredinol a threfniadau gwaredu amgen ar gyfer pob math o wastraff o'r sector hwn.
71. Cyhoeddwyd drafft o **Gynllun y Sector Gweithgynhyrchu, Gweini a Manwerthu Bwyd** ar reoli gwastraff ym mis Mawrth 2011 er mwyn ymgynghori yn ei gylch. Dylai Llywodraeth Cymru **gyhoeddi fersiwn terfynol o'r cynllun hwn cyn gynted â phosibl** a datblygu'r camau gweithredu y mae'n eu nodi i annog defnydd pellach o dreulio anaerobig ar gyfer trin gwastraff bioddiraddiadwy a gynhyrchir gan y sector.
72. Dylai Llywodraeth Cymru ddarparu cymorth ychwanegol i gynorthwyo datblygiad **safleoedd treulio anaerobig bach ar ffermydd**.

(d) Pŵer ynni dŵr

Barn Rhanddeiliaid

- mae ymarfer gwahanol awdurdodau cynllunio lleol yn amrywio, gydag o leiaf un yn mynnu bod datblygwyr ynni dŵr yn derbyn cydsyniad gan Asiantaeth yr Amgylchedd i ddechrau, cyn y byddant yn ystyried cais cynllunio. Mae datblygwyr yn dweud bod hyn yn golygu bod yr amserlen yn ymestyn ac felly'r costau, ac y dylid cydsynio a chaniatáu ar yr un pryd;
- yn ddiweddar, mae Asiantaeth yr Amgylchedd wedi diwygio ei chanllawiau ar gynlluniau ynni dŵr bach ar gyfer datblygwyr a chymunedau i'w helpu drwy'r broses ganiatáu;
- roedd galw am i Asiantaeth yr Amgylchedd ddefnyddio'r un weithdrefn yng Nghymru ag yn Lloegr a'r Alban ar gyfer 'rhannu llif' (tynnu rhywfaint o ddŵr o afonydd ucheldirol llai ac yna'i ail-gyflwyno i lawr yr afon). Roedd datblygwyr yn dadlau bod prosiectau hŷn, tebyg o ran maint wedi bod ar waith ers tua 15 mlynedd heb unrhyw effeithiau niweidiol amlwg, felly nid yw'n glir pam mae angen 'rhannu llif' yn awr ar lefel mor ragofalus yng Nghymru.

Safbwynt Llywodraeth Cymru

- dywedodd y Gweinidog wrth y Pwyllgor ei bod yn bwysig sicrhau cysondeb rhwng awdurdodau cynllunio lleol a bod arbenigedd technegol a chyllid ar gael i'w helpu i ymdrin â cheisiadau ynni adnewyddadwy;
- o ran 'rhannu llif', dywedodd y Gweinidog bod Asiantaeth yr Amgylchedd yn ymwybodol o bryderon y diwydiant a'i fod yn gobeithio y byddai'n gweithredu system sy'n hwyluso datblygiad ynni dŵr yn well yng Nghymru.

Barn y Pwyllgor

- mae'n annerbyniol bod unrhyw awdurdodau cynllunio lleol yng Nghymru yn mynnu bod gweithdrefnau anghywir yn cael eu dilyn wrth iddynt ymdrin â cheisiadau cynllunio ar gyfer datblygiadau ynni dŵr bach;
- rydym hefyd yn bryderus am yr hyn a glywsom am 'rannu llif' ac nid ydym yn deall pam mae ymarfer Asiantaeth yr Amgylchedd Cymru yn amrywio, o gymharu â Lloegr. Dywedwyd wrthym mai canlyniad hyn oedd bod cynllun ynni dŵr yng Nghymru ond hanner mor broffidiol ag un yn Lloegr neu'r Alban. Ers hynny, mae Asiantaeth yr Amgylchedd Cymru wedi ysgrifennu atom ni i egluro'r sefyllfa. Mae'n dweud bod egwyddorion cadarn a phroffedig wrth wraidd rhannu llif, ond mae hefyd yn derbyn bod yr anghysondeb ledled Cymru a Lloegr yn achosi pryder yn y diwydiant ynni

dŵr a'i bod yn gweithio'n galed i ddatrys y sefyllfa. Rydym yn amheus iawn o'r ymateb hwn ac yn cydymdeimlo â safbwyntiau'r diwydiant a nodir mewn gohebiaeth bellach i'r Pwyllgor, sy'n nodi nad oes modd cyfiawnhau'r gwahanol ddulliau o 'rannu llif' a ddefnyddir yng Nghymru.

Argymhellion

73. Dylai Llywodraeth Cymru sicrhau **nad oes unrhyw awdurdod cynllunio lleol yn mynnu bod cydsyniad wedi'i dderbyn gan Asiantaeth yr Amgylchedd ar gyfer cynllun ynni dŵr cyn y bydd yn ystyried cais cynllunio**. Dylid cynnwys y gofyniad hwn yn ei adolygiad o'r broses gynllunio/caniatáu ar gyfer prosiectau ynni adnewyddadwy (gweler argymhelliad 23).
74. Dylai Llywodraeth Cymru annog Asiantaeth yr Amgylchedd i fynd ati ar fyrder i lunio fersiwn diwygiedig o'i **Chyfarwyddyd Ymarfer Da** ar gyfer cynlluniau ynni dŵr "High Head" i gynnwys **dull cyson o 'rannu llif'** ledled Cymru a Lloegr, a gwneud hynny erbyn diwedd 2012 fan bellaf.

(e) Glo/nwy confensiynol/dal a storio carbon

Barn Rhanddeiliaid

- mae glo yn parhau'n rhan o'r cymysgedd ynni cyfredol yng Nghymru. Mae cronfeydd wrth gefn sylweddol eisoes yng Nghymru gyda chaniatâd i gloddio yn ystod y deng mlynedd nesaf. Mae cloddio lleol am lo hefyd yn cefnogi economi Cymru. Mae cysylltiad agos rhwng cynhyrchwyr glo lleol a gorsafoedd pŵer lleol a gwaith dur Port Talbot;
- mae allyriadau carbon o orsafoedd pŵer glo yn ddwywaith yn uwch na'r allyriadau o orsafoedd pŵer nwy. Mae angen dangos yn gyflym y gall technolegau dal a storio carbon ar raddfa lawn fod yn opsiwn, yn dechnegol ac yn economaidd, os ydym am barhau i ddefnyddio glo fel ffynhonnell ynni. Bydd dal a storio carbon hefyd yn bwysig iawn i ddefnydd nwy confensiynol yn y dyfodol;
- mae ôl-addasu cyfleusterau dal a storio carbon ar gyfer gorsafoedd pŵer nwy yn fwy tebygol o fod yn ymarferol nag y mae ar gyfer gorsafoedd pŵer glo;
- mae opsiynau ar gyfer storio carbon yn cael eu pwysu a'u mesur, ond nid ydynt yn debygol o fod ar gael yn y tymor byr;
- ystyrir bod *Polisi Cynllunio Mwynau Cymru* a MTAN 2 yn creu rhwystrau i'r diwydiant glo, yn enwedig pan fo clustogfa 500 metr yn cael ei gosod ar lofeydd ar yr wyneb ond nid ar fathau eraill o gloddio am fwynau. Hefyd,

dylid sefydlu perthynas eglur yn y system gynllunio rhwng cynhyrchu ynni a chynhyrchu tanwydd ar gyfer cynhyrchu ynni;

- amddiffyn hawliau eiddo deallusol yw un o'r rhesymau i'r cwmnïau pŵer dynnu'n ôl o'r gystadleuaeth i arddangos dal a chadw carbon a gyllidwyd gan y Llywodraeth. Byddai'n well ganddynt weithio ar eu liwt eu hunain a chadw'r hawliau eiddo deallusol.

Safbwynt Llywodraeth Cymru

- yn y tymor byr, bydd nwy, ynni niwclear a bio-ynni yn darparu'r ynni i wneud iawn am y cyflenwad ysbeidiol o ffynonellau adnewyddadwy. Mae nwy yn danwydd trosiannol allweddol oherwydd bod allyriadau nwyon tŷ gwydr o nwy yn llawer llai na'r rhai a geir o lo.
- mae'n aneconomaidd cael gafael ar y rhan fwyaf o'r glo dwfn sydd ar ôl yng Nghymru bellach - nid oes modd defnyddio'r glofeydd dwfn a gaewyd yn yr 1970au a'r 1980au bellach, gan fod y rhan fwyaf o'r gwythiennau glo o dan dai pobl;
- dylai unrhyw weithfeydd tanwydd ffosil newydd fod yn barod i ddal carbon. Dylent hefyd fod â chynlluniau wedi'u datblygu'n llawn ar gyfer dal a storio a dylent sicrhau eu bod mor effeithlon â phosibl drwy ddefnyddio gwres gwastraff a chyd-danio;
- er mwyn mynd i'r afael â newid yn yr hinsawdd, mae'n hanfodol dal a storio carbon. Fodd bynnag, ni fydd modd gwneud hyn ar raddfa fawr tan o leiaf 2020. Mae Llywodraeth Cymru yn cefnogi cynnal cynllun peilot ymchwil yn Aberddawan. Mae'n ceisio sbarduno datblygiadau pellach, yn enwedig yn y Gogledd yn y lle cyntaf;
- mae potensial i storio carbon mewn dyfrhaen heli fawr ym Môr Iwerddon ac mewn gwythiennau glo dwfn fel rhan o waith pellach i adfer nwy ac olew.

Barn y Pwyllgor

- mae'r Pwyllgor yn derbyn y byddwn yn parhau i ddibynnu ar gyflenwadau confensiynol o nwy a glo am o leiaf y degawd nesaf. Felly, mae'n hollbwysig bod dichonoldeb economaidd a thechnegol technoleg dal a storio carbon ar raddfa lawn yn cael ei sefydlu cyn gynted â phosibl, yn enwedig ar gyfer gorsafoedd pŵer nwy;
- bydd y diwydiant glo yn parhau'n bwysig yn y De yn y tymor byr, fel cyflenwr tanwydd i'r gorsafoedd pŵer tân glo sy'n weddill ac ar gyfer gwaith dur Tata. Fodd bynnag, mae'n debyg y bydd y defnydd o lo mewn gorsafoedd pŵer yn do di ben yn raddol dros y degawd nesaf oherwydd eu

hallyriadau carbon annerbyniol o uchel. Mae angen rheoli goblygiadau hyn ar gyflogaeth a sgiliau lleol yn ofalus iawn.

Argymhellion

75. Dylai Llywodraeth Cymru barhau i **gefnogi Ymchwil a Datblygu** yng Nghymru er mwyn archwilio **dichonoldeb** technegol ac economaidd **prosesau dal a storio carbon** ar gyfer gorsafoedd pŵer tân nwy sy'n bodoli'n barod a rhai'r dyfodol.
76. Dylai Llywodraeth Cymru weithio gyda Llywodraeth y DU i sicrhau bod cwmnïau preifat yn deall o'r cychwyn cyntaf fod gwerth **hawliau eiddo deallusol** sy'n gysylltiedig â buddsoddiad, lle mae arian cyhoeddus yn cael ei ddarparu i helpu i gyllido gwaith Ymchwil a Datblygu ym maes ynni, yn mynd i gael eu rhannu gyda'r corff cyllido sector cyhoeddus.

(f) Nwy Anghonfensiynol

Barn Rhanddeiliaid

- mae llawer o nwy anghonfensiynol (nwy siâl a methan seiliedig ar lo) ar gael o bosibl fel ffynhonnell ynni mewn rhannau o Gymru, ar y tir ac ar y môr. Gellid manteisio arnynt drwy ddrilio, chwistrellu dŵr a hylifau eraill neu drwy nweiddio tanddaearol yn y fan a'r lle;
- yn ôl Canolfan Tyndall, ni ellir cysoni'r defnydd o nwy siâl gydag ymrwymadau Llywodraeth Cymru a Llywodraeth y DU i ostwng allyriadau a sicrhau nad yw tymheredd byd-eang yn codi mwy nag uchafswm o ddwy radd ganradd, hyd yn oed pe bai technoleg dal a storio carbon ar gael;
- dengys tystiolaeth o'r unig safle yn y DU yn Swydd Gaerhirfryn lle mae ffracio hydrolog wedi'i ddefnyddio ei bod yn debygol iawn bod hyn wedi sbarduno nifer o ddigwyddiadau seismig bach. Fodd bynnag, mae adroddiad diweddar i Lywodraeth y DU wedi argymhell cymryd gofal wrth barhau â gwaith ffracio hydrolog;
- mae perygl o halogi dŵr wyneb a daear wrth ddrilio ac echdynnu nwy anghonfensiynol. Fodd bynnag, mae Asiantaeth yr Amgylchedd wedi arfer ymdrin â gweithgareddau eraill lle ceir risgiau tebyg;
- mae rhai hefyd yn bryderus am ddefnyddio cemegion fel rhan o'r broses 'ffracio' a allai fod yn niweidiol i'r amgylchedd. Mae maint y dŵr sydd ei angen o bosibl hefyd yn bryder i rai;
- mae galw am ddatganiad polisi clir gan Lywodraeth Cymru ar ei barn ar y posibilrwydd o ddatblygu nwy anghonfensiynol fel rhan o'r cymysgedd ynni cyffredinol yn y dyfodol yng Nghymru;

- mae galw hefyd am rai canllawiau technegol gan Lywodraeth Cymru i helpu awdurdodau cynllunio lleol wrth iddynt ystyried ceisiadau cynllunio ar gyfer chwilio am nwy anghonfensiynol a'i echdynnu.

Safbwynt Llywodraeth Cymru

- mae Llywodraeth Cymru yn credu bod angen pwyso a mesur potensial nwy anghonfensiynol fel ffynhonnell ynni, yn ogystal â'r pryderon am effeithiau posibl y math hwn o echdynnu nwy. Byddai'n croesawu pe bai Llywodraeth y DU yn gweithio gyda gweinyddiaethau datganoledig ledled y DU i weithredu fframwaith polisi cadarn a seiliedig ar dystiolaeth ar gyfer Nwy Siâl yn y DU;
- nid yw'r cyfrifoldeb am lawer o'r gwaith o drwyddedu chwilio am nwy anghonfensiynol a'i echdynnu wedi'i ddatganoli, ond dylid bod yn ofalus os oes angen caniatâd cynllunio.

Barn y Pwyllgor

- er gwaethaf barn Llywodraeth Cymru bod angen archwilio potensial nwy anghonfensiynol tra'n ystyried y risgiau posibl, mae'r Pwyllgor yn credu nad yw datblygu diwydiant ynni drud-ar-garbon arall ar hyn o bryd yn briodol ac ni ellir ei gysoni ag ymrwymadau'r UE a'r DU i leihau allyriadau;
- mae angen peth cymorth a chanllawiau technegol manwl ar gyfer awdurdodau cynllunio lleol. Dylai'r rhain gynnwys canlyniadau'r gwaith sydd eisoes wedi'i wneud gan Lywodraeth y DU ar ôl y digwyddiad seismig yn Swydd Gaerhirfryn y llynedd.

Argymhelliad

77. Dylai Llywodraeth Cymru weithio gyda Llywodraeth Cymru a'r gweinyddiaethau datganoledig eraill i lunio canllawiau technegol ar ffurf **Nodyn Cyngor Technegol newydd** i helpu awdurdodau cynllunio lleol yng Nghymru i ymdrin â cheisiadau cynllunio ar gyfer **chwilio am nwy anghonfensiynol a'i echdynnu**, gan gynnwys ceisiadau lle cynigir defnyddio **ffracio hydrolog**.

Cylch Gorchwyl Gwreiddiol

Bydd y Pwyllgor yn ystyried sut mae'r trefniadau datganoli presennol ar gyfer polisi ynni a chynllunio yn effeithio ar gyflawni'r 'cymysgedd ynni' y mae Llywodraeth Cymru am ei weld, fel yr amlinellir yn *Chwyldro Carbon Isel – Datganiad Polisi Ynni (2010)* a'r *UK Renewable Energy Roadmap (2011)*.

- beth yw'r goblygiadau i Gymru os bydd y cyfrifoldeb dros ganiatáu prosiectau seilwaith mawr ar y tir mawr ac ar y môr yn parhau i fod yn fater sy'n cael ei gadw yn ôl gan Lywodraeth y DU?
- sut mae hyn effeithio ar gyflawni dyheadau Llywodraeth Cymru ar gyfer gwahanol fathau o ynni adnewyddadwy, fel y'u nodir yn y Datganiad Polisi Ynni?
- sut mae hyn yn effeithio ar gyflawni targed Llywodraeth Cymru o gael gostyngiad o 3 y cant mewn allyriadau nwyon tŷ gwydr bob blwyddyn o 2011 ymlaen?
- beth fydd yr effaith os na fydd penderfyniadau caniatáu ar gyfer prosiectau seilwaith mawr a datblygiadau cysylltiedig yn cael eu gwneud yn unol â pholisi cynllunio Cymru?

Bydd y Pwyllgor hefyd yn ystyried dwy ddeiseb am ganllawiau cynllunio Llywodraeth Cymru mewn perthynas ag ynni gwynt ar y tir mawr a'r effaith ar gymunedau lleol a seilwaith.

Materion allweddol

Bydd y materion y bydd y Pwyllgor yn dymuno eu hystyried fel rhan o'r cylch gorchwyl yn cynnwys:

- rôl y gwahanol astudiaethau caniatáu, sut maent yn perthyn i'w gilydd, a sut y gellid gwella'r system bresennol – gyda datganoli pellach a hebdo (*Comisiwn Cynllunio Seilwaith, yr Arolygiaeth Gynllunio, awdurdodau cynllunio lleol, parciau cenedlaethol, Llywodraeth Cymru, y Sefydliad Rheolaeth Morol, Asiantaeth yr Amgylchedd*);
- y berthynas rhwng Datganiadau Polisi Ynni Cenedlaethol Llywodraeth y DU a pholisïau cynllunio lleol a chenedlaethol Cymru (gan gynnwys *Polisi Cynllunio Cymru, Nodyn Cyngor Technegol 8* a chynlluniau datblygu lleol) ac a all y polisïau hyn gyflawni'r dyheadau. A oes angen cynnal adolygiad ffurfiol o Nodyn Cyngor Technegol 8?
- cyfraniad posibl mathau gwahanol o ynni adnewyddadwy a charbon isel (gwynt ar y môr, llanw, gwynt ar y tir, ynni dŵr, niwclear, *bio-ynni/biowastraff, microgynhyrchu, prosiectau ynni cymunedol*) a'r tebygolrwydd y byddant yn gallu cyflawni dyheadau Llywodraeth Cymru fel y nodir yn *Chwyldro Carbon Isel - Datganiad Polisi Ynni* a'r *UK Renewable Energy Roadmap*;

- cyfraniad posibl y mathau gwahanol hyn o ynni adnewyddadwy at gwrdd â tharged blynyddol Llywodraeth Cymru ar gyfer lleihau allyriadau Nwyon Tŷ Gwyr;
- rôl posibl mathau eraill o gynhyrchu ynni yng Nghymru, fel methan gwely glo a nwy siâl;
- y problemau trafndiaeth mewn perthynas â thyrbinau gwynt a mathau eraill o ynni adnewyddadwy, gan gynnwys yr effaith ar ffyrdd, traffig a thwristiaeth.

Atodiad A – Prosiectau Ynni yng Nghymru: cyfrifoldeb am gydsynio

Math o brosiect Ar y tir ¹	Maint	Cydsyniad	Ar hyn o bryd	Yn y dyfodol
Prosiectau Seilwaith Cenedlaethol Pwysig (Cynhyrchu ynni)	>50MW	Gorchymyn Cydsynio Datblygiad (<i>Deddf Trydan</i> 1989 fel y'i diwygiwyd gan <i>Ddeddf Cynllunio</i> 2008)	Y Comisiwn Cynllunio Seilwaith	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd (Yr Arolygiaeth Gynllunio – yr Uned Cynllunio Seilwaith Mawr)
Safleoedd ynni niwclear		Trwydded Safle Niwclear (<i>Deddf</i> <i>Safleoedd</i> <i>Niwclear 1965</i>)	Swyddfa Rheoleiddio Niwclear	Swyddfa Rheoleiddio Niwclear
		Gorchymyn Cydsynio Datblygiad (<i>Deddf Trydan</i> 1989 fel y'i diwygiwyd gan <i>Ddeddf Cynllunio</i> 2008)	Y Comisiwn Cynllunio Seilwaith	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd (Yr Arolygiaeth Gynllunio – yr Uned Cynllunio Seilwaith Mawr)
Prosiectau Seilwaith Cenedlaethol Pwysig fel y grid	Gwifrau uwchddaearol > 132 Kv, piblinellau	Gorchymyn Cydsynio Datblygiad	Y Comisiwn Cynllunio Seilwaith	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd (Yr Arolygiaeth

trydan/piblinellau nwy	nwy sy'n ymestyn ar draws gwlad (> 10 milltir)	<i>(Deddf Trydan 1989 fel y'i diwygiwyd gan Ddeddf Cynllunio 2008)</i>		Gynllunio – yr Uned Cynllunio Seilwaith Mawr)
Chwilio am olew a nwy a'u hechdynnu (gan gynnwys 'ffracio')		Trwyddedau chwilio am betrolewm a'i ddatblygu (PEDLs)	Yr Adran Ynni a Newid Hinsawdd	Yr Adran Ynni a Newid Hinsawdd
		Caniatâd Cynllunio (<i>Deddf Cynllunio Gwlad a Thref 1990</i>)	Awdurdodau cynllunio lleol (Yr Arolygiaeth Gynllunio/Gweinidogion Cymru)	Awdurdodau cynllunio lleol (Yr Arolygiaeth Gynllunio/Gweinidogion Cymru)
Prosiectau cynhyrchu ynni llai	<50MW	Caniatâd Cynllunio (<i>Deddf Cynllunio Gwlad a Thref 1990</i>) ²	Awdurdodau cynllunio lleol (Yr Arolygiaeth Gynllunio/Gweinidogion Cymru)	Awdurdodau cynllunio lleol (Yr Arolygiaeth Gynllunio/Gweinidogion Cymru)
Seilwaith ynni a 'datblygiadau cysylltiedig' llai, fel is-orsafoedd, rhwydweithiau dosbarthu foltedd is ³		Caniatâd Cynllunio (<i>Deddf Cynllunio Gwlad a Thref 1990</i>)	Awdurdodau cynllunio lleol (Yr Arolygiaeth Gynllunio/Gweinidogion Cymru)	Awdurdodau cynllunio lleol (Yr Arolygiaeth Gynllunio/Gweinidogion Cymru)

Ar y môr (dyfroedd tiriogaethol Cymru - hyd at 12 môr-filltir)					
Prosiectau Seilwaith Cenedlaethol Pwysig (cynhyrchu ynni)	>100MW	Gorchymyn Cydsynio Datblygiad (<i>Deddf Trydan 1989</i> fel y'i diwygiwyd gan <i>Ddeddf Cynllunio 2008</i>)	Y Comisiwn Cynllunio Seilwaith ⁴	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd (Yr Arolygiaeth Gynllunio - yr Uned Cynllunio Seilwaith Mawr) ⁴	
		Trwydded Forol (<i>Deddf y Môr a Mynediad i'r Arfordir 2009</i>)	Gweinidogion Cymru	Gweinidogion Cymru	
Prosiectau cynhyrchu ynni eraill	1-100MW	Cydsyniad <i>Deddf Trydan 1989</i>	Y Sefydliad Rheoli Morol ⁴	Y Sefydliad Rheoli Morol ⁴	
		Trwydded Forol (<i>Deddf y Môr a Mynediad i'r Arfordir 2009</i>)	Gweinidogion Cymru	Gweinidogion Cymru	
Cebllau dan y môr		Trwydded Forol (<i>Deddf y Môr a Mynediad i'r Arfordir 2009</i>)	Gweinidogion Cymru	Gweinidogion Cymru	
Piblinellau Olew a Nwy		<i>Deddf Petrolewm 2008</i>	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd	

Ar y môr (dyfroedd y DU - mwy na 12 môr-filtir)					
Prosiectau Seilwaith Cenedlaethol Pwysig (Cynhyrchu ynni) + datblygiadau cysylltiedig fel gosod ceblau	>100MW	Gorchymyn Cydsynio Datblygiad (<i>Deddf Trydan 1989</i> fel y'i diwygiwyd gan <i>Ddeddf Cynllunio 2008</i>)	Y Comisiwn Cynllunio Seilwaith	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd – Yr Arolygiaeth Gynllunio – yr Uned Cynllunio Seilwaith Mawr	
Cebiau dan y môr (nad ydynt yn gysylltiedig' â Phrosiectau Seilwaith Cenedlaethol Pwysig)		Trwydded Forol (<i>Deddf y Môr a Mynediad i'r Arfordir 2009</i>)	Y Comisiwn Cynllunio Seilwaith	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd – Yr Arolygiaeth Gynllunio – yr Uned Cynllunio Seilwaith Mawr	
Piblinellau olew a nwy		Trwydded Forol (<i>Deddf y Môr a Mynediad i'r Arfordir 2009</i>)	Y Sefydliad Rheoli Morol	Y Sefydliad Rheoli Morol	
Prosiectau cynhyrchu ynni eraill	<100MW	<i>Deddf Petrolewm 2008</i> Cydsyniad <i>Deddf Trydan 1989</i>	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd Y Sefydliad Rheoli Morol	Ysgrifennydd Gwladol yr Adran Ynni a Newid Hinsawdd Y Sefydliad Rheoli Morol	
		Trwydded Forol (<i>Deddf y Môr a Mynediad i'r Arfordir 2009</i>)	Y Sefydliad Rheoli Morol	Y Sefydliad Rheoli Morol	

¹ Mewn rhai achosion, hwyrach y bydd hefyd angen Trwydded Amgylcheddol gan Asiantaeth yr Amgylchedd

² Mae rhai prosiectau microgynhyrchu yn 'ddatblygiadau a ganiateir' ac felly, nid oes angen caniatâd cynllunio arnynt

³ Hefyd yn berthnasol i 'ddatblygiadau cysylltiedig' ar y tir yn achos prosiectau ynni ar y môr

⁴ Gall Gweinidogion Cymru hefyd gydysnio i brosiectau ynni mawr mewn dyfroedd tiriogaethol dan *Ddeddf Trafnidiaeth a Gweithfeydd 1992* os bydd ymgeiswyr yn cyflwyno ceisiadau iddynt hwy yn hytrach na'r Comisiwn Cynllunio Seilwaith neu ei olynydd a phe bai'n bosibl i'r cynigion darfu ar hawliau mordwyo

Atodiad B – Tystion

Clywodd y Pwyllgor dystiolaeth lafar gan y tystion a ganlyn ar y dyddiadau a nodir isod. Gellir gweld trawsgrifiadau llawn o'r holl sesiynau tystiolaeth yn:

<http://www.senedd.cynulliadcymru.org/mgIssueHistoryHome.aspx?IId=1308>

21 Medi 2011

Carwyn Jones AC	Prif Weinidog Cymru
John Griffiths AC	Gweinidog yr Amgylchedd a Datblygu Cynaliadwy, Llywodraeth Cymru
Rhodri Asby	Llywodraeth Cymru
Clive Bates	Llywodraeth Cymru
Matthew Quinn	Llywodraeth Cymru

29 Medi 2011

Dr Richard Cowell	Prifysgol Caerdydd
Dr Calvin Jones	Prifysgol Caerdydd
Dr Roisin Willmott	Y Sefydliad Cynllunio Trefol Brenhinol yng Nghymru

13 Hydref 2011

Sir Michael Pitt	Y Comisiwn Cynllunio Seilwaith
Ian Gambles	Y Comisiwn Cynllunio Seilwaith

19 Hydref 2011

Llywelyn Rhys	RenewableUK Cymru
Piers Guy	Nuon Renewables
Caroline McGurgan	Eco2

3 Tachwedd 2011

Wayne Cranstone	npower renewables
Steve Knight-Gregson	Y Grid Cenedlaethol
Janice McLaughlin	Scottish Power Renewables

Sam Peacock	SSE
Colin Taylor	Scottish Power Energy Networks
Simon Wells	RWE npower

23 Tachwedd 2011

Peter Burley	Yr Arolygiaeth Gynllunio
Morgan Parry	Cyngor Cefn Gwlad Cymru
Roger Thomas	Cyngor Cefn Gwlad Cymru
Dr Sarah Wood	Cyngor Cefn Gwlad Cymru
Ceri Davies	Asiantaeth yr Amgylchedd Cymru
Anthony Wilkes	Asiantaeth yr Amgylchedd Cymru

1 Rhagfyr 2012

Llywelyn Rhys	RenewableUK Cymru
Gerry Jewson	West Coast Energy
Steve Salt	West Coast Energy
Martin Murphy	Tidal Energy
Craig Mitchell	Cymdeithas Llywodraeth Leol Cymru
Cynghorydd Graham Brown	Cyngor Sir Powys
Steve Packer	Cyngor Sir Powys
Alan Southerby	Cyngor Sir Powys
Cynghorydd David Lewis	Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot
Geoff White	Cyngor Bwrdeistref Sirol Castell-nedd Port Talbot

12 Ionawr 2012

John Day	Prif Ddeisebwr, P-04-024 Dywedwch Na i TAN 8 – Mae ffermydd gwynt a llinellau pŵer foltedd uchel yn difetha ein cymuned
Huw Morgan	Sir Drefaldwyn yn erbyn Peilonau
John Morgan	Cymdeithas Mynyddoedd Cambria

Peter Ogden	Ymgyrch Diogelu Cymru Wledig
Neville Thomas CF	Cynghrair Swydd Amwythig a Chanolbarth Cymru
Jonathan Cawley	West Coast Energy
Morag Ellis CF	
Simon Power	Arup
Mike Webb	RSPB Cymru

26 Ionawr 2012

Cynghorydd Estelle Blevais	Cyngor Tref y Trallwng
Robert Robinson	Cyngor Tref y Trallwng
Nick Oliver	AECOM
Kevin McCullough	Panel y Sector Busnes, Menter, Technoleg a Gwyddoniaeth

9 Chwefror 2012

Michael Butterfield	Prosiect y Cymoedd Gwyrdd Llangatwg
Peter Davies	y Comisiynydd Dyfodol Cynaliadwy
Andy Rowland	ecodyfi
Rod Edwards	Dulas Ltd
Michael Phillips	Dulas Ltd
Andrew Padmore	Egnida

22 Chwefror 2012

Dr Miles Willis	Sefydliad Ymchwil Carbon Isel – Morol
Tonia Forsyth	Marine Energy Pembrokeshire
Dr Dickon Howell	Marine Management Organisation
Toby Gethin	Ystad y Goron
Dr David Tudor	Ystad y Goron

1 Mawrth 2012

Dr Sandra Esteves	Canolfan Ragoriaeth Cymru ar gyfer Treulio Anaerobig, Prifysgol Morgannwg
Clifford Parish	Sefydliad Siartredig Rheoli Gwastraff Cymru
Kath McNulty	Cyddfederasiwn Diwydiannau Coedwigoedd (Confor)
Darren Williams	Eco2
Dr Aonghus McNabola	Prosiect Hydro-BPT, Coleg y Drindod, Dulyn
Ewan Campbell-Lendrum	Infinis
Richard Rees	Ynni Dŵr Gogledd Cymru

15 Mawrth 2012

Carwyn Jones AC	Prif Weinidog Cymru
John Griffiths AC	Gweinidog yr Amgylchedd a Datblygu Cynaliadwy, Llywodraeth Cymru
Edwina Hart AC	Y Gweinidog Busnes, Menter, Technoleg a Gwyddoniaeth, Llywodraeth Cymru
Carl Sargeant AC	Y Gweinidog Llywodraeth Leol a Chymunedau, Llywodraeth Cymru

21 Mawrth 2012

Mark Picton	RWE npower
Dr Michael Gandy	Celtic Energy Ltd
Yr Athro Jim Watson	Sussex Energy Group, Prifysgol Sussex

29 Mawrth 2012

Cynghorydd Stephen Churchman	Fforwm NFLA Cymru
Yr Athro Kevin Anderson,	Canolfan Tyndall
Dr John Broderick	Canolfan Tyndall
John Harrison	Asiantaeth yr Amgylchedd Cymru
Dave Jones	Asiantaeth yr Amgylchedd Cymru

Atodiad C – Tystiolaeth Ysgrifenedig

Darparodd yr unigolion a'r sefydliadau a ganlyn dystiolaeth ysgrifenedig i'r Pwyllgor i gefnogi tystiolaeth lafar. Gellir gweld yr holl dystiolaeth ysgrifenedig yn llawn yn:

<http://www.senedd.cynulliadcymru.org/mglIssueHistoryHome.aspx?lId=1336>

<i>Sefydliad / Enw</i>	<i>Cyfeirnod</i>
Anwen Roberts	EPP 01
Roland Baskerville	EPP 02
Judith Stretton	EPP 03
Grŵp Gweithredu Llansanffraid	EPP 04
KD & BM Holland	EPP 05
Salop leisure	EPP 06
Cymdeithas Parciau Gwyliau a Chartref Prydeinig Cyf	EPP 07
Calor Gas	EPP 08
Geoffrey Weller	EPP 09
Parc Cenedlaethol Eryri	EPP 10
Cymuned Cilgwyn	EPP 11
Mrs J Hanratty	EPP 12
Frances Cartwright	EPP 13
Jenny Butler	EPP 14
Paul Butler	EPP 15
Chloe Read	EPP 16
Ymddiriedolaeth Arbed Ynni	EPP 17
Oili Hedman	EPP 18
Robert Trueman	EPP 19
Comisiwn Cynllunio Seilwaith	EPP 20
J Vaughan Gronow	EPP 21
Philip Jones	EPP 22
David Lewis	EPP 23

Derek Wick	EPP 24
John & Christine Rowland	EPP 25
Louise Guidery	EPP 26
Maggie Eaton	EPP 27
Mark & Helen Rivers	EPP 28
Paul Sear	EPP 29
Peter Foulkes	EPP 30
Cyngor Bwrdeisdref Sirol Rhondda Cynon Tâf	EPP 31
Tim Ware	EPP 32
Nigel & Stella Bullock	EPP 33
Ken Whitmore	EPP 34
Elaine Williams	EPP 35
Gwasanaethau Ymghynghori ER Hughes	EPP 36
Alun Bunford	EPP 37
Mrs Beryl Crone	EPP 38
Kathleen Harries	EPP 39
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Steve Galloway.	EPP 42
Steve Southam	EPP 43
Phil Bettley	EPP 44
Mrs H Ravenhill	EPP 46
Dr Helen K Little	EPP 47
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Jack Watkins	EPP 49
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Jane Stewart	EPP 110
Linda & Jenny Shepherd	EPP 111
Steven & Joyce Jary	EPP 112

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John R Jones	EPP 217
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Carolle Doyle	EPP 230

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J Saffron	EPP 232
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Diane Reeves	EPP 247
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Sally Austin	EPP 251
Dr A Cresswell	EPP 252
J R & L E Hancock	EPP 253
Roger & Sarah May	EPP 254
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Miss Layla Long	EPP 257
June Watts	EPP 258
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Mr Brynmor Bryce	EPP 261
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Nerys Rogers	EPP 278
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David T Jones	EPP 280
D W Amos	EPP 281
Mrs S Hawley & Dr A Hawley	EPP 282
Mrs J Evans & Parch P Evans	EPP 283
G Bevis	EPP 284
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Dr Alan Belfield	EPP 294
Mr & Mrs Jarvis	EPP 295
Mr & Mrs Kappel	EPP 296
Mrs Ann Lawrence	EPP 297
Mrs Maxine Belfield	EPP 298
Wynn Rowlands	EPP 299
Chris Owen	EPP 300
Mrs Doreen Lawson	EPP 301
Mrs Holder	EPP 302
Allan Higgs	EPP 303
T A Jones	EPP 304
N M James	EPP 305
T Martin Jones	EPP 306
David Morgan Jones	EPP 308
Joan Morgan	EPP 309
Tony Hughes, Cyd Bwyllgor Cynghorol AHNE Bryniau Clwyd	EPP 310
Idris & Judy Andrew	EPP 311
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Cyngor Cymuned Llandysilio	EPP 313
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Gary Swaine	EPP 316
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Eitem 3.5

P-03-309 Caerdydd yn erbyn y llosgydd

Geiriad y ddeiseb:

Rydym ni, sydd wedi llofnodi isod, yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ymyrryd â stopio'r cynllun llosgydd sy'n cael ei gynnig gan Virador. Fel trigolion yng Nghymru, rydym o'r farn y bydd y cynllun hwn yn niweidiol i'n lles a'n iechyd ni a'n plant.

Cyflwynwyd y ddeiseb gan: Rick Newnham

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: Tachwedd 2010

Nifer y llofnodion: 2,203

John Griffiths AC /AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-03-309
Ein cyf/Our ref JG/06216/12

William Powell AM
Chair Petition's committee

committeebusiness@Wales.gsi.gov.uk

27 June 2012

Dear William,

Thank you for your letter requesting that I examine whether the planning processes for the Cardiff incinerator were correctly followed, and your follow up letter of 14 June requesting that you consider the weight of support for the petitions against incineration. I can outline the position now reached in relation to this case but I should make it clear from the outset that I am not at liberty to undertake the investigation which you request and this fact is not altered by the weight of support gathered by the petitioners.

Given the statutory role of the Welsh Ministers in the planning process, and that the matter may come before me at some point in the future, it would not be appropriate for me to comment on the merits of this, or any specific case.

Generally, complaints about the delivery of the planning service at a local level should, in the first instance, be directed to the local planning authority, initially to the authority's Chief Planning Officer, and subsequently to the authority's Monitoring Officer. If, having exhausted these lines of complaint, the complainant's concerns have not been addressed, then they may wish to take up the matter with the Public Services Ombudsman for Wales, who can investigate complaints of personal injustice that have arisen through maladministration. These channels have been utilised in this case and it is a matter for the local planning authority to now consider the implications of the investigation undertaken by the Ombudsman.

It is important to understand that whilst the Ombudsman can investigate the administrative process that informs decisions on planning applications, he cannot investigate or overturn planning decisions. Any challenge, by a third party, to overturn a planning decision could only be sought as a result of Judicial Review and anyone considering this course of action should seek their own legal advice. Otherwise, once a planning permission has been granted, it can only be taken away by statutory revocation. Revocation is, in the first instance, a matter for the local planning authority, using powers in the Town and Country Planning Act 1990 (as amended).

Welsh Ministers, however, have reserve powers to propose making an order, but these would be likely to be used in only the most exceptional circumstances and the general principle and policy which has been followed by successive Governments is that these default powers should only be used *if the original decision is judged to be grossly wrong, so that damage would be done to the wider public interest*. Your committee will also wish to note that the use of Welsh Ministers default power would only be considered after the local planning authority has explored whether they would revoke the permission.

Yours,



John Griffiths AC / AM

Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

P-04-351 Adalw CDLI (Cynlluniau Datblygu Lleol)

Geiriad y ddeiseb:

Galwn ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i adalw'r holl Gynlluniau Datblygu Lleol ledled Cymru ac i roi'r gorau i ddefnyddio amcanestyniadau poblogaeth a gyhoeddir gan y Gyfarwyddiaeth Ystadegau ac a ddefnyddir i chwyddo niferoedd y tai mewn cynlluniau datblygu lleol. Galwn am i'r holl CDLI, waeth pa mor bell maent wedi cyrraedd, gael eu hatal ar unwaith er mwyn i lefel y twf mewn tai gyd-fynd ag anghenion lleol gwirioneddol.

Rydym ni sydd wedi llofnodi isod o'r farn fod yr holl CDLI sy'n cael eu llywio gan amcanestyniadau poblogaeth Llywodraeth Cymru heb eu hystyried yn fanwl, eu bod yn sylfaenol wallus ac yn niweidiol i gymunedau Cymru.

Nid yw'r math hwn o gynllunio yn gynaliadwy, ac nid oes ar bobl Cymru mo'i angen na'i eisiau. Er mwyn atal y niwed sydd eisoes yn cael ei wneud, ac i atal niwed a dinistr pellach na ellir eu gwrthdroi yn ein cymunedau, ein hamgylchedd a'n hunaniaeth ledled Cymru, apeliwn ar Lywodraeth Cymru i ymyrryd ar unwaith.

Prif ddeisebydd: Cynghorydd Carrie Harper

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 10 Ionawr 2012

Nifer y deisebwyr: 2,471

Gwybodaeth ategol:

Mae nam sylfaenol yn fformiwla amcanestyniadau poblogaeth Llywodraeth Cymru, gan ei bod yn dibynnu'n helaeth ar dueddiadau o'r gorffennol o ran mudo i Gymru heb roi ystyriaeth i'r hyn sy'n fforddiadwy. Mae defnyddio'r fformiwla hon yn dal i arwain at lefelau annaturiol o uchel o dai a thwf yn y boblogaeth a fydd yn cael eu gweithredu drwy gyfrwng ein CDLI. Mae goblygiadau gweithredu cynlluniau o'r fath yn anferth, ac maent yn effeithio ar lawer agwedd ar fywyd ar hyd a lled y wlad:

Hunaniaeth a hawliau dynol (o ran hunaniaeth, iaith, diwylliant, cymeriad a mynegiant pobl Cymru). Yn amgylcheddol (o ran bod yn gynaliadwy, ecoleg, cynefin naturiol a'r amgylchedd adeiladau) a chynaliadwyedd cymdeithasau (o ran demograffeg, economeg, gwleidyddiaeth a chymunedau).

Mae awdurdodau lleol wedi dweud yn gyhoeddus eu bod yn ofnus ynglŷn â gwyro i unrhyw raddau helaeth oddi wrth y ffigurau a gyhoeddir gan Lywodraeth Cymru rhag i'r Arolygiaeth Gynllunio benderfynu bod eu CDLI yn 'ansicr'. Mae hyn yn sicrhau bod barn leol yn cael ei hanwybyddu yn ystod y broses o baratoi CDLI, ac mae ein cynrychiolwyr lleol yn ei chael yn anodd

herio lefelau twf mewn tai sy'n anghynaliadwy.

Mae angen ateb gan y Llywodraeth ar frys gan nad oes digon o le yn yr ysgol gyfun bresennol a bydd yn rhaid gwrthod lle i ddisgyblion mor fuan â mis Medi 2013.

John Griffiths AC /AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-351
Ein cyf/Our ref JG/06899/12

William Powell AM
Chair Petition's committee
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

7 September 2012

Dear William,

Please accept my apologies for the delay in responding to your letter dated 13 January which has been forwarded to me as a matter falling within my portfolio. I trust the following explanation of the legislative context of preparing a plan, the public scrutiny all plans undergo and the description of the powers available to Welsh Ministers will explain why I consider the petition is ill-founded and its suggested action should not be taken.

The Planning and Compulsory Purchase Act 2004 (section 62) places a statutory duty on local planning authorities across Wales (25 in total) to prepare a Local Development Plan (LDP) for their administrative area. The 2004 Act, combined with the Town and Country Planning (Local Development Plan) (Wales) Regulations 2005, set out the due process to be followed when preparing a LDP. Key to the preparation of a LDP is the requirement for a robust and credible evidence base which supports its content.

To assist LDP preparation the Welsh Government published 'Local Development Plans Wales 2005' following substantive consultation with stakeholders, including local planning authorities. Paragraph 4.3 of LDP Wales builds on section 64 of the 2004 Act which requires an authority to keep all matters under review that are expected to affect development of its area. Clearly, population change, both in structure and size is one of the matters specifically highlighted in "... the size, composition and distribution of the population;" (paragraph 4.3, criterion iii).

National planning policy is set out in Planning Policy Wales (PPW) supported by Technical Advice Notes (TANs); Minerals Planning Policy Wales (MPPW) and Minerals Technical Advice Notes (MTANs). All LDPs should take account of the aforementioned. All these documents have again been subject to stakeholder consultation and supported by a robust and credible evidence base.

Bae Caerdydd • Cardiff Bay
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Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence .John.Griffiths@wales.gsi.gov.uk

Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

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With regard to the level of housing provision set out in each LDP, the Welsh Government does not set a specific level of housing for each local planning authority. PPW (paragraph 9.2.2) clearly states that the latest Welsh Government projections (currently 2008 base) form the starting point when preparing a LDP:

“The latest Assembly Government local authority level Household projections for Wales should form the starting point for assessing housing requirements.”

“Local planning authorities should consider the appropriateness of the projections for their area, based upon all sources of local evidence, including the need for affordable housing identified by their Local Housing Market Assessment.”

“Where local planning authorities seek to deviate from the Assembly Government projections, they must justify their own preferred policy-based projections by explaining the rationale behind them in terms of the issues listed at paragraph 9.2.1 above (refers to PPW).”

The Welsh Government Statistical Division is responsible for preparing and publishing population and household projections. Informed by technical advice groups the Welsh Government produced 2006 and 2008-based population and household projections at a unitary authority level. These projections provided a more refined evidence base to assist local authorities in preparing their LDP. The projections are trend based projections. They are not policy based forecasts of what may happen, and they do not make allowances for the effects of local or central government policies on future population levels, distribution and change. This is specifically why PPW provides the opportunity for local authorities to deviate from the projections, provided they can justify a deviation with robust and credible evidence.

The Welsh Government projections have been developed in close collaboration with local authorities and key users in Wales - through the Wales sub-national population working group (WASPP). The WASPP group was originally formed as a subgroup of the Welsh Statistical Liaison Committee. The WASPP group has met on a regular basis over the past four years, and has been a forum for technical discussion on the methodology, the base data, and the launch of the population projections. Members of WASPP include local authority representatives with knowledge of and/or experience of demographic data and population projections.

In addition, both the 2006 and 2008 based Household and Population Projections were developed using Technical Advice Groups (TAGs). These groups provided a forum for discussing and agreeing the methodology and base data. Officers from local authorities formed the basis for these groups. Following discussions and publication of the projections, the Welsh Government enabled all local authorities to have access to the base data and methodology. Local authorities can therefore undertake further modelling, taking account of more refined local circumstances, if appropriate, to produce alternative outputs. The quality of the evidence will be central to demonstrate a LDP can be found ‘sound’ and adopted after examination.

With access to the projection model, assumptions underpinning it, as well as a raft of additional evidence collated by a local authority when preparing their LDP, if other evidence indicates a different level of provision this can be a reason to deviate. Critical will be the robustness of such evidence which will be tested by the appointed Inspector through the examination process. The implications for the plan and locality of not following the projections will also need to be clearly articulated.

To conclude what the precise level of housing provision is set out in a LDP, all plans are subject to a public examination. This is a transparent and open process, led by an independently appointed Inspector who, after reviewing all the evidence to support the plan


and all representations made on the plan, will conclude whether the plan can be found 'sound' and therefore adopted. This due process is set out in the 2004 Act, supplemented by the LDP Regulations. The actual running of the examination is down to the appointed Inspector, under general guidance issued by the Planning Inspectorate Wales.

The LDP process includes statutory stages at which any individual, group or body can make representations. Thus if individuals or organisations believe their views have not been taken into to date by the local planning authority, the conclusions reached are flawed, or the evidence to support such conclusions is not robust, there is ample opportunity to express their concerns. The examination process includes hearings in public where representors who have made a duly made representation have a right to appear. The appointed Inspector will seek to determine the merit of such concerns, based on evidence both through written representations and orally at public hearings. Consequently, if the level of housing provision is considered too high, or too low, evidence to support such a view will be considered. The Inspector's report, which is binding, is also critical in its reference to evidence base as part of the due process to scrutinise a LDP. Once the Inspector's binding report has been issued a local planning authority is bound by the 2004 Act and Regulations to adopt the plan. The LDP process includes a legal challenge period immediately following adoption of the plan. This means that if the correct procedure has not been considered to have been followed a legal challenge, potentially ending in the High Court can be pursued.

The petition seeks the 'recall' of all adopted and emerging LDPs. Whilst the Welsh Government has powers contained within the 2004 Act to intervene, call-in or direct during the plan preparation process, once a plan is adopted there are no legal powers to 'recall' a plan. An adopted LDP is the extant development plan until replaced by a subsequent plan. In this regard the Welsh Government does not have to powers to act on the petitions request as it is beyond its powers. As all plans will have been subject to a due process including public scrutiny and testing of the evidence to support the plan, it would be inappropriate to override such a democratic process.

In summary, the Welsh Government's population and household projections do not cause an inflated level of housing provision set out in LDPs; indeed they do not dictate the level of provision as they clearly form the starting point. They are provided to assist plan preparation, forming one part of the evidence base. Local planning authorities can deviate from the projections provided they have sufficient robust and credible evidence to justify such a position and can explain this coherently to an independently appointed Inspector. There is a due process set out in the current legislation and regulations to ensure this can happen. As there is a due process set out in legislation in which to prepare a LDP with sufficient opportunity for all stakeholders to make their views known I cannot agree with the petition. The Welsh Government also doesn't have powers in relation to a LDP once adopted.

I trust this clarifies the position.

Best wishes


John Griffiths AC / AM

Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

and all interested parties to the plan, will conclude whether the plan is a
sound and therefore adopted. This due process is set out in the 2004 Act and
by the LDP Regulations. The initial funding of the examination is split to the applicant
and the relevant national guidance issued by the Planning Inspectorate Wales.

The LDP process includes a number of stages at which only individual groups or bodies can make
representations. This involves an organisation believing that views have not been taken
into account by the local planning authority, the conclusions reached are flawed or the
evidence supporting such conclusions is not robust. There is an explicit right to object
to the plan. The examination process includes a number of public hearings
and a right to make representations to the Inspector. The Inspector
will determine the merit of such concerns based on evidence both
through written representations and orally at public hearings. A representative of the local
planning authority is considered for right to do so. Evidence is sought such as a view to
considered. The Inspector's report, which is binding, is also critical in its relevance to
evidence as part of the due process to examine a LDP. Once the Inspector's binding
report has been issued a local planning authority is bound by the 2004 Act and Regulations
to adopt the plan. The LDP process includes a legal challenge procedure which allows
objection to the plan. This means that the consent procedure has not been considered to
have been followed a legal challenge, potentially ending in the High Court, can be pursued.

The Inspector's report is a result of the adopted and emerging LDP. Within the Wales
Government has powers contained within the 2004 Act to intervene in cases of threat during
the plan period. Where a plan is adopted there are no right powers to amend a
plan. An adopted LDP is the agreed development plan that is subject to a successful plan
to the extent the Welsh Government does not have to provide all of the following
powers. As all plans will have been subject to a due process
involving public scrutiny and scrutiny of the evidence to support the plan, it would be
inappropriate to overturn such a democratic process.

In summary, the Welsh Government's legislation and financial incentives do not exist
in a form which would allow a plan to be adopted. Indeed they do not do this. The
Government has already made the starting point. They are provided in a way
proportionate to the part of the evidence base. Local planning authorities can at least
then the Inspector provided they have sufficient robust and credible evidence to state
that a plan can be adopted. This is an opportunity to an independently appointed person
There is a due process set out in the current legislation and regulations to determine the
impact. As there is a due process set out in legislation in which to prepare a LDP with
a sufficient opportunity for all stakeholders to make their views known. I conclude with the
Welsh Government also doesn't have powers to return to a LDP once
adopted.

I trust this clarifies the position.



Iwan Gwynne AC AM

Minister for Environment and Sustainable Development
Welsh Government, Cardiff

P-04-398 Ymgyrch dros gael cofrestr ar gyfer pobl sy'n cam-drin anifeiliaid yng Nghymru

Geiriad y ddeiseb:

Llofnodwch i gefnogi cofrestr ar gyfer pobl sy'n cam-drin anifeiliaid. Dyma gronfa ddata canolog i Gymru a fydd yn cynnwys enw, cyfeiriad a cholffarnau pobl sydd wedi'u cael yn euog o unrhyw fath o gam-drin neu greulondeb yn erbyn anifeiliaid yng Nghymru. Bydd yn ofynnol i fridwyr neu werthwyr anifeiliaid wirio'r gronfa ddata canolog hwn cyn caniatáu i anifail y maent yn berchen arno neu wedi'i fridio fynd i ddarpar berchennog neu gartref newydd; os canfyddir bod anifail gan rywun sydd wedi'i gael yn euog o gam-drin neu greulondeb yn erbyn anifeiliaid, bydd y cyflenwr neu'r bridwr yn atebol a chaiff ei erlyn. Ar hyn o bryd, nid oes cyfraith i atal rhywun sydd wedi'i gael yn euog o greulondeb i anifeiliaid rhag symud ychydig filltiroedd i fyny'r ffordd a chael anifail arall a'i gam-drin ymhellach. Rhaid gweithredu cyfreithiau llymach er mwyn helpu i ddiogelu anifeiliaid. Mae angen dirwyon trymach a dedfrydau hwy o garchar yn ogystal â chofrestr ar gyfer pobl sy'n cam-drin anifeiliaid.

Mae Efrog Newydd a nifer o daleithiau yn yr Unol Daleithiau eisoes wedi cyflwyno'r gyfraith hon; beth sy'n rhwystro Cymru rhag arwain y ffordd yn y Deyrnas Unedig? Rydych wedi clywed am Gyfraith Sarah, a luniwyd i gadw troseddwr rhyw rhag aildroseddu. Nawr rydym yn gobeithio cael cyfraith a grëwyd yn y gobaith o atal pobl sy'n cam-drin anifeiliaid rhag achosi rhagor o greulondeb, neu rhag symud ymlaen at gam-drin pobl. Mae ymchwil wedi dangos bod cydberthynas gref iawn rhwng cam-drin anifeiliaid a cham-drin domestig. Mae nifer o lofruddion yn dechrau drwy arteithio anifeiliaid, felly gallem hefyd ddiogelu bywydau pobl.

Cyflwynwyd y ddeiseb gan: Mari Roberts & Sara Roberts

Ystyriwyd y ddeiseb am y tro cyntaf: 19 Mehefin 2012

Nifer y llofnodion: 69



John Griffiths AC / AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-398
Ein cyf/Our ref JG/06451/12

William Powell AM

Chair Petition's committee

committeebusiness@Wales.gsi.gov.uk

12 July 2012

Dear William,

Thank you for your letter following receipt of petition P-04-398, about the creation of an Animal Offenders Register.

This is not something that the Welsh Government has considered; discussions would need to take place with the police.

The Welsh Government is currently consulting on principles regarding the compulsory microchipping of all dogs in Wales and further, the draft Animal Welfare (Breeding of Dogs) (Wales) Regulations 2012 will require breeders to chip their animals and register as the first owner of any puppy that they breed; this will provide traceability for enforcement authorities and could help to identify 'repeat offenders'.

We, as well as many welfare organisations, strongly recommend that buyers, where possible, only purchase puppies direct from the breeder's premises. That way they can see the conditions their potential puppy was bred in, and its mother. This advice is reflected in the Code of Practice for the Welfare of Dogs, Section 5.4 (Obtaining a Dog), which was published in November 2008.

Further Codes of Practice have been published for cats, equines, rabbits and livestock, providing guidance to owners and keepers of animals about how to meet their welfare needs.

Best wishes,

John Griffiths AC / AM
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy
Minister for Environment and Sustainable Development

Bae Caerdydd • Cardiff Bay
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Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

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Cymdeithas Frenhinol Atal Creulondeb i Anifeiliaid Royal Society for the Prevention of Cruelty to Animals

William Powell AM
Chair, Petitions Committee,
National Assembly for Wales
Cardiff Bay
CF99 1NA

Your ref: P-04-398

28th September 2012

Dear Mr Powell AM,

The RSPCA is grateful that the Committee has invited our views on the 'Animal Offenders Register' petition currently under consideration.

As the main enforcer¹ of animal welfare legislation in Wales (and England) the RSPCA would certainly welcome a comprehensive investigation into the practicalities and legalities of a register of offenders. It is a complex area, however, and in our opinion would require careful exploration and thought.

RSPCA Cymru
10 Ty Nant Court
Morganstown
Caerdydd CF15 8LW

RSPCA Wales
10 Ty Nant Court
Morganstown
Cardiff CF15 8LW

Cruelty Line 0300 1234 999

Elusen a gofrestrwyd
yng Nghymru a Lloegr
Rhif. 219099

A charity registered in
England & Wales
Charity no. 219099

www.rspca.org.uk

Noddwr Ei Mawrhydi
Y Frenhines

Patron HM The Queen

Is-noddwr
Ei Ras Archesgob Caergaint

Vice Patron His Grace
The Archbishop of Canterbury

We are aware of similar systems, e.g. in San Francisco where the city council has required both animal sellers/traders and sanctuaries to check against a central database if the person they are selling or rehoming the animal to has an outstanding conviction. The database is funded by a one-off fine/fee paid by the offender at the time of conviction. Clearly the costs and administration of such a database, as well as who has access to the sensitive data it holds, are issues that would need to be addressed.

Unfortunately I am not able to provide comprehensive figures on the rates of recidivism amongst those convicted of animal abuse, however the RSPCA has taken many prosecutions against individuals who are in breach of banning orders. As such this issue is of concern to us, for there is no way of monitoring those who have been convicted (post-conviction) and no way of knowing how many have gone on to acquire animals despite being banned, by a Court, from keeping them. Usually the RSPCA, police and local authorities have to rely on the public reporting such situations to us, which is far from ideal.

¹ Please see www.politicalanimal.org.uk/wales for data and statistics on the work of the RSPCA and the prosecutions taken in Wales each year.

Cymdeithas Frenhinol Atal Creulondeb i Anifeiliaid Royal Society for the Prevention of Cruelty to Animals

The petition's authors are correct in highlighting the link between animal abuse and interpersonal violence. Whilst it would be far from correct to say that all those who abuse animals will graduate to violence against humans, it is true that many of those convicted of violent offences in respect of humans, have previously abused animals. Despite clear correlations between such violent behaviours there is a dearth of research in terms of what deters animal cruelty and it is also perhaps too early to speculate as to whether the animal offenders registers operating in the USA are working. Nevertheless the idea of an animal offenders register still has merit and something that we have previously discussed informally with Welsh Government officials.

If we can be of any further assistance, please do not hesitate to contact me.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Claire Lawson', is centered within a light grey rectangular box.

P-04-396 Sgiliau Achub Bywyd Bryd i Blant Ysgol

Geiriad y ddeiseb:

Rydym yn galw ar y Cynulliad Cenedlaethol i annog Llywodraeth Cymru i wneud hyfforddiant sgiliau achub bywyd bryd (ELS), gan gynnwys adfywio cardio-pwlmonaidd hanfodol (CPR) yn rhan orfodol o'r cwricwlwm mewn ysgolion uwchradd yng Nghymru. Byddai hyn yn ffurfio rhan o'r wybodaeth a'r dealltwriaeth graidd y mae plant yn ei chael yn yr ysgol ac yn creu cenedlaeth newydd o achubwyr bywyd ledled Cymru.

Cyflwynwyd y ddeiseb gan: Sefydliad Prydeinig y Galon

Ystyriwyd y ddeiseb am y tro cyntaf: 19 Mehefin 2012

Nifer y llofnodion: Cyflwynwyd y ddeiseb gan Sefydliad Prydeinig y Galon. Casglwyd deiseb gysylltiol tua 4,000 o lofnodion.

Leighton Andrews AC / AM
Y Gweinidog Addysg a Sgiliau
Minister for Education and Skills



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-396
Ein cyf/Our ref LA/06239/12

William Powell AM

committeebusiness@Wales.gsi.gov.uk

9 July 2012

Dear William,

Thank you for your letter of 26 June 2012 regarding Petition P-04-388 calling on Emergency Life Saving skills to be a compulsory part of the secondary curriculum in Wales.

Personal and social education (PSE) forms part of the basic curriculum for all pupils in maintained schools. The non-statutory *Personal and social education framework for 7 to 19 year-olds* is the key document schools should use when planning their provision, and sets out opportunities for learners to develop the practical skills necessary for everyday life, including emergency aid procedures and how to administer basic first aid.

The school curriculum is non prescriptive and allows schools the opportunities to focus on areas that are particularly relevant to their learners such as emergency life saving skills. It is for schools and their governing bodies decide on the precise content of a school's PSE provision. Currently, I have no plans to review the statutory nature of the PSE framework, I will however, consider the results of this petition should any review be undertaken in relation to the framework.

I wrote to Ms Lloyd at the British Heart Foundation (BHF) on 16 June 2011 to explain the Welsh Government position. Representatives from my Department also met with colleagues from BHF on 27 July last year to discuss the teaching of ELS in schools and to offer practical suggestions on how to raise the its profile within schools in Wales.

Thank you for sharing the results of the petition

Yours sincerely,
Leighton Andrews

Leighton Andrews AC / AM
Y Gweinidog Addysg a Sgiliau
Minister for Education and Skills

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
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Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

P-03-318 Gwasanaethau mamolaeth trawsffiniol

Geiriad y ddeiseb

Rydym ni, sydd wedi llofnodi isod, yn nodi'r cynnig i symud yr uned famolaeth dan arweiniad meddyg ymgynghorol, yr uned gofal dwys i'r newydd-anedig a'r uned plant i gleifion mewnol o Ysbyty Brenhinol Amwythig i Ysbyty'r Dywysoges Frenhinol yn Telford.

Rydym yn credu y byddai hyn yn achosi llawer o galedi a straen i gleifion a'u teuluoedd sy'n teithio o Sir Drefaldwyn. Byddai'n ychwanegu 20 munud at daith sydd eisoes yn cymryd 50 munud ar y gorau, ac mae'n anochel y bydd amseroedd ymateb ambiwlansys yn cynyddu'n sylweddol.

Mae'n hanfodol nad yw'r cynigion hyn yn cael eu hystyried ar wahân i'r cynigion yng Nghymru a bod Llywodraeth Cymru'n mabwysiadu dull strategol o ymdrin â materion iechyd trawsffiniol, er mwyn sicrhau bod anghenion cleifion o ganolbarth Cymru yn cael eu hystyried yn llawn mewn unrhyw gynigion o ran ysbytai dalgylch.

Felly, rydym yn galw ar y Cynulliad Cenedlaethol i annog Llywodraeth Cymru i ymwneud yn llawn â'r broses ymgynghori 'Keeping it in the County', er mwyn sicrhau nad yw cleifion o ganolbarth Cymru o dan anfantais o ganlyniad i unrhyw newidiadau.

Ystyriwyd y ddeiseb am y tro cyntaf: Mawrth 2011

Cynigwyd gan: Mrs Helen Jarvis

Nifer y llofnodion: 164

Eitem 3.10

P-04-400 Safon Ansawdd NICE ym Maes Iechyd Meddwl

Geiriad y ddeiseb:

Rydym yn annog Cynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i fabwysiadu a gweithredu safon ansawdd y Sefydliad Cenedlaethol dros Iechyd a Rhagoriaeth Glinigol (NICE) ynghylch profiad defnyddwyr gwasanaethau iechyd meddwl i oedolion yn ei chyfanrwydd.

Gyda'r ddeiseb hon, gobeithiwn roi dyngarwch y person yn ganolbwynt i iechyd meddwl. Mae angen newid yn y gwasanaethau, y driniaeth a'r ymyraethau a ddefnyddir yng Nghymru ar hyn o bryd ar gyfer hyn. Yn dilyn dwy sesiwn hyfforddi a drefnwyd gan Sefyll yn y Senedd er mwyn rhoi gwybod i ddefnyddwyr gwasanaethau iechyd meddwl am gwmpas a phwerau Cynulliad a Llywodraeth Cymru, bu grŵp ohonom mewn cyfarfod arall gyda'r Clerc Deisebau i eirio'r ddeiseb hon. Gan fod Llywodraeth Cymru yn adolygu CYNLLUN GWEITHREDU IECHYD MEDDWL OEDOLION AR GYFER CYMRU ar hyn o bryd, mae hwn yn gyfle i wneud gwahaniaeth drwy ddylanwadu ar Aelodau'r Cynulliad a Gweinidogion a chodi ymwybyddiaeth o faterion yn ymwneud ag iechyd meddwl. Cafodd Safonau NICE (2011-2013) www.nice.org.uk/guidance eu datblygu ar gyfer y GIG a'r sectorau gofal cymdeithasol yn Lloegr - nid ydynt yn berthnasol i Gymru - ond maent yn darlunio'r arfer gorau: Rhoi profiad y defnyddiwr gwasanaeth yn ganolbwynt i bob triniaeth ac ymyrraeth. Gwneud staff gwasanaethau iechyd meddwl yn gyfrifol am eu gweithredoedd. Mae canllawiau NICE eisoes ar waith yn Lloegr. Mae cyfanswm o 15 Datganiad Ansawdd. Mae'r ddau ganlynol yn darlunio'r ethos a'r agwedd gyffredinol: "People using mental health services, and their families and carers feel they are treated with empathy, dignity and respect". Datganiad Ansawdd 2 "People in hospital for mental health care, including service users formally detained under the Mental Health Act, are routinely involved in shared decision making". Datganiad Ansawdd 11 Yn ychwanegol at yr e-ddeiseb hon, mae fersiwn bapur ar gael os gwneir cais. Cysylltwch â ni ar y cyfeiriad e-bost canlynol: MHPetition2012@gmail.com. Os gallwch helpu mewn unrhyw ffordd gyda'r ymgyrch hon, cysylltwch â ni ar y cyfeiriad e-bost uchod. I weld y 15 safon ansawdd ewch i: <http://publications.nice.org.uk/service-user-experience-in-adult-mental-health-improving-the-experience-of-care-for-people-using-cg136/quality-statements>.

Cyflwynwyd y ddeiseb gan: Action for Mental Health

Ystyriwyd y ddeiseb am y tro cyntaf: 19 Mehefin 2012

Nifer y llofnodion: tua 200

Lesley Griffiths AC / AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-400
Ein cyf/Our ref LG/07335/12

William Powell AM
Chair
Petitions Committee

committeebusiness@Wales.gsi.gov.uk

15 July 2012

Dear Bill

Thank you for your letter of 26 June regarding the petition, received by the Petitions Committee, urging the Welsh Government to adopt and implement the NICE quality standard for service user experience in adult mental health.

I agree service user experience should be the focus of adult mental health in Wales. Indeed, a key *Programme for Government* commitment is to use the legislative powers delivered by the Mental Health (Wales) Measure to ensure modern, user-focused care is implemented consistently across Wales.

As highlighted by the petition, these Quality Standards and other Standards which have been developed in England, do not apply in Wales at present. However, I have taken the decision, in principle, for the Quality Standards being developed by NICE to, in future, apply to the NHS in Wales. Officials are currently finalising the detail of a new Service Level Agreement with NICE to allow this to happen.

In terms of improving mental health service user experience in Wales, it should be noted the rights of service users in Wales under the Measure in some areas go beyond the NICE Quality Standards in England. For example, while the Quality Standards are not mandatory, in Wales under the Measure, it is a statutory requirement for all individuals in secondary services to have a Care and Treatment Plan which takes into account an individual's wider needs, such as housing, employment and physical health. Under the Measure, all individuals discharged from secondary services will be able to self-refer back to those services if they feel their mental health is deteriorating. In addition, every in-patient, as well as those detained under the Mental Health Act 1983, whether in hospital or community, will have support from an independent mental health advocate. The Measure is a flagship policy of which the Welsh Government and Assembly Members can be proud and there has been long standing cross party support for the Measure.

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CF99 1NA

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Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

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As the petition states, a Delivery Plan to support *Together for Mental Health*, the draft strategy for mental health and wellbeing in Wales, is currently being developed. *Together for Mental Health* is being consulted upon currently and we are seeking the views of service users on the outcomes the strategy proposes. Dedicated public consultation events have specifically targeted and elicited the views of, service users and their carers. The strategy on the whole has been very well received by service users, particularly as it has been developed in partnership with statutory and third sectors, service users, their families and carers. I have asked my officials to include the petition in their analysis of responses to the strategy public consultation. The draft strategy is available here:
<http://new.wales.gov.uk/consultations/healthsocialcare/mhealth/?lang=en>.

A Delivery Plan to support *Together for Mental Health* will be published alongside the final strategy in October. The Delivery Plan will include effective and measurements of the strategy outcomes, intended to improve the patient experience, prioritise safe, dignified, evidence-based interventions and ensure service user participation in Care and Treatment Planning.

I hope this information is helpful.



Lesley Griffiths AC / AM

Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services

Petitions Committee : Tuesday 16 October 2012
P-04-400 : NICE Quality Standard in Mental Health

Dear Bill Powell

Yesterday I received an email from Annette Millett attaching the letter (dated the 15th July) from Lesley Griffiths to you regarding the Petition we submitted earlier this year.

I am very pleased that - FINALLY - the Welsh Government have recognised that the NICE standards for service users in the mental health system have not been adopted in Wales.

While the Minister has indicated that "in principle" - "future" NICE guidelines will apply to the NHS in Wales - this would seem to evade the issue of the adoption and implementation of **existing NICE guidelines relating to Mental Health service users**.

From my reading of the letter, while admitting that Quality Standards are not Mandatory, the Minister does not seem to be able to confirm that there will be any accountability or requirement to meet standards under the Welsh Measure.

For instance, while there is now a statutory requirement for service users in secondary services to have a Care and Treatment Plan (very worthy and much appreciated) I can not find any indication of what measures or standards apply to the implementation - of failure to implement that particular care plan. I am also aware from conversations with others, that not all users (mainly those receiving care in the community rather than in hospital) have been involved in developing their own Care Plans and agreeing them with the appropriate key worker, psychiatric nurse etc.

In addition - the support of an independent health advocate is only available upon request and there are very few people employed in this capacity. I also wonder how an "in-patient" can be in "the community" - my belief was that the right to advocacy was for those receiving in-patient care whether in a "normal" hospital or in a psychiatric unit. Perhaps the Minister could be asked to clarify this issue.

Regarding the draft policy "Together for Mental Health" - I, amongst many other service users and professional service providers attended one of the Consultation events. (At which, for the second time, we were informed by a senior adviser to the Minister that the NICE guidelines **were applicable in Wales!**)

The Strategy is a wonderful aspirational document - but as the last Mental Health review failed to meet many of the proposed outcomes - I can not see that this new strategy will be any different. Aspirational, uncosted with no mention of delivery or accountability.

I can not see how the Delivery Plan can "support" the Strategy solely by providing "effective and (sic) measurements of the strategy outcomes" unless it also includes **specific targets, standards and levels of accountability**.

Unfortunately my response to the letter from Lesley Griffiths is that I feel that despite the fine words, the Minister has failed to address the issues we raised in our petition - and her response has been somewhat evasive.

I hope that you will be able to include this email and this Ministers letter in the discussion of the proposed Strategy and Delivery Plan. Personally I think the response from Lesley Griffiths is somewhat disingenuous.

We also aim to provide - by the Monday midday deadline - some additional supporting evidence from service users and carers illustrating their experiences of treatment within the mental health system in Wales over the last ten years (right up today).

Kind regards

Jane Miller Smith
p.p. Mental Health Petition Action Group

Petitions Committee : Tuesday 16 October 2012

P-04-400 : NICE Quality Standard in Mental Health

SUPPLEMENTARY INFORMATION TO SUPPORT THE PETITION TO THE WELSH ASSEMBLY:

WITNESS STATEMENTS BY CURRENT AND FORMER MENTAL HEALTH SERVICE USERS & FRIENDS / CARERS.

The following are from individuals' personal experiences. They are either from current or former "service users" in the Wales mental health system, or friends and carers who have witnessed treatment of service users; whether in hospital or in the community.

These statements have been collated and submitted to support the petition as an illustration of practices which fail to meet the standards of care which service users and their carers should receive. There are many other stories of "lived experience" available through many other sources e.g. Gofal, Mind etc.. Therefore this is just a small sample but illustrates why we strongly feel that the NICE standards for service users should be implemented and provide a standard of service and care which has to be implemented and followed.

1. I have been in hospital under Section (*required to stay in hospital under the Mental Health Act*) a number of times. The last time I was in Whitchurch I was assaulted by one of the workers on the night duty. I couldn't sleep and it was only about 9.30pm so I wanted to watch the TV. I was told I couldn't and to go back to my room. When I wouldn't I was gripped by one arm – which was forcibly put up my back and put back in my room. It was a strong man who assaulted me and it was so painful I thought my arm was at breaking point

When I came out of hospital the psychiatrist told me and my partner that there was no treatment other than medication. It was only through a friend that we found out that there was a range of support that should be available from both the NHS and Social Services. My partner raised this at our next appointment with the psychiatrist – at which point he "remembered" and provided me with A CPN and referred me to Outreach Services. This all happened in the last eighteen months (2011 – 2012).
Mags C.

2. In February of this year (2012) I found out, purely by chance, that a long-standing friend of mine was on Gorwel Ward at the Llanfair unit at Llandough Hospital.

AC, who is sixty years old, had never previously been under psychiatric care or received treatment for mental illness. Following a series of events - a family argument over money, which appeared to lead to his sister contacting his GP; a subsequent argument with his GP; and an ongoing issue with the police (he reported attempted blackmail of

“grooming” by two teenagers – a girl and her boyfriend). One evening when walking his dog he was picked up by the police and taken to the Llanfair unit.

It seems that a police officer (unofficially) told a member of the nursing staff that he was being investigated for suspected child grooming and child pornography. No charges were ever made against him – there was no incriminating evidence either in the house or on his computers.

When I found out he was an in-patient, I went to visit him. He had been on the unit for a number of months – then told he could leave – and then recalled and sectioned. He was understandably angry and confused by his confinement. When I saw the way he was dealt with by the staff I was horrified – they showed an obvious dislike – chose to ignore him as much as possible and were only interested in his taking medication.

It was only after my intervention – organising legal aid – regularly visiting – sitting in on his consultations; that the staff’s behaviour and treatment of him dramatically improved. He was spoken to and treated much better and finally discharged (just before a formal panel meeting was due to take place).

Jane S

3. I have only been in a psychiatric hospital once and that was over 15 years ago. I became psychotic and to avoid being sectioned I agreed to go into Whitchurch. I was so frightened and distressed by the experience that I swore to myself that I would sooner commit suicide than end up in there again. There was no care – other than giving me medication. I had very bad reactions to some of the drugs. On one occasion I had to be given an antidote – it was another patient who realized I was so unwell and took me to the nurses office where the staff spent most of their time.

I also saw another patient being assaulted by several members of staff. None of them saw the event which led to a fight (although I and many others did) – they got the wrong patient and she was so heavily tranquillised she scarcely moved for three days.

When I left I received very little aftercare, was unable to work, plunged into a terrible depression and ended up losing my house. I moved back to my home town. I never told my GP about my diagnosis of Bipolar Effective Disorder but for most of that time did take antidepressants.

I moved back to Wales about six years ago. Two and a half years ago I became very ill. I could scarcely get out of bed and couldn’t even fill in forms for council tax or claim any benefit. I was so desperate that eventually I asked my GP to refer me to a psychiatrist. This time I received wonderful care but I am aware from talking to many other service users that not a lot seems to have changed – particularly in the NHS and on psychiatric wards.

JMS

4. When I was in hospital my psychiatrist told me that I wouldn't be able to cope with independent living. He told me I should give up my flat. Unfortunately I took his advice and ended up homeless. I had to go into a hostel and it's taken me years to get my own place again.

4 Winds Service User

5. I was both sexually and physically abused as a child by my father. This has affected me to this day. I have asked many times to see a psychologist as I feel that this is the only thing that can possibly begin to help. I have never got to see one. The psychiatrist just gives me drugs. I even thought about trying to see a psychologist privately but living on benefits that's just impossible.

Phil M

6. I was homeless for six years and became a very heavy drinker. With help I managed to stop drinking and went into a hostel where no alcohol was allowed. I was so depressed that I attempted suicide on several occasions and was taken into the Poisons Department at Llandough hospital. I did see a mental health nurse but was always discharged without seeing a psychiatrist because I "knew what I was doing".

7. The hostel tried to get help for my depression and suicide attempts from the hospital. This never happened – although the last time I nearly managed to kill myself. I started drinking again because this was the only way I could stop feeling suicidal – but that meant I lost my place at the hostel.

AB

8. I have bi-polar disorder. My psychiatrist prescribes Lithium for this – as it works as a mood stabiliser. This is the most common drug for this condition but it is a heavy metal and in the long term causes kidney damage. It also has to be regularly monitored through blood tests because if the level is too high it is toxic and very dangerous.

9. On one occasion I got a phone call telling me my level was way too high and to stop taking it immediately. There was no suggestion that I should go to a poisons unit or get an antidote and no-one came to check I was okay. But they are quick enough to turn up to take me to a psychiatric unit if they think I am becoming mentally unwell.

SJ

10. I have first hand experience regarding my son who first became ill at the age of 15 - he is 32 now and stable, intelligent, caring and very motivated- but we had horrific experiences in the past, and the way his illness progressed was precisely because of the lack of intervention, proper care, lack of understanding of the needs etc.etc.etc. It was a true nightmare.

AW

HOUSING ISSUES

P-04-373 Atal Faniau Symudol Bwydydd Cyflym rhag gweithredu mewn ardaloedd Ysgolion

Geiriad y ddeiseb:

Mae'r Deisebwyr yn galw ar Lywodraeth Cymru i ystyried deddfwriaeth i atal Faniau Symudol Bwydydd Cyflym rhag gweithredu o fewn 400 metr i bob ysgol yng Nghymru, a hynny rhwng 08.00 a 16.30 o ddydd Llun i ddydd Gwener yn ystod y tymor.

Prif ddeisebydd: Arfon Jones

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 13 Mawrth 2012

Nifer y deisebwyr: 43

Gwybodaeth ategol: Mae Cyngor Wrecsam yn ddiweddar wedi cytuno ar nodyn Cyfarwyddyd Cynllunio sy'n dweud: Ni ddylai Mannau Gwerthu Bwydydd Poeth Cyflym newydd gael eu lleoli... o fewn 400 metr i ffin ysgol neu goleg trydyddol. Ni ellir defnyddio amodau cynllunio i gyfyngu defnyddio cerbydau symudol bwydydd cyflym, ac os ydynt yn cydymffurfio â rheoliadau priffyrdd ac iechyd yr amgylchedd, gallant weithredu heb drwydded. Dadleuir, felly, y bydd deddfu fel yr awgrymir yn hyrwyddo nod cymdeithasol o leihau faint o fwydydd afiach rhad sydd ar gael i blant, yn lleihau gordewdra ac yn hyrwyddo bwyta iach.

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-373
Ein cyf/Our ref CS/06511/12

William Powell AM
Chair Petition's committee
Ty Hywel
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committeebusiness@Wales.gsi.gov.uk

July 2012

Thank you for your letter of 26 June 2012 about the 43-page signature received from Arfon Jones relating to mobile food vans.

The licensing of mobile food vans on the trunk road network is one for the relevant local highway authority. However, I can confirm it is unlawful to trade from a trunk road lay by, unless the trader has some lawful authority or excuse, for example a licence.

The licence incurs a licence fee and the responsibility for issuing licences and the consents for trading on any highway lies with the relevant local authority.

My officials are currently developing a policy for trading in lay bys on the trunk road network and I can assure you the subject of this petition will be considered during this process.

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

P-04-370 Deiseb yn galw am wella gwasanaethau seicig a sythweledol yng Nghymru

Geiriad y ddeiseb:

Rydym ni, sydd wedi llofnodi isod, yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i godi ymwybyddiaeth darparwyr gwasanaethau seicig a'r cyhoedd o ddarpariaethau Rheoliadau Diogelu Defnyddwyr rhag Masnachu Annheg 2008.

Prif ddeisebydd: Ant Edwards

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 13 Mawrth 2012

Nifer y deisebwyr: 38

PET(4)-14-12 : Tuesday 16 October 2012

P-04-370 : Petition for the improvement of Psychic and Intuitive services in Wales

Llais Defnyddwyr
Cymru
Gwarchod Buddiannau Defnyddwyr



Consumer Focus
Wales
Wales' Consumer Champion

William Powell AM
Chair
Petitions Committee
National Assembly for Wales
Cardiff Bay
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Your ref **P-04-370**
12th September 2012

Dear Mr Powell,

Thank you for your letter regarding the petition that your Committee received regarding concerns about psychic services.

In response to your question, Consumer Focus Wales has not undertaken any work on this area or subject.

The formulation of our workplan is dictated by those areas for which we have statutory responsibilities – post and energy – and via consultation with stakeholders and groups of consumers.

The aim of the workplan consultation is to try and ascertain what the key areas of concern are for consumers and, in particular, to identify where we feel we can make the greatest difference for disadvantaged or vulnerable consumers.

The issue of psychic services has not, at any time in the last 3 years since our inception, been raised with us as an issue either by stakeholder groups or by consumers directly.

To further assist your enquiry I have spoken directly to Citizens Advice Cymru to see if they have ever had this issue raised with them as a problem and, if so, what the scale of the problem might be.

I'm afraid they told me that it was not an issue that they could find on their database for Wales.

I also asked our investigations team here in Cardiff to take a retrospective look at the Consumer Direct database for a 12 month period up until March 2012 (when the service transferred to Citizens Advice). Consumer Direct, as you may know, was the UK Government's consumer advice phone line which acted as an access point for all Trading Standards Departments.

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Tudalen 124

Unfortunately this also returned no reported incidences or cases involving psychic services in Wales.

However, this lack of evidence may not mean that there is no problem at all, in fact your petition points to the contrary, but it is clearly not something that is being brought to the attention of the obvious consumer protection organisations.

This may be because the victims are reporting concerns elsewhere, to another trusted intermediary, or that they are simply not reporting incidents. Experience tells us that this can often be the case if a victim is embarrassed about their behaviour and doesn't want to be seen as foolish. Most often this happens when victims realise they have been victims of scams.

I am not sure if it is within the remit of the Committee but, in light of the above, you may wish to take this forward by writing to the Welsh Heads of Trading Standards, asking them to advise their members to be mindful of this issue and to be alert to it within their own constituencies. Trading Standards Departments will have their own network of local organisations and contacts and so may be better placed to identify and investigate individual incidents.

I hope that the above is of use and helps you in your considerations. If I can be of any further assistance please let me know.

Yours Sincerely,



Rhys Evans
Senior Director, Consumer Focus Wales

Eitem 3.13

P-04-380 Dewch yn ôl a'n Bws! Deiseb yn erbyn diddymu'r gwasanaethau bws o ddwyrain Llanbedr Pont Steffan, Cwm-ann a Phencarreg

Geiriad y ddeiseb:

Rydym yn galw am wasanaeth bws ar frys sydd wedi'i drefnu a'i amserlennu'n gywir ar gyfer yr ardaloedd hyn yr effeithiwyd arnynt a byddem yn annog yr asiantaethau llywodraethol o dan sylw i ymrwymo i hyn ar ein rhan, cyn gynted ag sy'n bosibl.

Gwybodaeth ategol:

Ar 27 Chwefror 2012, dechreuodd Arriva weithredu fel cwmni masnachol yn unig gan roi diwedd ar unrhyw gymhorthdal yr oedd yn ei gael gan gynghorau sir lleol a Llywodraeth Cymru, a newidiodd ei wasanaethau i fod yn 'wasanaethau cyflym' yn hytrach na'r gwasanaethau 'tynnu sylw a chamu 'mlaen' blaenorol, sy'n hanfodol yn yr ardaloedd gwledig iawn hyn.

Mae'r cwmni wedi ailbennu llwybr y gwasanaeth X40 blaenorol fel ei fod yn osgoi dwyrain Llanbedr Pont Steffan, Cwm-ann a Phencarreg. Mae hynny'n amddifadu pobl rhag cael mynediad at wasanaethau hanfodol fel eu meddygon teulu, eu deintyddion, swyddfeydd post a siopau, ac yn amharu ar allu pobl i arfer eu rhyddid i symud, mewn perthynas â mynediad at y gwasanaethau uchod.

Mae diddymu gwasanaethau bws rheolaidd wedi cael effaith niweidiol iawn ar allu pob rhan o'n cymunedau i fyw eu bywydau yn ôl eu harfer. Ni ellir gorbwysleisio'r ffaith amlwg bod diogelwch pobl yn cael ei esgeuluso, oherwydd eu bod bellach yn ceisio cerdded ar hyd ffyrdd heb balmentydd ac heb eu goleuo sydd â thraffig cyflym a jygarnotiaid arnynt.

Mae Cynghorau Sir Gâr a Cheredigion yn ceisio ymestyn y cynllun 'Bwcabus', sef gwasanaeth a archebir o flaen llaw yn bennaf, ond nad yw ar gael bob amser ac sy'n gweithredu ar hyn o bryd mewn modd nad yw'n gynaliadwy yn economaidd ac sy'n aneffeithlon yn amgylcheddol.

Gan mai Llywodraeth Cymru a chynghorau sir lleol wnaeth y penderfyniad i weithredu'r newidiadau trafndiaeth hyn, hwy sy'n gyfrifol, o dan eu dyletswydd i ofalu am bobl Cymru, yn enwedig yr henoed a phobl eraill sy'n agored i niwed, am ofalu am y bobl sy'n colli eu hannibyniaeth ac sydd mewn perygl cynyddol o gael eu hynysu. Bydd diffyg gwasanaeth bws digonol hefyd yn effeithio ar yr agweddau economaidd a chymdeithasol ar fywydau pobl, ac ar eu lles

Cyflwynwyd gan: Sharon McNamara

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 27 Mawrth 2012

Nifer y llofnodion: 505 (479 ar bapur a 26 ar y safle we)

PET(4)-14-12 : Tuesday 16 October 2012

P-04-380 : Bring back our bus! Petition against the removal of scheduled bus services from east Lampeter, Cwmann & Pencarreg

Additional evidence from Sharon McNamara

Claire Kirkham

6:45pm May 25

Been told this morning by the driver that Arriva are withdrawing the 41 service in July - having changed the timetables again in June ! This will leave myself and loads of other people I know unable to get to work without all the people that will be stranded in the villages unable to go shopping or get to the doctors - they cant seriously expect us to use Bwcabus. There are no notices on the buses and I nearly brought a 4 weekly ticket that would have taken me into July as I wanted it to start after my holidays and it would have been worthless!

Yin Z Lipy

11:05am May 26

waited in temple bar for the 10.12 from Lampeter, it got here just before quarter to 11, driver flashed his headlights and waved his hands to indicate he wasn't stopping. there was, me, my two kids and a senior citizen with a walking stick waiting there (with no bus shelter, shade or seat) bus looked full so that might have been the reason for no stopping but it's just one more drop in the ocean of arriva's unreliability

PET(4)-14-12 : Tuesday 16 October 2012

P-04-380 : Bring back our bus! Petition against the removal of scheduled bus services from east Lampeter, Cwmann & Pencarreg

Response from : Robert Ellis, Case Investigation Officer, Older People's Commission for Wales/Comisiwn Pobl Hŷn Cymru

Re: Bring Back Our Bus! Petition

I am writing in response to William Powell AM's email request for a Commission response to the above named petition.

The Commissioner's position is as follows:

The views and needs of older people should be properly considered in transport planning. Transport is a policy area which can have a significant impact on older people and their ability to access services such as hospital/GP appointments, their freedom to undertake social and volunteering opportunities and to maintain their independence and wellbeing. Access to public transport in particular, enables older people to meet others and make new friends, reducing their isolation and loneliness which in turn improves their quality of life and physical, mental and emotional well-being.

Whilst the Commission would not comment on the detail of proposed changes to specific bus services, as a matter of principle we encourage local authorities and the Welsh Government to involve older people in decisions on transport links. Where appropriate we would also encourage government to use financial incentives to support essential but lesser used services, and bus companies to consult openly and transparently with their users about proposed changes.

Older people themselves regularly contact the Commission in relation to the vital role that public transport plays and we have heard from many older people, especially those who live in more rural and isolated areas, who tell us that public transport offers them not only a crucial link to essential services but also the opportunity to remain integrated in society; the impact of transport on the lives of older people therefore cannot be overstated.

The Commission undertook research on the use of the bus pass by older people in Wales which showed that non car owners were more likely to be older, female, disabled and from low income households and that changes to bus services would therefore have a greater impact on more vulnerable groups in society. For your consideration, I have attached a copy of the research report.

The results of this research clearly showed that the bus pass has far wider benefits for older people than simply providing free travel. A significant

majority of respondents felt that a bus pass improved their quality of life and helped prevent them becoming lonely and housebound. However, the bus pass is only able to deliver these benefits if bus routes and timetables meet the needs of older people who wish to access them. Consideration of alternative provision, including community transport schemes, should accompany any decisions related to bus service changes.

I hope that this information is of use to you; however, should you have any further questions, please do not hesitate to contact me directly.

Yours sincerely

Robert Ellis
Case Investigation Officer
Older People's Commission for Wales/Comisiwn Pobl Hŷn Cymru



Concessionary Bus Pass Research

Report

November 2010
Older People's Commissioner for Wales

Concessionary Bus Pass Research

Report

November 2010

Older People's Commissioner for Wales

Cambrian Buildings, Mount Stuart Square, Cardiff, CF10 5FL

Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	01 November 2010	P Goodenough	P Hammond	P Hammond	Draft issue
B	19 November 2010	P Goodenough	P Hammond	P Hammond	Draft final issue
C	24 November 2010	P Goodenough	P Hammond	P Hammond	Final issue
D	26 November 2010	P Goodenough	P Hammond	P Hammond	Revised final issue

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Executive Summary

Introduction

Mott MacDonald (MM) was appointed by the Older People's Commissioner for Wales (OPCW) in July 2010 to undertake research investigating the impact of the concessionary bus travel scheme on older people in Wales, with emphasis on obtaining the views of older people themselves.

The purpose of our research has been to provide an evidence base to demonstrate the effects of the scheme and to establish what, if any, positive impacts the scheme can have on other budgets, such as health and social care, as well as other user groups, notably young people.

Our methodology has combined original and secondary research techniques to gain a comprehensive understanding of the impact that the introduction of concessionary bus travel has had on older people in Wales and the potential value it adds to their lives and to the wider community. The work undertaken has incorporated desk research, quantitative research (questionnaire interviews with 666 older people across Wales), qualitative research (two focus groups in Carmarthen and Wrexham) and interviews with various stakeholders.

Policy Context

The concessionary bus travel scheme was introduced in April 2002 for residents aged 60 and over as well as qualifying disabled people of all ages, giving travel across local authority boundaries to make it an all-Wales scheme. Passes can be used at any time of the day, unlike in England where passes are restricted to the off-peak period and where the scheme is in the process of being limited to those aged 65 and over. Welsh pass holders are able to use cross-border services if their bus journey starts or ends in Wales, although they are generally unable to transfer between bus services in England.

The scheme has proved enormously popular in Wales, with local authorities managing in excess of 650,000 passes annually. The popularity of

concessionary bus travel amongst older people has increased the costs to the Welsh Assembly Government (WAG) of the scheme. Reimbursement payments made by WAG to bus operators have more than doubled in six years, to £66m in 2008-09.

WAG has indicated that there is no intention to amend the entitlement or eligibility criteria for the concessionary bus travel scheme but, in response to rising costs, it has capped the concessionary fare reimbursement budget for 2010-11 at £69m. Nevertheless, challenges still remain. Changing demographics (i.e. an ageing population) means that the eligible cohort is increasing and demand for concessionary bus travel could therefore grow over time. It is possible that a progressively reducing rate of reimbursement for local bus operators may lead to the deregistering of some commercial bus journeys and changes in service patterns (e.g. lower frequencies and shorter operating hours).

The budget for WAG's Economy and Transport department will be reduced from £1,035m in 2010/11 to £888m in 2013/14¹. Revenue spending will be reduced by 8.1% in real terms, while capital spending will be reduced by 35.5%. WAG has restated its commitment to retaining the concessionary bus pass scheme in its current form, although it is possible that this position may change following the National Assembly elections in May 2011.

It is therefore critical that a robust evidence base is assembled to test the benefits of the concessionary travel scheme, for older people themselves and the longer term savings to other departmental budgets (such as health and social care) and to other user groups (notably young people) who may have benefited from the public transport improvements delivered as a result of the scheme.

Various documents have been reviewed as part of our research, including:

- Strategic Plan 2010-2013 (OPCW, 2010)
- Response to National Transport Plan – One Wales: Connecting the Nation (OPCW, October 2009)

¹ Business leaders dismayed by deep transport cuts'. Western Mail, 18 November 2010.

- England-wide Concessionary Bus Travel: The Passenger Perspective (Passenger Focus, July 2009)
- Opportunities and Challenges, our ambition for public policy in Wales (Age Cymru, November 2010)

Questionnaire Interviews

Use of the Concessionary Bus Pass

The Concessionary Bus Pass was used extremely frequently by the survey sample with three quarters (76%) of the sample using their pass more than once a week. Frequency of use was higher among respondents interviewed in urban locations and among respondents who did not own a car.

The pass was used for a wide range of trip types, but was used most widely for essential shopping trips, such as, *food* (88% use it for this purpose) and *clothes* (79%). In addition to this, the pass was also widely used for *days out* (59%) and for maintaining social networks (*visiting friends* 43%; *visiting relatives* 39%).

A large group of respondents also used the pass for accessing health care services (*visiting GPs* 38%; *hospital appointments* 52%).

In terms of frequency of use by trip, the pass was used most frequently for *food shopping trips*.

Travelling distances to access services were relatively large and, for most types of trip, approximately half of respondents had to travel 25 minutes or more to access services. Trips for *food* and *visits to the GP* had the shortest average journey length of all trip types.

Method of transport used if no longer had Concessionary Bus Pass

If respondents no longer had the Concessionary Bus Pass, essential trips, such as, *shopping for food* or *shopping for clothes* would still be made. However, discretionary trips, such as, *days out/sightseeing* (41% would no

longer make trip), *visiting friends* (17%) and *visiting relatives* (12%) would be more likely to be stopped.

For most types of trip, if respondents no longer had the pass just under a half would continue using the bus on a paid basis, with approximately a third switching to cars.

The method of transport that respondents would use as an alternative to the bus varied considerably by car ownership. The majority of car owners would switch from bus to car, while non car owners would continue to use the bus.

Attitudes towards the Concessionary Bus Pass

There was almost universal agreement that having the bus pass made it easier for respondents to make trips.

There was a strong feeling among respondents that *without a bus pass their quality of life would suffer* (81% agreed) and that they *would be more lonely and housebound* (78% agreed).

There was also a strong perception among respondents that their independence would suffer if they did not have the pass: *having a bus pass allows me to be independent* (92% agreed) and the *bus pass allows me to do things more easily* (93% agreed).

The majority of respondents felt that removal of the bus pass would negatively affect their economic circumstances. Two thirds (67%) disagreed that *I don't need the concessionary bus pass to afford the bus*, with four out of ten (40%) disagreeing strongly. Similarly, two thirds (66%) agreed that *I would find it hard to make ends meet without the bus pass*.

There was widespread opposition to changes to the current system: *replacement with half price travel* (88% disagreed) and *use only when off peak* (79% disagreed). A key driver behind this opposition was widespread disagreement that *the bus pass was an unnecessary burden on taxpayers* (76% disagreed).

Satisfaction with the Concessionary Bus Pass and bus services

Satisfaction with the bus pass was virtually universal with over nine out of ten (93%) respondents *very satisfied* and a further one in five (6%) *fairly satisfied*. There was little difference in satisfaction between respondents interviewed at urban locations and those interviewed at rural locations.

When asked what were the main benefits the Concessionary Bus Pass offered them (apart from financially), spontaneous responses centred on *the freedom to get out of the house* (29%). This confirms the benefits of the bus pass on the independence of pass holders.

Satisfaction with specific aspects of the bus service was also high, with satisfaction highest for *ease of getting a seat* (70% very satisfied) and *the bus driver* (69% very satisfied) being the highest. Satisfaction was also high for *ease of getting on and off the buses* (67% very satisfied) indicating relatively few accessibility issues with the bus service.

Effect of car ownership on opinion of the Concessionary Bus Pass

The beneficial impact of the concessionary bus pass was found to be greater among those respondents who did not own a car compared to those who do own a car.

Non car owners were found to use the Concessionary Bus Pass for a wider range of trip types. Not only this, but non car owners were also found to use the pass more frequently for each trip type than car owners (who use the pass for that purpose).

Responses to attitude statements showed that non car owners were more likely to feel that:

- their quality of life would suffer if the bus pass were withdrawn
- they would become less independent and reliant on family and friends without the bus pass
- they would find it hard to make ends meet without the bus pass

Non car owners were also slightly more resistant to any changes to the current system.

The profile of non car owners showed that they were more likely to be: older, female, disabled and from low income households. The removal of the Concessionary Bus Pass or a move towards charging would therefore have a greater impact on more vulnerable groups in society.

Focus Groups

To add depth to the face to face interviews and to explore issues arising from the questionnaire survey, two focus groups were conducted in Carmarthen and Wrexham on 14th October 2010. These towns were selected to obtain a cross-section of participants from urban and rural areas in north and south Wales. Focus group participants were selected from those who had indicated during the questionnaire survey that they were willing to take part.

The focus groups were semi-structured against a topic guide (**Appendix B**) which enabled older people to raise issues of importance to them, whilst probing their underlying attitudes and obtaining an understanding of the issues affecting them most.

Carmarthen

The Carmarthen focus group were passionate that the concessionary pass scheme should not be removed as it provided them with a lifeline to activities that helped to improve the quality of their life. Being independent was of great importance to participants and the group felt that this provided mental health benefits as it encouraged them to remain active avoiding isolation. The group felt that isolation was a major contributor towards depression in older people and many participants considered themselves to be at risk if they were unable to take part in activities or have an active social life. A number of participants were not in a financial position to afford to pay for the number of bus trips they are currently making. Therefore, if the scheme was removed they would be drastically affected both financially and also socially,

as they would not be able to make the non-essential trips which give a sense of purpose to their lives.

Wrexham

All members of the group stressed the value of the bus pass. It plays a valuable role in giving them a level of freedom and independence they would otherwise be unable to achieve without the pass. They do not want to be reliant on friends or family for transport. The pass also enables holders to have a full and active social life; the group were particularly conscious of issues surrounding depression and associated health difficulties in older members of the community. They were clear that the pass has wider benefits for them than simply providing free travel.

In summary, the group do not want to see any changes.

'The pass is fine as it is. Please don't change it!'

Stakeholder Consultation

To complement the review of relevant policy documents, strategic consultations were held with a selection of stakeholders, including user groups, selected local authorities, WAG and bus operators. These consultations took the form of telephone interviews, which were semi-directive against open questions, complemented by follow up email correspondence. The stakeholders interviewed were as follows:

National/local government

- Welsh Assembly Government (Head of Integrated Transport)
- City & County of Swansea (Acting Group Leader – Transportation)
- Wrexham County Borough Council (Transport Co-ordinating Officer)
- Cardiff County Council (Head of Concessionary Travel Unit)
- Carmarthenshire County Council (Transport Manager, Passenger Transport Operations Manager)
- Powys County Council (Head of Public Transport Unit)

User groups

- Age Cymru (Head of Policy and Public Affairs)
- Bus Users UK Cymru (Senior Officer for Wales)
- Alzheimers Wales (Acting Director for Wales)
- National Partnership Forum for Older People (Transport Sector Representative)

Bus operators

- Arriva Cymru (Concessionary & Smart Card Manager)
- GHA Coaches (Operations Manager)

The feedback received during the stakeholder consultations suggests that older people are generally happy with their concessionary passes and with the bus service. Local authorities are very happy with the administration of the scheme. However, there is possibly a need to monitor compliance and prevent the abuse of passes. More resources would be required to improve monitoring, which may be unrealistic in the current economic climate but the savings accrued on the reimbursement budget could potentially recoup the additional financial outlay for WAG in the medium term.

WAG, local authorities and bus operators are generally happy with the new reimbursement arrangements, which have capped the costs of the concessionary bus travel scheme. However, in the context of potential changes to the scheme in terms of fares, hours of operation and eligibility, some user groups have questioned the scheme's value for money, and suggest that efforts be made to improve the accuracy of the reimbursement process before any changes are made.

Beyond ensuring a more accurate reimbursement process, stakeholders are reluctant to suggest any amendments to the scheme, as all are aware of how highly older people value their passes and the benefits that the passes bring to some of the more vulnerable members of society. However, it is generally considered that the most politically acceptable means of managing scheme costs (in the context of people working longer and retiring later) would be to raise the age of eligibility for concessionary passes, as long as it is ensured that no older person loses their current entitlement.

Cross-border issues were not viewed as a particular problem by any of the stakeholders that we contacted, at least from the perspective of Welsh pass holders which is the focus of our research. This is borne out by our own questionnaire interviews and focus groups.

Summary and conclusions

Overview

In all activities undertaken, the Older People's Commissioner must give due regard to the United Nations Principles for Older Persons. In subjective terms, we have summarised below how the concessionary bus travel scheme contributes to each of the UN Principles:

- **Independence** - without the concessionary bus pass, we suggest that many older people without access to a car would be housebound and denied access to essential facilities which enables them to maintain their independence. The pass gives older people greater freedom to access food/clothes shopping, hospital/GP appointments, days out and volunteering opportunities. It gives older people the ability to regularly visit and care for loved ones, which would become much more difficult if bus travel had to be paid for;
- **Participation** – the concessionary bus travel scheme offers older people the opportunity to remain integrated in society. The availability of free bus travel enables older people to meet others and make new friends, reducing their isolation and loneliness. This in turn improves their quality of life and physical, mental and emotional well-being;
- **Care** – this principle states that older people should have access to health, social and legal care so that they can optimise their well-being. Free bus travel removes a significant barrier to accessing these opportunities. We suggest that the potential for the scheme to relieve pressure on health and social services budgets is clear, in two main respects:
 - the cost of the alternative health/community transport service which would need to be provided in the absence of free bus travel; and

- the ability of older people to use free bus services to access regular hospital appointments. Without these bus services, it is conceivable that a significant number of individuals would no longer be able to live independently, and would instead need to be placed in residential care at a much greater cost to the taxpayer.

Our contact with older people, as well as our consultations with various stakeholders, has demonstrated the numerous benefits that the concessionary bus pass brings to people's lives. Although we have not undertaken a full cost-benefit analysis as part of this commission, this evidence strongly suggests that the benefits of the scheme far outweigh the costs, and that the overall burden on the taxpayer would in all likelihood be significantly increased if free concessionary bus travel was to be discontinued;

- **Self-fulfilment** - this principle states that older persons should have access to educational, cultural, spiritual and recreational resources and be able to develop their full potential. The results of the questionnaire interviews demonstrate that older people use their concessionary bus passes for visiting friends and relatives, days out, accessing sport/recreation and volunteering. Whilst non-essential, all of these trip purposes are important to optimising older people's well-being and fulfilling their potential. The surveys have shown that many older people would be unable to make such trips if free concessionary bus travel was withdrawn. Self-fulfilment is therefore much less likely to be achieved; and
- **Dignity** – the availability of a universally available and unlimited concessionary bus pass clearly contributes to older people's dignity. Without it, the results of the questionnaire interviews and focus groups strongly suggest that many older people would have to depend on car-owning friends and relatives in order to undertake all but the most essential trips (e.g. days out, visiting friends/relatives/accessing sport and recreation), or not travel at all. For essential trips, such as food shopping and hospital appointments, older people would pay for bus travel, but with clear negative implications for household budgets and overall quality of life. Car owners would most likely switch to their cars for all trips, with clear environmental disbenefits.

Conclusions

This research project has focused on obtaining the views of older people themselves on the concessionary bus travel scheme, supplementing this with desk research and consultations with various stakeholders.

In general, older people are very satisfied with their passes and with the bus service. They do not wish to see any changes to the concessionary bus travel scheme. Local authorities and user groups are similarly satisfied with the scheme.

'It (the concessionary bus pass scheme) has improved social mobility and helped persuade people to use the public transport system. It's been a great success'

If the free concessionary passes were no longer available, the questionnaire interviews and focus groups provide clear evidence that non car-owners would cut back on non-essential trips (days out/visiting friends and relatives/accessing sport and recreation), but would pay for essential trips (food shopping, hospital appointments). Car owners would most likely switch to their cars for all trips, with clear environmental disbenefits.

The concessionary bus travel scheme offers older people the opportunity to remain integrated in society, improving their quality of life. The scheme brings wider benefits in terms of relieving pressure on health and social services transport budgets, and the linkages are complex. Bus operators have acknowledged that the scheme has helped renew bus fleets and support both commercial and tendered services which would not otherwise be viable.

The revised reimbursement arrangements have been effective in capping the cost of the scheme. However, if the concessionary fares budget has to be reduced in the future, rather than amending the terms of the scheme policy makers should firstly focus on the reimbursement methodology to ensure that it fairly reflects distance travelled. Beyond this, raising the age of eligibility is viewed by older people and other stakeholders alike as the fairest way of managing scheme costs. As a last resort, a nominal flat fare

may be deliverable, but it must be stressed that there is a strong commitment within WAG to retaining the concessionary bus travel scheme in its current form.

The next steps

Our research has provided an evidence base to demonstrate the benefits of the free concessionary bus travel scheme. However, our research merely forms a starting point in developing a robust argument for the retention of the current scheme in the face of financial challenges currently faced by WAG and local authorities. More detailed analysis would be beneficial in order to quantify the benefits of the concessionary bus travel scheme and present data in a format which can be easily understood by older people, user groups and policy makers alike. This analysis could include:

- **Cost benefit analysis** – the linkages between the concessionary bus travel scheme and other government budgets are complex. We have already speculated about the savings which the scheme brings in terms of the health and social care budgets and to the wider community from improved bus services. However, a full economic cost benefit analysis of the scheme would enable these complex linkages to be investigated in greater detail and the benefits quantified in financial terms, adding details to support our conclusions. With a reimbursement budget of £69m per annum, WAG is right to consider the scheme's value for money. Our research suggests not only direct social impacts (positive) for the older people of Wales but also indirect benefits e.g. for public services and benefits for other bus users. Operators suggest that they have used the funds to pay for new Disability Discrimination Act (DDA) compliant buses (all buses are required to be low floor by 2015) as well as to improve frequencies. The frequency issue is of course of benefit to all age groups and has both an economic and environmental benefit in sustainability terms.
- **Data analysis using Geographical Information Systems (GIS)** – use of GIS mapping can show complex relationships in an intuitive and easy to understand way. GIS can be used for area profiling, pulling together multiple data sets to identify spatial patterns and commonalities or differences between areas. With specific regard to the concessionary bus travel scheme, accessibility analysis could be used to measure how well

places are served by the Welsh bus network. A scoring methodology could be developed, tailored to concessionary bus pass usage (i.e. preferred times of day/days of week to travel, access to specific destinations). Geographical intersection of the accessibility results with other socio-economic data sets would allow areas with common problems or advantages to be identified, classified and analysed. Animated maps of Wales could be produced showing the areas with high and low public transport accessibility for pass holders. This analysis could be repeated at regular intervals to allow the impact on older people of changes to the public transport network (such as reduced bus service provision) to be tracked over time.

Furthermore, although the benefits of the free concessionary bus travel scheme are clear, not all older people are able to access bus services. This may be due to accessibility problems, or the bus services may not operate at all. It would be beneficial to undertake further research to consider the wider transport and travel needs of older people in Wales, and explore options for improving opportunities where affordable, safe, frequent and reliable transport is not currently available.

1. Introduction

1.1 Task

Mott MacDonald (MM) was appointed by the Older People's Commissioner for Wales (OPCW) in July 2010 to undertake research investigating the impact of the concessionary bus travel scheme on older people in Wales, with emphasis on obtaining the views of older people themselves.

The specific objectives were to examine:

- The frequency, nature and purpose of bus use amongst pass holders;
- Views about the concessionary bus travel scheme, from older people, user groups, bus operators and local/national government;
- Older people's experience of travelling by bus, in both urban and rural areas of Wales;
- The barriers older people face to travelling by bus; and
- Cross border issues between Wales and England in relation to bus pass use.

1.2 Response

Evidence from OPCW suggests that older people themselves have two key concerns about the future:

- The challenges of living on a fixed income; and
- Obtaining information about, and access to, services.

Each of the above has an association with and implications for the concessionary bus pass scheme. This is emphasised by the statutory requirement for the Older People's Commissioner to give due regard to the United Nations Principles for Older Persons, i.e. their independence, participation, care, self fulfilment and dignity. As such, OPCW consider it vital that the free concessionary bus pass for older people is retained.

The purpose of our research has been to provide an evidence base to demonstrate the effects of the scheme and to establish what, if any, positive impacts the scheme can have on other budgets, such as health and social care, as well as other user groups, notably young people.

Our methodology has combined original and secondary research techniques to gain a comprehensive understanding of the impact that the introduction of concessionary bus travel has had on older people in Wales and the potential value it adds to their lives and to the wider community. The work undertaken can be summarised as follows:

- **Desk research** – we have reviewed relevant policy documents and operational data from OPCW, the Welsh Assembly Government and local authorities;
- **Quantitative research** – we have undertaken face to face questionnaire interviews with 666 older people in Carmarthen, Swansea, Cardiff, Builth Wells, Newtown, Wrexham and Mold, providing a balanced geographical coverage of Wales;
- **Qualitative research** – we have conducted two focus groups in Carmarthen and Wrexham to add depth to the face to face interviews and to explore issues arising from the questionnaire survey; and
- **Stakeholder interviews** – our research has been complemented by telephone discussions with user groups, bus operators, the Welsh Assembly Government (WAG) and local authorities, to consider issues and opinion as well as validating the findings of our original quantitative and qualitative research.

1.3 Report Structure

The report is structured as follows:

- Section 2 summarises the review of relevant policy documents and background data;
- Section 3 summarises the results of the face to face questionnaire interviews;
- Section 4 presents the findings of the focus groups; and
- Section 5 presents the findings of discussions with various stakeholder organisations;
- Section 6 brings together the main issues and conclusions identified in the above sections.

2. Policy Context

2.1 Current Situation

The concessionary bus travel scheme was introduced in April 2002 for residents aged 60 and over as well as qualifying disabled people of all ages, giving travel across local authority boundaries to make it an all-Wales scheme. Passes can be used at any time of the day, unlike in England where passes are restricted to the off-peak period and the scheme is in the process of being limited to those aged 65 and over. Welsh pass holders are able to use cross-border services if their bus journey starts or ends in Wales, although they are generally unable to transfer between bus services in England.

The scheme has proved enormously popular in Wales, with local authorities managing in excess of 650,000 passes annually. Table 2.1 shows the number of passes issued by each local authority, based on local authority administrative returns.

Table 2.1: Wales concessionary bus passes – numbers issued and in circulation

Local authority	2007-08	2008-09	2009-10	2010-11
Isle of Anglesey	12,519	13,766	12,920	13,723
Blaenau Gwent	16,226	17,597	15,368	17,327
Bridgend	27,000	31,000	28,050	30,014
Caerphilly	37,694	36,190	36,435	37,826
Cardiff	61,972	53,762	60,526	64,111
Carmarthenshire	33,342	37,296	38,898	39,701
Ceredigion	14,600	16,588	15,224	16,015
Conwy	27,339	26,154	25,926	27,653
Denbighshire	17,888	19,294	20,729	20,729
Flintshire	28,608	27,933	26,346	27,602
Gwynedd	21,000	23,199	24,186	25,542
Merthyr Tydfil	10,000	12,790	13,343	13,469
Monmouthshire	13,480	18,358	18,802	19,665
Neath Port Talbot	29,351	31,479	31,702	33,162
Newport	28,537	29,630	27,513	28,772
Pembrokeshire	22,500	22,774	23,067	24,871
Powys	18,000	20,080	23,066	25,000

Local authority	2007-08	2008-09	2009-10	2010-11
Rhondda Cynon Taff	49,524	47,892	49,873	50,783
Swansea	52,143	54,543	55,707	58,278
Torfaen	19,419	21,060	21,572	23,888
Vale of Glamorgan	23,985	25,569	26,123	27,297
Wrexham	22,390	23,606	25,035	26,151
TOTAL	587,517	610,560	620,411	651,579

Source: Welsh Assembly Government

It should be noted that the numbers presented in Table 2.1 include disabled pass holders; the number of disabled and over 60s pass holders is disaggregated at local authority level. However, the table illustrates that the take up of passes amongst older people has increased steadily over time.

Table 2.2 indicates the current number of over 60s pass holders for selected local authorities. It also shows the number of concessionary journeys commencing within those local authority boundaries for the year 2009-10.

Table 2.2: Number of pass holders aged 60 and over and concessionary journeys, by local authority

Local authority	Number of pass holders aged 60 and over (September 2010)	Concessionary journeys commencing in local authority area (2009/10) (a)
Powys	23,513	447,153
Wrexham	23,708	2,156,928
Swansea	53,287	4,800,000
Cardiff	55,718	9,254,991
Carmarthenshire	38,134	1,446,461

Source: Local authorities

(a) Includes all concessionary pass holders (over 60s, disabled)

The number of concessionary journeys shown in Table 2.2 are annual headline figures and cannot be directly related to the number of passes in circulation, because it includes journeys made by pass holders living within other local authorities, for example a resident of Carmarthenshire travelling home from Swansea. However, the figures do suggest that passes are used more frequently by older people living within urban authority areas, where bus services can be expected to be more frequent and have longer operating hours. Our questionnaire interviews sampled older persons (aged

60 and over) in both urban and rural areas who use their passes at least once a fortnight.

Table 2.2 shows that the ratio of concessionary journeys to the number of pass holders is significantly higher in Cardiff, which demonstrates its status as a ‘honeypot’ destination, with older people travelling into the city from far and around.

2.2 Challenges

The popularity of concessionary bus travel amongst older people has increased the costs to WAG of the scheme. Table 2.3 shows that reimbursement payments made by WAG to bus operators have more than doubled in six years, to £66m in 2008-09.

Table 2.3: Local bus usage and WAG/local authority financial support

Financial year	Passenger journeys (million)	Reimbursement for free travel (£m)	Local authority support for bus services (£m)	Local Transport Services Grant (£m)
2000-2001	N/A	11	16	N/A
2001-2002	N/A	13	20	N/A
2002-2003	N/A	30	21	N/A
2003-2004	N/A	37	25	N/A
2004-2005	118	41	27	8.8
2005-2006	118	48	28	9.2
2006-2007	122	52	29	9.4
2007-2008	124	57	30	10.4
2008-2009	124	66	35	10.9
2009-2010	N/A	69	N/A	10.9

Source: Wales Transport Statistics 2009

The escalating costs of the scheme has been the subject of media attention² as this has had an impact on inter alia funds to implement discounted travel for 16-19 year olds, as was previously piloted in 2007. This is a concern to policy makers seeking to tackle the high number of 'NEETS' (young people Not in Education, Employment or Training), as the cost of public transport is considered a barrier to young people accessing new opportunities.

Within this context, the independent Ministerial Advisory Group has suggested to WAG that the universal entitlement to concessionary bus passes should be scrapped, with support instead being targeted at certain groups of people (e.g. jobseekers) or people living in a particular area (e.g. the south Wales Valleys)³. It is suggested that these changes could save £25m per annum.⁴

WAG has indicated that there is no intention to amend the entitlement or eligibility criteria for the concessionary bus travel scheme but, in response to rising costs, it has capped the concessionary fare reimbursement budget for 2010-11 at £69m, with the agreement of the Confederation of Passenger Transport (CPT, representing bus operators) and the Association of Transport Co-ordinating Officers (ATCO, representing local authorities). In summary, the arrangements applying from 1st April 2010 onwards are:

- Each operator's average adult single fare as of 30th September 2009 is used, plus a 3% uplift approved by WAG, rather than the variable average fare each month (thus overcoming the risk of operators manipulating their single fares to improve reimbursement). This fare is known as the Representative Concessionary Fare, and can be identified for each bus operating depot, or group of services.
- The reimbursement factor (known as the Modifying Indexation Factor) was unchanged at 73.59% for the first and second quarters of the financial year, but is subject to quarterly review between WAG, the Association of Transport Co-ordinating Officers (ATCO) and the Confederation of Passenger Transport (CPT). With a fixed

² 'Sharp rise in cost of free bus passes for elderly drives teenage jobs aid plan off the road'. Western Mail, 26 July 2010.

³ Ministerial Advisory Group Phase 2 Report on Transport, July 2009.
<http://wales.gov.uk/topics/transport/publications/090715mag/?lang=en>

⁴ http://news.bbc.co.uk/1/hi/wales/wales_politics/8184100.stm

reimbursement budget this factor can be expected to reduce according to concessionary travel demand.

- Reimbursement is therefore calculated as Number of Journeys x Representative Concessionary Fare x Modifying Indexation Factor.

The new reimbursement arrangements have been successful in halting the increasing cost of the scheme. Nevertheless, challenges still remain. Changing demographics (i.e. an ageing population) means that the eligible cohort is increasing and demand for concessionary bus travel could therefore grow over time. It is possible that a progressively reducing rate of reimbursement for local bus operators may lead to the deregistering of some commercial bus journeys and changes in service patterns (e.g. lower frequencies and shorter operating hours).

The budget for WAG's Economy and Transport department will be reduced from £1,035m in 2010/11 to £888m in 2013/14⁵. Revenue spending will be reduced by 8.1% in real terms, whilst capital spending will be reduced by 35.5%. WAG has restated its commitment to retaining the concessionary bus pass scheme in its current form, although it is possible that this position may change following the National Assembly elections in May 2011.

It is therefore critical that a robust evidence base is assembled to demonstrate the effects of the concessionary travel scheme, on older people themselves but also the longer term savings it could offer to other departmental budgets (such as health and social care) and to other user groups (notably young people) who would benefit from the public transport improvements which may have been delivered as a result of the scheme.

2.3 Relevant Literature

2.3.1.1 Strategic Plan 2010-2013 (OPCW, 2010)

The Older People's Commissioner for Wales commenced her appointment in April 2008 as an independent advocate for older people in Wales. Four main objectives are set out in the Commissioner for Older People (Wales) Act 2006:

⁵ Business leaders dismayed by deep transport cuts'. Western Mail, 18 November 2010.

- a) promote awareness of the interests of older people in Wales;
- b) promote the provision of opportunities for, and the elimination of discrimination against, older people in Wales;
- c) encourage best practice in the treatment of older people in Wales; and
- d) keep under review the adequacy and effectiveness of the law affecting the interests of older people in Wales.

The Strategic Plan sets out the activities through which the above objectives will be delivered during 2010-2013. In particular, the Commissioner will engage with and listen to older people and other key stakeholders throughout Wales, and develop an evidence base to underpin its work, to which this research is intended to contribute.

2.3.1.2 Response to National Transport Plan – One Wales: Connecting the Nation (OPCW, October 2009)

The Commissioner has asked WAG to ensure that the National Transport Plan takes a long-term, holistic approach to the needs of older people in Wales. The response makes clear OPCW's wish that public transport needs to be made safer and more accessible for older people; that cross-border recognition of bus passes is ensured to help those travelling to England for medical treatment; and that WAG should consider ways in which concessionary travel could be extended to rail services and taxis/community transport, so benefiting those living where bus services are poor or those who cannot use bus services.

The response makes reference to the 2001 Census of Population, which identified that a much higher proportion of pensioner households do not have access to a car than all households; 48% compared to 26% of all households. It is this section of society, predominantly comprised of low income households, which is most reliant on buses and thus depend on the concessionary bus travel scheme for their economic and social well-being.

2.3.1.3 England-wide Concessionary Bus Travel: The Passenger Perspective (Passenger Focus, July 2009)

The all-England concessionary bus travel scheme was introduced in April 2008, following the introduction of free concessionary travel within the pass holder's local authority area in April 2006. It differs from the scheme in

Wales in that it is limited to travel in the off peak period and is in the process of being limited to those aged over 65 by the year 2020 (the threshold in Wales is 60).

Passenger Focus (the independent bus and rail passenger watchdog) commissioned research into the England-wide concessionary bus travel scheme during January and February 2009. There were two main components to the research:

- eight focus groups (three with over 60s concessionary bus pass holders, one with disabled concessionary bus pass holders and four with non-pass holders) in Manchester, Bournemouth, Norwich and Hartlepool; and
- a survey of 2,000 concessionary bus pass holders and non-holders in Birmingham, Bath, Scarborough and Newark on Trent.

The research focused more on the travel habits of pass holders and non-pass holders rather than on the quality of life benefits offered by the English concessionary bus travel scheme. However, the research did demonstrate that free bus travel is making it easier for older (and disabled) people to get out of the house, visit friends and relatives, go shopping and take advantage of sport, leisure and recreational opportunities.

Pass holders and non-pass holders alike did express strong support for the scheme during the focus groups, citing it as the most significant thing the government had done to improve quality of life. However, a small number of pass holders felt that people should only receive a concessionary pass when they retire from work rather than at 60.

Most survey respondents wished to retain the scheme in its current form, with only 8% of pass holders and 13% of non-pass holders agreeing or strongly agreeing with the suggestion of replacing free travel with a half fare. A large majority (84%) of pass holders surveyed wished to see the concession extended to all types of public transport, but most felt that this was unrealistic due to the associated cost.

39% of pass holders aged 60 and over stated that they make a greater number of local journeys by bus within their local authority boundary since obtaining a concessionary pass, and 13% make more bus journeys outside their local authority.

The survey also demonstrated that the concessionary bus travel scheme has helped achieve modal shift from the private car, with consequent environmental benefits. 35% of pass holders stated that they were undertaking journeys by bus that they had previously made by car, whilst 12% stated that they were making journeys that they had not previously made by any means prior to the concession being introduced.

2.3.1.4 Opportunities and Challenges, our ambition for public policy in Wales (Age Cymru, November 2010)

This policy report is due to be published during November 2010 and seeks to provide an in depth analysis of the policy areas which affect older people and identifies ways in which the UK Government, Welsh Government and local authorities can work together to improve the quality of life of older people in Wales.

Extracts from the draft policy report relating to transport were supplied to Mott MacDonald by Age Cymru. This identifies that transport plays a vitally important role in helping people to maintain independence and wellbeing; ensuring communities are well-connected; and that services, facilities and amenities are accessible to all older people.

The report makes reference to statistics from www.poverty.org.uk, noting that half of all households without a car consist of individuals aged over the age of 60 and 66% of single pensioners do not have a car. Among households across all age groups without a car, around 40% feel that their local bus service fails to meet their travelling needs to the local town centre or shops, while around 65% believe it is inadequate for travel to their local hospital. These issues may affect older people who are socially isolated particularly adversely.

Age Cymru expresses strong support for the retention of the universal concessionary bus travel scheme, recognising that it provides an essential connection to services and amenities. However, the report acknowledges the importance of ensuring that transport policies deliver best value for public money. It suggests that free *local* travel for all older people is

protected (*italics added*). The report also emphasises the need to reform reporting and funding mechanisms used by WAG and bus operators.

The report also notes some existing barriers to bus use by older people, including:

- **Safety and accessibility of buses** – older people are sometimes put off using services because of experiences where buses move off before they have been able to take a seat or stop suddenly, often away from raised kerbs;
- **Condition and maintenance of bus stops** – adequate lighting, seating and shelter must be provided and regularly inspected to encourage more frequent use of some bus services;
- **Cross-border issues** – Age Cymru recommends that WAG works with the UK Government in guiding local authorities to arrange reciprocal arrangements locally, particularly in areas where people travel across border to access health services such as Powys; and
- **Lack of appropriate provision** – lack of availability of bus services and accessibility problems mean that many people still struggle to access safe, frequent and reliable public transport. Age Cymru suggests that options should be explored for extending the concessionary scheme to cover rail and provide taxi and community transport tokens on a national basis to improve the transport opportunities for older people who are unable to access bus services, as this becomes affordable.

The report also identifies the need to improve interchange arrangements between bus routes and railway stations, including accessibility to stations as well as the co-ordination of services.

3. Findings from the questionnaire interviews

3.1 Survey method

A face to face quantitative survey was conducted on street between 6th and 17th September 2010.

To be eligible for interview respondents had to:

- Be aged 60 or more years
- Own a concessionary bus pass
- Use the pass at least once a fortnight

This meant that occasional users of the bus pass were excluded from the survey sample.

A total of 666 interviews was conducted split between urban and rural locations as shown in Table 3.1.

Table 3.1: Sample sizes

Location	Sample size
Urban	386
Swansea	130
Cardiff	127
Wrexham	129
Rural	280
Builth Wells/Newtown	87
Mold	96
Carmarthen	97

Source: Mott MacDonald

It should be noted that the locations classed as rural were market towns located in rural areas.

The questionnaire (available in **Appendix A**) was designed by Mott MacDonald staff in conjunction with staff from OPCW. Welsh versions of the questionnaire were produced to accommodate Welsh language speakers.

3.2 Survey findings

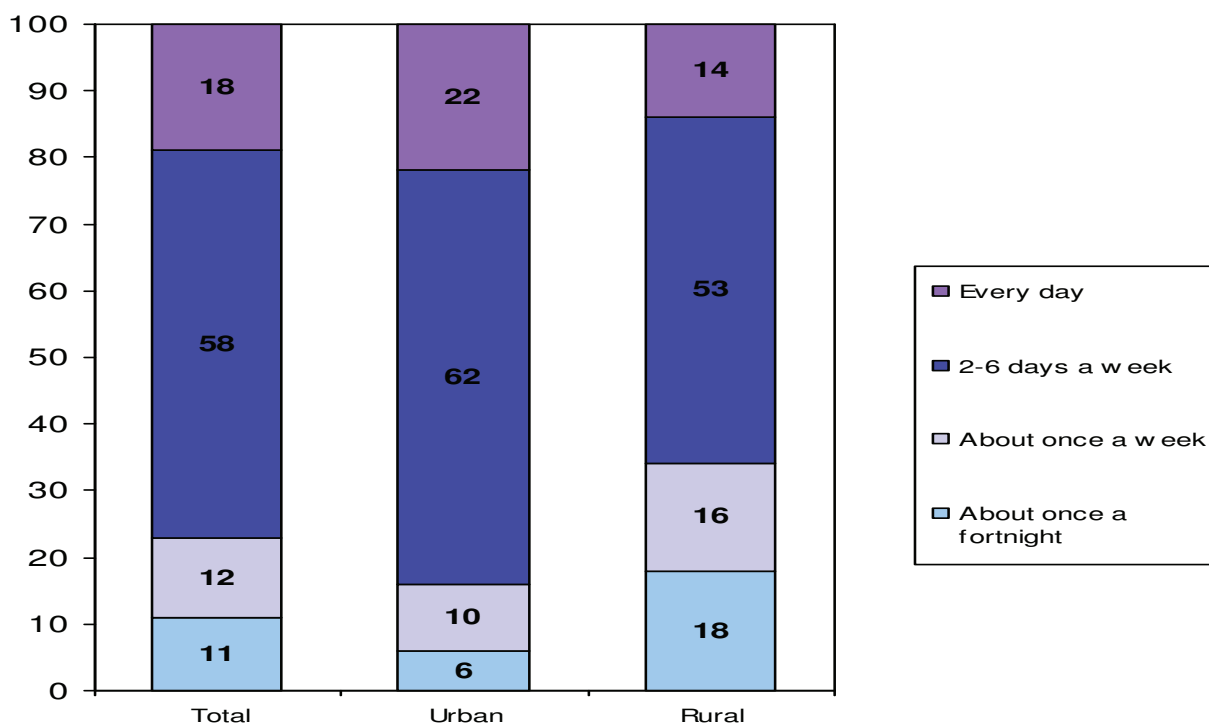
3.2.1 Use of the concessionary bus pass

Respondents were asked how frequently they used their concessionary bus pass. Amongst the survey sample (which excluded those who used the pass less frequently than once a fortnight), the pass was used frequently, with three quarters (76%) using their pass more than once a week and a fifth (18%) of participants using it once a day.

Respondents interviewed in urban sample points used the concessionary bus pass more frequently than rural respondents; over four fifths (84%) of respondents in urban areas used the pass more than once a week compared to two thirds (67%) of rural respondents (Figure 3.1).

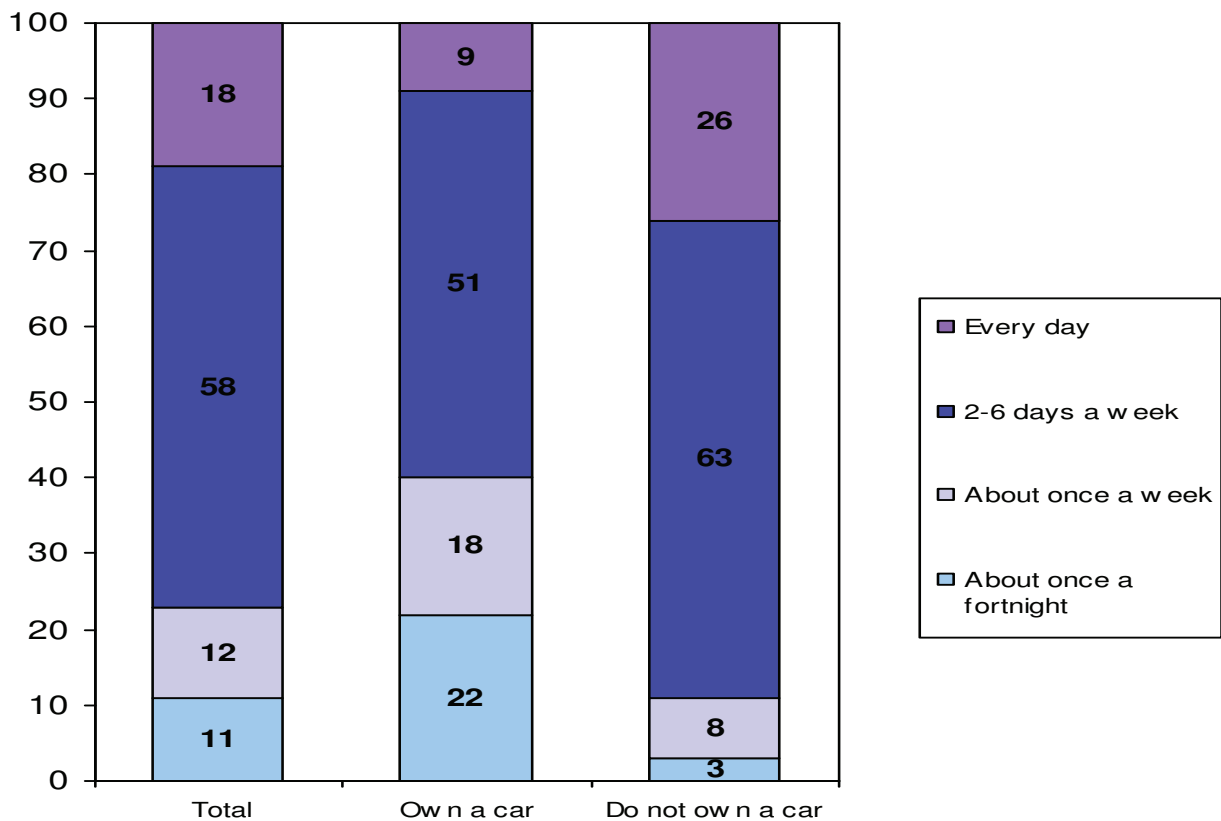
Frequency of use also varied by car ownership, with non car owners more frequent users than car owners; nine tenths (89%) of non car owners used the pass more than once a week compared to six out of ten (60%) of car owners (Figure 3.2).

Figure 3.1: Frequency of using concessionary bus pass, by location (%s rounded)



Source: Q3 (all respondents) NB Numbers rounded

Figure 3.2: Frequency of using concessionary bus pass, by car ownership (%s rounded)



Source: Q3 (all respondents)

Respondents were asked a series of questions about how they used their concessionary bus pass.

Figure 3.3 below shows that the pass was used most commonly for essential household shopping trips, such as, food (88% of respondents ever used it for this purpose) and clothes (79% ever used)

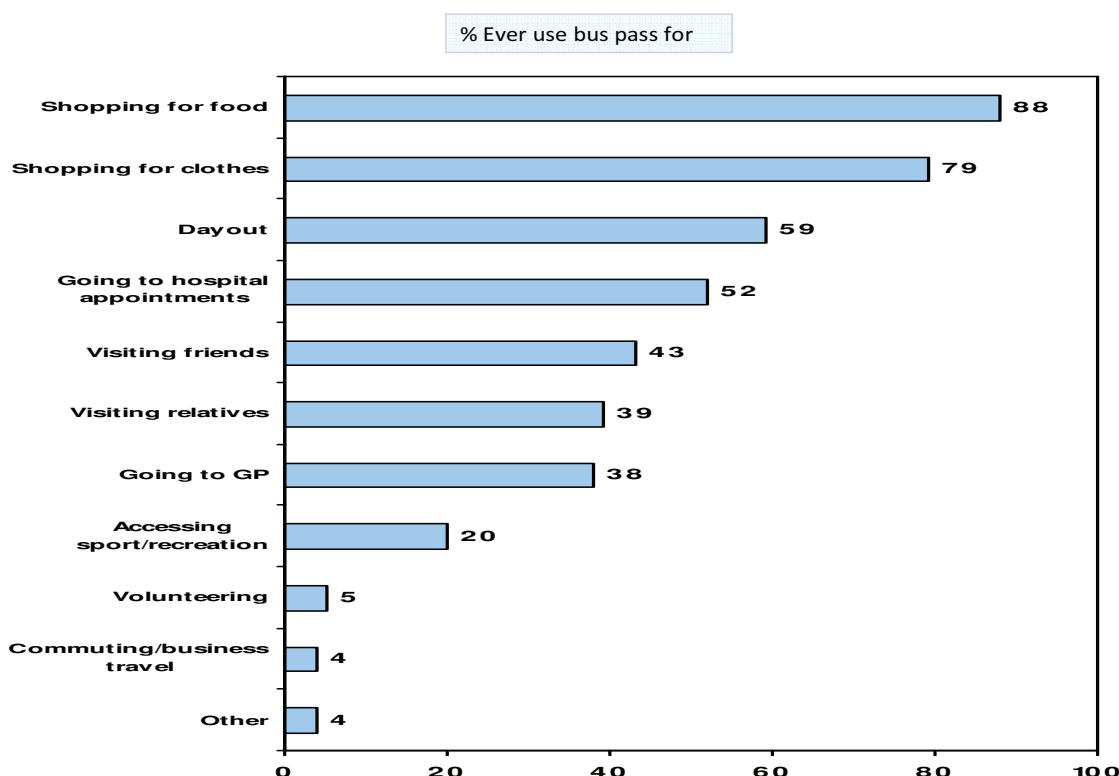
Use of the pass was not just confined to essential trips, but a large section of respondents also used the pass for leisure trips and for maintaining social networks:

- Days out/sightseeing (59%)
- Visiting friends (43%)
- Visiting relatives (39%)

The bus pass was also used by a large group of respondents for accessing health care and half (52%) used it to visit hospitals and just over a third (38%) used it to access GP services.

The bus pass was used by only a small minority of respondents for volunteering (5%) and commuting/business travel (4%)

Figure 3.3: Whether use Concessionary Bus Pass for type of trip



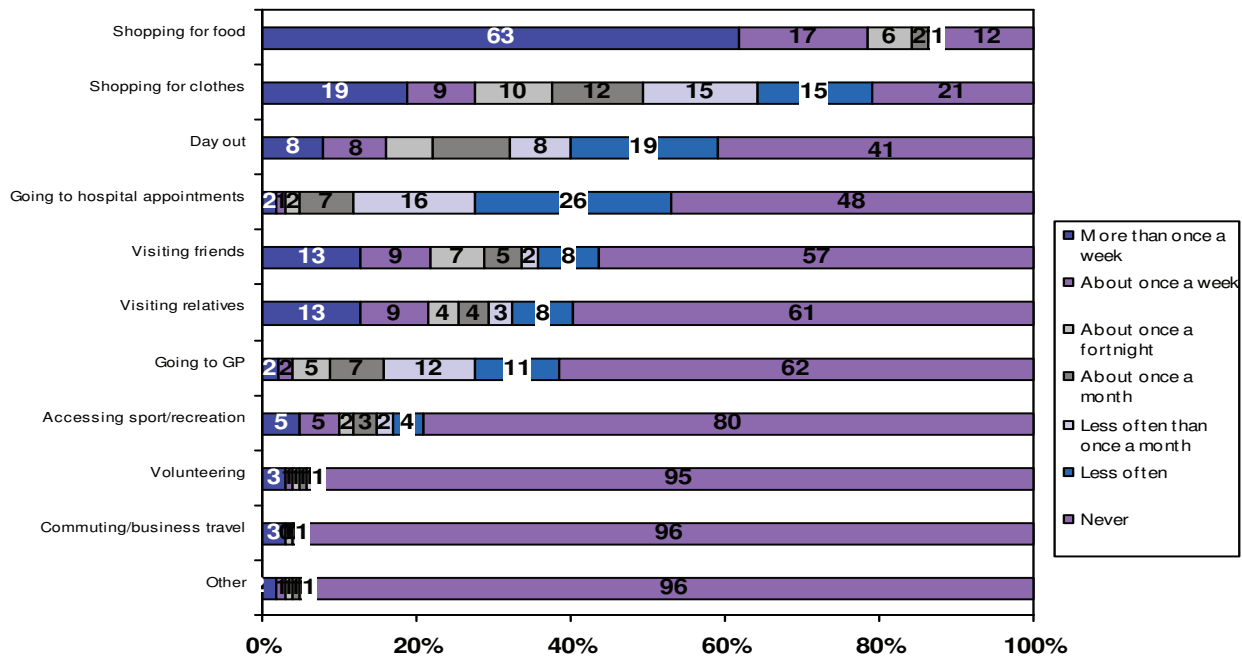
Source: Q4a (all respondents)

To understand further how bus passes were used, respondents were asked how frequently they used their bus passes for each purpose.

Figure 3.4 shows that the concessionary bus pass was used most frequently for food shopping trips (63% use it more than once a week for this purpose) and clothes shopping (19%).

These data suggest that the vast majority of all trips where the pass is used are for essential shopping trips.

Figure 3.4: Frequency of using Concessionary Bus Pass for type of trip



Source: Q4a (all respondents)

When using their concessionary bus pass, respondents were asked how far they had to travel for each type of trip that they conducted.

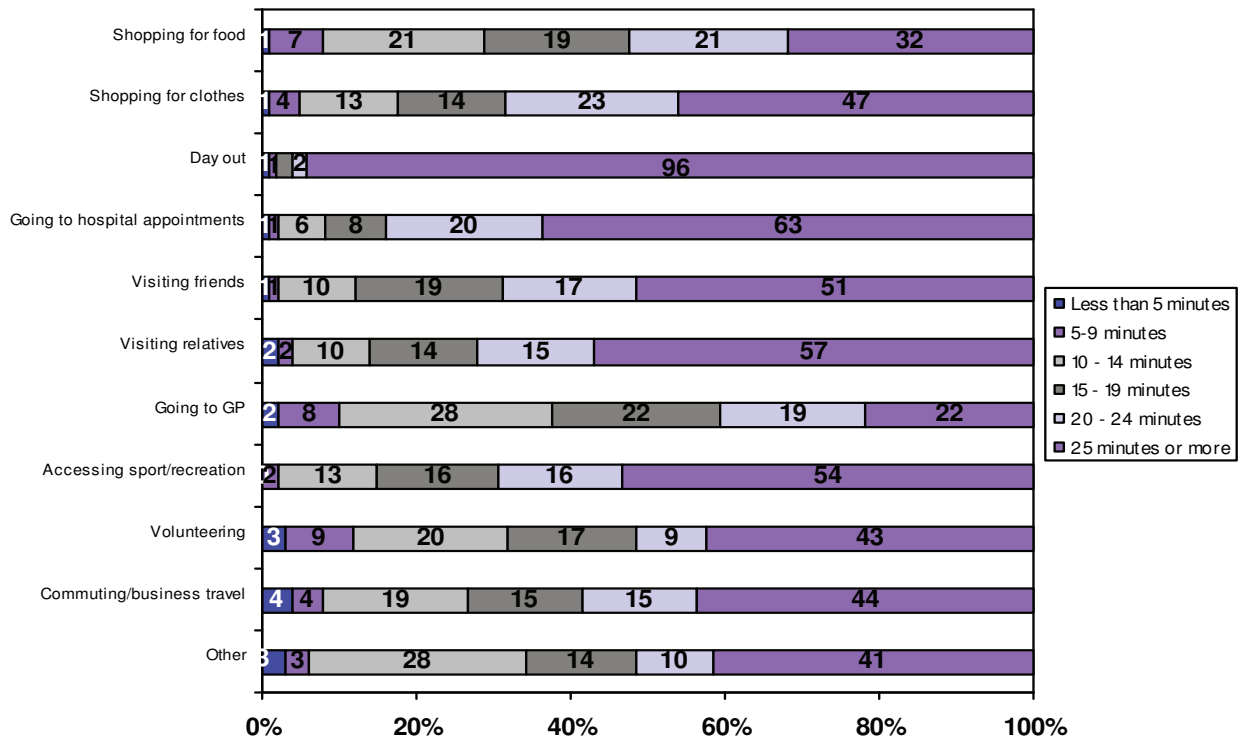
Figure 3.5 shows that the most common response for all trip types (apart from GPs) was 25 minutes or more. This suggests that for the majority of respondents services are not immediately on their doorstep and require a trip that is beyond walking distance.

There was a spread of journey times for *shopping for food* (the most frequently made trip type). While almost a third (32%) had to make a trip of 25 minutes or more, approximately a fifth had a trip of 10 – 14 minutes (21%), 15 – 19 minutes (19%) and 20 – 24 minutes (21%). However, fewer than one in ten (8%) had a trip of less than 10 minutes when shopping for food.

The length of trip required to access health services varied by hospital and GP. Hospital appointments required one of the longest trips, with almost two thirds (63%) requiring a trip of more than 25 minutes whereas trips to the GP

required one of the shortest trips (only 22% requiring a trip of 25 minutes or more).

Figure 3.5: Length of journey by trip type when using Concessionary Bus Pass



Source: Q4b (all respondents who use pass for trip type)

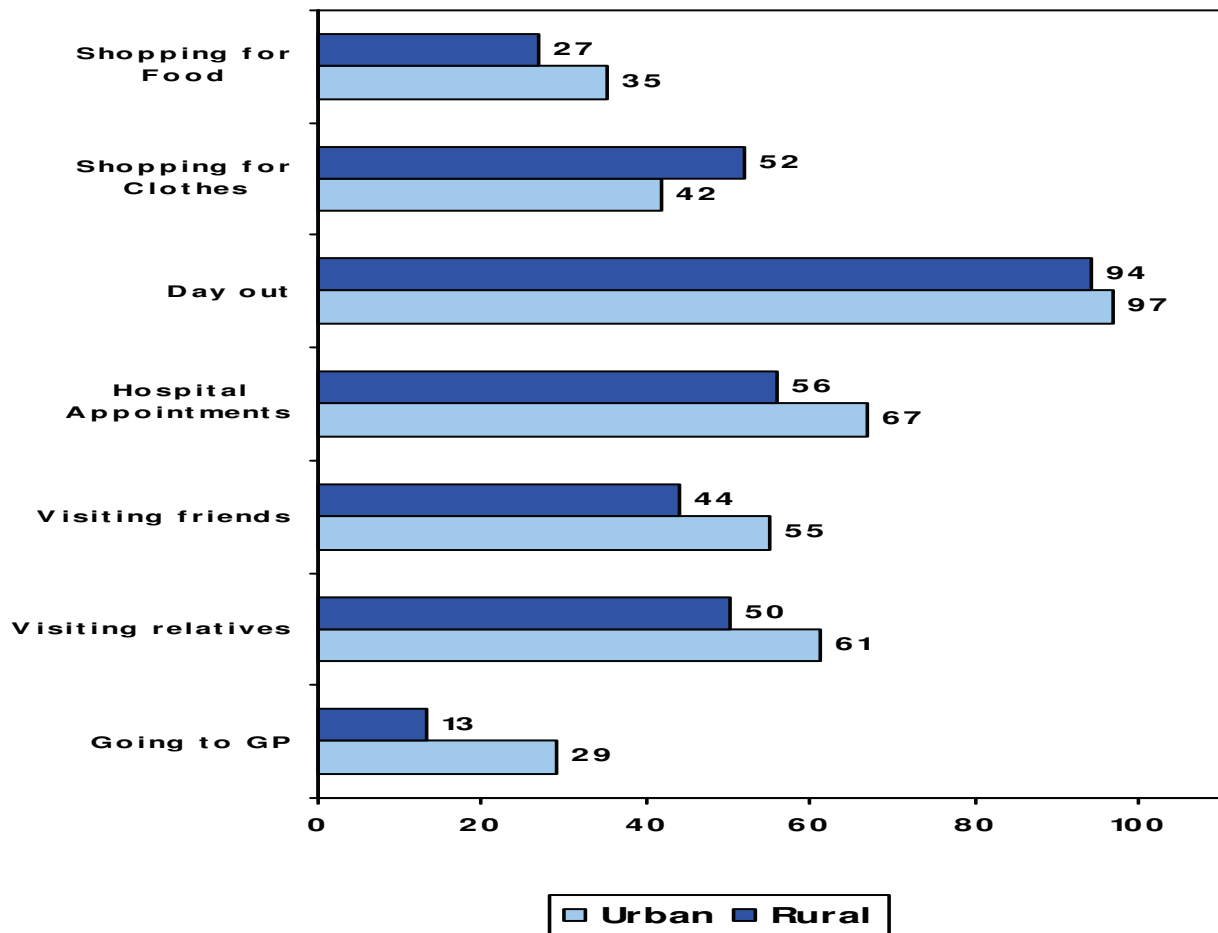
Figure 3.6 below looks at the percentage of respondents who had to make a trip of 25 minutes or more by urban and rural locations.

This shows that respondents interviewed in rural locations generally had a slightly shorter journey time than respondents in urban locations.

- Shopping for food (27% rural 25 minutes or more; 36% urban 25 minutes or more)
- Hospital appointments (56% rural; 67% urban)
- Visiting friends (44% rural; 55% urban)
- Visiting relatives (50% rural; 61% urban)
- Going to GP (13% rural; 29% urban)

Only trips for *shopping for clothes* were longer in rural locations (44% rural; 55% urban) suggesting less choice and availability in these locations and therefore a longer trip is required to achieve these.

Figure 3.6: Percentage of respondents whose journey is 25 minutes or more for trip type



Source: Q4b (all respondents who use pass for trip type)

3.2.2 Alternative methods of transport to the Concessionary Bus Pass

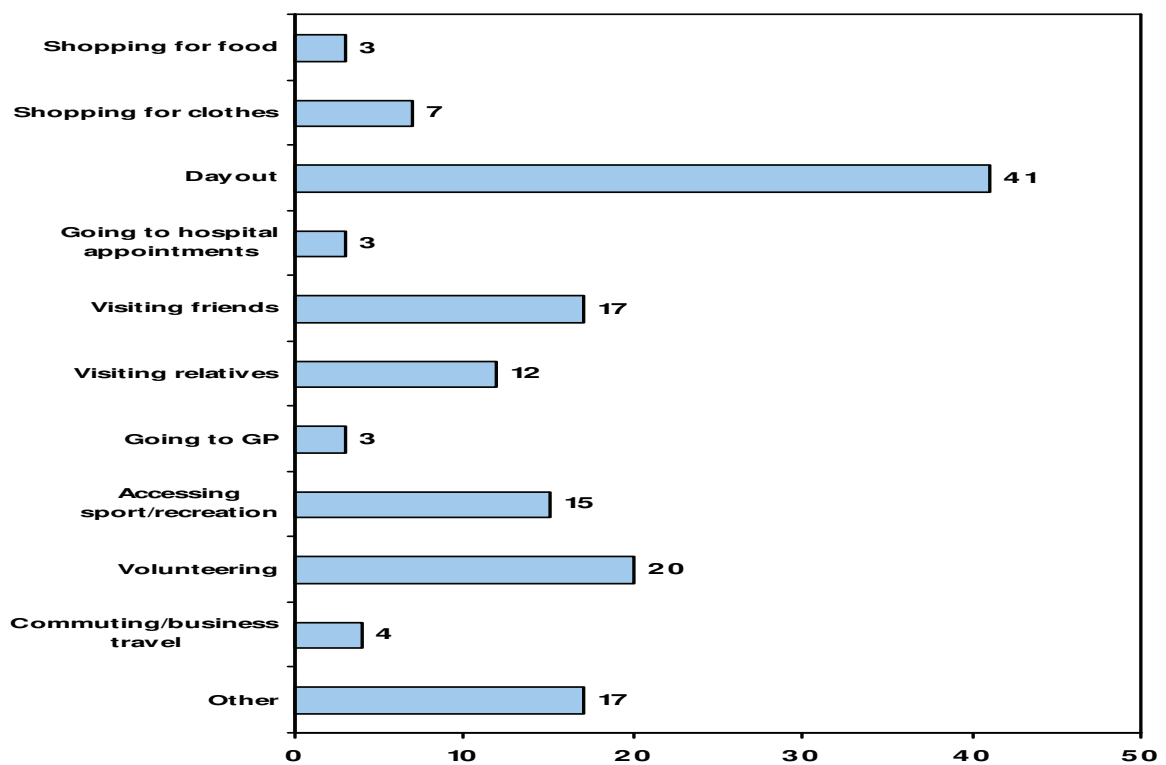
For each trip type that the respondent makes using his or her bus pass, they were asked how they would make the trip if they didn't have the concessionary bus pass.

Figure 3.7 below shows the percentage of respondents who would not make this type of trip if they did not have their concessionary bus pass.

These data show that the vast majority of respondents would still make essential trips, such as, food and clothes shopping trips. However, some respondents would no longer make some non essential trips, such as, days out (41% would no longer make trip), visiting friends (17%) and visiting relatives (12%)

The loss of the concessionary bus pass would also have an effect on those people who use the pass for volunteering activities, with a fifth (20%) saying that they would no longer make those trips.

Figure 3.7: Percentage of respondents who would no longer make trip type if didn't have Concessionary Bus Pass



Source: Q6 (all respondents who use pass for trip type)

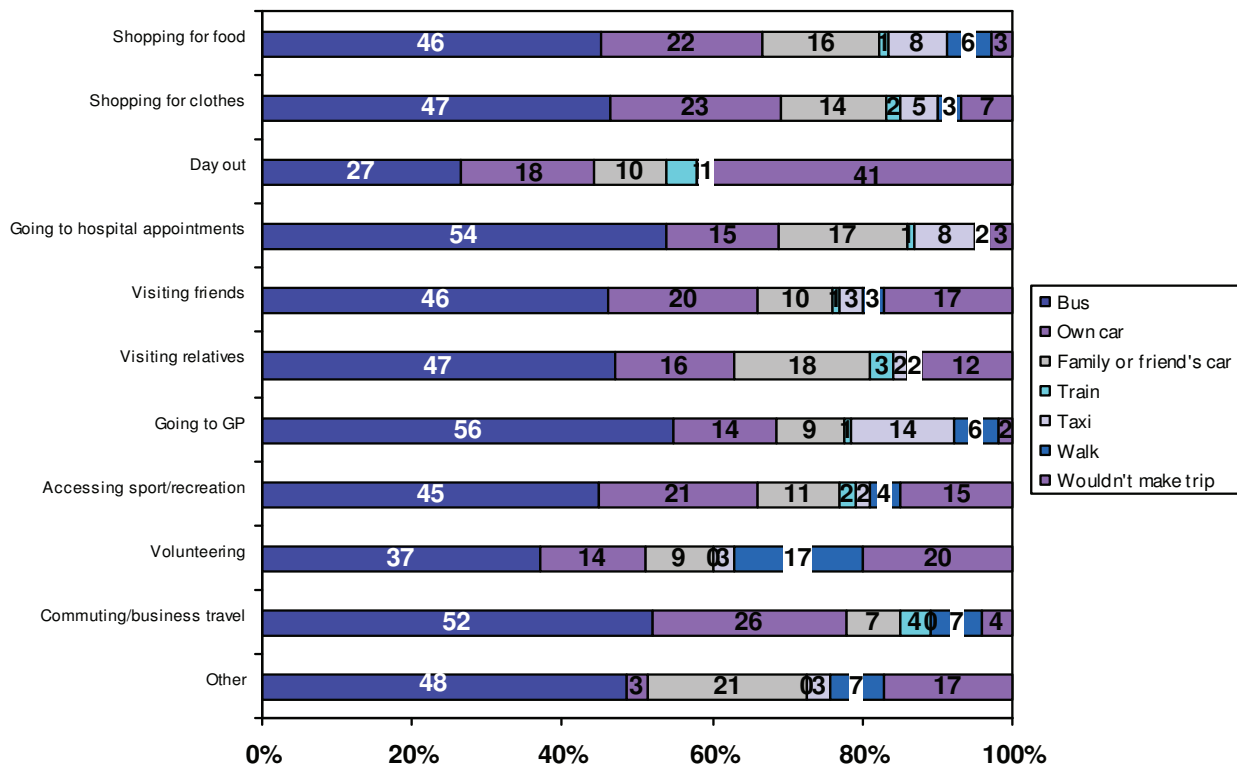
In terms of the type of transport respondents would use if they no longer had the pass, the results are similar for each type of trip made (Figure 3.8).

For most types of trip, just under a half would continue using the bus on a paid basis, with approximately a third switching to cars. Of those who would

switch to cars, most would use their own car but a large proportion would use the car of a friend or family member.

For example, for shopping for food trips just under half (46%) would use the bus, a fifth (22%) would use their own car and one in six (16%) would use the car of a family member or friend.

Figure 3.8: Alternative method of transport respondent would use if didn't have Concessionary Bus Pass



Source: Q6 (all respondents who use pass for trip type)

The method of transport that respondents would use if respondents no longer had the bus pass varies considerably by car ownership.

For car owners, if the concessionary bus pass did not exist most would switch from bus to car. For example, Table 3.2 shows that for *shopping for food* only a quarter (24%) would continue to use the bus and over half (54%) would use their own car instead and a further one in six (17%) would use the car of a family member or friend.

The fact that many car owners claimed that they would switch to cars without the bus pass suggests that the pass was successful in getting these respondents to use the bus more as a method of transport.

For those respondents who do not own a car, the majority would continue to use the bus with a small minority switching to car (using the car of friends or family).

For example, for *shopping for food* six out of ten (60%) non car users would continue to use the bus and one in seven (14%) would use the car of a family member or friend. One in eight (12%) would use a taxi for food shopping trips.

While the use of taxis was generally low for most trip types, there was a small group of non car owners who would switch to taxis for some trips:

- Shopping for food (12% of non car owners)
- Going to GP (18% of non car owners)
- Hospital appointments (10% of non car owners)

Given the frequency of *shopping for food* trips this switch to taxis could incur considerable expense for these respondents.

Table 3.2: Alternative mode of transport if concessionary bus pass did not exist

	Shopping for food		Shopping for clothes		Sightseeing/Day Out		Going to hospital appointments	
	Own Car	Do not own Car	Own Car	Do not own Car	Own Car	Do not own Car	Own Car	Do not own Car
Sample size	N=229	N=353	N=213	N=309	N=144	N=246	N=108	N=239
Bus	24%	61%	23%	63%	17%	32%	21%	69%
Car – own car	54%	1%	54%	1%	48%	0%	49%	0%
Car – belong to other	17%	14%	15%	13%	10%	11%	24%	14%
Taxi	1%	12%	0%	8%	1%	2%	3%	10%
Train	0%	1%	2%	2%	5%	3%	0%	0%
Walk	4%	7%	2%	4%	1%	0%	2%	2%
Wouldn't make trip	2%	4%	2%	10%	21%	52%	2%	3%

Source: Q6 (all respondents who use pass for trip type)

Table 3.3: Alternative mode of transport if concessionary bus pass did not exist

	Visiting Friends		Visiting Relatives		Going to GP	
	Own Car	Do not own Car	Own Car	Do not own Car	Own Car	Do not own Car
Sample size					N=65	N=186
Bus	24%	56%	27%	57%	22%	68%
Car – own car	60%	0%	49%	0%	54%	0%
Car – belong to other	13%	9%	19%	18%	17%	6%
Taxi	0%	5%	0%	3%	3%	18%
Train	1%	1%	1%	3%	2%	0%
Walk	0%	5%	1%	3%	3%	7%
Wouldn't make trip	2%	24%	4%	16%	2%	2%

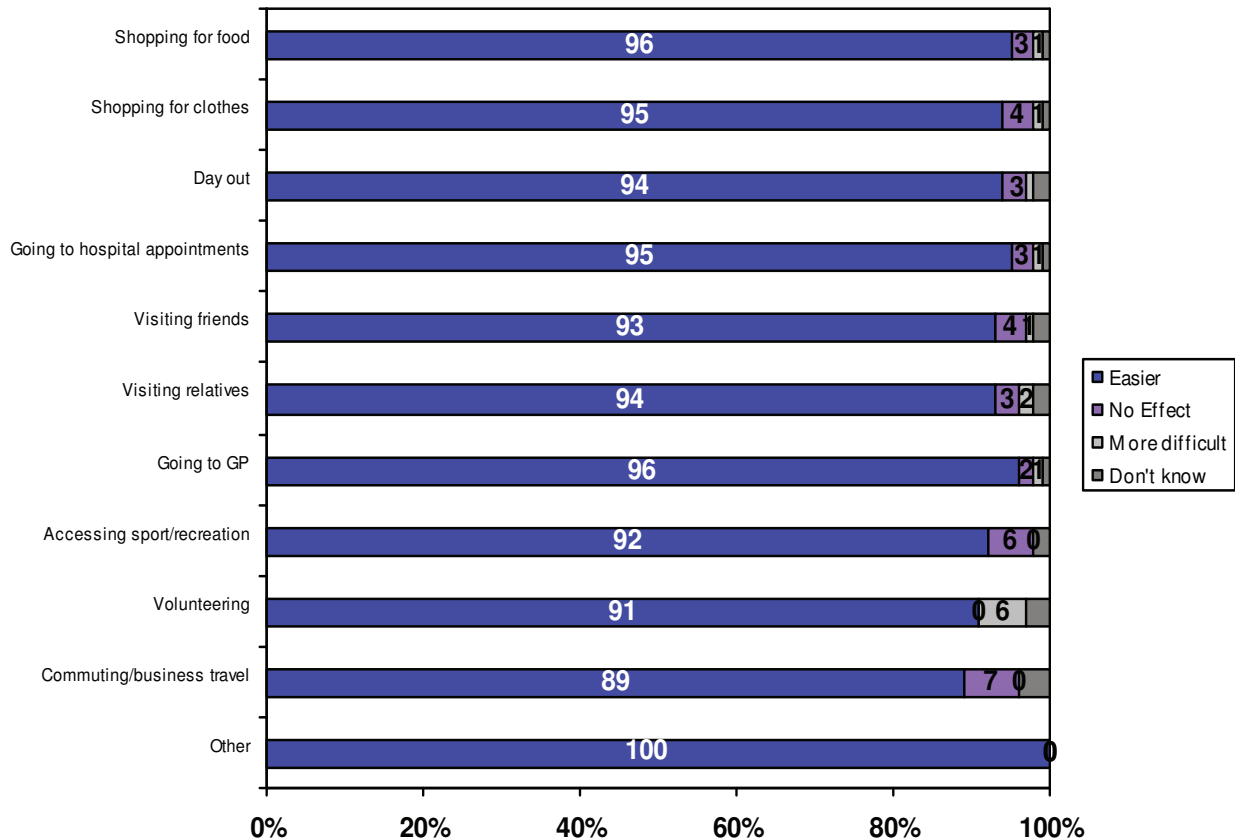
Source: Q6 (all respondents who use pass for trip type)

3.2.3 Opinion of effect of Concessionary Bus Pass on ease of travel

For each type of trip that respondents made using the pass, they were asked whether having their concessionary bus pass made it easier or more difficult to do that activity.

Figure 3.9 below shows that there was almost universal agreement that having the bus pass made it easier to conduct each trip type.

Figure 3.9: Whether Concessionary Bus Pass makes conducting activity easier or more difficult



Source: Q5 (all respondents who use pass for trip type)

3.2.4 Attitudes towards Concessionary Bus Passes

Respondents were presented with a series of attitude statements about the concessionary bus pass scheme. These statements were designed to provide an insight into the role of the bus pass on respondents’ social and economic well being. Figure 3.10 indicates the level of agreement or disagreement with the individual attitude statements.

Quality of life

There was a strong feeling among respondents that their quality of life would suffer if the bus pass did not exist.

Nearly eight out of ten (78%) respondents agreed that they *would feel more lonely and housebound without my bus pass*. The strength of feeling was extremely strong with six out of ten (62%) agreeing strongly.

A similar result was also found for the statement *without a bus pass my quality of life would suffer* (81% agreed overall, 66% agreed strongly).

Helping the community and family

There was mixed view on the impact of losing the concessionary bus pass on *helping out family*. While a third (35%) agreed that it would mean that they wouldn't be able to help their family out, nearly four out of ten (39%) disagreed.

Only one in seven (14%) felt that without the pass they wouldn't be able to volunteer. However, the incidence of volunteering was low amongst the sample and therefore low agreement with this statement is to be expected.

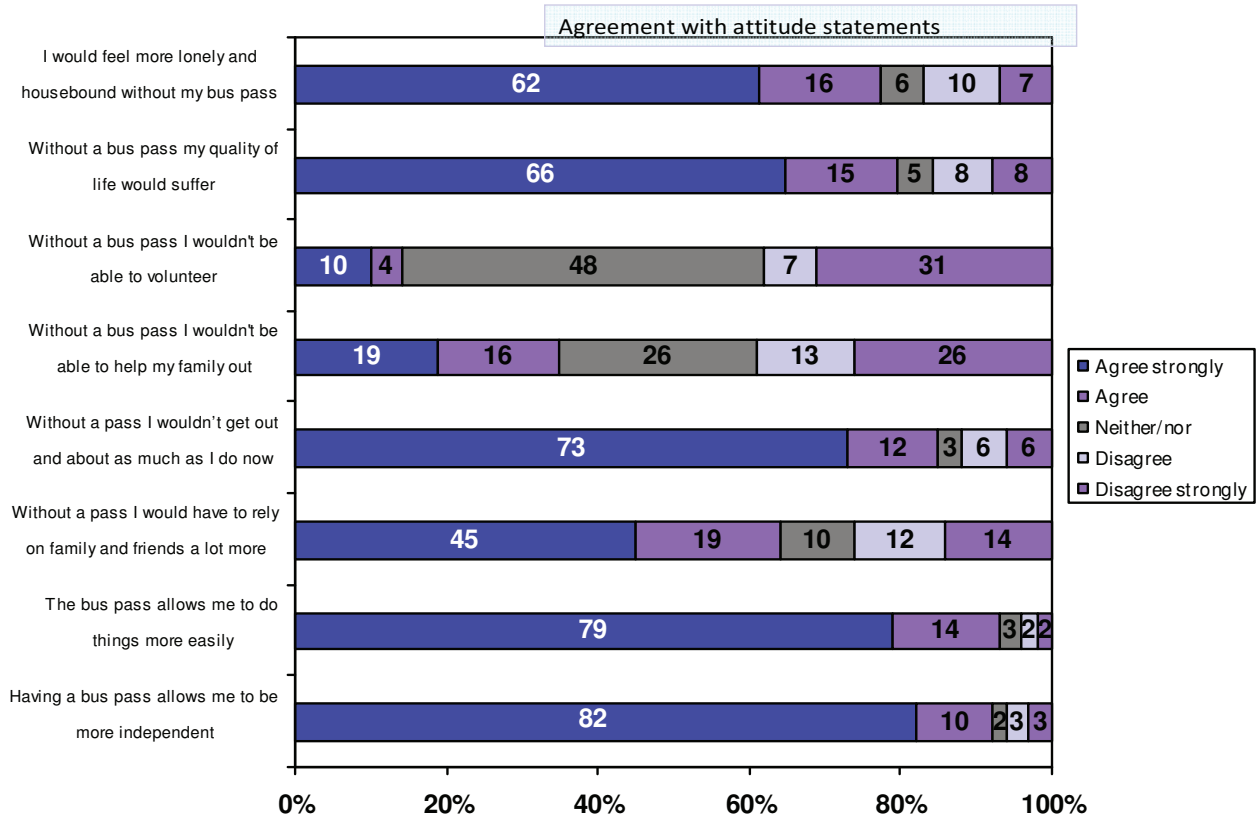
Independence

There was very strong agreement that the removal of the bus pass would have a detrimental affect on the independence of respondents:

- *Without a pass I wouldn't get out and about as much* (85% agreed; 73% agreed strongly).
- *The bus pass allows me to do things more easily* (93% agreed; 79% agreed strongly).
- *Having a bus pass allows me to be independent* (92% agreed; 82% agreed strongly).

There was a more mixed opinion about whether or not they would have to *rely on family and friends a lot more*. While the majority (64%) agreed that they would have to rely on family and friends a lot more without the pass, a quarter (26%) disagreed.

Figure 3.10: Agreement with statements about Concessionary Bus Pass



Source: Q10 (all respondents)

Attitude statements were also asked to ascertain respondents' views on alternatives to the current system and the economic impact of not having a concessionary bus pass. Figure 3.11 indicates the level of agreement or disagreement with these statements.

Alternatives to current system

There was extensive opposition to changes to the current system.

Nearly nine out of ten (88%) respondents disagreed that the bus pass should be replaced with half price travel (69% disagreed strongly). Less than one in ten respondents (8%) agreed with this option.

There was also strong opposition to the idea that bus passes should only be used off peak (79% disagree; 55% disagree strongly). While opposition to

this idea was still strong there was slightly more agreement (14%) than with half price travel (presumably because bus travel would still be free, albeit restricted).

Respondents did not feel that the *concessionary bus pass was an unnecessary burden on taxpayers*. Three quarters of respondents (76%) disagreed with this statement and the fact that respondents felt that it was affordable to taxpayers could partly explain why there was such opposition to changes to the current system.

Economic impact

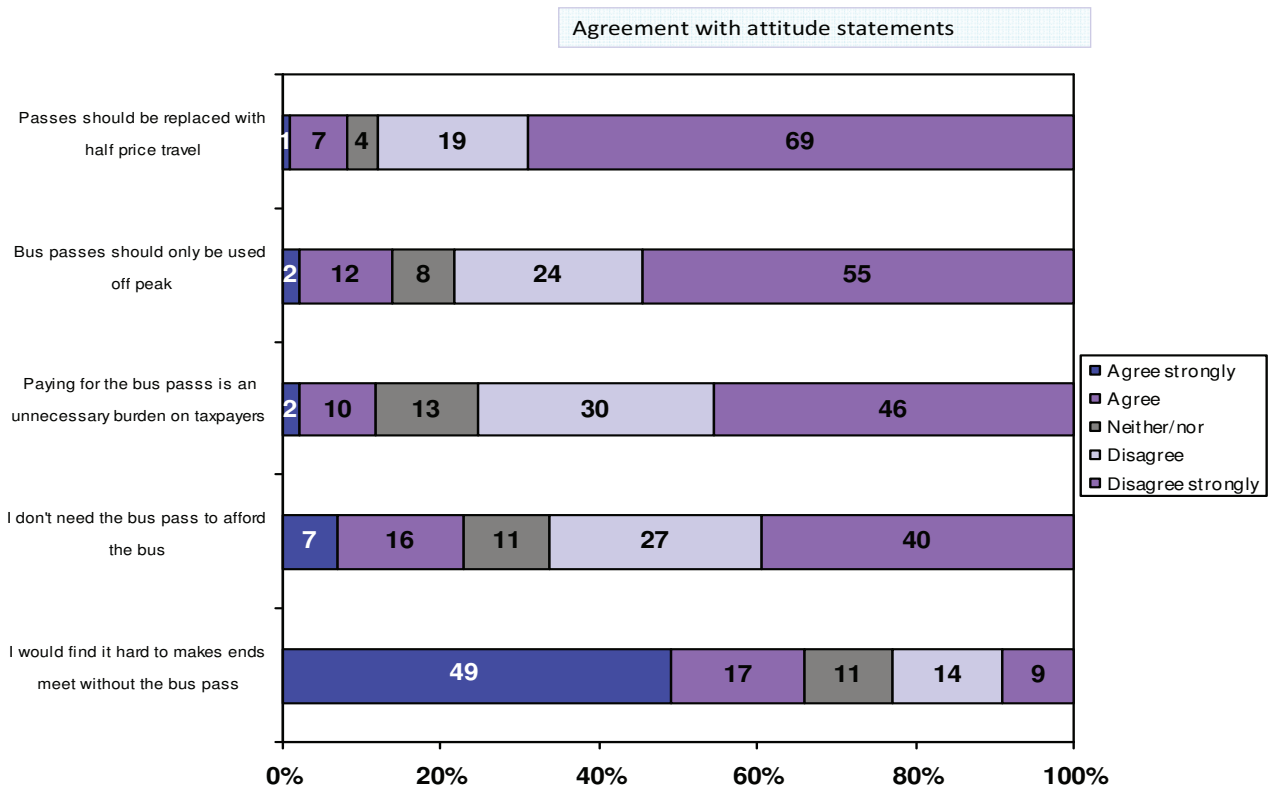
The majority of respondents felt that removal of the bus pass would negatively affect their economic circumstances.

Two thirds (67%) disagreed that *I don't need the concessionary bus pass to afford the bus*, with four out of ten (40%) disagreeing strongly.

Similarly, two thirds (66%) agreed that *I would find it hard to make ends meet without the bus pass*.

For both the above statements just under a quarter of respondents felt that *they would be able to make ends meet without the pass and afford the bus without the pass*.

Figure 3.11: Agreement with statements about Concessionary Bus Pass



Source: Q10 (all respondents)

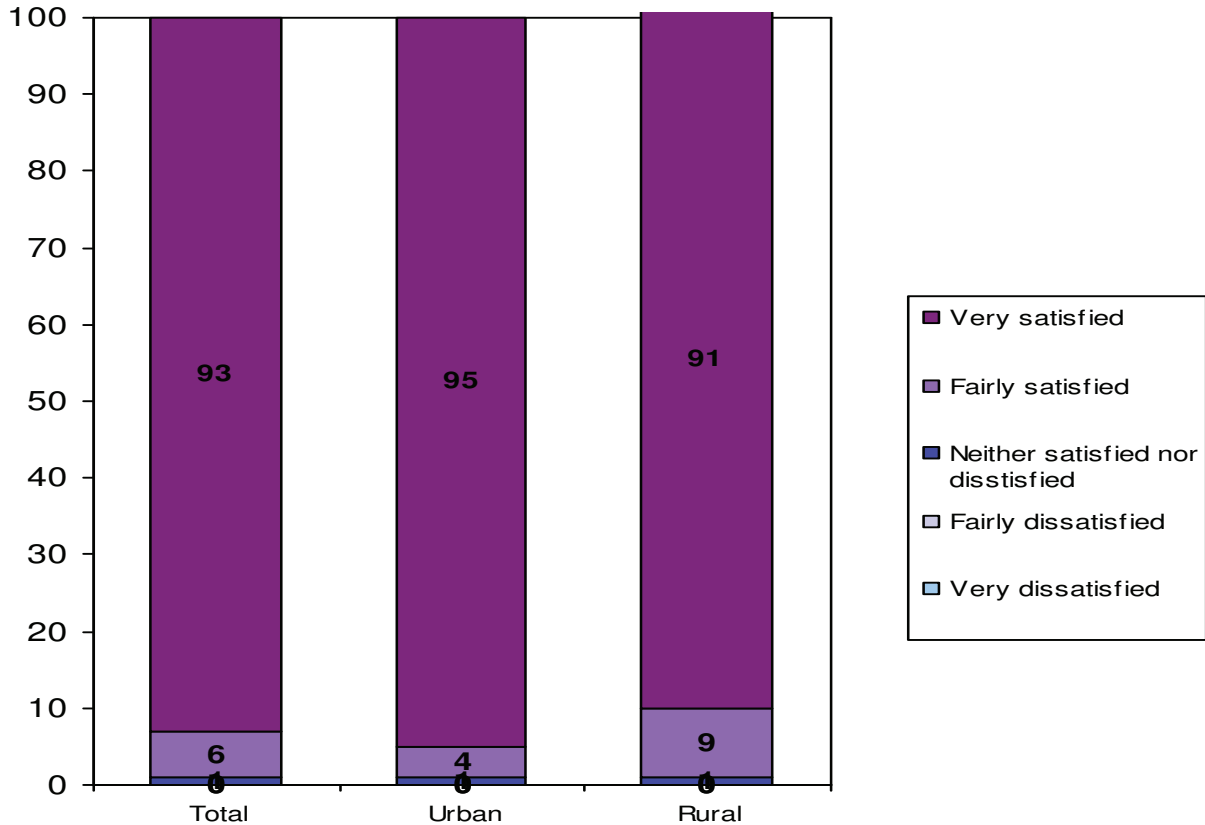
3.2.5 Satisfaction with Concessionary Bus Passes

Using a five point satisfaction scale respondents were asked to state how satisfied they were with their concessionary bus pass.

Satisfaction with the pass was virtually universal with over nine out of ten (93%) respondents very satisfied and a further 6% fairly satisfied.

There was little difference between respondents interviewed at urban locations and those interviewed at rural locations and satisfaction was extremely high among both sets of respondents, as shown in Figure 3.12 below.

Figure 3.12: Overall satisfaction with Concessionary Bus Pass



Source: Q7 (all respondents)

Respondents were then asked to say what the main benefits that the concessionary bus pass offers them; respondents were asked not to mention the obvious cost benefits of having a free pass. The question was asked spontaneously and without prompting.

Many of the responses reflected the freedom and independence that the bus pass offers respondents, as Table 3.4 shows. The most common answer was *freedom to get out of the house* (29%). Comments on a similar theme also received relatively high mentions: *can go out more* (14%), *independence* (8%) and *no need to rely on others* (7%).

The ease and the convenience of the bus pass scheme were also mentioned: *convenience* (14%), *no parking worries* (9%), *easy to get into town/shopping* (7%) and *makes life easier* (6%).

Table 3.4: Main benefits that the concessionary bus pass offers

Benefit	Total
	N=662
Freedom to get out of the house	29%
Convenience	14%
Can go out more regularly	14%
Can go to more places/where you wouldn't normally go	9%
No parking worries	9%
Independence	8%
Peace of mind/no worrying about cost	8%
Easy to get into town/shopping	7%
Less stressful than by car	7%
No need to rely on others	7%
Keeps you fit/active/well being	6%
Meet friends/people	6%
Makes life easier	6%

Source: Q8

3.2.6 Satisfaction with specific aspects of the bus service

Using a five point satisfaction scale respondents were also asked to say how satisfied or dissatisfied they were with specific aspects of the bus services that they use.

Satisfaction with all aspects of service was extremely high, with no areas receiving any meaningful levels of dissatisfaction (Figure 3.13).

Satisfaction was the highest for:

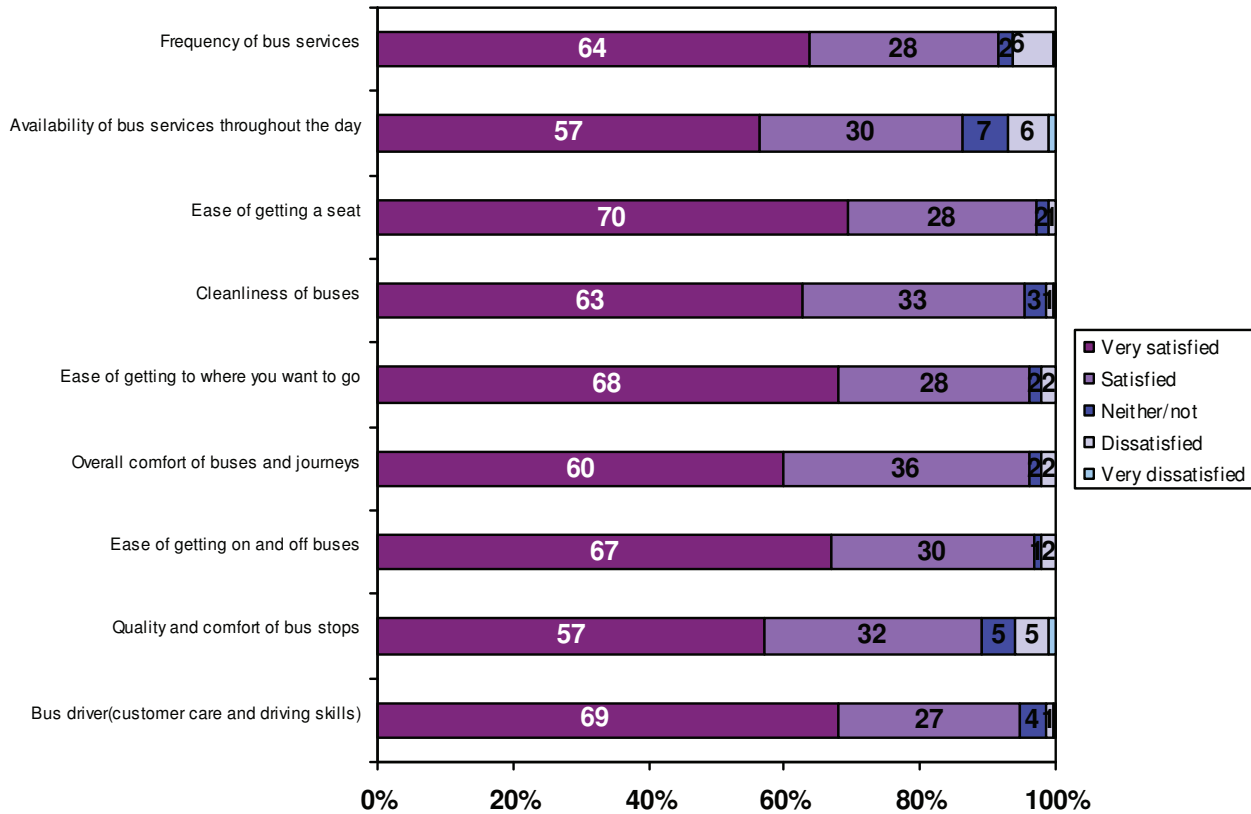
- Ease of getting a seat (70% very satisfied)
- The bus driver (their customer care and driving skills) (69% very satisfied)
- Ease of getting to where you want to go (68% very satisfied)

Satisfaction was still high, but slightly lower for:

- Availability of buses throughout the day (57% very satisfied)
- Overall quality and comfort of the bus stops (57% very satisfied)

Satisfaction was also high for ease of getting on and off the buses (67% very satisfied) indicating no accessibility issues.

Figure 3.13: Satisfaction with specific aspects of bus service



Source: Q9 (all respondents)

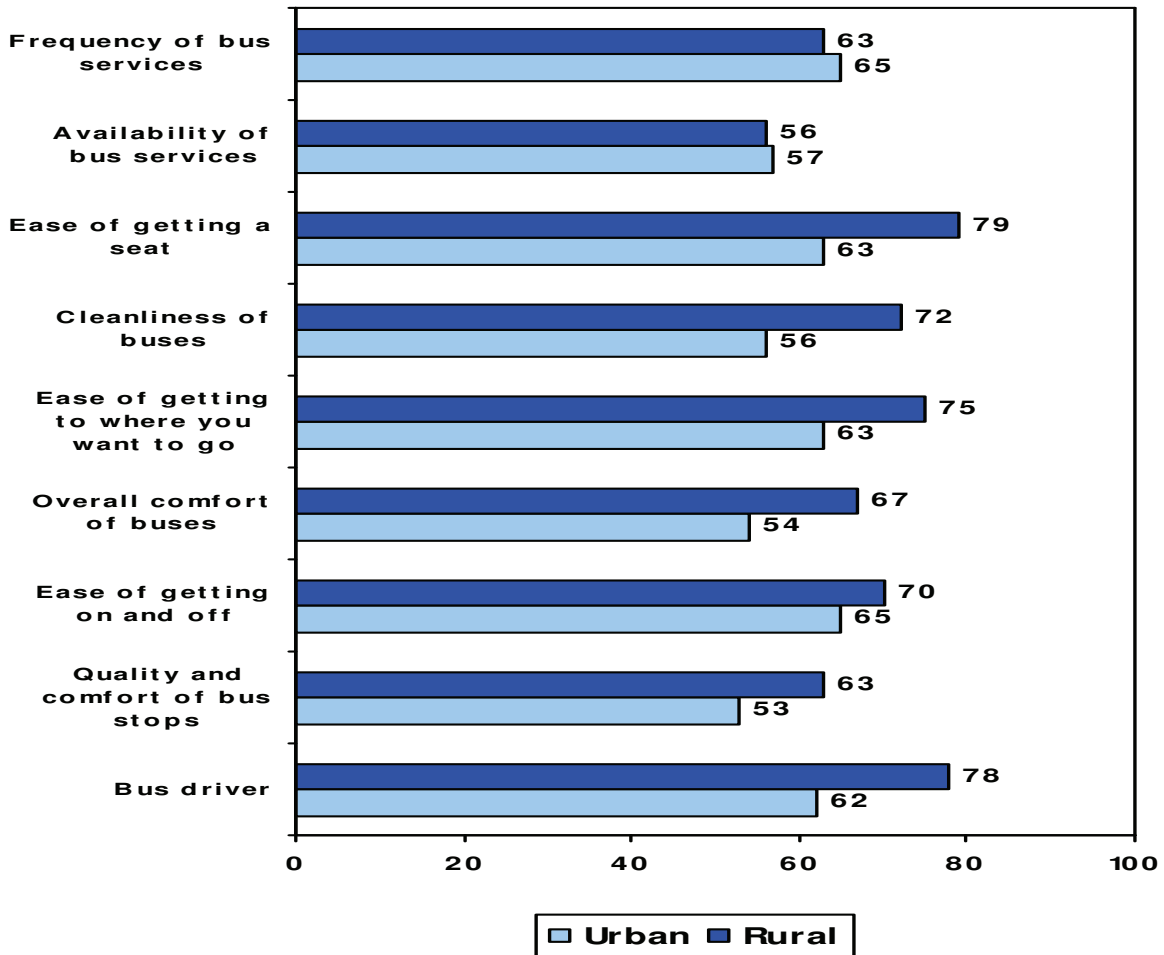
Figure 3.14 below compares satisfaction with specific aspects of the bus service by urban and rural locations. Because levels of satisfaction were so high comparisons have been made on the percentage of respondents providing the most positive response of *very satisfied*.

This analysis shows that respondents interviewed at rural locations were more likely to be very satisfied with specific aspects of the service than those in urban locations.

Differences between urban and rural locations were largest on:

- *Ease of getting a seat* (79% very satisfied rural; 63% urban)
- *Cleanliness of buses* (72% very satisfied rural; 56% urban)
- *The bus driver* (78% very satisfied rural; 62% urban)

Figure 3.14: Satisfaction with specific aspects of bus service by urban/rural locations



Source: Q9 (All respondents)

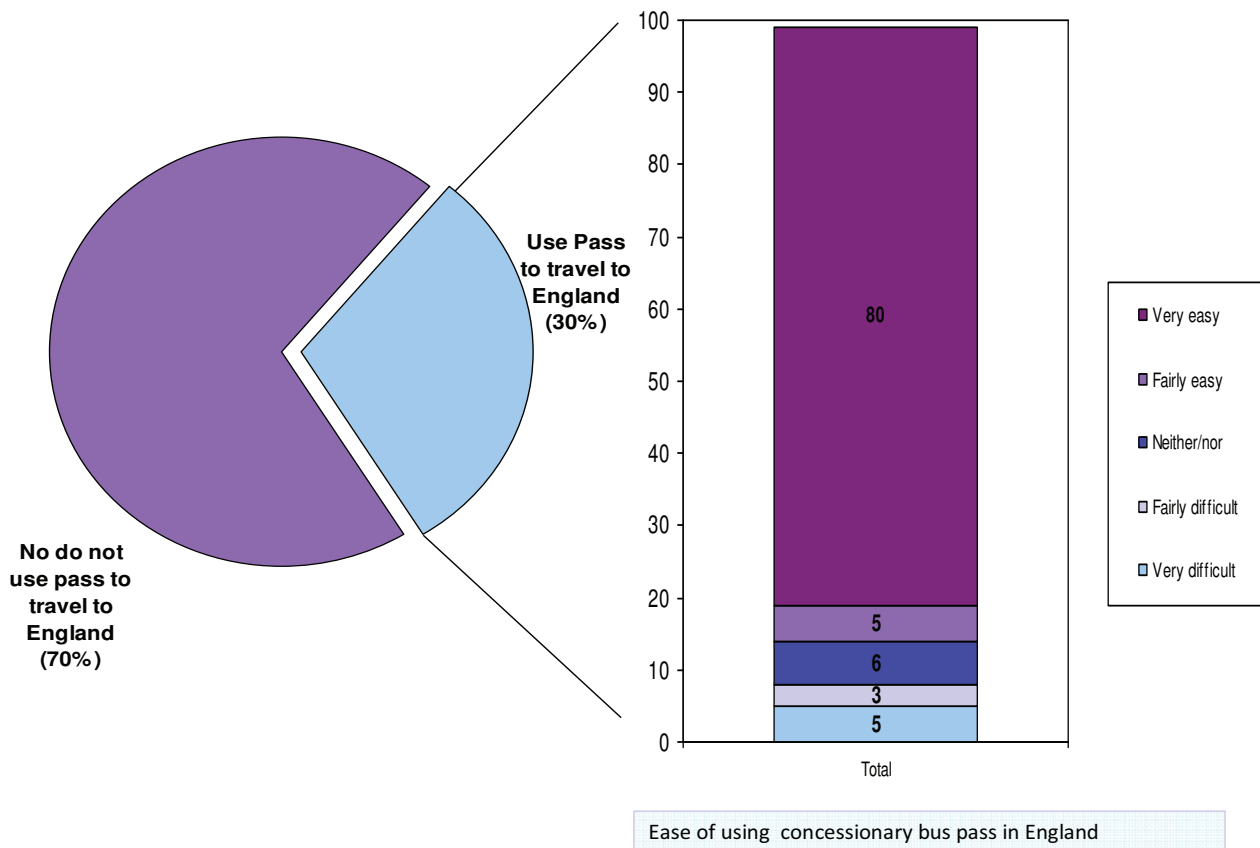
3.2.7 Use of Concessionary Bus Pass in England

Respondents were asked whether or not they used their bus pass to make trips from Wales to England.

Figure 3.15 below shows that just under a third (30%) of respondents had ever made this type of trip.

Respondents were then asked how easy or difficult it was to use the pass for this type of trip. The vast majority (85%) found this type of trip easy with only one in 12 (8%) stating that it was difficult.

Figure 3.15: Whether respondent has made trip from Wales to England/Ease of use for this type of trip



Source: Q11/Q12 (All respondents)

3.3 Effect of car ownership on opinion of the concessionary bus pass

Analysis of the data was performed comparing car owners with those who do not own a car. This analysis has revealed some large differences between these groups in terms of their demographic profile, their use of the bus pass and the effect that its withdrawal would have on their social and economic well being.

3.3.1 Profile of car ownership

Tables 4.5 to 4.7 below provide a profile of those respondents who do not own a car. It can be seen that those who do not own a car are more likely to be:

- Women (non car owners 69%, car owners 58%)
- Aged 70 years or more (non car owners 64%, car owners 48%)
- Disabled (non car owners 30%, car owners 17%)

Table 3.5: Profile of car ownership by gender

	Own car	Do not own car
Sample Size	N=282	N=380
Male	42%	31%
Female	58%	69%

Source: B1 (all respondents)

Table 3.6: Profile of car ownership by age

	Own car	Do not own car
	N=281	N=380
60 – 69 years	52%	35%
70 – 79 years	37%	44%
80+ years	11%	20%

Source: B2 (all respondents)

Table 3.7: Profile of car ownership by disability

	Own Car	Do not own Car
	N=282	N=380
Consider self to be disabled	17%	30%
Do no consider self to be disabled	83%	70%

Source: B4 (all respondents)

As can be seen from Table 3.8 below, the majority of respondents either did not know or refused to provide their annual household income.

However, from what data that do exist it can be seen that those who own a car appear to have a higher household income than those who do not own a car.

While these data are too incomplete to form any definite conclusions they do indicate that car ownership could be a relatively good surrogate measure for wealth.

Table 3.8: Annual Household Income by Car Ownership

	Own Car	Do not own Car
	N=282	N=380
Less than £5,000	1%	16%
£6,000 – £10,000	5%	16%
£11,000 - £15,000	8%	6%
£16,000 - £20,000	5%	1%
More than £20,000	3%	0%
Refused	67%	47%
Don't know	11%	13%

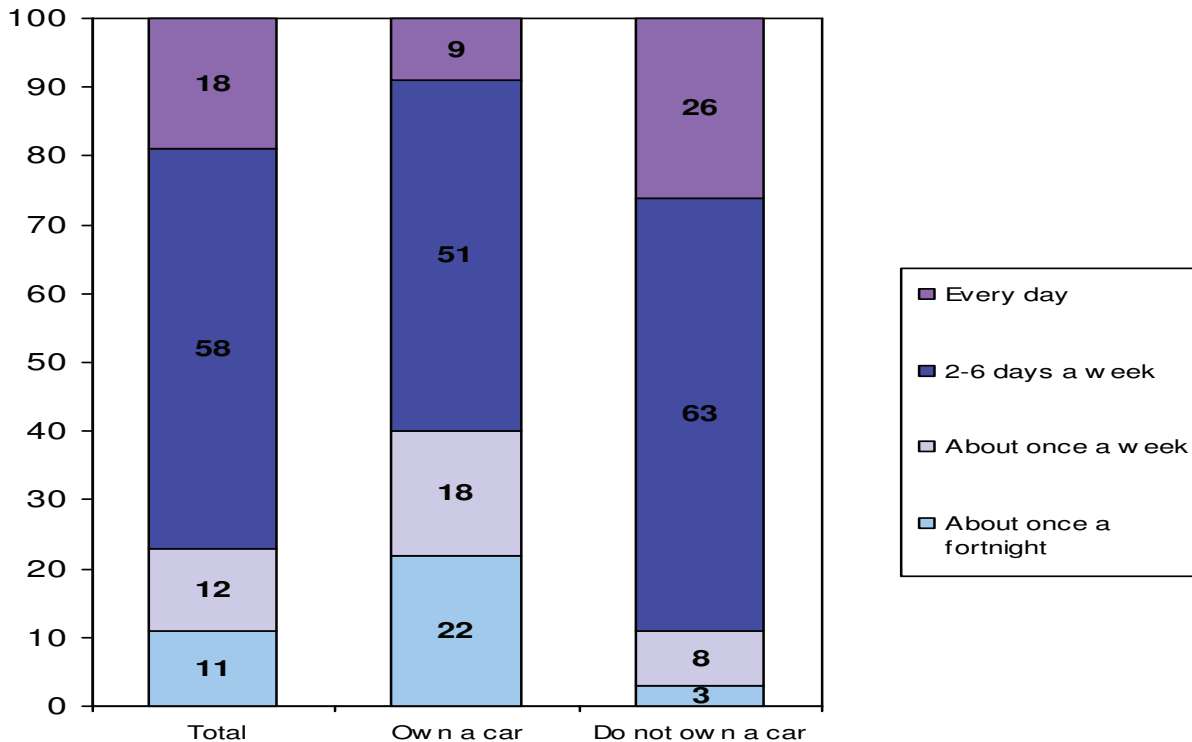
Source: B5 (all respondents)

3.3.2 Car ownership and use of the concessionary bus pass

As can be seen in Figure 3.16 below, frequency of use of the bus pass varied by car ownership, with non car owners more frequent users than car owners; nine tenths (89%) of non car owners used the pass more than once a week compared to six out of ten (60%) of car owners.

For non car owners the concessionary pass is therefore a more essential means of transport than for car owners.

Figure 3.16: Frequency of using Concessionary Bus Pass



Source: Q1 (all respondents)

As well as frequency of use, non car owners use the bus pass for a broader range of trip types than car owners.

Figure 3.17 below shows the percentage who ever use the bus pass for any of the listed trip types.

While both groups were highly likely to use the pass for essential *food shopping* trips, non car owners were slightly more likely to do so (non car owners 93%, car owners 81%).

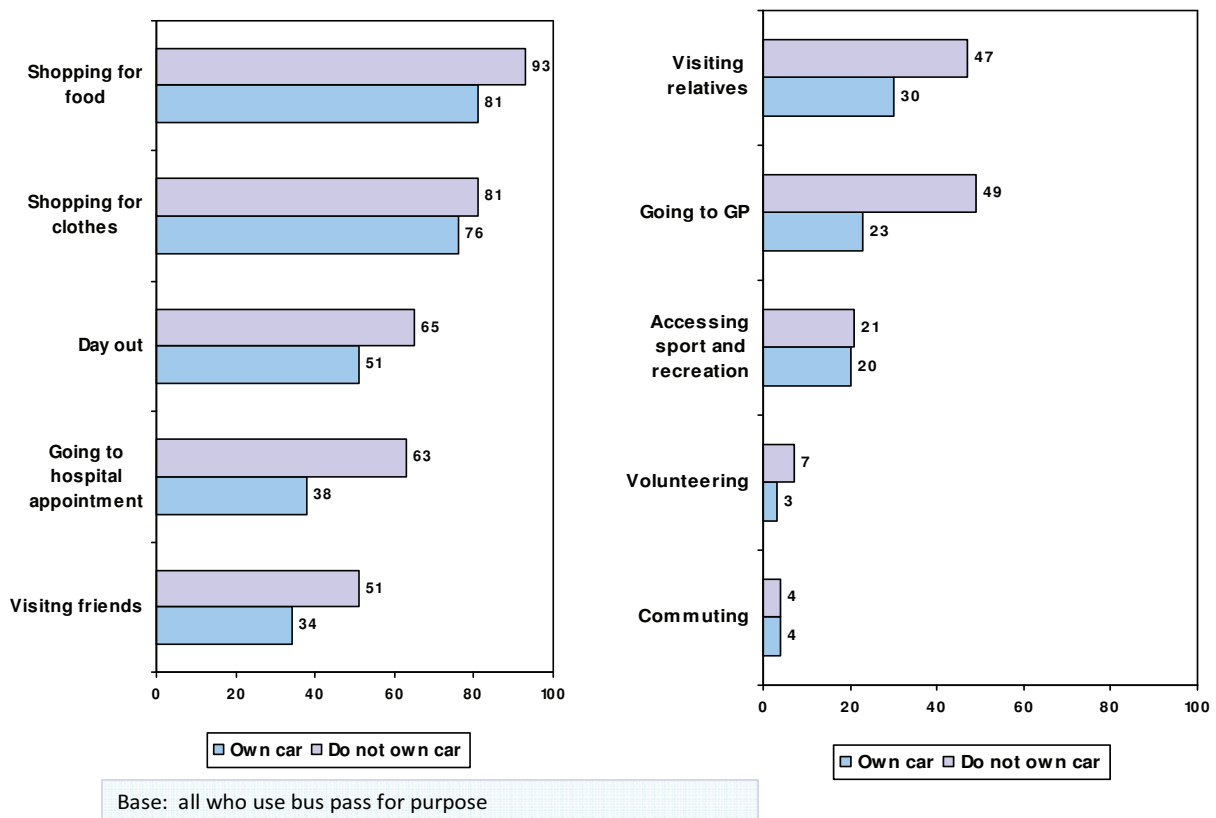
Non car owners were also much more likely than car owners to use the pass for maintaining social contacts, such as:

- *Visiting friends* (non car owners 51%, car owners 34%)
- *Visiting relatives* (non car owners 47%, car owners 30%)

The concessionary bus pass was also more likely to be used by non car owners to access health services than car owners:

- *Visits to GP* (non car owners 49%, car owners 23%)
- *Hospital appointment* (non car owners 63%, car owners 38%)

Figure 3.17: Whether use Concessionary Bus Pass for type of trip

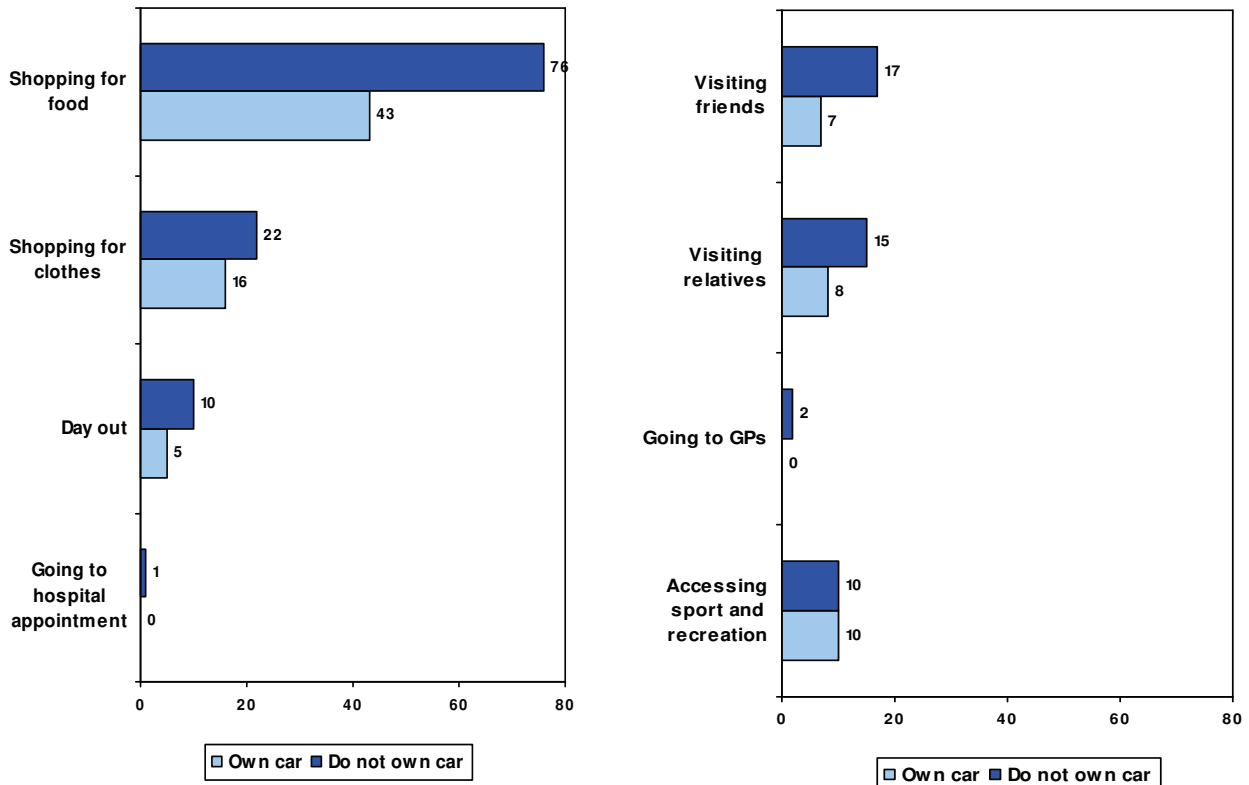


Source: Q4a (all respondents)

Figure 3.18 below also shows that, not only are non car owners more likely to use the bus pass for each trip type, they are also more likely to use it more frequently than non car owners.

For example, based on those respondents who use the concessionary bus pass for *shopping for food*, non car owners use the pass more frequently than car owners for this purpose (non car owners 76% more than once a week, car owners 43% more than once a week).

Figure 3.18: Percentage of respondents who use Concessionary Bus Pass more than once a week



Base: all who use bus pass for purpose

Source: Q4a (all respondents who use bus pass for purpose)

3.3.3 Car ownership and opinion of the concessionary bus pass

Analysis of attitude statements show that the concessionary bus pass has more impact on the lives of non car owners and its removal would have a more serious impact on their social and economic well being (Figure 3.19).

Given the fact that the profile of non car owners is more likely to comprise women, older people, disabled people and those with lower household incomes it can be concluded that its withdrawal would have a more negative effect on the more disadvantaged groups within society.

Quality of Life

Non car owners were markedly more likely to feel that their quality of life would suffer if the concessionary bus pass was withdrawn and that they would have to rely more on family and friends:

- Without a pass my quality of life would suffer (non car owners 96% agreed, car owners 58%)
- I would feel more lonely and housebound without the bus pass (non car owners 92% agreed, car owners 58%)

Independence

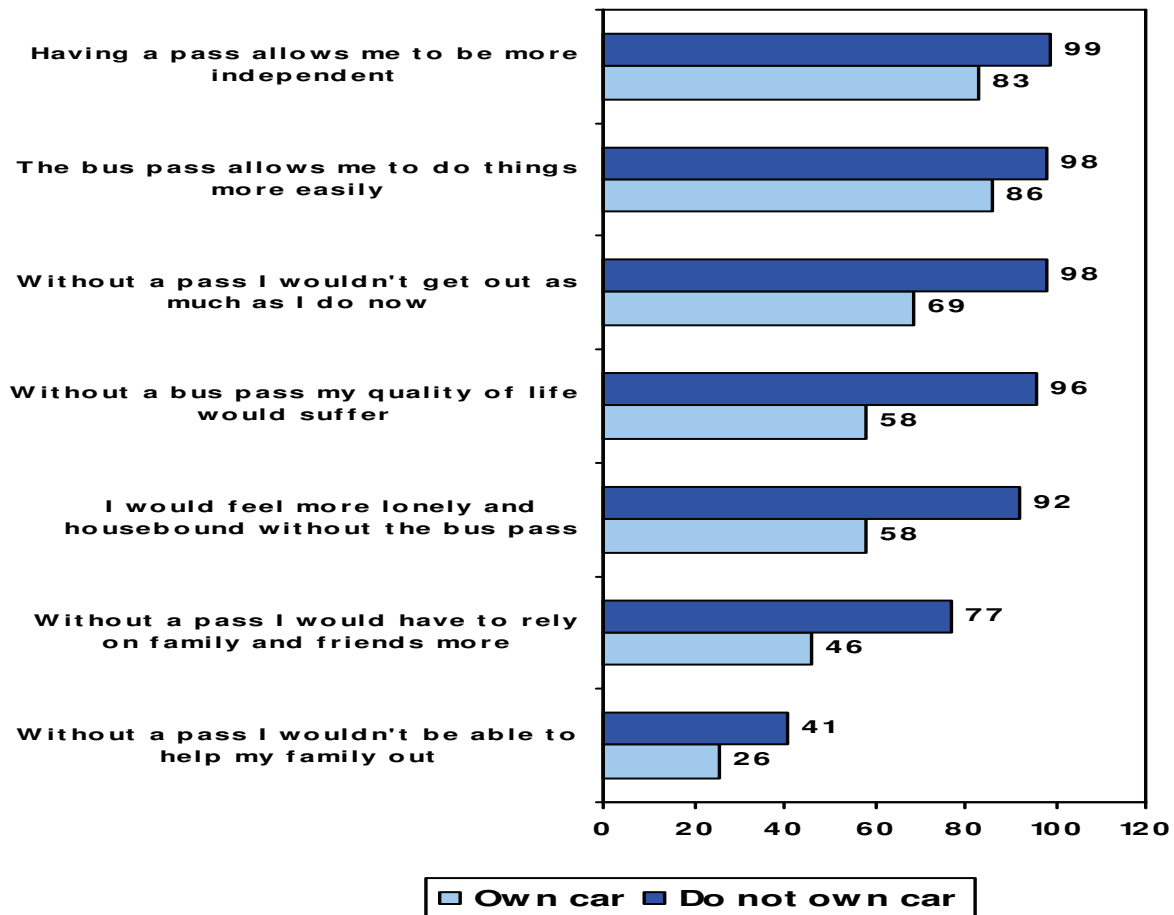
The bus pass enables those without a car to be more independent and get things done without the help of family and friends. The concessionary bus pass also allows car owners to feel more independent, but to a slightly lesser degree.

- Having a pass allows me to be more independent (non car owners 99% agreed, car owners 83%)
- The bus pass allows me to do things more easily (non car owners 98% agreed, car owners 86%)
- Without a pass I would have to rely on family and friends (non car owners 77% agreed, car owners 46%)

There is a strong feeling among non car owners that removal of the pass would mean that they would not be able to get out the house as much as they do now:

- Without a pass I wouldn't get out as much as I do now (non car owners 98% agreed, car owners 69%)

Figure 3.19: Agreement with statements about Concessionary Bus Pass by car ownership



Source: Q10 (all respondents)

Alternatives to current system

The views of non car owners and car owners were broadly similar on alternatives to the current system, with both groups having a negative response to the suggested changes. However, non car owners were slightly more negative than car owners.

Over eight out of ten (81%) of car owners disagreed that the passes should only be used off peak; a similar, but slightly lower percentage of car owners (75%) also disagreed.

Both groups disagreed that the pass was an unnecessary burden on taxpayers (non car owners 79% disagreed; car owners 70% disagreed).

Economic Impact

The economic impact of a withdrawal of the pass differed greatly between car owners and non car owners (Figure 3.20).

Among non car owners there was a very strong feeling that they *would find it difficult to make ends meet without the pass* (84% agreed; 66% agreed strongly).

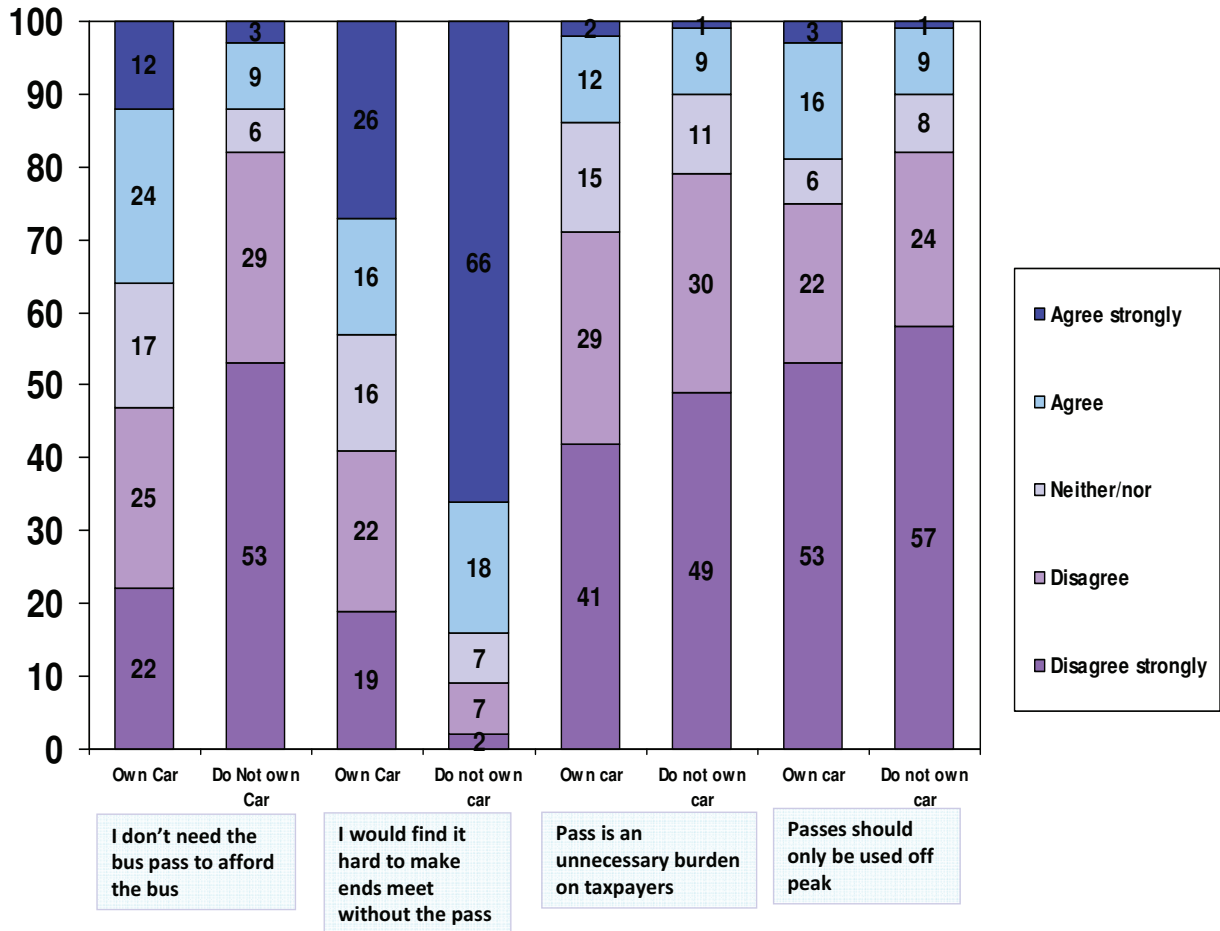
In addition to this a large majority of non car owners felt that they wouldn't be able to afford the bus without the pass:

- *I don't need the pass to afford the bus* (82% disagreed; 53% disagreed strongly)

In contrast, the views of car owners were more mixed, with a large minority feeling that the withdrawal of the pass would have little economic impact on them. For example, while four out of ten car owners (42% agreed) felt that *they would find it hard to make ends meet without the pass* a similar proportion (41% disagreed).

Similarly, there was a mixed view on whether or not car owners could afford the bus without the bus pass. A third (36%) of car owners agreed that they didn't need the pass to afford the bus. However, almost a half (47%) disagreed with this statement indicating that they did need the pass to afford the bus.

Figure 3.20: Agreement with statements about Concessionary Bus Passes by car ownership



Source: Q10 (all respondents)

4. Findings from the Focus Groups

4.1 Overview

To add depth to the face to face interviews and to explore issues arising from the questionnaire survey, two focus groups were conducted in Carmarthen and Wrexham on 14th October 2010. These towns were selected to obtain a cross-section of participants from urban and rural areas in north and south Wales. Focus group participants were selected from those who had indicated during the questionnaire survey that they were willing to take part.

The focus groups were semi-structured against a topic guide (**Appendix B**) which enabled older people to raise issues of importance to them, whilst probing their underlying attitudes and obtaining an understanding of the issues affecting them most.

4.2 Carmarthen

4.2.1 The group

The group consisted of five women and one man, of which the majority were either single or widows. All participants were retired and lived in the local area. A small number lived on the outskirts of the town centre, however most participants lived in more rural locations in nearby villages. Nearly all participants had lived in the Carmarthen area all their lives; however a small number had moved from England and Scotland to retire in Wales.

4.2.2 Car ownership

Only one participant had access to a car and this was mainly used to visit relatives that lived in remote locations on an occasional basis. Some respondents reported to getting lifts from friends or family members however there was an overall consensus that asking for a lift was always a last resort, preferring to be self sufficient whenever possible.

'I don't like to ask you see, they're busy enough so I don't want to be a burden'

4.2.3 Travel horizons

Most participants had busy social lives, either visiting family or friends, volunteering or participating in clubs such as the Women's Institute. A small number were carers and either looked after grandchildren or elderly relatives.

All female participants reported making regular routine journeys each week such as shopping, travelling to club meetings or visiting family on certain days of the week. This routine was rarely broken, regardless of weather conditions. More sporadic journeys tended to be visiting friends, hospital appointments or leisure trips. The male member of the group also reported making regular journeys, however his trips tended to have no real purpose other than to enjoy *'getting out of the house'*.

'Sometimes I go back and forth into town two or three times a day'

Travelling by bus was the main mode of transport for all participants and use of other modes such as the train or car were rarely used. Some participants reported travelling by taxi when their destination was not on a bus route such as visiting their local health centre or hospital.

All participants had made complex bus journeys, interchanging in Carmarthen town centre to travel to larger towns such as Haverfordwest or Swansea. These trips tended to be for leisure purposes and were less frequent.

4.2.4 Bus journeys and perceptions of bus services

The majority of participants travelled by bus at least four times a week, with some using the bus on six days. All participants found it difficult to travel on Sundays or bank holidays when there was a reduced service, so were less likely to leave the house. Most participants travelled on services after 10am; however a small number preferred to use earlier services as these were operated by a smaller, local bus company which provided a more personal service. None of the participants reported to using the bus in the evening.

'I always try to use buses run by the local bus companies, it's always the same driver'

Participants without access to a car tended to frequently use the bus for shopping trips, travelling into Carmarthen every other day. This was attributed to the fact they were unable to do 'weekly' shopping trips as they could not carry a large amount of bags.

Participants were asked how they felt about travelling by bus and the general consensus was extremely positive. Group members found it difficult to criticise the service they received and were enthused with all aspects of bus travel.

'I love catching the bus, it's a social thing and I've made so many friends'

All participants reported that the bus drivers were friendly, polite and helpful. Each group member recalled events where the driver had assisted them either by updating them on any service changes, dropping them closer to their house or helping them off the bus.

'Our bus drivers are lovely, there's two of them that drive our service and I couldn't say a bad word about either of them'

'We always have a bit of a joke or he likes to wind me up which makes my day'

When asked to comment on the frequency of service, the group still remained positive, even if they were served by a bus every couple of hours. Participants could recall their daily bus timetable and had built a routine around this so felt that an infrequent service was not a problem to them. A small number reported that additional services on Sundays or bank holidays would be welcomed as it would give them greater opportunities to visit their family.

'Why would I need more buses? I think it's just right for me, I have enough time to go into Carmarthen do some shopping and get the 2 o'clock bus home'

'The only thing I would say is that it would be nice to have a bus on a bank holiday when my grandchildren are off school'

Accessing information varied from each participant, however all participants avoided using the internet or telephoning bus operators. Visiting the library, asking the bus driver or finding out from friends or family were quoted as methods of obtaining information. One participant reported to completing a form to receive timetables through the post, whilst another relied upon reading the local paper.

'I've got no time for going online, the only line in my house is the washing line!'

The only participant with access to a car reported that they drove on rare occasions, preferring to travel by bus wherever possible to avoid congestion and trying to find a parking space within the town centre.

4.2.5 Use of concessionary bus passes

The majority of participants had their concessionary bus pass since the scheme's inception and used it every time they travelled by bus. The pass was used to make essential trips such as food shopping but was also used to visit friends and family, leisure trips or to visit the library or heritage sites.

'I'd hate to forget my pass!'

One participant reported that when she needed to make occasional trips to the hospital or to the local health centre she used her pass to travel by taxi at a concessionary rate. Interestingly, she was made aware of this by a friend rather than using official lines of communication. The rest of the group reported to being unaware that their pass could be used in such a way (*Post meeting note: discounted taxi travel for concessionary bus pass holders is available in Ceredigion but not in Carmarthenshire which may explain the lack of awareness*).

There was some confusion over boundary restrictions with participants unsure of the limitations of their pass and the group tried to identify towns where their pass could be used. As participants predominantly rely on information from their friends rather than using an official source, it was

perhaps unsurprising that group members were unaware of any boundary restrictions.

The majority of participants used their pass to travel within the local area, however a small number had travelled to Swansea using their concessionary pass.

When asked if their travel habits had changed since receiving the pass, there was a general consensus that free bus travel had greatly increased the frequency of trips made. The participant with access to a car rarely drove, opting to travel by bus for the vast majority of his journeys.

4.2.6 The benefits of the pass

There was agreement that the frequency of social and leisure trips would be reduced if the concessionary pass scheme did not exist. As most participants had no choice but to make regular shopping trips, the frequency of these trips would have to continue at the same rate. A small number reported that they would be forced to move if the scheme did not exist, either closer to family or in the town centre where they could make journeys on foot.

The group was asked to describe the best thing about having a bus pass and the most popular response was the ability to travel on any bus at any time within the local area for free. In addition to this, the group felt that the pass had enhanced their lives as it made them more independent and had given them the freedom to travel, reducing the need to rely upon friends or family.

'It makes me independent rather than dependant'

'My husband died two years after we moved to the area and I was really torn about moving back but since I got my pass I have a brilliant social life, it really is a god send'

4.2.7 The weaknesses of the pass

There were no negative comments regarding the bus pass and the group struggled to find any weaknesses with the scheme. When pressed to consider how they'd change the scheme the majority reported that they would not want to amend anything however there were some suggestions of including train travel within parameters of the scheme.

'The only thing I could say is that sometimes my pass doesn't work but the bus driver jokes that it's because I'm underage which makes me laugh no end!'

4.2.8 The future

Most participants felt that changing the scheme to an off peak system would have very little impact on their lives. Only a small number reported that they would have to travel later, however the group agreed that this was more acceptable than removing the scheme altogether.

The merits of half price travel were discussed and the majority of participants felt strongly that this would affect the number of journeys they made throughout the week, opting to travel for essential reasons only. A number of participants reported that they constantly had to budget in order to make their pension last throughout the week, therefore any additional costs for travel would have a severe impact upon their lives.

The group considered replacing the free concessionary pass with a flat fare and there was agreement that whilst this was better than paying full price, it would still not offer the same benefits as the current system.

'When you've had something for free for so many years and then you have to pay for it, it's not really fair.'

When asked to consider if the pass was an unfair burden to the tax payer the group were outraged. There was a general consensus that concessionary pass holders deserved free transport as they had contributed to the economy throughout their working lives, blaming the economic downturn on the banking industry.

'Why should we get penalised, I've paid tax for 40 years! It's the bankers fault not ours that the country is in this mess.'

Using alternative modes of transport such as walking or travelling by taxi are not feasible options for the majority of participants. Most participants do not live close enough to walk into Carmarthen or have mobility problems, and in addition travelling by taxi was considered to be expensive so would not be considered a suitable alternative to using the concessionary bus pass. Participants with families living in the local area reported that they could ask close relatives for a lift, however this was felt to be very much a last resort.

The group's knowledge of other concessionary schemes was limited and this could largely be attributed to the fact they heavily relied upon receiving information from friends or family. One participant was aware that their pass could be used to visit heritage sites, however this was because she was informed by a friend. When asked to suggest methods to improve communication with older people, group members suggested sending each pass holder a regular newsletter informing them of any boundary restrictions and providing information on where the pass could be used such as on taxis and visiting heritage sites. Providing leaflets on the bus or at the doctors surgery was also suggested.

4.2.9 Summary

The Carmarthen focus group were passionate that the concessionary pass scheme should not be removed as it provided them with a lifeline to activities that helped to improve the quality of their lives. Being independent was of great importance to participants and the group felt that this provided mental health benefits as it encouraged them to remain active avoiding isolation. The group felt that isolation was a major contributor towards depression in older people and many participants considered themselves to be at risk if they were unable to take part in activities or have an active social life. A number of participants were not in a financial position to afford to pay for the number of bus trips they are currently making. Therefore, if the scheme was removed they would be drastically affected both financially and also socially, as they would not be able to make the nonessential trips which give a sense of purpose to their lives.

4.3 Wrexham

4.3.1 The group

The group comprised three women and three men. The group members live in a variety of locations; some live in the suburbs of Wrexham and others live further afield in more rural areas with one member living near Bala. The group members were also a variety of ages; all are eligible for a concessionary fare pass but they have held their passes from 5 to 11 years.

One group member noted that whilst he has been eligible for his pass for the past 10 years, he had not applied for his pass until he felt he needed it due to mobility difficulties. Furthermore, prior to using the pass, one group member regularly walked to the shops or other services, but the pass has helped since she started suffering from arthritis.

4.3.2 Car ownership

The three men in the group said that they own a car. They tend to use their bus pass most of the time and only use the car for journeys or trip purposes which would be hard to undertake using a bus.

Two of the women in the group said that they regularly travelled by car until the death of their husbands. The pass has meant that they have been able to continue travelling to see friends and retain a level of independence.

4.3.3 Travel horizons

The group were asked to think about their 'travel horizons' and the destinations they regularly travel to using their concessionary pass. All of the group said that they regularly travel from Wrexham to Chester and they tend to use their bus pass for recreational purposes such as shopping, visiting friends or other social purposes. The pass gives them the ability to 'go on an outing' to meet their friends and the bus trip in itself is a social occasion.

It is interesting that the group noted that they can see more of the landscape when travelling on the bus compared to in the car; by offering improved visibility when travelling, the combination of the concessionary bus pass and bus services have expanded the social travel horizons of residents who previously only travelled for social purposes by car.

One member of the group said that he now uses the bus to travel on holiday. This year he used local bus services and his concessionary pass to travel to the Gower for a week. The trip took him 8.5 hours and he met people on the way, some of whom he has continued to keep in touch with.

4.3.4 Bus journeys and perceptions of bus services

The group were asked to think about the bus journeys they make, and their perceptions of local bus services.

The group felt that local bus services are generally very good. They usually run on time and the drivers are particularly friendly.

'They stop outside and help me with my bags into the kitchen. I know they shouldn't and I tell them not to get in trouble but they always offer to help'.

However, the group did note that some bus services are less reliable. The bus occasionally does not turn up or they do not keep to time. GHA Coaches were noted as being a particular concern for members of the group. A member of the group said that the punctuality of services can often depend on the driver. Some drivers have been known to arrive and depart their stop before their set time in an effort to make up time.

The group also discussed the vehicles used by operators and the environment on the bus. One member of the group noted that the vehicles are generally clean and tidy but they can be quite dirty if they have previously been used to provide school bus services. This comment elicited further discussion on unsociable behaviour by some young people using public transport.

More positively the group noted that the majority of people using the bus during the day are older members of the community, certainly demonstrating the success of the concessionary bus pass and the positive impact the pass has had for older members of the community.

'If the bus pass was stopped the buses would be empty! I'd have to do my shopping near home and I wouldn't meet my friends on the bus...'

The group noted that there seem to be more buses available now since the pass was introduced. They equated this to the pass raising the number of passengers and bringing in more income for operators.

4.3.5 Information

The group noted however that a lot of their friends are not aware that they can use their pass for travelling by rail on the Wrexham – Bidston line. Residents can transfer to a rail pass, but it is not worth it living in Wrexham given the above benefit. This is an anomaly and the group recognised the particular benefit this concession gives them.

Members of the group suggested that they access information on bus services in their area through talking directly with their bus driver or talking to members of staff at the bus station. Only one member of the group uses the internet and they all expressed unease with using the phone because of automated systems.

4.3.6 Using the pass

In discussing the use of the pass, members were pleasantly surprised, when talking about their own experiences, to hear that they were not alone in expressing surprise that bus drivers rarely check bus passes. They were concerned that the individual using the pass may not be the person to whom the pass was issued.

'The photo is very small... I don't know how they know if the pass is yours... sometimes I just think they look at the person and decide if they are old enough'

The group then discussed the use of the pass when travelling between Wrexham and Chester. They explained that Welsh residents can use their pass on a bus from Wrexham to Chester, Shrewsbury and Oswestry but the journey must start in Wales and finish in England and vice versa. They cannot break their journey. If they do break their journey, south of Chester but in England for example, they must then travel back into Wales before catching a bus north again to complete their journey to Chester.

The group also noted that Welsh residents cannot drive to the outskirts of Chester for example and then use that town's Park and Ride system.

'It's just something you have to work with. We are just lucky we can travel to Chester and England. Can people in England travel like that...?'

One group member suggested that he saves £200 a month in fuel now that he uses his bus pass when travelling to Chester to do voluntary work.

4.3.7 The benefits of the pass

The group were asked to think about the benefits of the pass.

One member of the group noted that she acts as a part-time carer for her friend with MS. She suggested that if the bus pass was removed she would not be able to travel to look after her friend. In addition, her friend gives her a £20 carers allowance as a form of 'payment' for looking after her. Whilst this is a relatively small amount of money it is valued by the group member and would be missed if she could not continue with this 'job'. The concessionary bus pass has facilitated her receipt of this payment.

Other members of the group noted that they use their bus pass regularly to travel to appointments at the doctors and hospital for example. Using their pass to travel by bus is more convenient and it means they don't have to pay parking charges at the hospital or ask a friend for a lift.

'It's good that we can use the pass whenever we want. I guess this is better than (sic) England...'

The group also discussed the 'value' of the pass. They all noted the greater 'freedom' the pass gives them and the feeling that they are no longer housebound. The pass also has a social value in that it enables them to meet people and see friends.

4.3.8 The weaknesses of the pass

The group also discussed any 'weaknesses' of the pass. They couldn't really think of any weaknesses in the pass directly; rather they were concerned that it would be very hard to use the pass in rural areas if there were restrictions introduced on its use at certain times of the day. In many areas, there are so few buses available that pass holders must travel early in the morning or in the evening if they want to make a round trip in one day; in travelling from Bala to Wrexham there are only 4 buses a day.

4.3.9 The future

When thinking about the future, members of the group suggested that if the pass was removed they would not travel to Wrexham. They would be more selective over the trips they make and the places they go and they would no longer make trips for pleasure. They would have to prioritise essential trips given their limited income.

'I'd still use the bus pass when I go shopping as I can't walk with heavy shopping bags...'

The group were then asked to think about alternatives to the existing full concessionary bus pass.

They suggested that they would prefer a half-fare pass to any withdrawal of the existing pass but this would have cost implications for passengers, particularly those on a low income. They also thought that this might also

lead to administrative problems on the bus as drivers checked each user's pass and gave change for their half fare.

Other options suggested by the group were:

- Raising the age limit to 65 or 70
- Introducing an annual administration charge
- Means testing the granting of a pass; or
- Introducing a 'carnet' style concession rather than simple card.

The group were then asked to comment on the potential withdrawal of the concessionary bus pass. This gained a strong response from the group.

'If you take the bus pass off people there will be uproar!'

The group suggested that people have got used to the pass. They would be very upset if there were proposals to take it away. They definitely do not see it as a burden.

'...and we have paid our taxes. This is something we are entitled to.'

Two members of the group strongly suggested that as the state pension is so low the concessionary bus pass is one way of helping their pension go further.

The group then began to question the motivation for arranging this focus group and research process. One person in the group thought this discussion might be a 'cover'.

'You'll make people worry the pass is being withdrawn and they will all be delighted when it is preserved!'

They all agreed that taxis are too expensive. The benefit of the concessionary bus pass is that it enables them to travel without using taxis. The group noted that residents of Wrexham are able to use their concessionary bus pass on rail services between Wrexham and Bidston stations. This is really welcome as it makes it easier to travel to Liverpool.

'I use it to go and see Everton play!'

4.3.10 Summary

All members of the group stressed the value of the bus pass. It plays a valuable role in giving them a level of freedom and independence they would otherwise be unable to achieve without the pass. They do not want to be reliant on friends or family for transport. The pass also enables holders to have a full and active social life; the group were particularly conscious of issues surrounding depression and associated health difficulties in older members of the community. They were clear that the pass has wider benefits for them than simply providing free travel.

In summary, the group do not want to see any changes.

'The pass is fine as it is. Please don't change it!'

5. Stakeholder consultation

5.1 Overview

To complement the review of relevant policy documents, strategic consultations were held with a selection of stakeholders, including user groups, selected local authorities, WAG and bus operators. These consultations took the form of telephone interviews, which were semi-directive against open questions, complemented by follow up email correspondence. The stakeholders interviewed were as follows:

National/local government

- Welsh Assembly Government (Head of Integrated Transport)
- City & County of Swansea (Acting Group Leader – Transportation)
- Wrexham County Borough Council (Transport Co-ordinating Officer)
- Cardiff County Council (Head of Concessionary Travel Unit)
- Carmarthenshire County Council (Transport Manager, Passenger Transport Operations Manager)
- Powys County Council (Head of Public Transport Unit)

User groups

- Age Cymru (Head of Policy and Public Affairs)
- Bus Users UK Cymru (Senior Officer for Wales)
- Alzheimers Wales (Acting Director for Wales)
- National Partnership Forum for Older People (Transport Sector Representative)

Bus operators

- Arriva Cymru (Concessionary & Smart Card Manager)
- GHA Coaches (Operations Manager)

The responses received have been grouped into the following themes, to maintain stakeholder anonymity where necessary:

- Satisfaction with concessionary bus passes and the bus service;
- Local authority administration of the scheme;
- Reimbursement arrangements;
- Amendments to the existing scheme; and
- Cross-border issues.

5.2 Satisfaction with concessionary bus passes and the bus service

The findings of the questionnaire interviews (Section 3) and focus groups (Section 4) demonstrate a high level of satisfaction amongst older people with regard to both their free concessionary bus passes and the bus service.

‘The scheme has given older people greater opportunities to lead fulfilling lives’

This corresponds with the findings of the Living in Wales surveys commissioned by WAG, although many stakeholders observed that some older people would wish to see the concessionary scheme extended to rail services. In some areas of Wales this has already been done in a limited way as part of a pilot scheme (ending in September 2011):

- The Borderlands Line (Wrexham – Bidston)
- The Cambrian Coast Line (Shrewsbury – Aberystwyth/Pwllheli).
- The Heart of Wales Line (Swansea – Shrewsbury)
- The Conwy Valley Line (Llandudno – Blaenau Ffestiniog)

There is much support for the concessionary rail travel pilot scheme and many stakeholders would like to see an all-Wales scheme, but this is seen as unrealistic in the current economic climate. Protecting existing entitlements, such as the free concessionary bus travel scheme, is seen as more important.

Moreover, WAG has expressed the view that any universal concessionary rail scheme would detract from existing products. For example, Arriva Trains Wales (ATW) has launched a ‘Club 55’ promotion (scheduled to end on 12th December 2010) which offers people aged 55 and over return rail travel anywhere on the ATW network for £15 return (£13 with railcard).

‘The concessionary bus pass scheme is as good as it’s going to be...it won’t be extended to rail services’

As the representative for bus users in Wales, Bus Users UK Cymru fields numerous complaints regarding bus services. However, the main complaints from older people relate to connections with other services and

inadequate evening/weekend provision – few complaints are received regarding driver attitude and other issues.

‘There is the perennial issue that buses never go where they (people) want to go – the route cannot please everyone’

‘Older people are just grateful to have a 24hr pass’

A number of older people have raised matters with OPCW which relate to bus services:

- A man living in a rural community was concerned about rumours that the free bus pass scheme was to be scrapped, explaining that the local bus service was his only means of transport, providing a crucial link to friends, vital services, and to shopping facilities. In addition, the bus pass allowed him simply to get ‘out and about’ on a daily basis;
- A woman living in north Wales complained about inadequate connection times between rural bus services, explaining that operators will not impose a mandatory five minute wait time on certain connections. This causes much anxiety amongst older bus users as there is often a long wait until the next bus, or there is no later bus at all; and
- A woman living in Neath Port Talbot highlighted the lack of public transport to a new medical centre which had been built outside the town centre. The centre was opened a year ago and the only way to reach it was by private vehicle. The woman pointed out that, without a car, or a bus link, the only other option is take a taxi, which can be very expensive. She felt strongly that older people are the principal users of public transport and their needs and views should be properly considered when planning developments such as this.

A number of older people have reported safety concerns on buses to Age Cymru. Poor driving standards, e.g. sudden acceleration and braking, affects passenger comfort. Older people who are less mobile aren’t confident that the bus will wait for them to alight. The condition of bus stops is another issue often raised. Many stops don’t have lighting, seating or shelter. Some stakeholders consider that there is room for improvement here.

Age Cymru also report that vehicle accessibility has been raised by wheelchair users at a forum in West Wales. Accessibility is a particular

issue in rural areas where many stops don't have raised kerbs. However, it is also an issue in urban areas where many buses can't reach the kerb because of parked cars – this was cited as a particular problem in Cardiff.

5.3 Local authority administration of the scheme

Funding for administration of the concessionary bus travel scheme originally came through the Local Transport Services Grant awarded by WAG to the 22 Welsh local authorities. However, local authorities complained that this was insufficient, so from 2004/05 WAG contributed £3 per pass in circulation per annum to cover administration costs. Each local authority invoices WAG for operating costs and administrative costs each year.

The local authority officers that we spoke to confirmed that the £3 per annum is sufficient to cover administration costs, particularly with a charge being levied on the public for lost passes. None of the local authority teams we spoke to has a member of staff dedicated to the administration of the concessionary scheme; all perform various roles. However, one officer noted that the administration payments did not leave any resource for monitoring compliance with the scheme.

5.4 Reimbursement arrangements

5.4.1 Recent changes

From 1st April 2010 the reimbursement arrangements were changed, so that reimbursement to bus operators was no longer calculated on the basis of the average adult single fare, but instead on the Representative Concessionary Fare which has been calculated for each bus depot or group of services.

'Before the reimbursement arrangements were changed, every time bus operators put up their fares, usually every six months, the amount reimbursed went up too'

Some anecdotal evidence was reported to MM whereby passengers had been told by bus drivers that routes were being withdrawn as a result of capping the reimbursement budget. However, WAG and local authority

officers are very pleased with the new arrangements and are of the view that bus operators should also be satisfied given that the arrangements were developed in consultation with the Confederation of Passenger Transport (CPT). Nevertheless, they acknowledge that it may be an administrative burden for smaller operators, particularly where the Representative Concessionary Fare varies between routes operated.

Now that the reimbursement budget has been capped, the reimbursement rate (set at 73.59p in the £ for the first two quarters of 2010-11) may reduce over the year as the available budget dwindles. WAG, local authorities and bus operators are working closely at the time of writing to review the reimbursement rate for the third and fourth quarters of the year.

Bus operators accept the reimbursement rate as being reasonable, but the problem is that the reimbursement does not reflect the length of the journey because it is based on a representative concessionary fare. This weakness in the current funding mechanism was also noted by Age Cymru, in the context of the recent debate in the Welsh media concerning the travel needs of younger people and older people.

Arriva cited the example of the Rhyl – Llandudno route, where it is only reimbursed at about £1.00 for a single journey, whereas the actual adult single fare is £2.50. However, it has been agreed between WAG and bus operators that only the boarding stage is recorded when the ticket is issued, as recording the alighting stage slows down boarding times, which then adds to bus journey times and operating costs.

'Recording boarding stages only (not alighting stages) makes reimbursement less accurate, but this is the lesser of two evils'

However, the introduction of the 2,500 new smart card ticket machines by WAG provided an opportunity for pass holders to tap in and out like the London Oyster card, which would have aided more accurate reimbursement. It appears, however, that the software has not been configured to allow this⁶, and 'tapping out' would probably require the installation of an additional

⁶ 'Sharp rise in cost of free bus passes for elderly drives teenage jobs aid plan off the road'. Western Mail, 26 July 2010.

reader on each bus so as to avoid conflict between boarding and alighting passengers.

Nevertheless, the smartcard technology does provide another opportunity to amend the reimbursement process. One potential option discussed with some stakeholders would be to charge each person's smartcard with a fixed sum of money per year, which could be deducted from every time the pass holder boarded a bus. This could have health benefits, for example older people would be more willing to walk short distances rather than boarding a bus to travel between stops. If pass holders were required to 'top up' their smart cards it could, however, penalise those older people using their passes most regularly.

5.4.2 Potential abuse of concessionary passes

Some instances of abuse were reported by stakeholders, and there was a view that a tightening of scheme administration would save money.

5.4.3 Potential future challenges

One cross-border bus operator reported that its English services were being hit by a 'triple whammy', suggesting that the England concessionary fares reimbursement budget will be cut by 13%, Bus Service Operator Grant (BSOG) reduced by 20% by 2015 as well as a reduction in the local authority bus revenue support budget.

The above budget cuts of course apply to England only as the responsibility for such budgets are devolved to WAG, whose spending decisions have yet to be made public (at the time of writing). For example, the decision may be taken to maintain the current BSOG budget. This would be welcomed by bus operators, as BSOG currently allows them to constrain their current fares. However, if WAG does decide to reduce BSOG bus operators may respond by increasing their fares and reimbursement payments would be increased as a result. There is some speculation as to how this would affect the reimbursement budget going forward.

5.4.4 Benefits to bus operators from concessionary fare income

It was observed by some local authorities that the number of concessionary journeys has not been increasing in 2010 at the rate that they had been in the preceding five years. This will be a concern to operators, as although they are supposed to be no better or worse off as a result of the concessionary scheme, they freely admit that they have been using the funds to pay for new Disability Discrimination Act (DDA) compliant buses (all buses are required to be low floor by 2015) as well as to improve frequencies.

'Undoubtedly it's helped us buy new buses, and increase frequencies as well. It's nice to have the base income stream guaranteed'

5.5 Amendments to the existing concessionary scheme

The findings of the questionnaire interviews (Section 3) and focus groups (Section 4) demonstrated older people's strong opposition to any amendments to the existing concessionary bus travel scheme. These findings were communicated with stakeholders.

'The concessionary pass is at the top of older people's minds – many ask if it is going to disappear'

5.5.1 Peak period restrictions

Introducing peak period restrictions on concessionary bus travel was opposed by all stakeholders. Several local authority officers and bus operators observed that it would simply lead to two new peaks in demand during the morning and afternoon, i.e. after 0930 and before 1530.

'A peak period restriction would simply create two peaks – it wouldn't benefit the operators or save money'

'The bus service has already been built up to accommodate the greater number of passengers, so peak time restrictions wouldn't benefit us'

Bus Users UK Cymru cited experience in England, where older people have problems making hospital appointments because passes cannot be used at peak times. This restricts the times during which older people can make appointments, i.e. to between 1100 and 1500. It would be very difficult for doctors to ensure all older people were seen between these times, and it was noted that many patients will be aged 60 and over in any case.

Bus operators pointed out that a peak period restriction would hinder the ability of rural bus users to get to their destination and back within the time available.

5.5.2 Half-fare travel

Reintroducing half-fare travel was similarly opposed by all stakeholders, although WAG expressed a desire to understand older people's willingness to pay for bus travel, for example speculating about the fare level above which older people would start to be dissuaded from making non-essential trips (it should be noted, however, that WAG has no plans to amend the free concessionary bus travel scheme at the present time). WAG has not undertaken any surveys from the pass holder's perspective, but the findings of the MM research, i.e. that older people would either revert to their own car or travel for essential trips only, came as no surprise.

It was noted that many older people recognise that concessionary bus travel is an expensive scheme, but most do not understand that the bus operator is reimbursed at the same flat rate regardless of journey length. One stakeholder had received comments from older people suggesting that they may be prepared to pay a nominal flat fare per ride (e.g. 50p). Some bus operators and user groups felt that a flat fare could deter unnecessary short bus journeys from one stop to the next. This could encourage people to walk further, with consequent health benefits. However, maintaining the status quo would still be preferable from older people's own viewpoint, as the focus groups confirmed.

'A nominal flat rate would be the least worst case (if charging had to be introduced). But this would lose a lot of goodwill and the political kudos that comes from a free scheme'

Alzheimers Wales also expressed its strong support for retaining the concessionary bus travel scheme in its current form, and dementia support workers at the local service bases noted that the free passes are very helpful for carers whose relatives are now in care. They felt that any proposed change to the scheme would provoke anxiety amongst carers.

'We are aware of carers who use buses on a regular basis to visit their loved ones in the care homes. If they had to pay obviously this would add to their financial burden and they may not be able to visit as often as they would like'

It was noted by WAG that there are many complex linkages between the concessionary bus travel scheme and other departmental budgets. These are difficult to quantify, but it is clear that removing the free travel entitlement would adversely affect the health/social services budget, as older people would have to transfer from public bus services to health/community transport services in order to attend essential appointments. One stakeholder noted that University Hospital of Wales, Cardiff is served by 470 buses per day, and speculated how older patients would travel to the hospital if free travel was no longer available.

'I'm not in favour of introducing half-fare travel...this would defeat the objectives of the scheme. Would this not impact upon health budgets?'

Furthermore it was acknowledged by WAG, local authorities and bus operators alike that the concessionary scheme contributes to retaining commercial bus services that would otherwise have to be supported.

'We wouldn't deregister the entire service, but we would look to deregister early morning/late evening journeys if we didn't have the concessionary pass income'

A large proportion of bus patronage is comprised of concessionary pass holders. The proportion of course varies across individual routes, but as a snapshot GHA Coaches recorded 250,000 passenger boardings in

September 2010, and 115,000 of these (46%) were made by concessionary/disabled pass holders. Many commercial routes depend upon concessionary pass income, especially in rural areas. Arriva report that its commercial services around Barmouth and Colwyn Bay remain 'fairly robust' but its routes around Bangor and Holyhead, serving rural villages, would be deregistered without concessionary pass income.

'Any saving (from removing concessionary free travel) would simply be paid back in revenue support...it would be like robbing Peter to pay Paul'

Moreover, there are bus routes which already receive local authority revenue support which wouldn't have a sustainable patronage base without the concessionary pass scheme. GHA Coaches cited one of its routes which operates on Wednesdays only, which has 18 users per day. Only one of these users pays a fare.

It is clear that retention of the free concessionary bus travel scheme supports other policy agendas like improving access to work opportunities – if early morning/late evening services are curtailed then this would be made far more difficult.

5.5.3 Charging for the issue of concessionary passes

Several stakeholders suggested that charging pass holders for the issue of their smartcards may help recoup the cost of the scheme. For example, with the old half-fare scheme Wrexham County Borough Council charged older people £5 per pass. However, it was agreed that introducing such charges would penalise those who rely on their concessionary pass the most, i.e. older people on low incomes.

5.5.4 Means testing

WAG and local authorities are opposed to the means testing of concessionary bus passes, citing the administrative burden and associated costs. It was observed that means testing is not an exact science.

One stakeholder stated that it would not explicitly oppose means testing, but stated that universal benefits do encourage social cohesion. However, another stakeholder expressed strong opposition to means testing, being of the view that most wealthy people (with the possible exception of transport professionals) would not use their passes in any case.

'means testing of passes would look like charity...the average millionaire would never use one...there's only a cost if people use their pass so the actual cost saving would be moderate'

If costs had to be reduced, stakeholders suggested that increasing the age of eligibility would be simplest and fairest.

5.5.5 Changing the age of eligibility

It was unanimously agreed by stakeholders that the fairest way of managing the costs of the concessionary bus travel scheme would be to increase the age of pass eligibility in stages. One user group suggested that the age of eligibility could rise in line with pension age, i.e. to 66 in 2020 and 68 in 2046. Another user group reported the view that as long as the threshold was raised in stages so that no current pass holder loses their entitlement, opposition is unlikely.

No stakeholder sought to defend the use of concessionary passes for commuter travel, and pass holders' comments were noted, i.e. some felt that they should not be receiving free travel when they have not yet retired.

However, any proposal to raise the age of eligibility has not been formally endorsed by WAG. It was stressed to MM that this will be a matter for Ministers to decide.

5.6 Cross-border issues

Welsh pass holders are able to use cross-border services if their bus journey starts or ends in Wales, although they are generally unable to transfer

between bus services in England. The exceptions reported by local authorities are:

- **Chester** – pass holders can change buses at Chester Bus Station to reach the Countess of Chester Hospital, which is the local hospital covering much of Flintshire; and
- **Kington** – pass holders can change here for onward travel to Hereford, which benefits those travelling from Presteigne in Powys.

Access to health care for Powys residents was not identified by stakeholders as a problem, as there are direct bus services from Powys to Shrewsbury Hospital.

The large majority of respondents to the questionnaire interviews (Section 4) stated that it was easy to use their concessionary pass for trips into England. This finding was validated by WAG, the National Partnership Forum for Older People and bus operators.

All stakeholders considered that the cross-border arrangements work well from the Welsh pass holder's perspective and felt no reason to change them. The problem is for English concessionary bus pass holders. Pass holders living in Cheshire can travel to the end of bus routes in Wales, but pass holders from other English local authorities (such as Shropshire) cannot do so – their passes are only valid to the fare boundary. Examples of this anomaly include **Monmouth**, where Welsh pass holders can travel into Gloucestershire but English pass holders cannot use their passes to travel in the other direction, and **Whitchurch**, where English pass holders cannot use their passes to travel from Shropshire into Wrexham.

WAG and the National Partnership Forum for Older People noted the predicament of English pass holders, but the matter is clearly outside of their remit.

'Ideally Welsh passes would be valid in England and vice versa, but there would then be the issue of compensation, so I doubt it will happen'

5.7 Summary

The feedback received during the stakeholder consultations suggests that older people are generally happy with their concessionary passes and with the bus service. Bus Users UK Cymru and Age Cymru have each received complaints in this regard, but the findings of our own research suggest that these complaints represent only a small minority of older bus users.

Local authorities are very happy with the administration of the scheme. However, there is possibly a need to monitor compliance and prevent the abuse of passes. More resources would be required to improve monitoring, which may be unrealistic in the current economic climate but the savings accrued on the reimbursement budget could potentially recoup the additional financial outlay for WAG in the medium term.

WAG, local authorities and bus operators are generally happy with the new reimbursement arrangements, which have capped the costs of the concessionary bus travel scheme. However, in the context of potential changes to the scheme in terms of fares, hours of operation and eligibility, some user groups have questioned the scheme's value for money, and suggest that efforts be made to improve the accuracy of the reimbursement process before any changes are made. The concessionary smart cards provide the potential to achieve more accurate reimbursement. However, it would have been desirable to facilitate this during the original procurement process for the new smart cards and bus ticket machines. Nevertheless, the introduction of an all-Wales transport entitlement card (scheduled for 2014), covering rail and bus users of all ages, may provide an opportunity to address this problem.

Beyond ensuring a more accurate reimbursement process, stakeholders are reluctant to suggest any amendments to the scheme, as all are aware of how highly older people value their passes and the benefits that the passes bring to some of the most vulnerable members of society. However, it is generally considered that the most politically acceptable means of managing scheme costs (in the context of people working longer and retiring later) would be to raise the age of eligibility for concessionary passes, as long as it is ensured that no older person loses their current entitlement.

Cross-border issues were not viewed as a particular problem by any of the stakeholders that we contacted; at least from the perspective of Welsh pass holders which is the focus of our research. This is borne out by our own research (Section 4) and it is hoped that the local arrangements between Welsh and English local authorities will continue, so that access for older people to essential facilities in England is maintained in the future.

6. Summary and conclusions

6.1 Overview

In all activities undertaken, the Older People's Commissioner must give due regard to the United Nations Principles for Older Persons:

- Independence
- Participation
- Care
- Self-fulfilment; and
- Dignity.

We have summarised in the following sections how the concessionary bus travel scheme contributes to each of the above principles. Our conclusions are necessarily subjective but the extensive research undertaken during this commission, listening to the views of older people, user groups, bus operators, local authorities and WAG, provides evidence to support the statements made.

6.1.1 Independence

Without the concessionary bus pass, we suggest that many older people without access to a car would be housebound and denied access to essential facilities which enables them to maintain their independence. The pass gives older people greater freedom to access food/clothes shopping, hospital/GP appointments, days out and volunteering opportunities. It gives older people the ability to regularly visit and care for loved ones, which would become much more difficult if bus travel had to be paid for.

6.1.2 Participation

The concessionary bus travel scheme offers older people the opportunity to remain integrated in society. The availability of free bus travel enables older people to meet others and make new friends, reducing their isolation and loneliness. This in turn improves their quality of life and physical, mental and emotional well-being.

6.1.3 Care

This principle states that older people should have access to health, social and legal care so that they can optimise their well-being. Free bus travel removes a significant barrier to accessing these opportunities. We suggest that the potential for the scheme to relieve pressure on health and social services budgets is clear, in two main respects:

- the cost of the alternative health/community transport service which would need to be provided in the absence of free bus travel; and
- the ability of older people to use free bus services to access regular hospital appointments. Without these bus services, it is conceivable that a significant number of individuals would no longer be able to live independently, and would instead need to be placed in residential care at a much greater cost to the taxpayer.

Our contact with older people, as well as our consultations with various stakeholders, has demonstrated the numerous benefits that the concessionary bus pass brings to people's lives. Although we have not undertaken a full cost-benefit analysis as part of this commission, this evidence strongly suggests that the benefits of the scheme far outweigh the costs, and that the overall burden on the taxpayer would in all likelihood be significantly increased if free concessionary bus travel was to be discontinued.

6.1.4 Self-fulfilment

This principle states that older persons should have access to educational, cultural, spiritual and recreational resources and be able to develop their full potential. The results of the questionnaire interviews demonstrate that older people use their concessionary bus passes for visiting friends and relatives, days out, accessing sport/recreation and volunteering. Whilst non-essential, all of these trip purposes are important to optimising older people's well-being and fulfilling their potential.

The surveys have shown that many older people would be unable to make such trips if free concessionary bus travel was withdrawn. Self-fulfilment is therefore much less likely to be achieved.

6.1.5 Dignity

The availability of the concessionary bus pass clearly contributes to older people's dignity. Without it, the results of the questionnaire interviews and focus groups strongly suggest that many older people would have to depend on car-owning friends and relatives in order to undertake all but the most essential trips (e.g. days out, visiting friends/relatives/accessing sport and recreation), or not travel at all. For essential trips, such as food shopping and hospital appointments, older people would pay for bus travel, but with clear negative implications for household budgets and overall quality of life. Car owners would most likely switch to their cars for all trips, with clear environmental disbenefits.

6.2 Conclusions

This research project has focused on obtaining the views of older people themselves on the concessionary bus travel scheme, supplementing this with desk research and consultations with various stakeholders.

In general, older people are very satisfied with their passes and with the bus service. They do not wish to see any changes to the concessionary bus travel scheme.

It is clear that the free passes have a major impact on non-car owners' quality of life. Non car-owners are more likely to be older, female, disabled and have a lower income. The free passes also provide a significant financial benefit for those pass holders who do have access to a car.

The concessionary bus travel scheme offers older people the opportunity to remain integrated in society, improving their quality of life. The scheme brings wider benefits in terms of relieving pressure on health and social services transport budgets, and stakeholders have noted that the linkages

are complex. Bus operators have acknowledged that the scheme has helped renew bus fleets and support both commercial and tendered services which would not otherwise be viable. This positively affects the ability of younger people to access education, training and employment opportunities. It is clear that the interests of older and younger people are not mutually exclusive, and should not be pitted against each other.

'It (the concessionary bus pass scheme) has improved social mobility and helped persuade people to use the public transport system. It's been a great success'

The revised reimbursement arrangements have been effective in capping the cost of the scheme. However, if the concessionary fares budget has to be reduced in the future, rather than amending the terms of the scheme policy makers should focus on the reimbursement methodology to ensure that it fairly reflects distance travelled. The smartcard technology provides an opportunity to achieve this without adversely affecting passenger boarding times. Beyond this, raising the age of eligibility is viewed by older people and other stakeholders alike as the fairest way of managing scheme costs. Some older people comment that those of working age should not be entitled to free travel. As a last resort, a nominal flat fare may be deliverable, but it must be stressed that there is a strong commitment within WAG to retaining the concessionary bus travel scheme in its current form.

6.3 The next steps

Our research has provided an evidence base which demonstrates the benefits of the free concessionary bus travel scheme. However, our research merely forms a starting point in developing a robust argument for the retention of the current scheme in the face of financial challenges currently faced by WAG and local authorities, with the budget for WAG's Economy and Transport department due to be reduced by 12% in absolute terms in the next three years to 2013/14. Within this context, it is possible that WAG's commitment to retaining the concessionary bus pass scheme in its current form will be reviewed following the National Assembly elections in May 2011.

More detailed analysis would be beneficial in order to quantify the benefits of the concessionary bus travel scheme and present data in a format which can be easily understood by older people, user groups and policy makers alike. This analysis could include:

- Cost benefit analysis; and
- Data analysis using Geographical Information Systems (GIS)

Furthermore, although the benefits of the free concessionary bus travel scheme are clear, not all older people are able to access bus services. This may be due to accessibility problems, or the bus services may not operate at all. It would be beneficial to undertake further research to consider the wider transport and travel needs of older people in Wales, and explore options for improving opportunities where affordable, safe, frequent and reliable transport is not currently available.

6.3.1 Cost benefit analysis

The linkages between the concessionary bus travel scheme and other government budgets are complex. We have already speculated about the savings which the scheme brings in terms of the health and social care budgets, and the benefits that improved bus services have brought to younger people accessing education and employment. However, a full economic cost benefit analysis of the scheme would enable these complex linkages to be investigated in greater detail and the benefits quantified in financial terms, adding details to support the conclusions drawn from the research we have already undertaken.

With a reimbursement budget of £69m per annum, WAG is right to consider the value for money derived from the scheme. Our research suggests not only direct social impacts (positive) for the older people of Wales but also indirect benefits e.g. for public services and benefits for other bus users. Operators suggest that they have used the funds to pay for new DDA compliant buses (all buses are required to be low floor by 2015) as well as to improve frequencies. The frequency issue is of course of benefit to all age groups and has both an economic and environmental benefit in sustainability terms.

6.3.2 Data analysis using Geographical Information Systems (GIS)

There are many benefits in using GIS to analyse and present data. Maps can show complex relationships in an intuitive and easy to understand way. GIS also can be used for area profiling, pulling together multiple data sets to identify spatial patterns and commonalities or differences between areas.

With specific regard to the concessionary bus travel scheme, accessibility analysis could be used to measure how well places are served by the Welsh bus network. A scoring methodology could be developed, tailored to concessionary bus pass usage (i.e. preferred times of day/days of week to travel, access to specific destinations). Geographical intersection of the accessibility results with other socio-economic data sets would allow areas with common problems or advantages to be identified, classified and analysed.

Animated maps of Wales could be produced showing the areas with good public transport accessibility for pass holders, and other areas more difficult to reach. This analysis could be repeated at regular intervals to allow the impact on older people of changes to the public transport network (such as reduced bus service provision, which is very likely to occur if overall revenue funding for public transport services is reduced) to be tracked over time.

6.3.3 The wider transport and travel needs of older people in Wales

Our research has focused upon the concessionary bus pass scheme. However, the current financial challenges will adversely affect the ability of WAG and local authorities to fund the wider provision of transport and travel services in general. It is important that these wider impacts on older people are better understood. That transport plays a vitally important role in helping older people maintain their independence and well-being is clear from our research; however not all older people are able to access free bus services. Further research could be undertaken to more comprehensively understand the concerns of older people when they travel, and the quality of services and infrastructure provided. Rail services, community transport, private transport and taxis can all play a role in maintaining people's quality of life, and options should be explored to improve accessibility to these transport

opportunities. The research should also consider the potential implications of changes to current transport provision and accessibility for user groups other than older people, such as younger people and disabled people.

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Appendix A. Interview Questionnaire

BUS SERVICE RESEARCH Q7398 (September 2010)

Good morning/afternoon. My name is.....and I am from QRS Research Ltd, an independent Market Research agency. We are undertaking a survey on behalf of the Older People's Commissioner for Wales, which is Wales's independent advocate for older people to help them understand how people use their concessionary bus pass. It takes approximately 10 minutes and all answers are anonymous and strictly confidential.

Section A: Frequency and Nature of Bus Use

Q1: QUALIFIER: Can I just check, do you have a concessionary pass?

YES	1	CONTINUE
NO	2	THANK AND CLOSE

Q2: QUALIFIER: Do you have a pass because of? **SINGLE CODE ONLY**

Your age	1	CONTINUE
Your disability or impairment only	2	THANK AND CLOSE
Both	3	CONTINUE
Other	4	THANK AND CLOSE

SHOWCARD Q3

Q3: QUALIFIER: How often do you use your concessionary bus pass? **SINGLE CODE ONLY**

Every day	1	CONTINUE
2-6 days a week	2	CONTINUE
About once a week	3	CONTINUE
About once a fortnight	4	CONTINUE
About once a month	5	THANK AND CLOSE
Less than once a month	6	THANK AND CLOSE

SHOWCARD Q4a**Q4a:** How frequently, if at all, do you use your concessionary bus pass for the following reasons?**SINGLE CODE ONLY PER ACTIVITY**

	Every day	2-6 days a week	About once a week	About once a fortnight	About once a month	Less than once a month	Less often	Never
a) Visiting friends	1	2	3	4	5	6	7	8
b) Visiting relatives	1	2	3	4	5	6	7	8
c) Shopping for food	1	2	3	4	5	6	7	8
d) Shopping for clothes	1	2	3	4	5	6	7	8
e) Accessing sport/leisure/recreation	1	2	3	4	5	6	7	8
f) Days out/Seeing places of interest/Sightseeing	1	2	3	4	5	6	7	8
g) Going to your GP	1	2	3	4	5	6	7	8
h) Going to hospital appointments	1	2	3	4	5	6	7	8
i) Commuting/Business Travel	1	2	3	4	5	6	7	8
j) Volunteering activities	1	2	3	4	5	6	7	8
k) Other (please write in)	1	2	3	4	5	6	7	8

**ASK Q4b-Q6 FOR THOSE ACTIVITIES CONDUCTED AT Q4a CODES 1-7 ONLY.
TICK ALL THAT APPLY ON Q4b-Q6.**

SHOWCARD Q4b**Q4b:** On average, how long is your length of journey when you use your concessionary bus pass for these reasons? **SINGLE CODE ONLY PER ACTIVITY**

	Less than 5 minutes	5-9 minutes	10-14 minutes	15-19 minutes	20-24 minutes	25 minutes or more
a) Visiting friends	1	2	3	4	5	6
b) Visiting relatives	1	2	3	4	5	6
c) Shopping for food	1	2	3	4	5	6
d) Shopping for clothes	1	2	3	4	5	6
e) Accessing sport/leisure/recreation	1	2	3	4	5	6
f) Days out/Seeing places of interest/Sightseeing	1	2	3	4	5	6
g) Going to your GP	1	2	3	4	5	6
h) Going to hospital appointments	1	2	3	4	5	6
i) Commuting/Business Travel	1	2	3	4	5	6
j) Volunteering activities	1	2	3	4	5	6
k) Other (please write in)	1	2	3	4	5	6

SHOWCARD Q5

Q5: Does having a concessionary bus pass make it easier or more difficult to do the following activities, or does it have no effect? **SINGLE CODE ONLY PER ACTIVITY**

	Easier	No effect	More difficult	Don't know / NA <i>(DO NOT READ OUT)</i>
a) Visiting friends	1	2	3	4
b) Visiting relatives	1	2	3	4
c) Shopping for food	1	2	3	4
d) Shopping for clothes	1	2	3	4
e) Accessing sport/leisure/recreation	1	2	3	4
f) Days out/Seeing places of interest/Sightseeing	1	2	3	4
g) Going to your GP	1	2	3	4
h) Going to hospital appointments	1	2	3	4
i) Commuting/Business Travel	1	2	3	4
j) Volunteering activities	1	2	3	4
k) Other (please write in)	1	2	3	4

SHOWCARD Q6

Q6: If you didn't have a concessionary bus pass, which, if any, of these methods would you use to make these types of trip? **SINGLE CODE ONLY PER ACTIVITY**

	Bus	Train	Car – own car	Car – family or friends	Taxi	Walk	Wouldn't make trip
a) Visiting friends	1	2	3	4	5	6	7
b) Visiting relatives	1	2	3	4	5	6	7
c) Shopping for food	1	2	3	4	5	6	7
d) Shopping for clothes	1	2	3	4	5	6	7
e) Accessing sport/leisure/recreation	1	2	3	4	5	6	7
f) Days out/Seeing places of interest/Sightseeing	1	2	3	4	5	6	7
g) Going to your GP	1	2	3	4	5	6	7
h) Going to hospital appointments	1	2	3	4	5	6	7
i) Commuting/Business Travel	1	2	3	4	5	6	7
j) Volunteering activities	1	2	3	4	5	6	7
k) Other (please write in)	1	2	3	4	5	6	7

SHOWCARD Q7**Q7:** How satisfied or dissatisfied are you with your concessionary bus pass?**SINGLE CODE ONLY**

Very satisfied	1
Satisfied	2
Neither nor	3
Dissatisfied	4
Very dissatisfied	5

Q8: Other than saving you money, what are the main benefits that the concession bus pass offers you? **PROBE FULLY AND RECORD VERBATIM**

SHOWCARD Q9

Q9: And how satisfied or dissatisfied are you with the following aspects of the bus services that you use? **SINGLE CODE ONLY PER STATEMENT**

	Very satisfied	Satisfied	Neither nor	Dissatisfied	Very dissatisfied
a) The frequency of bus services	1	2	3	4	5
b) Availability of buses throughout the day and evening	1	2	3	4	5
c) Ease of getting a seat	1	2	3	4	5
d) The cleanliness of buses	1	2	3	4	5
e) Ease of getting to where you want to go	1	2	3	4	5
f) Overall comfort of buses and the journeys	1	2	3	4	5
g) Ease of getting on and off buses	1	2	3	4	5
h) Overall quality and comfort of the bus stops	1	2	3	4	5
i) The bus driver (e.g. their customer care and driving skills)	1	2	3	4	5

SHOWCARD Q10

Q10: I am now going to read out some comments that other people have said about the concessionary bus pass. Taking your answer from this card please tell me whether you agree or disagree with each. **SINGLE CODE ONLY PER STATEMENT**

	Strongly Agree	Agree	Neither nor	Disagree	Strongly disagree
a) Concessionary bus passes should be replaced with half priced travel	1	2	3	4	5
b) I would feel more lonely and housebound without my bus pass	1	2	3	4	5
c) Concessionary bus passes should only be used off peak	1	2	3	4	5
d) Paying for the concessionary bus pass is an unnecessary burden on taxpayers	1	2	3	4	5
e) I don't need a concessionary bus pass to afford the bus	1	2	3	4	5
f) Without a concessionary bus pass I wouldn't get out and about as much as I do now	1	2	3	4	5
g) Without a pass I would have to rely on family and friends a lot more	1	2	3	4	5
h) Without a pass my quality of life would suffer	1	2	3	4	5
i) Without a bus pass I wouldn't be able to volunteer	1	2	3	4	5
j) Without a bus pass I wouldn't be able to help my family out	1	2	3	4	5
k) I would find it hard to make ends meet if I didn't have a pass	1	2	3	4	5
l) Having a bus pass allows me to be more independent	1	2	3	4	5
m) The concessionary bus pass allows me to get things done more easily	1	2	3	4	5

Q11: Do you ever attempt to use your concessionary bus pass to make trips from Wales into England?

YES	1	Go to Q12
NO	2	Skip to Q14

Ask Q12 for those that answered Yes code 1 @ Q11. All others skip to Q14

SHOWCARD Q12

Q12: Which of these phrases best describes how easy or difficult it is to use your concessionary bus pass for trips into England. **SINGLE CODE ONLY**

Very easy	1
Fairly easy	2
Neither easy nor difficult	3
Fairly difficult	4
Very difficult	5

If FAIRLY OR VERY DIFFICULT, Codes 4 or 5 @ Q12 ask.....

Q13: Why do you say that it is fairly or very difficult to use your concessionary bus pass for trips into England? **PROBE FULLY AND RECORD VERBATIM**

ASK Q14 TO CAMARTHEN AND WREXHAM INTERVIEWS ONLY - OTHERWISE SKIP TO DEMOGRAPHICS

Q14: We are planning to undertake a focus group of concessionary bus pass users where we will talk in more depth about the issues raised in our interview today. The focus group would be held during the daytime at a venue near this location and would last about two hours. Participants would be paid £20 for their time. Would you be interested in taking part in a focus group of concessionary pass users?

YES	1
NO	2

NOTE TO INTERVIEWER: PLEASE ENSURE YOU TAKE RESPONDENTS CONTACT TELEPHONE NUMBER ON VALIDATION PAGE IF CODED 1 @ Q14.

ASK ALL - Section B: Demographics**B1. GENDER**

Male 1
 Female 2

B2. AGE: (Write in exact age and code below): _____

60 – 64	1
65 – 69	2
70 – 74	3
75 – 79	4
80+	5
DK / NR	8

B3. Do you consider yourself to be a disabled person? SINGLE CODE ONLY

Yes 1
 No 2

B4. Can I also ask.....Do you or does anyone else in your household own a car?

Yes, I own a car	1
Yes, my husband/wife/partner owns a car	2
Nobody in my house owns car	3
Other (Write in)	4

B5. What is your annual household income?

Less than £5k	1
£6k-£7k	2
£8-10k	3
£11-12k	4
£13-15k	5
£16-20k	6
£21-25k	7
£26-£30	8
£31-35k	9
£33-40k	10
More than £40k	11
Refused	12
Don't Know	13

Q7398 BUS RESEARCH

RESPONDENT DETAILS (validation purposes only)

NAME.....

ADDRESS.....

.....

FULL POST CODE

--	--	--	--	--	--	--

TEL.....

INTERVIEWER DETAILS

I confirm that I have undertaken this interview strictly in accordance to your instructions and it was conducted within the Code of Conduct of the Market Research Society with a person unknown to me.

SIGNATURE.....DATE.....

NAME.....

Appendix B. Focus group discussion guide

Concessionary Bus Pass Research: Discussion Guide

Introductions

Introduce self/Mott MacDonald – an independent market research agency commissioned to undertake research on behalf of Older People's Commissioner for Wales.

Explain the process, Data Protection and MR Code of Conduct

Ask permission to audio record the group. Welsh-English interpreter??

Background:

- Participants to introduce themselves: first name, family, working/retired, lifestyle, how they spend their time etc
- How long have you lived in/around the area? How far from the nearest town centre do you live?

Travel horizons:

- Tell me about your regular journeys, where are you travelling to?
- How far are the journeys?
- What mode of transport do you generally use?
- Does this vary by distance/type of journey? In what ways?

Bus journeys and perceptions of bus services:

- How often would you say you use the bus?
- How do you feel about using the bus? What are the positives and negatives about using the bus? *Spontaneous first then probe issues such as:*
 - *reliability of buses*
 - *frequency*
 - *comfort*
 - *cleanliness*
 - *ease of access*
 - *ease of getting a seat*
 - *ease of getting where you want to go/changes required/ routes*
 - *access to bus stops*
 - *drivers*
 - *safety*
 - *fares*
- Do you ever look for information about bus journeys? When/why? Do you ever have to plan bus journeys?
- How easy is it to find the information you want? How do you search for it?
- Are there times when you could use the bus but don't? Tell me about these? *Spontaneous first then probe: night time, Sundays, on my own, if there are too many changes, longer journeys, if food shopping/carrying something large*
- What mode would you use in these situations? Do you have access to a car?

Concessions:

- How long have you had a concessionary bus pass?
- How often do you use it?
- Why do you use it? Every journey, specific types of trips: *Probe: shopping, for food, for clothes, visiting friends, attending appointments, work/volunteering, days out*
- Are there any trip types that you wouldn't make if you didn't have a concessionary bus pass? Why / not? What types of trips, e.g. days out, volunteering etc.
- How far do you travel using it? (for Wrexham in particular - Do you travel over the border into England? How does that work?)
- Has your travel changed since you had the pass? In what way? *Probe: More journeys, more shorter journeys, change in mode of travel? Do you use your car less now that you have a pass, or do you just travel more often?*
- What's the best thing about having a bus pass?
- What other value do they provide for you? How do you judge value? What criteria are you using to judge the value? *Probe:*
 - *financial value*
 - *independence*
 - *improved QoL*
 - *freedom from relying on family/friends*
 - *able to do more*
 - *able to work/volunteer*
 - *able to visit friends/family*
 - *can access further away places*
- Aside from the above what do you think are the benefits/weaknesses of the concessionary pass? *Spontaneous first then probe: Explore issues such as cost to the tax payer, not valid for services wholly in England, not valid on trains.*
- Do you think there should be any changes made to the concessionary bus pass? *Spontaneous first then suggest potential ideas*

In England the bus pass can only be used outside of peak hours.

- *How would you feel about this?*
- *Would it have any impacts on you?*

Some people have suggested that concessionary passes should be replaced by half price travel instead.

- *How would you feel about this?*
- *Would it have any impacts on you?*
- *How about a flat fee for a journey? E.g. 50p for any journey?*
- *How would you feel about this?*
- *Would it have any impacts on you?*

There is a suggestion that concessionary bus passes are an unnecessary burden on tax payers?

- *How do you feel about this?*
- *Would it have any impacts on you?*

- If you didn't have a concessionary bus pass would it impact on your life? In what ways?

Other concessions:

- Are you aware of any other concessionary passes? E.g. for rail?
- Do you have any other concessionary tickets?

If yes:

- What for?
- How often do you use it?
- When would you use this instead on bus pass? *Probe: types of journeys*

Sum up

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-380
Ein cyf/Our ref CS/06448/12

William Powell AM
Chair Petitions Committee
Ty Hywel
Cardiff Bay
Cardiff CF99 1NA

committeebusiness@Wales.gsi.gov.uk

July 2012

Thank you for your letter dated 14 June 2012, regarding the Petition your Committee is considering on recent changes to local bus services in the Lampeter area.

We are currently looking very closely at how Welsh Government funding for local bus services can be better targeted to deliver improved services for passengers. I expect to make an announcement on how we intend to take these proposals forward later in the year. As part of this work, we have looked at the legislative framework for buses in some detail and I will be considering whether we should seek to change that framework in the future.

Local authorities do have powers under the Transport Act 2000 (as amended by the Local Transport Act 2008) that allow them to make Statutory Quality Bus Partnership Schemes. Under these arrangements, local authorities are able to work more closely with bus operators to plan and deliver local bus services that better meet the needs of local passengers and communities. In making these schemes, local authorities are able to set out requirements around the provision of service standards, frequencies, timetables and maximum fares. It is for a local authority to determine if it is appropriate to proceed with a Statutory Quality Bus Partnership Scheme as a way to improve local bus services in their area.

Carmarthenshire County Council and Ceredigion County Council have formally consulted on the introduction of a new Statutory Quality Bus Partnership Scheme for the main Aberystwyth, Lampeter to Carmarthen bus corridor, and we are working closely with them to ensure that this Scheme is still appropriate for this Corridor, given the recent actions by Arriva Buses Wales.

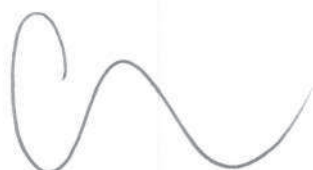
In relation to the Bwcabus service, which is part funded by the Welsh Government, I have asked my officials to bring the feedback that your Committee has received to the attention of Carmarthenshire County Council who manage the scheme on our behalf.

Carmarthenshire County Council does undertake comprehensive monitoring of the service and collects a wide range of operational information which they share with us. Recent feedback on the operation of this service has been good. For instance, I am pleased to report to the Committee that in June 2012:

- 74% of passengers making journeys on the Bwcabus scheme stated they are extremely satisfied with the punctuality of services;
- 97% of requests for transport by passengers registered to use the Bwcabus scheme were successfully accommodated;
- Changes to pre booked journeys on the scheme occurred on average only a couple of times per week, and these were only minor timing changes; and
- The vast majority of calls from passengers at the dedicated call centre handling the bookings for Bwcabus were answered within 10 seconds, with very few calls lost.

I am also assured that Carmarthenshire County Council is pursuing an extensive programme of community engagement designed to publicise the Bwcabus service to the widest possible number of residents living in the area covered by the Scheme. Welsh Government officials also meet officers from Carmarthenshire and Ceredigion County Councils on a regular basis to monitor the performance of the service, and ensure that any necessary service revisions are introduced promptly.

Finally, I would also like to reiterate that the Bwcabus scheme forms a key part of the Welsh Government's programme of delivering improvements to the public transport network, and as such I was pleased to accept an invitation from Carmarthenshire County Council to formally launch the recent extension of this very successful service in Lampeter on the 9 July 2012.



Carl Sargeant AC / AM

Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

PET(4)-14-12 : Tuesday 16 October 2012

P-04-380 : Bring back our bus! Petition against the removal of scheduled bus services from east Lampeter, Cwmann & Pencarreg

E-mail from Arriva to Committee

Dear Abigail

I write in reference to a recent e/mail from Mr William Powell AC/AM to my colleague at Arriva Trains Wales, in respect of our Service 40 bus service between Aberystwyth and Carmarthen.

In this communication it is stated that some of our drivers have informed petitioners of changes to the service. I can confirm that changes are taking place from the 23rd September 2012, however these are minor timetable changes with no changes taking place to the current route.

Other than these minor timetable changes we have no other plans to make any changes to this service.

For your information I attach a copy of the timetable that is effective from the 23rd September 2012

Best Regards

Simon

Simon Finnie

Head of Operations – Wales.

Rhif y gwasanath Nodiadau	<i>Service Number</i> <i>Codes</i>	50	40	50	40	10 UF	50	40	20	50	40	50	40	50
Aberystwyth University		....	....	....	....	1310	....	....	....	....	....	....	....	....
Aberystwyth Gorsaf Bws	Bus Station	1130	1200	1230	1300	1315	1330	1400	1415	1430	1500	1530	1600	1630
Llanfarian		1138	1208	1238	1308	1323	1338	1408	1423	1438	1508	1538	1608	1638
Llanrhystud		1150	1220	1250	1320	1335	1350	1420	1435	1450	1520	1550	1620	1650
Aberaeron, Scwar Alban	Square	1207	1237	1307	1337	1352	1407	1437	1452	1507	1537	1607	1637	1707
Llanarth Llanina Arms		1215	....	1315	....	....	1415	....	....	1515	....	1615	....	1715
Theatr Felinfach		....	1250	....	1350	1405	....	1450	1505	....	1550	....	1650	....
Cei Newydd, Stryd y Parc	<i>New Quay, Park St</i>	1227	....	1327	....	....	1427	....	....	1527	....	1627	....	1727
Synod Inn		1237	....	1337	....	....	1437	....	....	1537	....	1637	....	1737
Llanbedr PS Lampeter (Black Lion)		....	1304	....	1404	1421	....	1504	1521	....	1604	....	1704	....
Llanybydder Square		....	1317	....	1417	1434	....	1517	1534	....	1617	....	1717	....
Llanllwni Tegfan Garage		....	1322	....	1422	1439	....	1522	1539	....	1622	....	1722	....
Pencader Y Scwar	<i>Square</i>	....	1332	....	1432	1449	....	1532	1549	....	1632	....	1732	....
Alltwallis Masons Arms		....	1339	....	1439	1456	....	1539	1556	....	1639	....	1739	....
West Wales General Hospital		....	1354	....	1454	1511	....	1554	1611	....	1654	....	1754	....
Carmarthen Gorsaf Bws	Bus Station	....	....	....	....	1516	....	....	1616	....	....	....	....	....
Carmarthen Gorsaf Tren	Railway Stn	....	1400	....	1500	1520	....	1600	1620	....	1700	....	1800	....
Swansea City Gorsaf Bws	Bus Station	....	....	....	....	1609	....	....	....	....	....	....	....	....
Bridgend, McArthur Glen		....	....	....	....	....	....	....	1716	....	....	....	....	....
Caerdydd, Gorsaf Bws	Cardiff Bus Stn	....	....	....	....	....	....	....	1746	....	....	....	....	....

Rhif y gwasanath Nodiadau	<i>Service Number</i> <i>Codes</i>	40	50	40	50 NS
Aberystwyth Gorsaf Bws	Bus Station	1700	1730	1800	1830
Llanfarian		1708	1738	1808	1838
Llanrhystud		1720	1750	1820	1850
Aberaeron, Scwar Alban	Square	1737	1807	1837	1907
Llanarth Llanina Arms		....	1815	....	1915
Theatr Felinfach		1750	....	1850	....
Cei Newydd, Stryd y Parc	<i>New Quay, Park St</i>	....	1827	....	1927
Synod Inn		....	1837	....	....
Llanbedr PS	Lampeter (Black Lion)	1804	....	1902	....
Llanybydder Square		1817	....	....	....
Llanllwni Tegfan Garage		1822	....	....	....
Pencader Y Scwar	<i>Square</i>	1832	....	....	....
Alltwallis Masons Arms		1839	....	....	....
West Wales General Hospital		1854	....	....	....
Carmarthen Gorsaf Tren	Railway Stn	1900	....	....	....

Nodiadau

NS	- Dim ar dydd Sadwrn
NT	- Y tu allan i'r tymor yn unig
S	- Dydd Sadwrn yn unig
SD	- Dydd llun i ddydd gwener amser ysgol yn unig
SH	- Dydd llun i ddydd gwener ar gwyliau ysgol yn unig
T	- Yn ystod y tymor yn unig
UF	- Gwasanaethu ar ddydd gwener yn ystod amser tymor prifysgol yn unig

Codes

NS	- Not Saturdays
NT	- Non term time only
S	- Saturdays Only
SD	- Monday to Friday Schooldays Only
SH	- Monday to Friday School Holidays Only
T	- Term time only
UF	- Operates Fridays during university term times only

Aberystwyth - Aberaeron - Lampeter - Carmarthen - Cardiff**10, 20, 40****Suliau a Gwyliau Cyhoeddus (heblaw Diwrnod Nadolig, Gwyl San Steffan a Dydd Calan)
Sundays & Bank Holidays (except Christmas Day, Boxing Day & New Year's Day)**

Rhif y gwasanath <i>Service Number</i>	40	40	20	10
Nodiadau <i>Codes</i>				U
Aberystwyth Gorsaf Bws <i>Bus Station</i>	0900	1400	1415	1545
Llanfarian	0908	1408	1423	1553
Llanrhystud	0920	1420	1435	1605
Aberaeron, Scwar Alban <i>Square</i>	0937	1437	1452	1622
Theatr Felinfach	0950	1450	1505	1635
Llanbedr PS <i>Lampeter (Black Lion)</i>	1004	1504	1519	1649
Llanybydder Square	1017	1517	1532	1702
Llanllwni Tegfan Garage	1022	1522	1537	1707
Pencader Y Scwar <i>Square</i>	1032	1532	1547	1717
Alltwallis Masons Arms	1038	1539	1554	1724
West Wales General Hospital	1049	1554	1609	1439
Carmarthen Gorsaf Bws <i>Bus Station</i>	....	....	1614	1744
Carmarthen Gorsaf Tren <i>Railway Stn</i>	1055	1600	1618	1748
Swansea City Gorsaf Bws <i>Bus Station</i>	....	....	....	1837
Bridgend, McArthur Glen	....	....	1714	....
Caerdydd, Gorsaf Bws <i>Cardiff Bus Stn</i>	....	....	1744	....

Nodiadau

U - Gwasanaethu yn ystod tymor prifysgol, yn cychwyn dydd sul cyntaf y tymor

Codes

U - Operates during university term time only, starting the Sunday prior to term

Rhif y gwasanath <i>Service Number</i>	40	20	50	40	50	40	50	40	50	40	50	40	50
Caerdydd, Gorsaf Bws <i>Cardiff Bus Stn</i>	....	1040	....	....	....	....	....	....	....	....	....	....	....
Bridgend, McArthur Glen	....	1110	....	....	....	....	....	....	....	....	....	....	....
Carmarthen Gorsaf Tren <i>Railway Stn</i>	1111	1206	....	1211	....	1311	....	1411	....	1511	....	1611	....
Carmarthen Gorsaf Bws <i>Bus Station</i>	1122	1212	....	1222	....	1322	....	1422	....	1522	....	1622	....
West Wales General Hospital	1126	1216	....	1226	....	1326	....	1426	....	1526	....	1626	....
Alltwallis Masons Arms	1141	1231	....	1241	....	1341	....	1441	....	1541	....	1641	....
Pencader Pencader Y Scwar <i>Square</i>	1148	1238	....	1248	....	1348	....	1448	....	1548	....	1648	....
Llanllwni Tegfan Garage	1158	1248	....	1258	....	1358	....	1458	....	1558	....	1658	....
Llanybydder, Heol-y-Gaer	1203	1253	....	1303	....	1403	....	1503	....	1603	....	1703	....
Llanbedr PS <i>Lampeter (Natwest)</i>	1215	1305	....	1315	....	1415	....	1515	....	1615	....	1715	....
Synod Inn	....	....	1243	....	1343	....	1443	....	1543	....	1643	....	1743
Cei Newydd, Stryd y Parc <i>New Quay, Park St</i>	....	....	1252	....	1352	....	1452	....	1552	....	1652	....	1752
Theatr Felinfach	1228	1318	....	1328	....	1428	....	1528	....	1628	....	1728	....
Llanarth Llanina Arms	....	....	1302	....	1402	....	1502	....	1602	....	1702	....	1802
Aberaeron, Scwar Alban <i>Square</i>	1242	1332	1312	1342	1412	1442	1512	1542	1612	1642	1712	1742	1812
Llanrhystud	1257	1347	1327	1357	1427	1457	1527	1557	1627	1657	1727	1757	1827
Llanfarian	1309	1359	1339	1409	1439	1509	1539	1609	1639	1709	1739	1809	1839
Aberystwyth Gorsaf Bws <i>Bus Station</i>	1315	1405	1345	1415	1445	1515	1545	1615	1645	1715	1745	1815	1845

Rhif y gwasanath Nodiadau	<i>Service Number</i> <i>Codes</i>	40	10 UF	50	40	40	20
Caerdydd, Gorsaf Bws Cardiff Bus Stn	....	....	....	....	....	....	1840
Bridgend, McArthur Glen	....	....	....	....	....	....	1910
Swansea City Gorsaf Bws Bus Station	....	1701	....	....	....	....	....
Carmarthen Gorsaf Tren Railway Stn	1711	1756	....	1811	1911	2006	....
Carmarthen Gorsaf Bws Bus Station	1722	1802	....	1822	1922	2012	....
West Wales General Hospital	1726	1816	....	1826	1926	2016	....
Alltwallis Masons Arms	1741	1821	....	1841	1941	2031	....
Pencader Pencader Y Scwar Square	1748	1828	....	1848	1948	2038	....
Llanllwni Tegfan Garage	1758	1838	....	1858	1958	2048	....
Llanybydder, Heol-y-Gaer	1803	1843	....	1903	2003	2053	....
Llanbedr PS Lampeter (Natwest)	1815	1855	....	1915	2013	2105	....
Synod Inn	....	....	1843	....	....	....	....
Cei Newydd, Stryd y Parc New Quay, Park St	....	....	1852	....	....	....	....
Theatr Felinfach	1828	1908	....	1928	....	2118	....
Llanarth Llanina Arms	....	....	1902	....	....	....	....
Aberaeron, Scwar Alban Square	1842	1922	1912	1942	....	2132	....
Llanrhystud	1857	1937	1927	1957	....	2147	....
Llanfarian	1909	1949	1939	2009	....	2159	....
Aberystwyth Gorsaf Bws Bus Station	1915	1955	1945	2015	....	2205	....

Nodiadau

NS	- Dim ar dydd Sadwrn
S	- Dydd Sadwrn yn unig
SD	- Dydd llun i ddydd gwener amser ysgol yn unig
SH	- Dydd llun i ddydd gwener ar gwyliau ysgol yn unig
UF	- Gwasanaethu ar ddydd gwener yn ystod amser tymor prifysgol yn unig

Codes

NS	- Not Saturdays
S	- Saturdays only
SD	- Monday to Friday Schooldays Only
SH	- Monday to Friday School Holidays Only
UF	- Operates Fridays during university term times only

Cardiff - Carmarthen - Lampeter - Aberaeron - Aberystwyth**10, 20, 40**

Suliau a Gwyliau Cyhoeddus (heblaw Diwrnod Nadolig, Gwyl San Steffan a Dydd Calan) Sundays & Bank Holidays (except Christmas Day, Boxing Day & New Year's Day)

Rhif y gwasanath <i>Service Number</i>	40	40	20	10
Nodiadau <i>Codes</i>				U
Caerdydd, Gorsaf Bws Cardiff Bus Stn	....	....	1840	....
Bridgend, McArthur Glen	....	....	1910	....
Swansea City Gorsaf Bws Bus Station	....	....	....	1931
Carmarthen Gorsaf Tren Railway Stn	1100	1620	2006	2026
Carmarthen Gorsaf Bws Bus Station	1106	1626	2012	2032
West Wales General Hospital	1110	1630	2016	2036
Alltwallis Masons Arms	1121	1641	2027	2047
Pencader Pencader Y Scwar Square	1127	1647	2033	2053
Llanllwni Tegfan Garage	1137	1657	2043	2103
Llanybydder, Heol-y-Gaer	1142	1702	2048	2108
Llanbedr PS Lampeter (Natwest)	1153	1713	2100	2120
Theatr Felinfach	1206	1726	2113	2133
Aberaeron, Scwar Alban Square	1221	1741	2127	2147
Llanrhystud	1234	1754	2142	2202
Llanfarian	1247	1807	2154	2214
Aberystwyth Gorsaf Bws Bus Station	1253	1813	2200	2220
Aberystwyth University	....	....	....	2205 2225

- Nodiadau** U - Gwasanaethu yn ystod tymor prifysgol, yn cychwyn dydd sul cyntaf y tymor
- Codes** U - Operates during university term time only, starting the Sunday prior to term

PET(4)-14-12 : Tuesday 16 October 2012

P-04-380 : Bring back our bus! Petition against the removal of scheduled bus services from east Lampeter, Cwmann & Pencarreg

Email from Peter Hoskins

These remarks are offered in addition to those I submitted on 19/5/2012.

The current state of provision of conventional bus service between Aberystwyth and Carmarthen remains a contentious issue. Since the introduction by Arriva of their controversial service 40 between these places the anger of inhabitants of settlements no longer adequately served by conventional bus service resulting from their casual omission by Arriva from its route has increased. Meetings have been held with both Westminster and Cardiff Parliamentary representatives. The already bad situation is exacerbated by the extension of the notorious Bwcabus scheme which is offered as a substitute for conventional service and found to be thoroughly unworkable although enthusiastically promoted by the Welsh Government and the local authorities who are all blind to its manifest shortcomings.

The source of the unsatisfactory provision now suffered is the premature withdrawal by First from participation in service X40 in December 2009 leaving Arriva as the sole participant. This was a most regrettable move on the part of First and one in which they later allegedly saw the folly. The word was that they then approached one or both local councils and sought to resume participation but were turned down. If there is any truth in this then the local councils are implicated and in my view should be asked to give reasons.

Arriva then took over the X40 service on a temporary basis without participation from any other service provider and later secured the contract for the whole of it. The truncation of two services was allegedly approved by the Welsh Government. These were (1) the 6.30 departure from Carmarthen which began from a newly established outstation in the old station yard in Pencader running out of service to Lampeter until March 2010 and (2) the 19.15 departure from Aberystwyth which terminated at Lampeter town hall and then similarly ran out of service back to Pencader.

These truncations caused significant inconvenience and hardship to regular users. Needlessly running out of service angered former passengers north of Pencader who were no longer able to board to get to work in Lampeter and beyond. Naturally losing custom is a speedier business than recovering it. It took time for former passengers to realise that service had been partly restored. Many former passengers never returned. The last service from Aberystwyth similarly lost a significant amount of business. Passengers would board at Aberystwyth and travel all the way to Carmarthen perhaps to continue by train.

Lampeter students at regular intervals filled the bus on a Friday evening to capacity for a night out in Carmarthen. The last X40 service from Aberystwyth to Carmarthen became the 17.20 departure at the hands of Arriva.

Matters took a serious turn for the worse earlier this year when Arriva thwarted the plans of the Traws Cymru Network project to establish a successor service T1 to service X40. The eleventh hour submission by Arriva of applications to register two commercial services 40 and 50 obliged the Traws Cymru Network Manager to suspend immediately the tendering process to seek service providers to undertake the operation of the planned service T1 upon the award of contract. Overnight what had been the best service yet between Aberystwyth and Carmarthen was replaced by the worst.

Arriva service 40 has from the outset been an unmitigated social, financial and operational disaster. The Optare vehicles provided to X40 participants had to be surrendered to the authorities who owned them and had made them available for the duration of this subsidised service.

Arriva deployed a number of unsuitable and less robust vehicles on services 40 and 50. In no time these vehicles proved to be unreliable.

Services ran late, broke down en route or were cancelled. Passengers were lost and revenue from service 40 fell appreciably. Times and routes did not suit many users of the former service X40.

Running times between Aberystwyth to Carmarthen were arbitrarily reduced by approximately half an hour for no other reason than to cover the outward and return journeys with the time allowed by law beyond which a mandatory break must be taken by the driver. The working timetable was soon shown to be unworkable and has been noted by VOSA inspectors who have consequently undertaken a succession of visits to the Arriva Aberystwyth depot.

A series of timetable changes since the inception of service 40 has not in any way alleviated the inconvenience and hardship suffered by inhabitants of settlements from which service has been withdrawn. A drastic reduction in the level of Aberystwyth town and country services was imposed on 23rd September 2012. This has inevitably resulted in further inconvenience and hardship for service users. For example the 19.00 service to Carmarthen has been withdrawn while the 18.00 southbound service now terminates in Lampeter. The last departure for Carmarthen leaves at 17.00 hours. Paradoxically the activities of other local service providers flourish and increase. Arriva service X32 has been withdrawn as a money loser but in contrast the new service T2 appears to be prospering.

The situation I have sought to describe cannot be suffered indefinitely.

It calls for remedial action by the Welsh Government and the local authorities in Cardiganshire and Carmarthenshire. The prohibition of subsidised services over routes traversed by commercial services must be challenged and overcome. Money wasting distractions such as Bwcabus must be exposed for the scandalous misguided misadventures they are and abandoned with all haste. I cite the example of West Yorkshire County Council with links to some relevant pages on their web site.

My attention was initially drawn by an item on the BBC Radio 4 Today programme.

<http://www.bbc.co.uk/programmes/b01mnr3d>

West Yorkshire URLs:

<http://www.wymetro.com/>

leading to:

<http://www.wymetro.com/news>

leading to:

<http://www.wymetro.com/news/releases>

leading to:

<http://www.wymetro.com/news/releases/12-06-22QCs>

leading to:

<http://www.wymetro.com/news/releases/qualitycontracts/>

leading to:

<http://www.wymetro.com/news/releases/qualitycontracts/Questions>

<http://www.wymetro.com/news/releases/qualitycontracts/CC>

and others.

These matters have to be considered seriously by the Welsh Government and jointly by Ceredigion and Carmarthenshire County Councils if there is any concerted interest in restoring conventional bus services to what they were in this area in December 2009. While the interests of service providers are allowed to remain treated more favourably by the law than the public interest there can be no prospect of remedy.

In conclusion I should like to draw the attention of readers to the necessity of improving the level of conventional bus service in the area not just for the benefit of local inhabitants but for the benefit of tourists. These have traditionally provided revenue to the area but are not well served by public transport. Many of them enjoy travel by bus and occasionally some from over the border are surprised to find that their English free travel passes are not valid in Wales. If the interests of tourism and of the wider business community are not to be threatened by inadequate bus services then remedial action must be taken promptly and not delayed. Bwcabus and other on-demand services are of not the slightest use to tourists and only stand to impede random and spontaneous travel by all of us for no justifiable reason. The provision of public transport remains a very contentious issue in this area and deserves more favourable attention than it has received from the authorities of late if it is to survive practically unregulated as it currently is in the hands of private enterprise. The Welsh Government and both local authorities must take into consideration social as well as financial issues.

PET(4)-14-12 : Tuesday 16 October 2012

P-04-380 : Bring back our bus! Petition against the removal of scheduled bus services from east Lampeter, Cwmann & Pencarreg

Response from Miriam Perrett

I am writing in support of the following petition:

"P-04-380 Bring Back our Bus! Petition against the Removal of Scheduled Bus Services from East Lampeter, Cwmann and Pencarreg

Petition wording:

We request the urgent implementation of a properly scheduled & timetabled bus service in these affected areas & would urge those governmental agencies concerned, to commit to this on our behalf, at the earliest possible opportunity."

The X40 timetabled bus service that used to run through Cwmann and Pencarreg was withdrawn at very short notice (most of us had a bare 3 weeks' warning, and that only because the Cambrian News found out about it and ran a story). It has been replaced by "Bwcabus". In a matter of weeks, the people in these villages went from having a timetabled hourly service to having a bus that is only available if someone else has not bagged it first, and which even if available has to be booked half a day in advance. A good deal of life is not amenable to advance booking in this way, especially if you are old, unwell or have children; and a lot of people cannot afford to use taxis. Co-ordinating the erratic availability of Bwcabus with such things as doctor's surgery times is very problematic. (When my cat needed to go to the morning surgery at the vet's at short notice, I was reduced to taking it in a wheelbarrow!)

People living along the road that runs through Cwmann and Pencarreg had in many cases chosen to do so expressly because there was public transport available, and are now in difficulties. It is the A485, the main road from Lampeter to Carmarthen; the expectation that there should be a proper timetabled bus service along it is surely not unreasonable.

It is a fast, busy road with no pavement or lighting on most of its length, but people are being obliged to risk walking along it in order to carry out their business. I live on the A485 and a recent visitor to my home (with whom I had not discussed the bus situation) remarked quite spontaneously that far more people were walking past the window than on previous occasions when he had visited. The walk is hazardous enough in daylight; with winter coming up, more people will be faced with having to risk it after dark. People who are too old or disabled to walk far do not, of course, have even this risky choice. It is about 3 miles from Pencarreg to Lampeter.

We really need a regular, timetabled service restored to this route.

Procedures should also be put in place to ensure that bus services cannot simply be discontinued at a few weeks' notice (or lack of notice) in this fashion. It creates havoc in people's lives. At least one person on the route came close to losing her job because it was not clear whether she could guarantee being able to get to work. Public transport is not some kind of optional extra; it is an essential service.

Yours sincerely,
Miriam Perrett

Eitem 3.14

P-04-402 Gweddïau Cyngor

Geiriad y ddeiseb:

Rydym ni, sydd wedi llofnodi isod, yn galw ar Lywodraeth Cymru i ddiwygio Deddf Llywodraeth Leol 1972 er mwyn rhoi cyfle i bob awdurdod lleol yng Nghymru benderfynu a yw am gynnal gweddïau cyngor yn ystod pob cyfarfod cyngor a'i gofnodi ar yr agenda busnes swyddogol.

Cyflwynwyd y ddeiseb gan: Rev Alan Hewitt

Ystyriwyd y ddeiseb am y tro cyntaf: 2 Gorffennaf 2012

Nifer y llofnodion: 155

Carl Sargeant AC / AM
Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-402
Ein cyf/Our ref CS/06638/12

William Powell AM
Chair Petitions Committee
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

committeebusiness@Wales.gsi.gov.uk

31st July 2012

Thank you for your letter dated 9 July regarding the petition that has been received requesting the Welsh Government to introduce legislation that explicitly enables local authorities in Wales to include prayers as a formal part of the proceedings at their meetings.

The background to this issue is the ruling of the High Court in R (on the application of the National Secular Society and Clive Bone) –v– Bideford Town Council, that local authorities could not rely upon the power within section 111 of the Local Government Act 1972 to include prayers as part of the formal proceedings of council meetings. In response to this decision the UK Government commenced section 1 of the Localism Act 2011 which provides local authorities in England with a general power of competence.

The general power of competence within the Localism Act does not extend to Wales. However, local authorities in Wales are able to make use of the well-being power within section 2 of the Local Government Act 2000, which enables them to do anything which would promote the social, economic or environmental wellbeing of their areas or citizens.

It is of course a matter for local authorities to determine whether they can rely upon the well-being power to include prayers as part of the formal business of their meetings. If they determine to utilise the wellbeing power they will also need to satisfy themselves that they have complied with their public sector equality duty under the Equality Act 2010 before including prayers as part of the formal business of their meetings.

In the event that they are not content to rely on the well-being power it does remain open to local authorities to hold prayers before the start of meetings, an option I am aware many authorities have chosen to take.

I can confirm that the Welsh Government has given careful consideration to the request to introduce legislation, but is of view that such legislation is not necessary. We believe that the official business of local authorities, having regard to their statutory duties, should be focussed on the provision of goods and services and facilitating the well-being and inclusion of all the community, and we are satisfied that local authorities in Wales already have sufficient powers to enable them to do this. As part of our consideration of this matter we have had full regard to our public sector equality duties under the Equality Act 2012, and are satisfied that these have been met.

If you require any further information from me in respect of this matter please do not hesitate to contact me.

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

Carl Sargeant AC / AM

Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities