

Y Pwyllgor Deisebau

Lleoliad:
Ystafell Bwyllgora 1 – Y Senedd

Dyddiad:
Dydd Mawrth, 29 Ionawr 2013

Amser:
09:00

Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales



I gael rhagor o wybodaeth, cysylltwch a:

Naomi Stocks
Clerc y Pwyllgor
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Agenda

- 1. Cyflwyniad, ymddiheuriadau a dirprwyon 09.00**
- 2. Deisebau newydd 09.00 – 09.20**
 - 2.1 P-04-448 Gwella gwasanaethau iechyd rhywiol yng ngorllewin y Fro (Tudalennau 1 – 3)
 - 2.2 P-04-449 Ysbyty Tywysoges Cymru Pen-y-bont ar Ogwr – Achub ein Gwasanaethau – Atal yr Israddio! (Tudalen 4)
 - 2.3 P-04-450 Mae Angen Ysbyty Cwbl Weithredol ar y Barri a Bro Morgannwg (Tudalen 5)
 - 2.4 P-04-451 Achub Gwasanaethau Ysbyty Brenhinol Morgannwg (Tudalen 6)
 - 2.5 P-04-452 Hawliau Cyfartal i Bobl Ifanc Tiwb-borthedig (Tudalen 7)
 - 2.6 P-04-453 Gwelliannau ym Maes Awyr Caerdydd (Tudalen 8)
 - 2.7 P-04-454 Gwahardd yr Arfer o Ddal Swyddi fel Cyngorydd ac fel Aelod Cynulliad ar yr un Pryd (Tudalen 9)
 - 2.8 P-04-455 Achub adran achosion brys yn Ysbyty'r Tywysog Philip (Tudalen 10)
- 3. Y wybodaeth ddiweddaraf am ddeisebau blaenorol 09.20 – 10.00**
 - 3.1 P-04-421 Rhwystro Trident rhag dod i Gymru (Tudalennau 11 – 12)
 - 3.2 P-04-434 Mae'r Cymry a'r Somaliaid fel ei gilydd yn caru barddoniaeth (Tudalennau 13 – 14)

Tai, Adfywio a Threftadaeth

- 3.3 P-04-322 Galw am ryddhau gafael Cadw ar eglwysi yng Nghymru (Tudalennau 15 – 17)

Iechyd a Gwasanaethau Cymdeithasol

- 3.4 P-03-236 Siarter i Wyrion ac Wyresau (Tudalennau 18 – 20)

Llywodraeth Leol a Chymunedau

- 3.5 P-03-187 Diddymu'r Tollau ar ddwy Bont Hafren (Tudalennau 21 – 32)
- 3.6 P-03-240 Diogelwch ar ffordd yr A40 yn Llanddewi Felfre (Tudalennau 33 – 35)

Bydd y ddwy eitem a ganlyn yn cael eu trafod ar y cyd

- 3.7 P-04-345 Cysylltiadau bws a rheilffordd rhwng Aberystwyth a Chaerfyrddin (Tudalen 36)
- 3.8 P-04-429 Ailagor y rheilffordd rhwng Caerfyrddin ac Aberystwyth (Tudalennau 37 – 40)
- 3.9 P-04-363 Cynllun i Wella Canol Tref Abergwaun (Tudalennau 41 – 92)
- 3.10 P-04-409 Enwau Cymraeg i bob cefnffordd newydd yng Nghymru (Tudalennau 93 – 94)

Addysg a Sgiliau

- 3.11 P-04-376 Aildrefnu Addysg ym Mhowys (Tudalennau 95 – 96)
- 3.12 P-04-427 Cyfraith newydd ynghylch y Gymraeg (Tudalennau 97 – 98)
- 3.13 P-04-437 Gwrthwynebu cofrestru gorfodol ar gyfer plant sy'n derbyn addysg yn y cartref (Tudalennau 99 – 100)
- 3.14 P-04-442 Sicrhau cymorth da i blant anabl a'u teuluoedd sy'n agos i'w cartrefi (Tudalennau 101 – 104)

Amgylchedd a Datblygu Cynaliadwy

- 3.15 P-04-399 Arferion lladd anifeiliaid (Tudalennau 105 – 106)
- 3.16 P-04-433 Teledu Cylch Cyfyng mewn Lladd-dai (Tudalennau 107 – 109)

4. Cynnig o dan Reol Sefydlog 17.42 i benderfynu gwahardd y cyhoedd o'r cyfarfod ar gyfer y canlynol: 10.00

Eitem 5

5. **P-04-335 Sefydlu tîm criced cenedlaethol i Gymru: Materion allweddol 10.00 – 10.15**
6. **Derbynioldeb – materion nad ydynt wedi'u datganoli 10.15 – 10.30**
7. **Papurau i'w nodi** (Tudalennau 110 – 123)

Ymatebion i'r ymgynghoriad ar P-04-410 Cofeb Barhaol i Weithwyr Cymru

Eitem 2.1

P-04-448 : Gwella gwasanaethau iechyd rhywiol yng ngorllewin y Fro

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i gynyddu'r cyllid i Fwrdd Iechyd Prifysgol Caerdydd a'r Fro. Dylid defnyddio'r cyllid ychwanegol hwn i wella gwasanaethau iechyd rhywiol yng ngorllewin y Fro.

Gwybodaeth ychwanegol

Ar hyn o bryd, cynhelir dim ond un clinig yr wythnos bob amser cinio ar ddydd Gwener yn Llanilltud Fawr. Mae'r clinig hwn yn gwasanaethu pawb yng ngorllewin y Fro. Mae'n darparu gwasanaethau cyngor iechyd rhywiol a chynllunio teulu. Nid yw'r gwasanaeth hwn yn ddigonol i ateb gofynion yr ardal ddaearyddol fawr hon. Cynhelir tri chlinig yr wythnos yn nhref y Barri. Helpwch ni i wella iechyd rhywiol nifer o bobl ifanc a phobl agored i niwed nad ydynt yn gallu teithio 10 milltir neu fwy yn aml i glinig lleol. Mae'r clinigau hyn yn cynnig gwybodaeth/addysg/cefnogaeth/triniaeth feddygol hanfodol y mae ar bobl ifanc eu hangen. Gall gwella gwasanaethau iechyd rhywiol helpu i ddangos y ffordd i'r grwpiau mwyaf agored i niwed yn ein cymdeithas, i'w cefnogi ac i ofalu amdanynt. Helpwch ni i wneud gwahaniaeth. Er bod cyfraddau beichiogrwydd ymysg y glasoed yn gostwng, mae cyfraddau erthylu yn codi (fel y dyfynnwyd gan Helen Rogers, Cyfarwyddwr Coleg Brenhinol y Bydwagedd, ffynhonnell BBC Wales 29/03/12). Yn ei hymateb i'r adroddiad hwn, addawodd Llywodraeth Cymru y byddai'n cynyddu'r cyllid drwy Iechyd Cyhoeddus Cymru i wella mynediad i ganolfannau iechyd rhywiol integredig (BBC Wales 29/03/12). Daw'r bobl ifanc hyn sy'n agored i niwed yn aml o deuluoedd difreintiedig, nad ydynt yn cael y gofal sydd ei angen arnynt. Pe bai'r bobl ifanc hyn yn byw yn y Barri, byddent yn cael gwasanaeth llawer gwell. Caiff ardal wledig y Fro ei diystyru fel ardal "gyfoethog", ond mae enghreifftiau o amddifadedd economaidd-gymdeithasol i'w cael yn yr ardal. Mae angen rhagor o glinigau. Mae Cymru am gael "Gwasanaeth Iechyd o'r Safon Uchaf" ar gyfer y dyfodol. Y bobl ifanc hyn yw ein dyfodol. Gall beichiogrwydd/erthyladau ymysg y glasoed gael effaith niweidiol eang ar bobl ifanc yng Nghymru. Gellir atal clefydau a drosglwyddir yn rhywiol os rhoddir y wybodaeth gywir i bobl.

Prif ddeisebydd: Rebecca Lowrie

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 29 Ionawr 2013

Nifer y llofnodion: 16

P-04-448: Improve Sexual health services for Western Vale – Additional information from Petitioner

Dear Mr Williams

Thank you for taking the time to listen to my concerns, apologies for interrupting your evening.

I will forward the agenda for 28th January, I would be grateful if the town council would consider this issue at it's next meeting.

Currently Cardiff & Vale UHB fund 1 x clinic (11-1pm every Friday) for family planning/contraception services. This clinic is attended by children as young as 12 who feel unable to approach their GP and value the non judgemental holistic, professional care this service provides.

I am a community nurse working within this locality, I am also a resident of Llantwit Major and mother of 3 girls. I was shocked to learn that this is the only such clinic for the entire western vale. I subsequently placed an e petition with the assembly. This petition requested WAG to increase funding to the UHB to increase services (Barry alone currently has 3 clinics) I have since learned that there are rumoured plans to remove the service completely in favour of an ISHC in Barry.

Just last year in a BBC Wales report on this subject WAG made a promise to improve access and funding for sexual health services in Wales. This statement followed concerns raised by the head of midwifery who cited that the numbers of abortions within the <18 age group and risen significantly.

As a current Bsc student at Cardiff University I have identified this issue as a very real health inequality and testament to the fact that the postcode lottery is alive and well in Wales, especially within rural areas.

The vale of Glamorgan is all too often wrongly perceived as an affluent area. As a local community nurse I see very real pockets of poverty. These families have the added challenge of facing a disparity in service provision. Projects such as sure start/flying start are widely available in Barry or Bridgend but not the western vale.

As a resident/mother/nurse I feel strongly that we can not allow yet another service to be taken away. How much longer should residents tolerate paying their hard earned money in taxes only to discover that services are to be provided outside of their area?

This clinic currently cares for the young and vulnerable in our

community. Our government and health service has a duty to protect such vulnerable groups.

As a constituent I am asking my Town council to help prevent the loss of yet another service in the Western Vale.

Kind regards
Becky lowrie

Eitem 2.2

P-04-449 : Ysbyty Tywysoges Cymru Pen-y-bont ar Ogwr – Achub ein Gwasanaethau – Atal yr Israddio!

Geiriad y ddeiseb:

Ddydd Mercher 26 Medi 2012, cyhoeddodd Bwrdd Iechyd Lleol Abertawe Bro Morgannwg newidiadau a allai gael effaith radical ar sut mae ein gwasanaethau ysbyty yn cael eu darparu ym Mhen-y-bont ar Ogwr. Er nad oes unrhyw beth yn bendant, mae'n debygol, os caiff y newidiadau eu rhoi ar waith, o arwain at golli rhai agweddau ar ofal pediatrig, obstetreg, newydd-anedig a damweiniau ac achosion brys. Yn syml, os oes arnoch angen gofal dwys, os oes gennych blentyn sâl neu os ydych yn debygol o gael beichiogrwydd a allai fod yn gymhleth, bydd raid i chi deithio i Gaerdydd, Abertawe neu un o'r Safleoedd Gwasanaethau Arbenigol eraill yn Ne Cymru. Mae poblogaeth Pen-y-bont ar Ogwr yn tyfu o hyd; felly, rydym angen mwy, nid llai, o wasanaethau lleol. Rydym yn condemnio cynlluniau Bwrdd Iechyd Lleol Abertawe Bro Morgannwg yn chwyrn, ac yn mynnu bod Llywodraeth Cymru yn gwario mwy o'i chyllid ar gynnal y gwasanaethau lleol hanfodol hyn yn hytrach na pheryglu bywydau'r cleifion sy'n fwyaf agored i niwed. Rydym ni, sydd wedi llofnodi isod, yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ddiogelu gwasanaethau yn Ysbyty Tywysoges Cymru Pen-y-bont ar Ogwr a sicrhau bod yr ysbyty yn cadw'r holl wasanaethau hanfodol hyn heb orfod israddio.

Prif ddeisebydd: Ian Matthew Spiller

Ysytirwyd am y tro cyntaf gan y Pwyllgor: 29 Ionawr 2013

Nifer y llofnodion: 4,218

Eitem 2.3

P-04-450 : Mae Angen Ysbyty Cwbl Weithredol ar y Barri a Bro Morgannwg

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sicrhau bod gan Ysbyty'r Barri uned mân anafiadau cwbl weithredol, sy'n agored i gleifion am 8 awr y dydd, 5 diwrnod yr wythnos.

Gwybodaeth ategol: Rydym yn galw ar Lywodraeth Cymru i roi'r gorau i sefyll yn ei hunfan ond i ymyrryd yn y modd y mae Ymddiriedolaeth GIG Caerdydd a'r Fro yn cynnal Ysbyty'r Barri. Mae'r ymddiriedolaeth wedi camarwain pobl y Barri a'r Fro ers digon o amser, gan ddefnyddio esgusodion fel salwch staff a phwysau gwaith. Mae ar bobl y Barri a'r Fro angen Uned Mân Anafiadau cwbl weithredol.

Mae hyn yn annerbyniol ar gyfer ysbyty sydd â dalgylch o faint y Barri a Bro Morgannwg. Y rhesymeg a ddefnyddir am y problemau hyn yw bod 'Uned Mân Anafiadau Ysbyty'r Barri yn wasanaeth hynod o brysur sydd o dan bwysau gwaith sylweddol ar hyn o bryd oherwydd salwch staff ac absenoldeb mamolaeth. O ganlyniad i hyn, ac am resymau diogelwch, bydd yr Uned yn cael ei chynnal ar sail llai o oriau am gyfnod amhenodol. Bydd yr uned yn agor am 8.30am, a bydd yn cau i gleifion newydd am 2pm. Golyga hyn y byddwn, ar ôl 2pm, yn trin y cleifion hynny sydd eisoes yn aros yn unig.' (dyfyniad o'r wefan swyddogol)

Prif ddeisebydd: Jeffrey Heathfield

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 29 Ionawr 2013

Nifer y llofnodion: 50

P-04-451 : Achub Gwasanaethau Ysbyty Brenhinol Morgannwg

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i achub ein gwasanaethau iechyd yn Ysbyty Brenhinol Morgannwg

Mae penderfyniad yn cael ei wneud a fydd, os caiff ei roi ar waith, yn arwain at golli rhai agweddau ar ofal pediatrig, obstetreg, newydd-anedig a damweiniau ac achosion brys. Yn syml, os oes angen gofal dwys arnoch, os oes gennych blentyn sâl neu os ydych yn debygol o gael beichiogrwydd a allai fod yn gymhleth, bydd rhaid i chi deithio i Gaerdydd, Merthyr neu Benty-bont ar Ogwr. I breswylwyr Rhondda Cynon Taf sy'n dibynnu ar drafnidiaeth gyhoeddus, gallai hyn olygu teithio am dros ddwy awr i fynd i apwyntiadau hanfodol. Mae preswylwyr Rhondda Cynon Taf sydd wedi llofnodi isod yn cefnogi'n gryf opsiwn 5.2 o dan y cynigion a amlinellwyd yn y ddogfen ymgynghori ar gyfer ad-drefnu gwasanaethau iechyd, "Gwneud Cystal â Goreuon y Byd — yr Heriau sy'n Wynebu Gwasanaethau Ysbyty yn Ne Cymru". Rydym hefyd yn cefnogi'r galw i gadw a datblygu cyfleusterau a gwasanaethau Ysbyty Brenhinol Morgannwg i sicrhau bod pobl Rhondda Cynon Taf yn gallu derbyn a chael gafael ar y gwasanaethau y maent yn eu haeddu o fewn ffiniau'r sir.

Prif ddeisebydd: Cyng. Mark Adams

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 29 Ionawr 2013

Nifer y llofnodion: 1077

Eitem 2.5

P-04-452 : Hawliau Cyfartal i Bobl Ifanc Tiwb-borthedig

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sicrhau bod cyllid ar gael i sicrhau bod yr offer a'r gwasanaethau hanfodol sydd eu hangen ar blant a phobl ifanc tiwb-borthedig ar gael iddynt.

Er enghraifft, ar hyn o bryd mae hawliau cyfartal ar gyfer pobl ifanc tiwb-borthedig yng Nghyngor Bwrdeistref Sirol Caerffili yn syrthio rhwng 2 gategori o angen sydd wedi'u diffinio. Mae Bwrdd Iechyd Aneurin Bevan yn dweud oherwydd nad ydynt yn blant sydd angen Gofal Iechyd Parhaus - 'dim ond' plant tiwb-borthedig ydynt - ni all ariannu'r offer a'r gwasanaethau hanfodol yr ydym eu hangen. Mae Gwasanaethau Cymdeithasol Caerffili hefyd yn dweud na allant helpu oherwydd bod gan y plant hyn anghenion iechyd sylweddol. Mae'r diffiniadau hyn yn cau Pobl Ifanc Tiwb-borthedig allan ac felly'n gwahaniaethu yn eu herbyn, ac rydym yn mynnu bod ymchwiliad yn cael ei gynnal i'r arferion hyn yng Nghaerffili. Er nad yw'n pobl ifanc yn gymwys i gael cymorth naill ai gan y gwasanaethau iechyd ym Mwrdeistref Caerffili neu'r gwasanaethau cymdeithasol, mae gennym berson ifanc sydd angen gofal bob awr o'r dydd - yr un peth â phlentyn newydd-anedig - sydd yn aml ag anabledau oherwydd salwch sy'n peryglu bywyd.

Gwybodaeth ychwanegol

Mae angen 'label' ar ein pobl ifanc er mwyn iddynt allu gael mynediad awtomatig at gyllid ar gyfer offer a gwasanaethau hanfodol. Ar hyn o bryd, mae dadlau cyllidol rhwng adrannau'n digwydd yn dilyn cais am unrhyw beth ar gyfer Person Ifanc Tiwb-borthedig, a ni ddylai Rhieni/Gofalwyr fod yn rhan o'r dadleuon hyn. Y cyfan sydd ei angen arnom yw help i'n pobl ifanc cyn gynted â phosibl. Gofynnwn fod ateb cyflym yn cael ei ganfod i'n Pobl Ifanc ac er lles eu Rhieni/Gofalwyr, a bod yr ateb hwnnw'n un synhwyrol sy'n berthnasol yn yr hir dymor.

Prif ddeisebydd: Dr Tymandra Blewett-Silcock

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 29 Ionawr 2013

Nifer y llofnodion: 142

P-04-453 : Gwelliannau ym Maes Awyr Caerdydd

Geiriad y ddeiseb:

Nod y ddeiseb hon yw nodi pryder am y diffyg gwasanaethau yn ein maes awyr cenedlaethol. Rydym am ddenu rhagor o gwmnïau awyrennau a busnesau i faes awyr Caerdydd, i ddinas Caerdydd ac i gymunedau ehangach De Cymru. Mae Fly Cardiff yn gobeithio cydweithio â'r maes awyr, a gweithredu fel dolen rhwng y maes awyr, ei gwsmeriaid a Llywodraeth Cymru.

Prif ddeisebydd: Kelvin Hayes

Ysytirwyd am y tro cyntaf gan y Pwyllgor: 29 Ionawr 2013

Nifer y llofnodion: 144

Eitem 2.7

P-04-454 : Gwahardd yr Arfer o Ddal Swyddi fel Cynghorydd ac fel Aelod Cynulliad ar yr un Pryd

Geiriad y ddeiseb:

Mae'r deisebydd yn gofyn i Lywodraeth Cymru gyflwyno deddfwriaeth i wahardd yr arfer y mae saith Aelod Cynulliad yn ei ddilyn ar hyn o bryd sef dal DWY swydd etholedig ar yr un pryd, sef swydd fel Cynghorydd o fewn awdurdodaeth Cymru yn ogystal â swydd fel Aelod Cynulliad etholedig yng Nghynulliad Cenedlaethol Cymru.

Prif ddeisebydd: Nortridge Perrott

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 29 Ionawr 2013

Nifer y llofnodion: 52

Eitem 2.8

P-04-452 : Achub adran achosion brys yn Ysbyty'r Tywysog Philip

Geiriad y ddeiseb:

Mae Bwrdd Iechyd Hywel Dda yn bwriadu israddio neu gau'r gwasanaethau damweiniau ac achosion brys yn Ysbyty'r Tywysog Philip. Mae hwn yn wasanaeth hanfodol i Lanelli a'r cymunedau lleol a rhaid i'r gymuned weithredu i achub ein Hadran Ddamweiniau ac Achosion Brys. Llofnodwch y ddeiseb hon i atal y gwasanaeth hanfodol hwn rhag cau, ac i sicrhau nad yw bywydau yn y fantol o ganlyniad i gam o'r fath.

Prif ddeisebydd: Angharad Howells

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 29 Ionawr 2013

Nifer y llofnodion: 1038

Eitem 3.1

P-04-421 : Rhwystro Trident rhag dod i Gymru

Geiriad y ddeiseb

Mae'r Prif Weinidog, Carwyn Jones, wedi dweud y byddai croeso mawr i fflyd niwclear y DU (Trident) ddod i Aberdaugleddau pe byddai Alban annibynnol am gael gwared arnyn nhw. Rydym ni'n gwrthwynebu cael arfau dinistriol o'r fath (WMD) yng Nghymru, ac yn annog Llywodraeth Cymru i wrthwynebu'r syniad o ganiatau fflyd niwclear y DU i ymgartrefu yng Nghymru

Prif ddeisebydd: Mabon ap Gwynfor

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 2 Hydref 2012

Nifer y llofnodion: 1236



Eich cyf/Your ref: P-04-421

William Powell AC
Cadeirydd
Y Pwyllgor Deisebiadau

28ain o Dachwedd 2012

Annwyl William,

Diolch am eich llythyr dyddiedig 13eg o Dachwedd yn eich rhinwedd fel Cadeirydd y Pwyllgor Deisebiadau.

Mae'r holl faterion yn ymwneud â Trident yn rhan o gyfrifoldeb Llywodraeth Y Deyrnas Unedig. Nid wyf yn credu y byddai o ddefnydd i Lywodraeth Cymru gymryd rhan ymhellach mewn trafodaeth gyhoeddus ar sefyllfa ddamcaniaethol yn ymwneud â gallu niwclear y DU.

Yn gywir,

A handwritten signature in black ink, appearing to read 'Carwyn Jones', written in a cursive style.

CARWYN JONES

Eitem 3.2

P-04-434 : Mae'r Cymry a'r Somaliïd fel ei gilydd yn caru barddoniaeth

Geiriad y ddeiseb

Cynnig: Galwn ar Gynulliad Cenedlaethol Cymru, sef cenedl sy'n enwog yn fyd-eang am garu barddoniaeth, i ganmol y cariad tebyg ymysg ei dinasyddion o dras Somaliïd yn hynny o beth, y mae eu diwylliant traddodiadol yn ystyried mai barddoniaeth yw'r dull craidd o fynegi mewn diwylliant. Daw ein galwad ar ddechrau'r Cadoediad Olympaidd, sef y cyfnod a arferai ddechrau wythnos cyn y Gemau Olympaidd yn yr hen oes, a gorffen wythnos ar ôl iddynt ddod i ben, gan alluogi athletwyr i deithio'n ddirwyrstr drwy diroedd gelynion traddodiadol i gystadlu yn unol ag ymdeimlad ekecheiria, sef dal dwylo. A ninnau'n ddinasyddion Cymru, yn caru barddoniaeth, ac wedi ymrwymo i ymdrechu i sicrhau heddwch ym mhob gwlad, a rhwng y gwledydd, rydym yn croesawu Eisteddfod Genedlaethol Cymru, sydd, yn ein barn ni, yn uno'r gwerthoedd hyn. Rydym yn gwahodd pawb i ychwanegu eu henw at y ddeiseb, a gobeithiwn y byddwch yn hyrwyddo cysylltiadau rhwng cymunedau yn ein dwy wlad.

Prif ddeisebydd: Cyswllt Cymunedol Cymru Somaliland

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 6 Tachwedd 2012

Nifer y llofnodion: 30



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

Your ref: P-04-434
Our ref: PO344

20 November 2012

Ieuan Williams

Thank you for your letter of 13 November concerning the petition from Wales Somaliland Communities Link. I am delighted that the group has engaged with the Assembly and agree with them that Wales is certainly a country that has a love for poetry. Poetry is rooted in our culture and celebrated in various forms including at our Eisteddfodau which is acknowledged in the petition. Please pass on my thanks to the Wales Somaliland Communities Link for bringing this shared cultural interest to our attention.

Rosemary

Rosemary Butler AM, Presiding Officer

Bae Caerdydd
Caerdydd
CF99 1NA

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Ffôn/Tel: 029 2089 8911

Ebost/Email: private.office@wales.gov.uk

Eitem 3.3

P-04-322 Galw am ryddhau gfael Cadw ar eglwysi yng Nghymru

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i bwysu ar Lywodraeth Cymru i ymchwilio i mewn i ran Cadw yn y broses o roi caniatâd cynllunio i adeiladau rhestredig er mwyn gwneud gwaith addasu i eglwysi. Mae hyn yn rhwystro cynulleidfaoedd gweithgar a hyfyw rhag defnyddio adeiladau rhestredig yng Nghymru a, thrwy hynny, cânt eu cadw mewn cyflwr o inertia pensaernïol: nid ydynt yn gallu elwa ar ddatblygiadau modern mewn deunyddiau adeiladu, ac mae'n anodd i eglwysi wneud y newidiadau sy'n angenrheidiol er mwyn iddynt wasanaethau'r genhedlaeth nesaf a'r gymuned leol.

Cynigwyd gan: Graham John

Nifer y llofnodion: 147

Ystyriwyd am y tro cyntaf: Mehefin 2011

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref
Ein cyf/Our ref HL/06603/12

William Powell AM

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

8 January 2013

Dear William,

Thank you for your letter of 14 December 2012 regarding the setting up of a task and finish group to look at ecclesiastical exemption.

I have asked my officials to set up such a group and all the denominations that are party to the exemption have been invited to a first meeting in January. The terms of reference for the group will be to consider any existing issues with the operation of the system such as where exemption does not apply (known as dual control); revisit recommendations made in the Howell report (a review of the system of ecclesiastical exemption in Wales); and to identify and examine issues related to the decline in listed places of worship in active use to help inform future Cadw policy and guidance on redundant listed places of worship.

I am happy to keep you informed as the discussions progress.

Yours sincerely

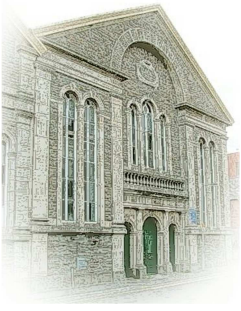
Huw Lewis AC / AM
Y Gweinidog Tai, Adfywio a Threftadaeth
Minister for Housing, Regeneration and Heritage

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

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Ebenezer Baptist Church
Ebenezer Street, Swansea. SA1 5BJ

Pastor: Rev Graham John



14th January 2013

Dear Chair of Petitions committee

Would you be so kind enough to ask Mr Huw Lewis AM whether the task and finish group looking at ecclesiastical exemption mentioned in his letter addressed to you dated 8th January has taken adequate steps to contact the independent churches in Wales which in a previous correspondence he admitted had been left out of the process due to difficulties in identifying them.

I fear that the group has simply sent out invitations to the denominations that were on their database.

May I suggest he asks his task and finish group to send invitations to the following groups which represent well over 100 independent churches in Wales:

1. Evangelical Alliance Wales

Address: The Secretary EA Wales, 20 High Street, Cardiff. CF10 1PT

Tel: 029 2022 9822 wales@eauk.org

2. Associated Evangelical Churches of Wales

Address: The AECW Secretary, Pennant, 110 Coed Onn Road, Flint, Flintshire. CH6 5QE.

Tel: 01352 732308 secretary@aecw.org.uk

3. Fellowship of Independent Evangelical Churches

Address: 39 The Point, Market Harborough, LE16 7QU

01858 43 45 40 admin@fiec.org.uk

Yours sincerely

Rev Graham John

P-03-236 Siarter i Wyrion ac Wyresau

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i fabwysiadu Siarter i Wyrion ac Wyresau ac i wneud y Siarter yn orfodol i weithwyr proffesiynol a gyflogir i warchod lles plant.

Cynigwyd gan: Grandparents Apart Wales

Ystyriwyd gan y Pwyllgor am y tro cyntaf: Mis Hydref 2009

Nifer y llofnodion: 19

**Y Pwyllgor Iechyd a Gofal Cymdeithasol
Health and Social Care Committee**

Cynulliad
Cenedlaethol
Cymru
National
Assembly for
Wales



William Powell AC AM
Chair, Petitions Committee
Cadeirydd, Pwyllgor Deisebau

11 December 2012

Dear William,

Petition on The Charter for Grandchildren (P-03-236)

Thank you for your letter of 28 November regarding the petition on The Charter for Grandchildren.

As you will be aware, the Social Services (Wales) Bill is yet to be formally introduced. Should the Bill be remitted to the Health and Social Care Committee by the Business Committee for legislative scrutiny, we will seek to consider the issues raised by the petitioners and include them in any consultation we run.

Yours sincerely,

Mark Drakeford

Mark Drakeford AC AM
Cadeirydd - Chair

Bae Caerdydd
Cardiff Bay
CF99 1NA

Ffôn /Tel: 029 2089 8403
E-bost /Email: HSCCommittee@wales.gov.uk

P-03-236: The Charter for Grandchildren – Additional Information from Petitioner

Dear Sian,

19th January 2013

Thank you for your email of the 14th January 2013 advising us of the next meeting of the Petitions Committee which is to be held on the 29th January 2013.

We have had no correspondence from you to respond to, so we suppose that the correspondence written by us to the committee for the meeting of the 20th November 2012 will be available at the above committee meeting.

Even with the inclusion of the UN Convention on the Rights of a Child in Domestic Law supported by the Social Services Wales Bill the position of many grand/parents being denied access to their grand/children is still intolerable and cluttering our family and county courts.

Such long term court actions have a detrimental consequence on some children which is agreed by governments, without them taking radical action to guillotine cases that go on for years, as many of them do, at colossal cost to the individuals involved and tax payers.

We still wish to pursue, equal rights for parents and compulsory mediation which we think would assist the courts.

We welcome the amount of support that is available from Cafcass Cymru's website as well as the information accessible on the Social Serves Wales Bill but only when society recognises the needs of children to have contact with the people that they love and cherish, will we start eradicating the emotional damage inflicted on many children.

A Charter for Grandchildren supports the family and puts children first. It is a concept created to protect the rights of the child and does not come into conflict with any other legislation which would appear to be similar in aims and principles.

It compliments them and we believe given your support, it would lead to a greater recognition of the importance that grandparents are to children which is acknowledged by all governments in the UK.

Kind regards.

Frank Bradfield.

Grandparents Apart Wales

Eitem 3.5

P-03-187 Diddymu'r Tollau ar y ddwy Bont Hafren

Geiriad y ddeiseb

Rydym ni, sydd wedi llofnodi isod, yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth y DU yn San Steffan i wneud popeth o fewn ei allu i ddiddymu'r tollau ar ddwy bont Hafren.

Cynigwyd gan: John Warman

Ystyriwyd gan y Pwyllgor am y tro cyntaf: Mawrth 2009

Nifer y llofnodion: 23

Llywodraeth Cymru

**Effaith Tollau'r Hafren ar
Economi Cymru**

Crynodeb gweithredol

216322

Cyhoeddi | 30 Mai 2012

Mae'r adroddiad hwn yn ystyried cyfarwyddiadau a gofynion penodol ein cleient.

Nid yw wedi'i fwriadu ar gyfer unrhyw drydydd parti ac ni ddylai unrhyw drydydd parti ddibynnu arno ac nid ymgymerir â chyfrifoldeb i unrhyw drydydd parti.

Rhif gwaith 216322

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Crynodeb Gweithredol

Cefndir

Croesfannau Hafren yw'r prif borth i Dde Cymru, yn darparu ar gyfer traffig dyddiol o ryw 80,000 o gerbydau ar gyfartaledd. Agorwyd Pont gyntaf Hafren i draffig ym 1966. Agorwyd Ail Groesfan Hafren ym 1996 ac mae'r ddwy bont bellach yn gweithredu gyda'i gilydd. Mae system dollau wedi bod ar waith dros fodolaeth gyfan Croesfannau Hafren, ac, fel gyda'r rhan fwyaf o dollbontydd o amgylch y byd, mae'r taliadau wedi'u defnyddio i dalu am eu hadeiladu, eu cynnal a'u cadw a'u gweithredu trwy gytundeb consesiwn gyda gweithredwr preifat.

Daw'r cytundeb consesiwn sydd ar waith ar hyn o bryd i ben ar y pwynt pan fydd y gweithredwr wedi casglu £996m ar brisiau 1989. Mae amcangyfrifon diweddar wedi awgrymu y gellid cyrraedd y pwynt hwn erbyn oddeutu 2017. Ar ôl i'r cytundeb consesiwn ddod i ben, bydd perchenogaeth (yn ogystal â'r baich cynnal a chadw yn y dyfodol) yn trosglwyddo'n ôl i Lywodraeth y DU. Mae hyn yn cynnig y cyfle i ystyried goblygiadau posibl dewisiadau eraill i'r gyfundrefn bresennol o godi tâl ar ddefnyddwyr ar Groesfannau Hafren.

Ym mis Rhagfyr 2010, cyhoeddwyd adroddiad ymchwiliad y Pwyllgor Materion Cymreig i Doll Croesfannau Hafren. Un o brif ganfyddiadau'r Pwyllgor oedd diffyg tystiolaeth gadarn ar gyfer effaith y tollau. Yr astudiaeth hon, a gomisiynwyd gan Lywodraeth Cymru ac a gynhaliwyd gan Arup a Phrifysgol Gorllewin Lloegr (UWE), yw'r asesiad cynhwysfawr cyntaf o effaith y tollau ar Groesfannau Hafren.

Dull Astudio

Mae'r berthynas rhwng Croesfannau Hafren ac economi Cymru yn un mor gymhleth fel bod yr astudiaeth yn cwmpasu ystod eang o faterion yn ymwneud â thrafnidiaeth a materion economaidd. Cylch gorchwyl yr astudiaeth yw asesu effaith y tollau ar Groesfannau Hafren mewn perthynas â phatrymau traffig, yr amgylchedd, effeithiau ar ddefnyddwyr a busnesau, effeithiau ar y farchnad lafur, dylanwadau ar leoliad busnes a'r effeithiau ar berfformiad economaidd cyffredinol De Cymru, a'r effeithiau cymharol ar Dde-orllewin Lloegr.

Mae'r astudiaeth yn defnyddio nifer o senarios i ystyried effaith bosibl ystod o gyfundrefnau eraill codi tollau pe baent yn cael eu cyflwyno ar ôl 2017. Er symlrwydd, dewiswyd tri senario gwahanol, a chymharwyd pob un ohonynt yn erbyn senario 'gwneud cyn lleied â phosibl' pan dybir y bydd y tollau'n aros heb eu newid (mewn termau real¹) o'r lefelau presennol:

- *Senario 1 – Gostwng tollau 50% ar y ddwy bont;*
- *Senario 2 – Diddymu tollau o Groesfannau Hafren, a;*
- *Senario 3 – Cynyddu tollau 50% ar y ddwy bont.*

Bwriadwyd i'r senarios archwilio effeithiau posibl diddymu neu ostwng tollau. Defnyddiwyd cynnydd cyfwerth yn y doll hefyd i archwilio cymesuredd neu fel arall

¹ Mae hyn yn gyfwerth â'r trefniant presennol o dan y cytundeb consesiwn yn ôl pa un y caiff prisiau tollau eu haddasu ar ddechrau bob blwyddyn 'yn ôl yr un ganran â'r gwahaniaeth canran rhwng y mynegai prisiau manwerthu ar gyfer mis Mawrth 1989 a'r mynegai prisiau manwerthu ar gyfer y mis Medi'n union cyn gwneud y gorchymyn'. (Deddf Pontydd Hafren 1992, <http://www.legislation.gov.uk/ukpga/1992/3/section/9>). Caiff yr addasiad ei dalgrynnu i'r 10 ceiniog agosaf.

effaith cynnydd neu ostyngiad yn y doll. Mae pob un o'r senarios wedi'u gwneud yn syml iawn ac ni fwriadwyd i'r un o'r senarios gynrychioli cynigion polisi.

O gofio nad yw lefel y doll wedi newid (mewn *termau real*) dros y degawd diwethaf (gan yr addasir y tollau yn unol â chwyddiant), nid yw'r astudiaeth yn gallu dod i gasgliadau o newidiadau hanesyddol yn y doll ar Groesfan Hafren. Felly, mae casgliadau'r asesiad wedi'u seilio ar yr hyn y gallwn ei gasglu o batrymau ymddygiad presennol, ar dystiolaeth eilradd, a thrwy ymddygiad trafndiaeth wedi'i fodelu ac effeithiau economaidd gan adeiladu ar ragdybiaethau rhesymegol yn seiliedig ar dystiolaeth. Ymgwymerwyd â'r gwaith ymchwil a dadansoddi canlynol:

- Adolygiad llenyddiaeth o effaith tollau ffyrdd, gan gynnwys tollbontydd, mewn mannau eraill;
- Modelu traffig a thrafnidiaeth ar lefel uchel;
- Arolwg o fusnesau yn Ne Cymru a De-orllewin Lloegr;
- Cyfweiliadau manwl â detholiad o fusnesau a grwpiau cynrychioliadol;
- Arolwg o ddefnyddwyr yn Ne-orllewin Lloegr, a;
- Modelu effeithiau codi tollau ar gynhyrchiant.

Patrymau Traffig a Theithio Croesfannau Hafren

Yn seiliedig ar ddata cyfrif cerbydau dwy ffordd, er 2003 bu twf cyson yn y traffig ar draws Ail Groesfan Hafren yr M4, gyda thwf blynyddol cyfartalog o 1.78% dros y cyfnod, o gymharu â 0.63% ar draws rhwydwaith traffyrdd y DU. Yn 2008, o ran Traffig Dyddiol Cyfartalog bob Blwyddyn², fe wnaeth 61,455 o gerbydau groesi Ail Groesfan Hafren yr M4 bob dydd, ac fe wnaeth 17,772 groesi Croesfan Hafren yr M48 bob dydd. Mae'r M48 yn cludo mwy o draffig lleol ac mae'r rhan fwyaf o bobl yn cychwyn / gorffen eu teithiau yn Sir Fynwy, Bryste a De-orllewin Lloegr, tra bod yr M4 yn fwy strategol o ran natur yn gwasanaethu marchnad ehangach o lawer, gyda theithwyr yn cychwyn ac yn gorffen eu teithiau ar draws pob ardal o Dde Cymru ac ar draws De Lloegr.

Mae anghydbwysedd bach o ran cyfeiriad, gyda 4.7% yn fwy o draffig yn teithio i gyfeiriad y dwyrain o gymharu â thraffig yn teithio i gyfeiriad y gorllewin. Y ffaith mai dim ond ar draffig sy'n teithio tua'r gorllewin y codir y doll sydd i gyfrif am hyn, ac felly mae cyfran fach o draffig sy'n croesi yn defnyddio llwybr gwahanol i wneud y daith tua'r gorllewin (trwy Gaerloyw).

Costau Uniongyrchol Tollau'r Hafren

Yn 2011, cost y doll oedd £5.70 fesul car, neu £11.50 i fysics bach ac i gerbydau nwyddau hyd at 3.5 tunnell fetrig, a £17.20 i gerbydau trwm dros 3.5 o dunelli metrig. Fel y nodwyd, addasir y doll yn unol â'r Mynegai Prisiau Manwerthu. Er 2000, roedd twf Gwerth Ychwanegol Crynswth (GYC) enwol y pen a chyflogau yng Nghymru yn uwch na chyfradd twf pris y doll tan y dirwasgiad a ddechreuodd yn 2008. Dros y cyfnod 2000 i 2010, mae'r doll wedi aros heb newid i raddau helaeth o gymharu â'r GYC y pen a chyflogau. Mae cynnydd mewn costau tanwydd, costau cynnal a chadw cerbydau a chostau treth ac yswiriant cerbydau wedi bod gryn dipyn yn uwch na thwf ym mhrys y doll. Fodd bynnag, mae costau prynu cerbydau wedi gostwng er 2000 i'r graddau bod cyfanswm chwyddiant 'gwariant moduro' wedi codi'n arafach na phris y doll.

² Nifer y cerbydau yn teithio i'r ddau gyfeiriad bob dydd, wedi'i gyfartaleddu dros y flwyddyn, a gymerir o ddata cyfrif cerbydau awtomatig yn cael ei ddarparu gan Traffig Cymru.

Mae'r doll yn cynyddu cost siwrneiau rhwng De Cymru a rhannau o Dde a De-orllewin Lloegr. Mae'n ddefnyddiol gosod cost y doll yng nghyd-destun cyfanswm costau siwrneiau, gan ystyried costau tanwydd, costau cynnal a chadw cerbydau a chostau dibrisiant yn ogystal â chost cyfle amser a dreulir yn teithio. Caiff costau cyfartalog a 'gwerthoedd amser' ar gyfer defnyddwyr ffordd gwahanol eu darparu gan yr Adran Drafnidiaeth at y diben hwn.

Mae cyfran costau teithiau y cyfrifir amdanynt gan y doll yn amrywio'n fawr ar draws mathau gwahanol o ddefnyddwyr. Ar gyfer taith mewn car (ac eithrio cymudwyr a theithiau busnes) mae'r doll yn rhyw 19% o gostau taith ar gyfer siwrnai rhwng Caerdydd a Bryste³. I deithiwr busnes, o ystyried gwerth amser cynhyrchiol a gollir, mae costau tollau'n disgyn i ryw 8% o gostau taith. Ar gyfer cerbydau nwyddau sy'n gwneud taith gyfwerth, mae tollau yn 23% o gyfanswm costau siwrneiau i gerbyd nwyddau ysgafn a 21% i gerbyd nwyddau trwm. Mae effaith gymesur y doll yn disgyn gyda'r pellter a deithir.

Costau Tollau Blynyddol

Roedd cyfanswm refeniw o'r tollau (y ddwy groesfan gyda'i gilydd) yn 2010 yn £76m. Gan gymryd holl daliadau tollau cerbydau nwyddau a thaliadau tollau defnyddwyr busnes, gellir amcangyfrif yn fras mai cyfanswm costau uniongyrchol tollau ar fusnesau yw £47m (heb gynnwys TAW) ar brisiau 2009, gyda'r £34m (yn cynnwys TAW) sy'n weddill yn cael ei dalu gan ddefnyddwyr. Felly, mae cyfanswm y gost i fusnesau a defnyddwyr, ar ôl ystyried TAW, dros £80m y flwyddyn.

Mae costau uniongyrchol pellach yn cael eu gosod gan y doll yn sgil y costau sy'n gysylltiedig ag amser oherwydd yr oedi stopio-cychwyn wrth y bythod tollau a'r effaith ar yrwyr sy'n cymryd llwybrau amgen ac sydd felly yn gweld amserau siwrneiau hwy a chostau uwch. Ymddengys mai cyfran gymharol fach o deithiau a wneir gan yr olaf hwn (yn seiliedig ar yr anghydbwysedd bach o ran cyfeiriad).

I'r gwrthwyneb, mae tollau a thaliadau defnyddwyr yn gysylltiedig yn aml â chael effeithiau lleddfud tagfeydd sy'n lleihau tagfeydd ac yn gwella amserau siwrneiau i ddefnyddwyr eraill sy'n fodlon talu tollau. Er nad yw hwn yn brif ffactor i Groesfannau Hafren (o ystyried bod y Croesfannau eu hunain yn gweithredu ymhell o fewn capasiti), mae modelu traffig yn awgrymu bod y tollau'n debygol o gael effaith gadarnhaol fach ar lifoedd traffig mewn manau eraill ar y rhwydwaith.

Nid oes data ar gael sy'n galluogi gwneud asesiad cywir o'r modd y rhennir y costau hyn rhwng cerbydau a busnesau yng Nghymru, neu mewn manau eraill. O ystyried ei bod yn debygol fod rhywfaint o 'basio costau drwodd' neu rannu costau'r doll rhwng y sawl sy'n talu'r doll a'r cwsmer olaf, mae hyn yn gymhleth iawn. Yn y naill achos (ac eithrio arwyddocâd siwrneiau drwodd i ac o Iwerddon) mae'r tollau yn gost a osodir ar drafodion economaidd rhwng De Cymru a De a Gorllewin Lloegr.

Effeithiau ar Draffig a Thrafnidiaeth

Tystiolaeth o Dollbyrth mewn Manau Eraill

Mae tystiolaeth empirig am elastigedd y galw⁴ mewn perthynas â thollau ffyrdd yn gyfyngedig oherwydd prinder cymharol tollffyrdd a chroesfannau ledled y byd, yn

³ Yn seiliedig ar y rhan o Gaerdydd i Fryste o daith ddwyffordd, gan gymryd bod hanner cost y doll yn gymwys i bob rhan, dan amodau brig cyfartalog yn y bore.

⁴ Mewn economeg, mae elastigedd yn mesur sut mae newid mewn un newidyn yn effeithio ar un arall. Yn yr achos hwn, mae elastigedd y galw mewn perthynas â'r doll yn cyfeirio at sensitifrwydd y galw am deithio ar dollffordd i newidiadau ym mhrisiau'r doll. Caiff elastigedd prisiau (elastigedd pwynt) ei

ogystal â'r diffyg asesiad terfyn rhaglen yn dilyn cyflwyno neu ddi-ddymu tollau. Yn gyffredinol, mae elastigeddau tollau mewn astudiaethau presennol yn tueddu i fod yn seiliedig ar gyflwyno toll neu gynydd mewn lefel toll.

Mae elastigedd y galw mewn perthynas â tholl yn ddibynnol iawn ar ystod o ffactorau lleol a chyd-destunol. Yn gyffredinol, mae'r dystiolaeth sydd ar gael yn awgrymu fod galw trafndiaeth yn gymharol anelastig i bris tollau, gydag elastigeddau prisiau tollau o fewn yr amrediad -0.1 to -0.5⁵ yn nodweddiadol. Un penderfynydd allweddol elastigedd y galw yw bod llwybr amgen, di-doll, ar gael, er bod llawer o ffactorau eraill. O gofio'r pellter teithio sy'n ofynnol i osgoi Croesfannau Hafren ar gyfer y rhan fwyaf o siwrneiau rhwng Cymru a Lloegr, gall fod yn rhesymol cymryd bod pris elastigedd y galw ar gyfer Croesfannau Hafren tuag at ben isaf yr amrediad hwn mae'n debyg.

Fel gydag effeithiau trafndiaeth, mae adolygiad o'r llenyddiaeth ar effeithiau economaidd tollffyrdd yn tynnu sylw at yr anhawster o gymhwyso profiad o rywle arall, o ystyried dylanwad cryf ffactorau lleol a chyd-destunol. Mae nifer o rag-astudiaethau sydd wedi ystyried beth allai ddigwydd pe bai toll yn cael ei diddymu, er nad oedd yr astudiaeth hon yn gallu nodi unrhyw dystiolaeth gymwys o'r effaith ar economïau lleol neu ranbarthol o astudiaethau a gynhaliwyd yn dilyn newid mewn cyfundrefn codi tollau.

Modelu Effeithiau Traffig a Thrafnidiaeth

Fel y nodwyd, am fod system dollau wedi bod ar waith ers eu hagor, nid oes unrhyw newid hanesyddol dibynadwy yn y gyfundrefn tollau i seilio amcangyfrif o effaith codi tollau ar alw traffig arno. Yn ogystal, mae'r diffyg llenyddiaeth gynhwysfawr am ymatebion tollau, a phwysigrwydd ffactorau penodol lleol, yn golygu mai'r dull mwyaf priodol o ddadansoddi pob un o'r senarios tollau yw dull modelu.

Defnyddiwyd model traffig yr M4 at y diben hwn o ystyried ei statws fel y prif fodel traffig sy'n cynnwys Croesfannau Hafren. Mae 'ardal graidd' y model traffig hwn yn cynnwys y rhwydwaith priffyrdd strategol yn Ne-ddwyrain Cymru i lefel fanwl iawn, gyda'r cwmnasiad ehangach yn ymestyn i mewn i rannau o Dde-orllewin Lloegr. Cafodd y model presennol (2010) a model blynyddoedd y dyfodol eu diweddarau i adlewyrchu newidiadau mewn llifoedd traffig ar draws y pontydd er 2005, gan ddefnyddio data cyfrif a ddarparwyd gan Traffig Cymru.

Ymgwymerwyd â dadansoddiad traffig lefel uchel ar gyfer pob un o'r senarios ar gyfer y blynyddoedd 2018, 2023 a 2028. Mae'r rhain yn darparu amcangyfrifon bras o newidiadau mewn llifoedd traffig ar sail y modelu.

Mae'r prif ganlyniadau o dan bob senario'n dangos y byddai gostwng y tollau 50% yn arwain at gynydd amcangyfrifedig yng nghyfanswm y traffig (fel yn erbyn senario 'gwneud cyn lleied â phosibl' sy'n debyg i'r taliadau tollau presennol) o 5% yn seiliedig ar amodau a ragwelir yn 2018. Byddai diddymu tollau'n gyfan gwbl (yn ogystal â diddymu unrhyw oedi o ran casglu tollau⁶) yn arwain at gynydd

fesur fel cymhareb y newid canran yn y galw i'r newid canran yn y pris. Yn nodweddiadol bydd elastigedd negyddol yn digwydd am y caiff y galw ei gyd-berthnasu o chwith â phris.

⁵ Ystyriod bod y galw yn *anelastig* os yw'r newid yn y galw yn llai na chymesur i'r newid yn y pris (h.y. mae'r elastigedd rhwng 0 ac 1 neu 0 a -1). O ystyried fod tollau'n cyfrannu at gyfran o gyfanswm costau siwrnai, nid yw hyn o angenrheidrwydd yn golygu fod galw cyffredinol trafndiaeth yn anelastig i gyfanswm costau trafndiaeth.

⁶ Mae'r oedi a wynebwr gan ddefnyddwyr yn y bythod tollau yn debygol o amrywio'n fawr ar hyd y diwrnod/wythnos/blwyddyn. Dim ond dull elfennol y gellid ei ddefnyddio i ymgorffori effeithiau oedi wrth y bythod tollau, a hynny'n seiliedig ar arsylwadau a gynhaliwyd yng ngwanwyn 2007.

amcangyfrifedig mewn traffig o 12%. Mae hyn yn gyfwerth ag oddeutu 11,000 o gerbydau bob dydd. Amcangyfrifir y bydd cynnydd yn y doll o 50% yn lleihau traffig o bron i 5%. Mewn gwirionedd, mae ymatebion traffig yn ddynamig a bydd ymddygiad defnyddwyr yn newid dros amser, tra bod y model traffig yn statig i bob pwrpas. Dylid nodi bod yr ymatebion traffig amcangyfrifedig i bob un o'r senarios codi tollau a amlinellir uchod, i bob diben, yn ymatebion tymor hir i newidiadau yn y doll.

Yn gyffredinol, o dan amodau cyffredin, byddai disgwyl i'r cynnydd mewn traffig o dan y senario diddymu'r doll yn arwain at newidiadau mylol yn llif a chyflymder traffig. Fodd bynnag, mae'r senarios yn tynnu sylw at effeithiau mwy arwyddocaol posibl yn nhwneli Bryn-glas lle cyfyngir ar gapasiti'n barod. Byddai angen cynnal asesiad manylach o ragolygon effeithiau traffig o dan amodau traffig amrywiol cyn gallu dod i gasgliadau pendant ynghylch yr effeithiau ar dagfeydd yn fwy cyffredinol. Mae'r dadansoddiad yn dangos hefyd y byddai gostwng neu ddiddymu'r tollau yn arwain at gynydd parhaol mewn allyriadau carbon, er y byddai cael gwared ar yr oedi wrth stopio-cychwyn wrth y bythod tollau yn cael rhywfaint o effaith gwrthbwysu. Byddai maint y newid yn fach mae'n debyg o gymharu â chyfanswm allyriadau o drafnidiaeth yng Nghymru.

Mae'r newidiadau uchod mewn galw traffig wedi'u cymhwysu i ddata diweddar ar refeniw tollau Croesfannau Afon Hafren plc er mwyn deall goblygiadau ariannol y senarios⁷. Cyfanswm y refeniw yn 2009 oedd £77.4m. Amcangyfrifir mai'r *gostyngiad* mewn refeniw pe bai'r doll yn cael ei haneru yw oddeutu £36m y flwyddyn (prisiau 2009), sef gostyngiad o 46%. Byddai cynnydd o 50% yn y doll yn arwain at refeniw *ychwanegol* o oddeutu £36m y flwyddyn, sef cynnydd o 41%. Ym mhob achos, mae'r newid mewn refeniw yn llai na chymesur i'r newid yn y doll oherwydd effaith gwrthbwysu llifoedd traffig uwch neu is.

Effeithiau ar Berfformiad a Lleoliad Busnes

Yn seiliedig ar yr ymatebion o'r arolwg busnes yn ogystal â thystiolaeth o gyfweiliadau manylach, cynhaliwyd dadansoddiad o effeithiau Croesfannau Hafren ar berfformiad ac ymddygiad busnes yn Ne Cymru, a'i allu i gystadlu.

Costau a Pherfformiad Busnes

Mae'r ymchwil yn cadarnhau pwysigrwydd Croesfannau Hafren i fusnesau yn Ne Cymru. O'r busnesau hynny y gwnaed arolwg ohonynt, roedd 50% o'r farn fod y croesfannau naill ai'n 'bwysig' neu'n 'bwysig iawn' i'w busnes. Mae cyfran y busnesau y mae'r tollau'n 'arwyddocaol' iddynt yn lleiafrif sylweddol, gyda 12% yn adrodd bod y tollau'n arwyddocaol ac 8% yn adrodd bod y tollau'n arwyddocaol iawn. Roedd barn busnesau ynglŷn â phwysigrwydd y tollau yn ymwneud yn agos â'r sector penodol, lleoliad a strwythur gweithredu'r busnes dan sylw. Heb fod yn annisgwyl, mae busnesau sy'n gweithio yn Ne Cymru'n fwy tebygol o ystyried bob y croesfannau a'r tollau'n bwysig na busnesau sy'n gweithio yn Ne-orllewin Lloegr.

Rhaid edrych ar arwyddocâd costau tollau, fodd bynnag, yng nghyd-destun costau gweithredu cyffredinol. I'r mwyafrif helaeth o fusnesau, mae costau tollau uniongyrchol yn gyfran fach iawn o gyfanswm y costau. I'r sector gwasanaethu a

⁷ Mae newidiadau amcangyfrifedig yn lefelau tollau a llifoedd traffig wedi'u cymhwysu i'r data diweddaraf sydd ar gael ar refeniw Croesfannau Hafren o 2009 a gymerwyd o Adroddiadau Blynyddol Croesfannau Afon Hafren plc. Mae'r dadansoddiad yn rhagdybio nad yw refeniw Croesfannau Afon Hafren plc wedi newid mewn termau real o 2009, ac mae'n anwybyddu effaith newidiadau yn y galw rhwng 2009 a 2018.

chwmmiau gweithgynhyrchu 'gwerth uchel', mae costau trafndiaeth yn gyfran fach o gostau cyffredinol yn nodweddiadol, ac felly mae taliadau tollau yn llai pwysig.

Yr eithriad yw busnesau trafndiaeth a logisteg sy'n ymwneud yn bennaf â masnachu rhwng De a Gorllewin Lloegr a De Cymru. Mae tystiolaeth a ddarparwyd i'r Pwyllgor Materion Cymreig, yn ogystal ag adroddiadau yn y cyfryngau⁸, yn awgrymu, ar y pen uchaf, fod nifer fach o fusnesau yn gwario dros £200,000 y flwyddyn ar dollau. Ategwyd hyn gan ymgynghoriadau â chynrychiolwyr gweithredwyr cludo nwyddau. Mae dadansoddiad enghreifftiol yn awgrymu y gallai costau tollau, yn yr achosion mwyaf eithafol, fod rhwng 5% a 10% o gostau gweithredu cerbydau bob blwyddyn⁹ ar gyfer cerbydau nwyddau. O ystyried fod meintiau'r elw yn tueddu bod yn gymharol isel yn y sector hwn, gall y goblygiadau i berfformiad a phroffidioldeb busnes fod yn sylweddol lle mae cwmni'n bennaf gysylltiedig â chludo nwyddau 'ar draws yr Hafren'.

Lleoliad Busnes a Marchnadoedd

Dylid ystyried y gellid disgwyl i'r tollau rwystro cystadleuaeth mewn marchnadoedd lleol yn ogystal â chreu rhwystr i fusnesau Cymru wrth gystadlu yn Lloegr, er bod maint cymharol y ddwy farchnad yn golygu bod unrhyw 'rwystr i fasnachu' yn debygol o gael ei deimlo'n fwy gan fusnesau yn Ne Cymru. Ar sail y dadansoddiad o ymatebion i'r arolwg, roedd busnesau'n fwy tebygol o adrodd bod tollau'n effeithio ar eu sylfaen costau a'u proffidioldeb nag oeddent i awgrymu bod y tollau'n rhwystro cwsmeriaid neu'n rhoi eu busnes dan anfantais, o gymharu â busnesau yn Lloegr, wrth gystadlu mewn marchnadoedd penodol.

Yn y sector logisteg, mae rhywfaint o dystiolaeth o fusnesau'n cael eu hannog gan gostau tollau i leoli cerbydau mewn depos yn Lloegr yn hytrach nag yn Ne Cymru, er bod busnesau cludo nwyddau gan fwyaf yn fwy tebygol o fod yn gysylltiedig â symudiadau sy'n codi neu'n dosbarthu nwyddau yng Nghymru, ac am hynny byddai unrhyw weithredwr, boed yn gweithio yn Lloegr neu yn Ne Cymru, yn gorfod talu'r doll.

Lle mae costau tollau'n sylweddol i fusnesau, mae tollau i bob diben yn cynyddu cost gwneud busnes yn Ne Cymru, ac mae hynny felly'n gwneud De Cymru'n lleoliad llai deniadol i fuddsoddi ynddo. Mae penderfyniadau ynglŷn â lleoli'n gymhleth iawn, a bydd busnesau'n ystyried mynediad i farchnadoedd, mynediad i sgiliau, costau cyflogau, costau tir ac eiddo. Yn fwy cyffredinol, mae tystiolaeth o'r arolwg busnes yn awgrymu bod ansawdd cysylltiadau trafndiaeth presennol (ansawdd mynediad i draffyrdd, rhwydwaith ffyrdd lleol, trafndiaeth gyhoeddus, a pharcio) yn cael eu gweld fel mantais allweddol lleoliad presennol cwmnïau. Pan ofynnwyd iddynt ynglŷn â phrif anfanteision eu lleoliad, nodwyd ffactorau'n gysylltiedig â thrafnidiaeth yn aml gan gwmnïau o Gymru hefyd. Nododd un cwmni'n benodol bod tollau Hafren yn anfantais, a hynny'n ddigymell.

Fel gydag adroddiadau blaenorol ynglŷn â'r tollau, er y sefydlwyd fod rhai busnesau'n rhoi sylw i gostau tollau wrth ystyried lleoliadau yn Ne Cymru, ni fu modd nodi unrhyw achosion lle'r oedd costau tollau'n allweddol mewn penderfyniad i beidio â lleoli yn Ne Cymru. Yn achos penodol Canolfannau Dosbarthu Rhanbarthol, wrth ddewis lleoliad, mae'n gam nodweddiadol i gynnal asesiad manwl o gost a budd lleoliadau posibl sy'n ystyried yr holl gostau gweithredu, gan gynnwys tollau. Ar y sail hon, mae modd dychmygu sefyllfa lle mae'r tollau'n cyfrannu at

⁸ <http://www.bbc.co.uk/news/uk-wales-11719614>

⁹ Mae costau gweithredu cerbydau'n cynnwys costau tanwydd, costau gweithredu cerbydau, cyflogau, gorbenion a chostau eraill fel trwyddedu cerbydau.

benderfyniad i leoli y tu allan i Dde Cymru. Fodd bynnag, o ystyried y costau cyflogau a chostau tanwydd sy'n gysylltiedig â siwrneiau ar draws yr aber, er gwaetha'r tollau, mae agosrwydd (i goridor yr M5 er enghraifft) yn debygol o fod yn ffactor pwysicach na'r tollau eu hunain yn y rhan fwyaf o achosion.

Effeithiau ar y sectorau manwerthu, twristiaeth a hamdden

Mae'r astudiaeth wedi ystyried pa un a yw'r gost a osodir ar ddefnyddwyr gan y doll yn atal ymwelwyr i Gymru, a bod hynny'n cael effaith negyddol wedyn ar y sector twristiaeth neu'r sector manwerthu. Fel gyda thollau a lleoli busnesau, dylid edrych ar bwysigrwydd y tollau mewn penderfyniadau teithio ymwelwyr yng nghyd-destun cyfanswm costau teithiau. O'r safbwynt hwn, mae costau tollau'n fwy tebygol o fod yn sylweddol ar gyfer teithiau byr yn bennaf, fel teithiau diwrnod a theithiau siopa, a lle mae'r pellterau teithio'n gymharol fyr. Ar gyfer teithiau pellach ac aros dros nos, mae'r doll yn debygol o fod yn gyfran fach o gyfanswm costau ymweliad. Felly, mae twristiaeth 'gwerth uwch' yn llai tebygol o gael ei heffeithio.

Cynhaliwyd arolwg o gartrefi yn Ne-orllewin Lloegr er mwyn helpu i ddeall yn well effaith y tollau ar ganfyddiadau darpar ymwelwyr â Chymru. Pan ofynnwyd iddynt a fyddent yn disgwyl gwneud mwy o deithiau i Gymru yn y car pe bai tollau'r Hafren yn cael eu diddymu, dywedodd 22% o drigolion De-orllewin Lloegr a gymerodd ran yn yr arolwg y byddent yn disgwyl gwneud mwy o deithiau i Gymru yn y deuddeg mis nesaf. Er y gallai ymatebion arolwg o'r natur hon fod yn destun rhagfarn, gallai'r canlyniadau awgrymu y byddai diddymu tollau yn annog mwy o ymweliadau â Chymru. Yn nodedig, mae cyfran yr ymatebwyr sy'n mynegi'r farn hon yn gostwng wrth fynd ymhellach o'r croesfannau, ac mae hynny efallai'n cefnogi'r haerriad uchod fod tollau'n fwy tebygol o ddylanwadu ar deithiau pellter byrrach.

Dylid ystyried, fodd bynnag, y gellid disgwyl i'r tollau atal teithiau i'r ddau gyfeiriad. Felly, gallai'r effaith net ar economi ymwelwyr Cymru fod yn gadarnhaol neu'n negyddol. O gofio pwysigrwydd yr economi ymwelwyr yng Nghymru a phwysigrwydd cynyddol Caerdydd fel cyrchfan manwerthu (o gymharu â Bryste, er enghraifft), ystyrir ei bod yn debygol fod effaith net y tollau, ar ôl pwysu a mesur, yn un negyddol.

Ystyriaeth arall, a godir gan gynrychiolwyr y diwydiant twristiaeth, yw pa un a yw tollau'n effeithio'n negyddol ar y ffordd y mae pobl yn *gweld* Cymru fel cyrchfan ymwelwyr, a pha un a yw hyn yn cael effaith sy'n anghymesur i gost ariannol y doll. Er enghraifft, tynnwyd sylw at gost ac anhwylystod y doll fel materion posibl yn ystod Cwpan Ryder 2010 pan oedd cyrff twristiaeth yn ceisio annog ymweliadau yn ôl i Gymru. Fodd bynnag, mae effeithiau ar ganfyddiadau yn anodd eu mesur neu eu gwahanu oddi wrth ffactorau eraill, ac nid oes unrhyw dystiolaeth gadarn o'r cyswllt rhwng y tollau, canfyddiadau a'r tueddfryd i ddod ar wyliau i Gymru.

Effeithiau ar y Farchnad Lafur

Ar sail cost bresennol y doll, sef £5.70 y cerbyd, byddai dadansoddiad syml yn awgrymu y byddai costau tollau i gymudwr yn croesi afon Hafren bob diwrnod gwaith yn rhyw £1,400 dros flwyddyn¹⁰. I daith cymudwr rhwng Casnewydd a Bryste, mae'r doll yn cyfrif am ryw chwarter o gyfanswm costau siwrnai. Fel y cyfryw, mae'r tollau yn rhwystr sylweddol posibl i gymudo rhwng De Cymru a De-ddwyrain Lloegr.

¹⁰ Yn seiliedig ar un croesiad ar gyfer pob diwrnod gwaith – mae 240 o groesiadau am £5.70 yn rhoi £1,368.

Dangosodd tystiolaeth o gyfrifiad 2001 fod oddeutu 6,600 o weithwyr yn cymudo o ardal 'Ochr Cymru o'r Hafren'¹¹, i 'Ochr Lloegr o'r Hafren'¹², gydag 8,500 yn rhagor yn teithio i'r gwaith mewn rhannau eraill o Loegr. Mae anghydbwysedd o ran cyfeiriad mewn cymudo ar draws afon Hafren, gyda rhyw 2,000 o gymudwyr yn teithio i'r cyfeiriad arall o Ochr Lloegr o'r Hafren i Ochr Cymru o'r Hafren. Dylid nodi fod cyfran o'r cymudwyr hyn yn debygol o deithio drwy ddulliau eraill neu'n debygol o gymryd llwybrau gwahanol i'r croesfannau. Mae data modelu traffig yn awgrymu bod oddeutu 12,000 o deithiau yn ôl ac ymlaen ar draws y pontydd yn cael eu gwneud gan yrwyr sy'n adrodd eu bod yn teithio i'r gwaith, er nad yw'r berthynas rhwng y nifer hon a niferoedd y cymudwyr neu swyddi wedi'u llenwi yn berthynas uniongyrchol o angenrheidrwydd.

Roedd dadansoddiad traffig yn awgrymu y byddai diddymu tollau'n arwain at gynnydd o 11% mewn cymudo ar draws Croesfannau Hafren (ac eithrio ailgyfeirio traffig). Fe gymer amser i newidiadau mewn patrymau cymudo ymsefydlu, a dylid ystyried hyn yn addasiad tymor hir. Gallai'r raddfa hon newid fod gymaint â 1,000 o gymudwyr. Fodd bynnag, mae'r canlyniad hwn yn seiliedig ar arsylwi cyffredinol o ymddygiad defnyddwyr trafndiaeth ac mae'n fesur eithaf amrwd. Mae marchnadoedd llafur lleol yn gymhleth ac mae unigolion yn nodweddiadol yn gwneud eu penderfyniadau cymudo ar sail amrywiaeth o ffactorau. Mae symudedd, recriwtio a daearyddiaethau chwilio am swyddi yn amrywio yn ôl sector ac yn ôl galwedigaeth. Yn nodweddiadol, mae unigolion yn gwneud eu penderfyniadau cymudo ar sail cydbwysedd gwahaniaethau cyflogau a swyddi rhwng lleoliadau cartref a gwaith, gwahaniaethau mewn costau byw / ansawdd bywyd a chostau symudedd.

Gellir llunio rhai casgliadau ar sail proffil presennol cymudwyr. Yn gyntaf, gallai'r anghydbwysedd presennol o ran cyfeiriad a'r gwahaniaeth mewn cyfraddau cyflogau rhwng 'Ochr Lloegr o'r Hafren' ac 'Ochr Cymru o'r Hafren' awgrymu y byddai'r rhan fwyaf o unrhyw gynnydd mewn cymudo yn ymwneud â thrigolion Cymru yn teithio i swyddi yn Lloegr. Gallai'r effaith hon gael ei hatgyfnerthu gan batrymau mudo gyda phrisiau tai mwy fforddiadwy yng Nghymru ac amwynder gwledig ardal fel Sir Fynwy sydd â'r nifer uchaf o gymudwyr i Loegr o holl Awdurdodau Lleol De Cymru ar hyn o bryd.

Yn ail, o ystyried proffil galwedigaethol cymudwyr a'r ffaith fod gweithwyr ar gyflogau uwch yn fwy symudol na gweithwyr ar gyflogau is, mae'n debygol y bydd cymudwyr ychwanegol uwchlaw'r cyfartaledd hefyd o ran lefelau cyflog a sgiliau. Y casgliad o hyn yw bod y cymudo ychwanegol yn debygol o ddigwydd yn sgil newid o ran ardaloedd chwilio am swyddi neu newid o ran dosbarthiad cyflogaeth yn hytrach nag unrhyw gynnydd mewn cyfraddau cyfranogi.

Effeithiau ar Gynhyrchiant

Defnyddiwyd technegau modelu economaidd archwiliadol i geisio mesur effaith gyffredinol tollau Hafren ar berfformiad economi De Cymru. Mae'r dadansoddiad wedi'i fwriadu i gyd-fynd â'r arolwg a dulliau eraill trwy gyfeirio at ddata ystadegol am berfformiad cymharol cwmnïau yng Nghymru a Lloegr. Mae'r dadansoddiad yn adeiladu ar astudiaethau blaenorol i'r berthynas rhwng hygyrchedd (sef, yn fras, agosrwydd at fâs economaidd) a pherfformiad economaidd. Y dull a fabwysiadwyd yw amcangyfrif y graddau y gellir esbonio gwahaniaethau mewn perfformiad

¹¹ Diffiniwyd ardal 'Ochr yr Hafren' er mwyn adlewyrchu pellteroedd cymudo arferol yn fras. Mae Ochr Cymru o'r Hafren yn cynnwys Caerdydd, Casnewydd, Sir Fynwy, Caerffili, a Thorfaen.

¹² Mae Ochr Lloegr o'r Hafren yn cynnwys Caerfaddon a Gogledd-ddwyrain Gwlad yr Haf, Dinas Bryste, Gogledd Gwlad yr Haf, De Swydd Gaerloyw, a Stroud.

economaidd (yn yr achos hwn, wedi'i fesur fel cynhyrchiant) yn ôl ffactorau gofodol sydd yn eu tro dan ddylanwad costau trafniadaeth (gan gynnwys taliadau tollau). O ystyried bod cryn ansicrwydd yn y canlyniadau a ddarparwyd, bwriadwyd i'r amcangyfrifon manwl a ddarparwyd fod yn enghreifftiol a dylid eu dehongli'n ofalus.

Mae newidyn perifferoldeb wedi'i lunio ar sail cost teithio rhwng yr holl ardaloedd yn y model. Mae'r ymchwil yn canfod fod perthynas bwysig yn ystadegol rhwng y mesur perifferoldeb hwn a chynhyrchiant cwmni. Mae'r model yn dangos y byddai gostyngiad o 1% mewn perifferoldeb yn arwain at gynnydd o 0.033% mewn cynhyrchiant.

Mae'r newidyn perifferoldeb wedi'i addasu ar ôl hynny i adlewyrchu amodau pe bai'r doll yn cael ei diddymu ar ôl 2018. Daw effaith newidiadau yn y doll yn fwy amlwg po agosaf yw'r ardal at y croesfannau. Mae'r canlyniadau'n awgrymu, ar sail y berthynas perifferoldeb-cynhyrchiant, mai casgliad gofalus yr ymarferiad modelu economaidd yw y byddai diddymu'r tollau yn hybu cynhyrchiant oddeutu 0.48% a fyddai'n golygu cynnydd o oddeutu £107m yng Ngwerth Ychwanegol Crynswth (GYC) blynyddol De Cymru. Cymharir hyn ag effeithiau 'uniongyrchol' (costau trafniadaeth is – h.y. taliadau tollau) o ryw £80m gan roi 'lluosydd' posibl o oddeutu 1.3. Mae'r canlyniadau'n dangos fod yr effeithiau anuniongyrchol a drafodir mewn man arall yn yr adroddiad hwn yn golygu fod effaith gyffredinol y doll yn fwy na chost uniongyrchol y doll. Fodd bynnag, dylid bod yn ofalus wrth lunio casgliadau manwl gywir ynglŷn â maint effeithiau GYC drwy dechnegau modelu economaidd.

Casgliad

Yr astudiaeth hon yw'r ymgais gynhwysfawr gyntaf i ystyried effeithiau dyfodol amgen i'r tollau ar Groesfannau Hafren. Mae'r astudiaeth wedi tynnu sylw at y llu o effeithiau a materion cymhleth sy'n gysylltiedig â thollau'r Hafren. Mae'r tollau'n rhoi cost ar ddefnyddwyr Croesfannau Hafren, ac felly mae llawer o'r dadansoddiad wedi canolbwyntio ar y graddau y mae'r tollau'n effeithio'n negyddol ar yr economi. Mae'n amlwg nad yw'r cyfryw effeithiau wedi'u dosbarthu'n gyfartal ar draws unigolion, sectorau na daearyddiaeth. Nid yw'r astudiaeth wedi ceisio ystyried cyfaddawdau posibl na chyfleoedd sy'n gysylltiedig ag ailfuddsoddi refeniw'r doll ar ôl i'r cytundeb consesiwn ddod i ben. Yn ogystal, er bod yr ymchwil wedi cynnal prawf ar rai senarios cymharol syml ar gyfer dyfodol y tollau, mae hefyd wedi amlygu cyfleodd diddorol yn ymwneud â dulliau amgen o godi toll – fel lefel y doll ar gyfer mathau gwahanol o gerbydau, disgowntiau am ddefnydd rheolaidd, tollau amrywiol a thechnoleg newydd – a fyddai'n lliniaru yn erbyn rhai o'r effeithiau negyddol y tynnwyd sylw atynt yn yr adroddiad hwn.

P-03-187 Abolish the Severn Bridge Toll - Link to Final Report: The Impact of the Severn Tolls on the Welsh Economy

http://wales.gov.uk/about/aboutresearch/econoresearch/completed/severn_tolls/?lang=en

Eitem 3.6

P-03-240 Diogelwch ar ffordd yr A40 yn Llanddewi Felffre

Geiriad y ddeiseb

Oherwydd y lefel gynyddol o draffig, yn enwedig cerbydau nwyddau trwm, ar yr A40 ac oherwydd y ddarpariaeth annigonol o balmentydd a chroesfannau cerddwyr diogel, a gydnabyddir gan yr Asiantaeth Cefnffyrdd drwy ymchwil a gyflawnwyd ar ran Llywodraeth Cynulliad Cymru, rydym ni, sydd wedi llofnodi isod, yn galw ar Lywodraeth Cynulliad Cymru i wella diogelwch ar y ffordd ym mhentre Llanddewi Felffre, Arberth, Sir Benfro, drwy roi'r mesurau a ganlyn ar waith, a hynny ar fyrder:

1. Gwella'r palmant annigonol ar hyd ochr ddeheuol yr A40 rhwng Llandaff Row a phen dwyreiniol y pentref i sicrhau ei fod yn boddhau safonau diogelwch presennol, a'i fod yn ddigon llydan i gael ei ddefnyddio'n ddiogel gan gerddwyr, cadeiriau gwthio a chadeiriau olwyn gan roi ystyriaeth i'r ffaith bod cerbydau nwyddau trwm yn gyrru heibio'n agos ac yn aml ac yn gyrru'n gyflymach na'r terfyn cyflymder presennol o 40 mya.
2. Gosod camerâu cyflymdra yn nwyrain ac yng ngorllewin y pentref.
3. Defnyddio system drydanol sydd eisoes yn bodoli ar gyfer arwyddion i groesi'r ffordd er mwyn darparu goleuadau rhybudd sy'n fflachio ar adegau pan fydd plant yn croesi'r A40 i ddal eu bws ysgol.
4. Gosod mesurau i ostegu traffig bob ochr i'r pentref ac ar gyffyrdd i bwysleisio'r angen i arafu.
5. Gostwng y terfyn cyflymder i 30mya.

Cynigwyd gan: Cyngor Cymuned Llanddewi Felffre

Ystyriwyd gan y Pwyllgor am y tro cyntaf: Medi 2009

Nifer y llofnodion: 154

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-03-240
Ein cyf/Our ref CS/07560/12
William Powell AM
Chair Petition's committee
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

December 2012

Thank you for your letter of 13 November regarding funding bids for speed limit enhancement works on the A40 in Llanddewi Velfrey.

I can confirm that my officials and the South Wales Trunk Road Agent recently met to discuss the outline bid for 2013/14.

The bid includes the design and construction of speed limit enhancements in the form of repeater signs, roundels and gateway enhancements. The success of funding will need to be considered in the next few months against other network priorities and available funding on an all Wales basis.

Footway improvements are not being promoted currently as they may be disruptive and made un-necessary if the A40 Llanddewi-Penblewin Improvement Scheme proceeded later.

The process to appoint an Employer's Agent for the A40 Llanddewi-Penblewin Improvement Scheme has commenced and an appointment is expected early in 2013. The next stage will be to procure the appointment of a design and build contractor.

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence: Carl.Sargeant@wales.gsi.gov.uk
Printed on 100% recycled paper

Cartrefle
Llanddewi Velfrey
Narberth
Pembrokeshire
SA67 8UR

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

19.1.13

Dear Mr Powell

Re: Petition submitted by Llanddewi Velfrey Community Council P-03-240 to be discussed at your next meeting

Prior to your last meeting I wrote again regarding the serious safety issues for pedestrians in Llanddewi Velfrey and the excessive delays in achieving a response to our petition submitted 3 years ago. While we appreciate that plans are being made for a bypass for Llanddewi Velfrey as part of the Welsh Government's Transport Plan, the following issues nevertheless need to be addressed as a matter of urgency to safeguard residents in this community adjacent to the A40. They are:

- unacceptably narrow pavements adjacent to a busy trunk road
- inadequate crossing facilities
- vehicles travelling at unsafe and excessive speeds through a residential area

During your last meeting, Joyce Watson AM offered to make a site visit to provide your committee with more information. She referred to our situation as 'an interesting case' by which we hope she means it is worthy of attention. As Clerk I was asked to write to Ms Watson to invite her to attend a site meeting which I did through an email in mid November. I regret to say that I have had no reply. We would welcome Ms Watson to meet representatives of the Community Council for a brief discussion and to see, at close quarters, the main issues of concern.

With reference to the letter from the Minister, Mr Carl Sargeant, he said that he is looking at specific traffic calming measures and that his department will 'monitor this section of the A40.... in order to review and proactively manage safety issues'? We would ask you to consider two points:

- The problems outlined above have already been investigated many times and were acknowledged by the former Deputy Minister, Ieuan Wyn Jones, who himself made a site visit, and said that something definitely needed to be done.
- Creation of a 50mph buffer zone to the west of the village, suggested by Mr Sargeant, has already been discounted by the Trunk Road Agency as it can only be created by shortening the existing 40mph zone owing to the surrounding topography.

We appreciate that in the current economic climate there are many demands on budgets, but this is a genuinely serious issue and we have been waiting for action for the past 3 years. Angela Burns AM and Rebecca Evans AM have offered their support, but we would very much appreciate a meeting with Ms Watson as both a member of the Petitions Committee and as someone with local knowledge.

Yours sincerely

Lynda Hill
Clerk to the Community Council

Tudalen 35

Eitem 3.7

P-04-345 Cysylltiadau bws a rheilffordd rhwng Aberystwyth a Chaerfyrddin

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i adfer a/neu wella'r cysylltiadau trên a bws rhwng Caerfyrddin yn sir Gaerfyrddin ac Aberystwyth yn sir Ceredigion.

Prif ddeisebydd: Craig Owen Lewis

Ystyriwyd y ddeiseb am y tro cyntaf: Tachwedd 2011

Nifer y deisebwyr: 556

Eitem 3.8

P-04-429 : Ailagor y rheilffordd rhwng Caerfyrddin ac Aberystwyth

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ailagor y rheilffordd rhwng Caerfyrddin ac Aberystwyth. Rydym o'r farn bod hyn yn hanfodol ar gyfer cymunedau lleol ac economi Cymru oherwydd bydd yn galluogi pobl a gwasanaethau i gael eu cludo i ardaloedd sydd wedi'u hynysu fel arall.

Bydd hyn yn cefnogi'r economïau lleol ac yn creu cyswllt teithio llyfnach rhwng y Gogledd a'r De. Ar hyn o bryd, mae'n rhaid teithio drwy Loegr er mwyn cael cysylltiadau trên rhwng y Gogledd a'r De.

Prif ddeisebydd: Mark Worrall

Ysytirwyd am y tro cyntaf gan y Pwyllgor: 6 Tachwedd 2012

Nifer y llofnodion: 1191

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-04-429
Ein cyf/Our ref CS/07670/12

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

committeebusiness@Wales.gsi.gov.uk

19 December 2012

Thank you for your letter of 13 November, on behalf of the Petitions Committee. I note that the Committee has received a 1191 signature petition calling on the Welsh Government to re-open the railway line from Carmarthen to Aberystwyth.

Your letter asks if there has been a change in my position since I wrote to you about a similar petition in December 2011. I can confirm that my position remains the same for the reasons outlined below.

As you are aware, I published my prioritised National Transport Plan (NTP) last December detailing the Welsh Government's core funding priorities for transport until 2015. The prioritisation process did not consider including additional projects to the existing Plan. As the reopening of the line between Carmarthen and Aberystwyth was not included in the original NTP it was therefore not prioritised for delivery in the period to 2015.

The Welsh Government has a strong record of reopening railway lines having successfully reinstated the Vale of Glamorgan line in 2005 and the Ebbw Vale line in 2008.

In considering potential lines for reopening, a key factor is the amount and condition of the original trackbed that remains, as this is a major determinant of the overall project cost. The Welsh Government has undertaken a preliminary site visit of the former Carmarthen to Aberystwyth railway. This found that a significant portion of the trackbed has been built on, while other sections are no longer visible. This indicates that ensuring the trackbed is suitable for modern rail operations would be prohibitively expensive in these times of financial constraint.

I note that this conclusion is in line with that of both of the regional transport consortia with an interest in the proposed route, SWWITCH and TraCC, in their respective submissions to the similar petition last year.

It is also important to note that since 2004 the Welsh Government has been instrumental in delivering a package of measures to improve transport links on the Aberystwyth, Lampeter to Carmarthen corridor. This has included the introduction of an hourly bus service on weekdays and, better connections between bus and trains at Aberystwyth and Carmarthen and through ticketing on the route.

In March 2010, Welsh Ministers announced proposals to further improve bus services on this key route, including the introduction of faster journey times between key centres.

Arriva Buses Wales have subsequently introduced a new commercial bus service on this route, without any public subsidy from either the Welsh Government or the local authorities. The Welsh Government will continue to work closely with Arriva Buses Wales and the local authorities to further improve this new commercial bus service, as part of a Quality Bus Partnership Scheme.

I trust that this answers your query.

A handwritten signature in blue ink, appearing to read 'Carl Sargeant', followed by a vertical line.

Carl Sargeant AC / AM

Y Gweinidog Llywodraeth Leol a Chymunedau
Minister for Local Government and Communities

**P-04- 429: Re-opening of the Carmarthen to Aberystwyth Train Line -
Additional information from petitioner**

Annwyl Sian,

Sorry for the delay in replying. I hope that although I have missed the deadline, you will be able to consider my comments in the forthcoming committee meeting on 29th January.

I have considered the response from Carl Sargeant and, although I agree that re-opening th Carmarthen to Aberystwyth trainline would be a costly venture, it is one that would benefit both the local and national economy of Wales in the long term. I believe that it would link communities that have had to contend with sub-standard public transport services for too long. Furthermore, it would attract more tourists and more businesses to the area – afterall, tourists will only travel as far as you will let them – which is why they are more likely to visit Tenby than Newcastle Emlyn, for example.

As for business people – they are not going to alight a train at Carmarthen to wait for an hourly bus service that may or may not arrive – depending on traffic delays, mechanical breakdowns etc...and with no 'real-time' information how are they to know if one is due or not? In this way, I believe that the Minister is not truly considering the needs of the local communities – better transport links will attract more business, better services, leading to greater employment and prosperity to an area that desperately needs it.

I wonder if the Minister has entered into any initial consultations with businesses to see if they would be interested in co-funding the project? I'm sure that enough capital can be raised, even in economically difficult times, especially when the initial cost is weighed against the overall long term gains to Wales as a whole. I believe that if the project does not go ahead then Wales really has lost an opportunity to develop in ways that are absolutely vital for the future generations of this country.

Kind regards,

Mark Worrall

Eitem 3.9

P-04-363 Cynllun i Wella Canol Tref Abergwaun

Geiriad y ddeiseb:

Rydym ni sydd wedi llofnodi isod yn gofyn i'r Cynulliad Cenedlaethol gefnogi'r alwad ar Lywodraeth Cymru i weithio gyda Chyngor Sir Penfro i sicrhau y buddsoddir mewn cynllun i wella canol tref Abergwaun, gan gynnwys mesurau sy'n ymwneud â cherddwyr a rheoli traffig. Mae'n rhaid i gynllun gwella o'r fath wella hyfywedd a chynaliadwyedd y dref a'i gwneud yn gwbl hygyrch i'r holl drigolion ac ymwelwyr, gan gynnwys y rheini sydd ag anghenion o ran symudedd ac anabledau eraill.

Prif ddeisebydd: Cynghorydd Bob Kilmister

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 7 Chwefror 2012

Nifer y deisebwyr: Casglwyd 1,042



Fishguard & Goodwick Town Council
Cyngor Tref Abergwaun ac Wdig
Town Hall, Fishguard, Pembrokeshire SA65 9HE
Neuadd Y Dre, Abergwaun, Sir Benfro SA65 9HE
Clerk/Clerc: Vanessa Walker Tel: 01348 874406
email: clerk@fgtc.demon.co.uk

25th June, 2012.

fao Abigail Phillips
Petitions Committee
Welsh Government
Cathays Park
CARDIFF

Dear Ms. Phillips,

Regeneration of Fishguard Town Centre

You will be aware that a meeting was held in Fishguard on the 18th May to discuss opportunities for regeneration of the town centre.

A copy of the report from the meeting is included with this letter, together with a copy of the presentation given by Mr. George Grace from TownCentred, a company which specialises in innovative solutions to regeneration of urban centres.

Subsequent to this meeting a Town App has been produced by the local Chamber of Trade and the Town Council is in the process of creating a Town Team along the lines recommended by George Grace. Once formed, this team will have the following remit:

- Quarterly meetings of all stakeholders
- Separate stakeholder 'forums'
 - Major landlords/developers, eg StenaLine, Conygar
 - Chamber of Trade – local businesses
 - Residents – selection of Town and County Cllrs and Mayor
 - Public and Voluntary Sectors
 - Professional Town Centre Facilitator – p/t appointment
- Agree priorities
- Start meanwhile users

Although positive actions are now being taken by the Chamber of Trade and the Town Council, a major impediment for the regeneration of Fishguard town centre to become a pedestrian-friendly environment is the fact that three Trunk Roads meet in the centre with two way traffic on each one despite the fact that there is inadequate pavement provision.

It is felt that any major regeneration will be dependent on a resolution of the congestion and safety issues in Fishguard regarding the traffic flow through the town centre. Visitors and residents have lodged many concerns about the danger of walking down the High Street where the pavement at times is less than a foot wide.

There have also been several incidents where people have been knocked by lorry, caravan and motor home mirrors and some collisions between large vehicles because of the narrowness of the road.

Furthermore, large commercial vehicles continue to ignore Trunk Road directives to avoid Lower Town and Fishguard town centre.

A new road system for Fishguard has been promised for many years now but in the meantime the congestion and accessibility issues affect our visitors and residents alike. May I urge you, on behalf of the Town Council, to make funding available so that a safe and improved road infrastructure within our town can contribute and enable our town centre regeneration plans.

Yours sincerely,

Margaret Stringer

Cllr. Margaret Stringer
Mayor of Fishguard & Goodwick



Fishguard & Goodwick Town Council
Cyngor Tref Abergwaun ac Wdig
Town Hall, Fishguard, Pembrokeshire SA65 9HE
Neuadd Y Dre, Abergwaun, Sir Benfro SA65 9HE
Clerk/Clerc: Vanessa Walker Tel: 01348 874406
email: clerk@fgtc.demon.co.uk

REPORT AND ACTIONS ARISING OUT OF THE MEETING HELD
ON THE 18TH MAY, 2012, AT THE FISHGUARD BAY HOTEL,

THE REGENERATION OF FISHGUARD TOWN CENTRE.

ATTENDEES

George Grace - TownCentred
Dai Davies - creative enterprise
C Cllr. Pat Davies
C Cllr. Bob Kilmister,
PCC Business Manager
Paul Davies AM
Stephen Crabb MP
Dr. Kay Swinburne MEP for Wales
William Powell AM (sent representatives)
Fishguard & Goodwick Town Council:
Cllrs: Maggie Stringer (Mayor), Paul Mason, Mike Mayberry, Chris John, Sally Wilson,
Richard Grosvenor, Brian Morse, Bob Wheatley
Vanessa Walker (Town Clerk)
Ian Davies - StenaLine
Mike Conellan - Conygar
ex Mayor Richard Davies
Fishguard & Goodwick Chamber of Trade – Michael Charlton

Mr. Grace introduced himself, his background and his interest in Fishguard. He was very positive about the number of opportunities for regeneration most of which would require a pedestrian friendly environment. A copy of the presentation is available electronically with this report.

The package of regeneration initiatives shared by Mr Grace included examples of successful strategies that have resulted in the transformation of small and large town centres not only in Britain but in a variety of countries.

Previously run down and depressed areas have been revitalised into thriving, vibrant cultural and commercial centres of excellence.

Mr Grace emphasised that the key to such changes lay in the construction of a committed working partnership for the development of Fishguard and Goodwick between political decision-makers, business entrepreneurs, and members of the community with cultural and commercial expertise.

The presentation provoked much discussion from the floor. A list of comments is given at the end of this report. The discussion eventually centred on the need for positive action which could best be achieved by the creation of a Town Team comprised of major stakeholders in the town. This model had worked well in other places.

The following collaborative actions were then put forward for the Town Council and the Chamber of Trade to work on.

- *Assemble a Town Team*
- *Draft a town plan with professional help*
- *Start meanwhile uses (short-term, low rent usage of empty premises in agreement with local landlords)*
- *Agree priorities*

During the Q&A session the following points were made:

- *Higher education very important – no HE centre in Pembrokeshire*
- *E learning an opportunity for the area – broadband issues though?*
- *New arts investment has been constricted by Theatr Muldur and the Torch Theatr – subsidised arts enhance the quality of life – indirect economic benefit*
- *Commercial creative industries are real businesses – direct economic benefit*
- *Need to stop the young people leaving the area.*
- *Need to provide starter premises for businesses to come into the area because the job market has decreased substantially. Port development will provide some opportunities.*
- *Golden Mile and old school site could become a new town centre rather than creating a market square outside the Town Hall.*
- *Professional urban designers should be employed by the PCC to decide where the new town centre should be.*
- *High speed internet is a must for young businesses.*
- *Liked suggestion of a Creative Coast – Business Improvement Directive*
- *Could tap into EU money if vision was appropriate- very underfunded compared with the Valleys*
- *Fishguard is the gateway to Ireland – must use that much more effectively.*
- *A new road layout is imperative for a successful regeneration*
- *The key is partnerships.*
- *Need to re-engage the Town and County Councils for any chance of success*



Regenerate, Revitalise, Refresh, Renew, Revive

Tudalen 46

Fishguard Town Centre

Not answers...

A few thoughts on ideas and partnerships

George Grace, TownCentred, 18th May 2012

Agenda

- Introductions
- Context
- Ideas
- Film (and break)
- Q&A
- Partnerships
- Q&A

Tudalen 47

About Us

- Former partner at property consultants Jones Lang LaSalle
 - Previous experience in retailing and management consulting
 - Specialising in high street and town centre regeneration
- Tudalen 48
...and a native of Fishguard



Currently Advising



Tudalen 49



- Boscombe
Bournemouth Town
Team
- Welsh Assembly
Government (Swansea
High Street)
- Commission for
Regeneration
Excellence Wales



Fishguard Context

FISHGUARD AND NORTH PEMBROKESHIRE REGENERATION PLAN

A Plan by the Welsh Assembly Government,
Pembrokeshire County Council
and "Team Wales" agencies

March 2003

**Fishguard
& Goodwick
Community
Action Plan**

PLANED

PAVS

LEADER

**Llywodraeth Cymru
Welsh Government**

Strengths

- World class **coastline** and good quality tourism accommodation in some sectors eg country cottages.
- The **port** – though infrastructure under-developed.

Weaknesses

- Relatively high unemployment, **low economic activity** and low pay.
- Narrow range of marketable **skills** in the labour force.
- **Weak enterprise** culture, few thriving SMEs.
- **Ferry** related tourism **traffic not captured**.
- **Lack of modern, quality business premises**.
- **Broadband** connectivity and relatively high charges.
- **Town Centre** operating below its full potential..

Opportunities

- The **port**
- **Marina**
- The **town – potential** for it to reclaim lost business and provide enhanced retail and leisure role for the benefit of residents and visitors
- **EU** funding – need to capitalise on status.
- **Tourism**
- Potential for life-style businesses in the **knowledge economy**

Tudalen 53

Threats

- **Ongoing weaknesses**
- Growing importance of **superfast broadband**

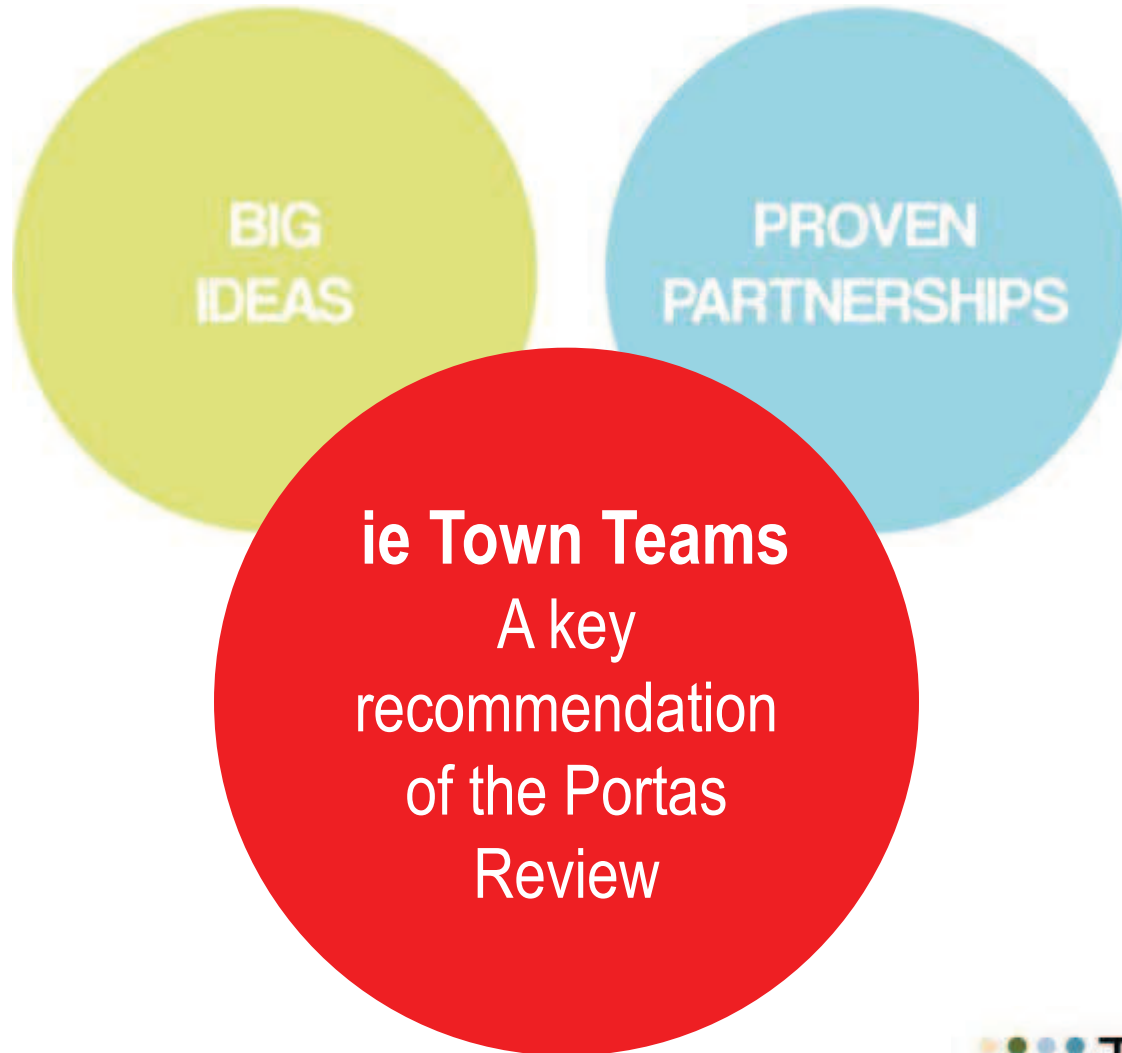
The County Council

- Key projects e.g **leisure centre, new school, town hall** refurbishment, **Marine walk**, car parking and Civil Parking Enforcement, support (no rent/rates) for Theatre Gwaun/Events 4U, new railway station, **Marina**, lobbying with Stena re port investment.
- A **supermarket** (c 20,000sq ft) to reduce leakage and new link road (Welsh Government issues over trunk road – they should fund it)
- **Grants for festival** activity (more than we do anywhere else in the county)
- Twin towns constant fragment and re-invent – 4-5 new groups and new ‘visions’ launched in the last 5 years...
- Can't expect the County Council to do everything

Tudalen 55



Realising the Opportunities



Tudalen 56

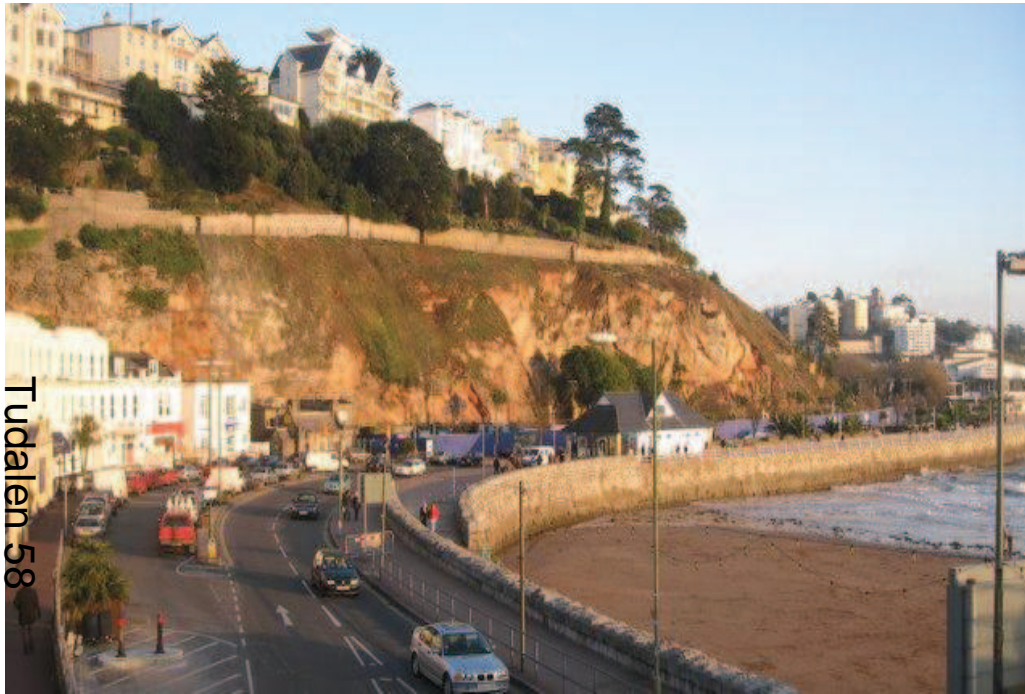
Ideas

- Importance of good urban design – ‘place-making’
- Embrace the marina development / align with the developers
- Towncentre-heart – for people (rather than cars)
- Creative Industries ‘Anchor’ (Town Hall, St Mary’s Hall?)
- Supermarket design must be exceptional
- Density
- Choose one retail ‘niche’
- Meanwhile Use Renaissance

Tudalen 57



Outstanding urban design – wide pedestrian promenades in San Sebastian v. Torquay dual carriageway



Marina Development

- Work with the developers positively... 1+1=3
- Beyond apartments... tourism
 - Lobster Hatchery and 'Lobster Stop' shop eg Padstow, Orkney
 - Maritime Trust - historically "significant" lifeboat 'Charterhouse' - catalyst to build upon a Maritime exhibition
 - Dolphin etc pods...Cardigan Bay, Seawatchfoundation.org.uk
 - Sea Zoo...Anglesey attracts c500,000 people visited
 - Outstanding watersports centre
 - Art/sculpture eg around the last invasion
- Make town renaissance in developer financial interest

Tudalen 59

The Square, make it the town's *heart*

Design for people, not cars





North

South
West

Tudalen 61

A Market Square
for 'people'

Market





It can't be done!

Tudalen 63

It costs too much!

Tudalen 64



Creative Industries (Richard Florida)

- Agricultural economy... industrial... knowledge/creative
- Before we got the job and went and lived 'there'
- Today's the top talent chooses the place and then gets the job
- The most talented people will live in the best places
- Fishguard could and should attract the best creative entrepreneurs by offering
 - outstanding quality of life
 - basic creative industries infrastructure/hub

Tudalen 65



Town Hall or St Mary's Hall – Creative Industries? Exemplar – Tobacco Factory, Bristol

- Creative industries niche
- Funky offices
- Superbroadband



• 2 'funky' restaurant-bars
• Theatre

- **Transformed the local high street**
- Requires broadband...

Tudalen 66



Town Hall and Market

- Used a few hours 2-3 times per week
- Is this good enough use of a fine building?
- Convert to a 'Creative Hub'?
- Move market onto new square?
- **Fishguard has this very lucrative option. Most places don't.**

Tudalen 67



Broadband

- Pembrokeshire was ranked 195th out of 200 areas in the UK for broadband speeds in an Ofcom report.
- The average broadband speed in Pembrokeshire is just 4.8Mb per second, which is 2.7Mb per second slower than the national average of 7.5Mb per second, and 19.2Mb below 'super fast' levels.

Tudalen 68

St Mary's Hall – 'Casual' restaurant/bar concept Exemplar – *AtTheChapel*, Bruton (3,000 pop.)

- Bakery
- Winestore
- Bar
- Café
- Restaurant
- Open 9–11
- 'Transformed' the town

...affordability and flexibility...no minimum spend, people are encouraged to visit for everything from breakfast or and coffee, to drinks with friends or a full three-course meal with wine...

Supermarket design must be exemplar

Totnes Vancouver Roof(!)



Tudalen 70





Tudalen 71

More people
living in and
around the
centre

=

More demand
for local shops



‘Densification’ – more people in and around the centre

- The Georgian’s knew better?
- Tenby 18C v Fishguard 21st C

Tudalen 72
Create opportunities for developers to contribute more

- s106, ‘New Homes Bonus’
- More people = more demand for local shops
- Best towns – 4 stories +





Tudalen 73

- And the Italians (Amalfi)

Densification? Or, pocket park



Land-swap with ¼ lota park... pepper Fishguard with 'pocket parks'



How radical do you need to be?

- West Wales is now behind parts of Romania
- Soup kitchens are common in Greece
- The Chinese are not going away... it's going to get tougher
- It's going to require radical solutions
- Fishguard on Pembs coast and outside the National park ... a unique opportunity?

Tudalen 76

Be the best small town in the UK to live AND work.



Cars v pedestrians – 1-way system? – shared space? – keep the hustle and bustle



- attractive streetscapes attract business
- low-speed street design to reconcile cars with a distinctive neighbourhood
- pioneering examples of shared space and integrated streetscapes from the UK
- see www.hamilton-baillie.co.uk

Best small town high streets in Southwest

Pedestrian priority, traffic calming (but not by speed bumps) and carparking



Salcombe, Padstow, Totnes

Choose and excel in one retail 'niche'

- Hay – books
- Kinsale – restaurants
- Barga – artists
- **Booktowns**
- Can $1+1 = > 2$?
- Careful selection of tenant mix
- Close working between property owners and the wider business community.

Empty Shops – ‘Meanwhile’ Uses Exemplars in UK: Brixton Village, Bristol... numerous



Empty Shops – ‘Meanwhile’ Uses Exemplar: Newcastle, Australia

Before



After



Exemplar – ‘Renew’ Newcastle (and now Australia)

- Newcastle Australia, 150 empty buildings on the city’s former main street lay empty - no incentive for private to do anything
- Frustration with traditional approaches to regeneration – ie rebuilding has become unviable in the economic crisis.
- Fresh perspective was required - an issue of ***‘software rather than hardware’***
- Renew acting as an intermediary has turned the town around through community and arts groups taking ‘meanwhile use’

Tudalen 82

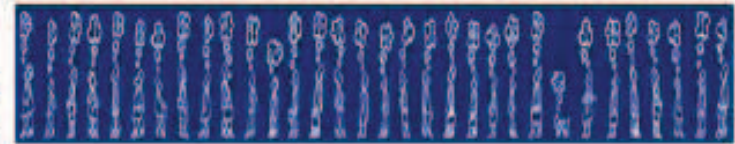
Renew Newcastle Film





CENTRE FOR
REGENERATION
EXCELLENCE WALES

CANOLFAN
RHAGORIAETH
ADFYWIO



Meanwhile Uses: Revitalising the High Street

Cardiff University, School of City and Regional Planning

Glamorgan Building, King Edward VII Avenue,

Cardiff. CF10 3WA

Tuesday, 22nd May 2012

4pm-7pm

Tudalen 84

Speaker: Marcus Westbury, an internationally recognised expert on the development of temporary uses to stimulate the arts and creative Industries for regeneration.

The Centre for Regeneration Excellence Wales (CREW), the Cardiff University School of City and Regional Planning (C Plan) and Coastal Housing Group Ltd are delighted to host Marcus Westbury, the founder of Renew Australia and Renew Newcastle (in NSW Australia) on the subject of 'temporary' and 'meanwhile' uses.

Renew Australia is a national social enterprise designed to catalyse community renewal, economic development, the arts and creative industries across Australia. It works with

Agenda

- Introductions
- Context
- Ideas
- Film
- Q&A
- Partnerships
- Q&A

Tudalen 85

Town Teams

- “*visionary, strategic, strong operational management structure for high streets*”
- *highly competent, inspired, high street governance*
- *mix – landlords, large and small shopkeepers, council, MP, residents”*

Tudalen 86



A screenshot of the Scarborough's Future website. The header features the "Scarborough's Future" logo and navigation links for "A VISION FOR SCARBOROUGH" and "LINKS". Below the header is a large illustration of a woman in a purple top using a laptop. A "SITE SEARCH" box is overlaid on the left, containing a search prompt, a search box, and a "Go!" button. Below the search box is a "LINKS" section with a link for "Action Group & Town Team Meetings" dated "May...". At the bottom of the search box is an "Adobe Reader" logo. On the right side of the page, a "Town Team" section is visible, with a sub-link for "Action Groups". The "Town Team" text describes the process of Renaissance as a totally open one and mentions that meetings are open to all and take place at 7.00 pm on the Tuesday of every month.

Scarborough Awards

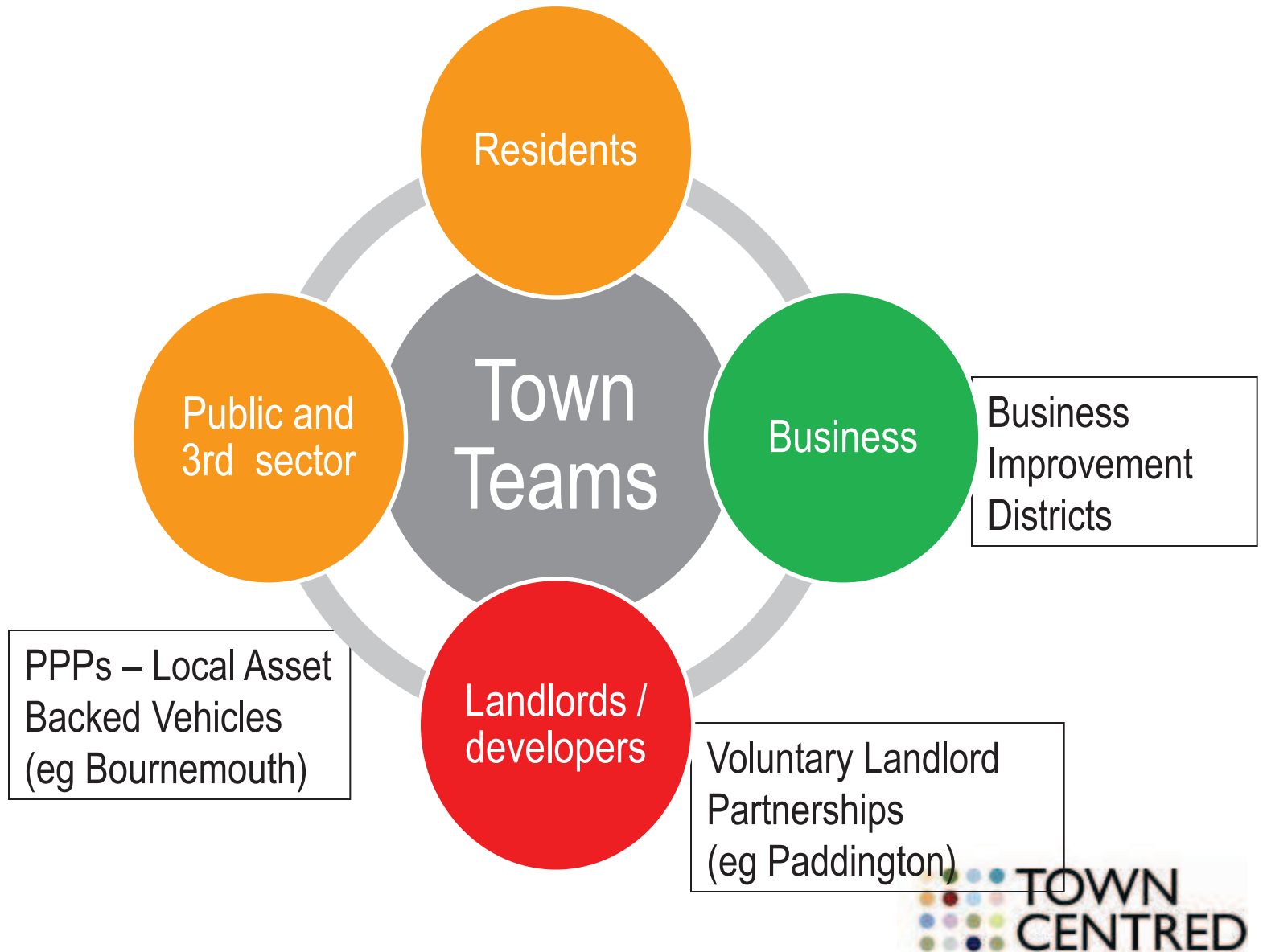
- Academy of Urbanism's Great Town Award.
- Recognise the best, most enduring or most improved urban environments.
- Scarborough...distinctive town ...locally driven renaissance in recent years.
- The town's cultural and visitor attractions were recognised, award winning Sea Life Marine Sanctuary, Art Gallery and the newly refurbished Rotunda, many festivals, including Seafest, Jazz, Bike Week, Scarborough Fayre and the Scarborough Cricket Festival.

Tudalen 87



Town Teams

Tudalen 88

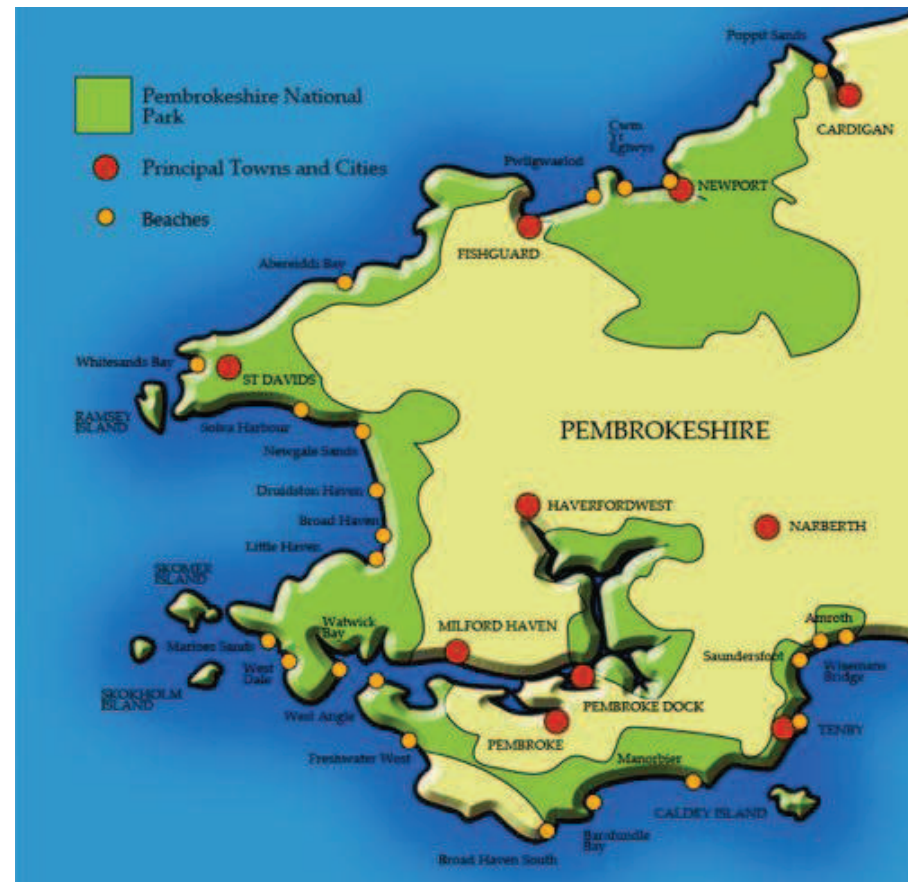


1. Business Improvement Districts (BIDs)

- What: business (occupier) led partnerships in which hundreds of geographically close businesses
 1. vote on a series of neighbourhood and trading improvement initiatives (eg cleaning, greening, safe, collective purchasing etc) and
 2. pay for them via a 1-2% business rates levy
- Why:
 - Collective innovation and implementation by business community
 - Proven concept borrowed from Canadian cities – the world's most 'liveable' (EIU) – thousands established across the world
 - Money to pay for things!

- Bournemouth Coastal BID – 6 miles across and 700 businesses
- North Pems Coastal BID?
- St Davids -> Cardigan?
 - Coastal towns
 - Cardigan creative edge
 - Howies, The Do Lectures etc

Tudalen 90



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Voluntary Developer Partnerships

What: simple, effective, informal partnership that aligns multiple land ownerships who subscribe into a central pot that pays for improvements to the town

Tudalen 91
Why:

- a platform for place making
- enables landowners to cooperate and compete at the same time
 - cooperate – in terms of interfacing with the public sector, public realm, place making, s106
 - compete – in terms of building and marketing their own individual buildings



Next Steps

- Form a Town Team
- Quarterly meetings of all stakeholders
- Separate stakeholder 'forums'
 - Landlords/developers – led by Conygar
 - BID by council for businesses
 - Residents – selection of Town and County Cllrs and a 4 Year Mayor?
 - Recruit a p/t professionally qualified 'Director'
- Tour exemplars, draft a Town Plan; start 'meanwhile' uses agree priorities



Eitem 3.10

P-04-409 : Enwau Cymraeg i bob cefnffordd newydd yng Nghymru

Geiriad y ddeiseb:

Rydym yn galw ar Lywodraeth Cymru i sicrhau bod pob cefnffordd newydd yng Nghymru yn cael enwau Cymraeg. Nid yn unig y bydd hyn yn helpu i gadw hunaniaeth ein dinasoedd, trefi a phentrefi, ond bydd yn helpu pobl nad ydynt yn siarad Cymraeg i ddysgu ynganu a sillafu geiriau syml Cymraeg.

Cyflwynwyd y ddeiseb gan: Welshnotbritish.com

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 2 Hydref 2012

Nifer y llofnodion: . 47

P-04-409 – Welsh Names for new trunk roads in Wales: Petitioner to Clerking team

Hi Sian, they have completely missed the point of the original petition. It did not ask for renaming only for them to use a Welsh name if applicable. If the current numbering system continues then so be it.

I do however find the minutes for the petition to be both massively offensive and hypocritical. They refuse to accept this petition for NEW roads but are willing to rename a section of the A470 with an English name.

Please forward this to the committee as they say they wish to formally seek my view.

Stuart

Eitem 3.11

P-04-376 Ad-drefnu Addysg ym Mhowys

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i alw i mewn gynigion Cyngor Sir Powys i ad-drefnu addysg ym Mhowys, a fyddai'n arwain at ffrwd ddeuol ddwyieithog chweched dosbarth cyfrwng Saesneg Llanfair-ym-Muallt ddod yn chweched dosbarth dynodedig Cymraeg.

Prif ddeisebydd: Sarah Wheeler

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

Nifer y deisebwyr: 1,177

P-04-376 - Builth Wells Supporting Education for all: Deputy Clerk to Petitioner

Dear Sarah,

As you know, the Petitions Committee last considered your petition in May, when they decided to write to the new education portfolio holder in Powys County Council to seek her views on the situation. We have yet to receive a response from the councillor, although we have chased her several times. However, according to press reports yesterday, it seems that the council have dropped the plans to centralise Welsh-medium education and that Builth Wells, Llanfair Caereinion and Llanfyllin sixth forms will continue to be bilingual.

Could you let us know whether you feel the issue has now been resolved and whether there is anything further you feel the Petitions Committee could do?
Many thanks,

Sarita Marshall

Eitem 3.12

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

Hoffwn i ddiolch i chi am ofyn fy marn ar yr ohebiaeth gan y Gweinidog. Rwy' wedi darllen ei ymateb a wedi'i hystyried yn ofalus iawn.

Rwy'n croesawu'r weithrediad y Mesur ac yn credu y bydd y Safonau newydd yn helpu datblygu darpariaeth gwasanaethau yn y Gymraeg yn y sector cyhoeddus ac yn enwedig mewn darparu gwasanaethau dwyieithog yn y meysydd trydan, nwy, dŵr, telathrebiaeth, post a chludiant cyhoeddus.

Rwy'n croesawu'r eglurhad y Gweinidog ond rwy'n dal i gredu bod angen arnom y gallu i osod safonau ar gwmnïau preifat eraill. Yn fy marn i, dylai fod dyletswydd ar fanciau yn enwedig, ond hefyd ar rai cwmnïau preifat eraill, i gynnig gwasanaeth dwyieithog.

Fel rhywun sydd wedi dysgu'r iaith, rwy'n credu ei fod e'n bwysig iawn cynnig pob math o wasanaeth yn ddwyieithog er mwyn perswadio a chefnogi pawb sydd eisïau dysgu'r iaith neu ddefnyddio eu cymraeg.

Yn dilyn y canlyniadau'r Cyfrifiad ynglŷn â'r iaith Gymraeg cyn y Nadolig, mae'n fwy fwy pwysig sicrhau bod gan siaradwyr Cymraeg a dysgwyr gymaint o gyfleoedd â phosibl i ddefnyddio'r iaith. Nid fydd pobl yn defnyddio'r iaith yn aml neu ddod yn rugl heb allu defnyddio hi yn eu bywydau dyddiol. Rwy'n credu hefyd bod angen arnom newid sut yr ydym yn addysgu'r Gymraeg fel ail iaith yn ein hysgolion ond nid yw hyn yn rhan o fy neiseb.

Unwaith eto, diolch am roi'r cyfle hwn i mi.

Yr eiddoch yn gywir,

Gethin Sugar

Eitem 3.13

P-04-437 : Gwrthwynebu cofrestru gorfodol ar gyfer plant sy'n derbyn addysg yn y cartref

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i roi'r gorau i gynlluniau ar gyfer cyflwyno cofrestr orfodol ar gyfer plant sy'n derbyn addysg yn y cartref fel rhan o Fil Addysg (Cymru) drafft. Mae'r gyfraith yn nodi mai rhieni, nid y wladwriaeth, sy'n gyfrifol am addysg eu plant, sy'n golygu bod cofrestr o'r fath yn amhriodol ac yn ddiangen.

Prif ddeisebydd: Wendy Charles-Warner

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 20 Tachwedd 2012

Nifer y llofnodion: 1614

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-437
Ein cyf/Our ref LA/07453/12

William Powell AM

committeebusiness@Wales.gsi.gov.uk

13 December 2012

Deo Molltan

Thank you for your letter of 28 November regarding a petition led by Wendy Charles-Warner and enclosing the supporting briefing document which I have also received direct from Mrs Charles-Warner.

A consultation on proposals for the introduction of a compulsory registration and monitoring system for those who elect to provide home-based education was launched on 31 August. The consultation ran for twelve weeks and provided an opportunity for all stakeholders, including home educators, local authorities and those who are home educated to comment on and inform further policy development of the proposals. The consultation exercise closed on the 23 November, and over 500 responses have been received.

I will ensure that the petition and the concerns raised in the document are noted and considered as part of the consultation process. My officials are currently compiling a summary of the points raised during the consultation period. The analysis of the responses will be published early in the New Year and a Written Ministerial Statement will indicate how I intend to proceed.

*Yours sincerely,
Leighton Andrews*

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

Eitem 3.14

P-04-442 : Sicrhau cymorth da i blant anabl a'u teuluoedd sy'n agos i'w cartrefi

Geiriad y ddeiseb:

Rydym ni, y rhai sydd wedi llofnodi isod, yn galw ar Lywodraeth Cymru i sicrhau cymorth da i blant anabl a'u teuluoedd sy'n agos i'w cartrefi.

Er mwyn cyflawni hyn, rydym ni'n galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sicrhau bod Bil Addysgol (Cymru) yn cynnwys egwyddor 'darparu'n lleol' yn y Bil a fydd yn:

- sicrhau gwasanaethau cynhwysol a hygyrch yn yr ardal leol, ac
- yn rhoi dyletswydd ar asiantaethau lleol i gyflwyno gwasanaethau cynhwysol a hygyrch os nad ydynt yn bodoli, drwy waith cynllunio gwell, partneriaeth a thrwy gynnwys rhieni lleol yn y gwaith.

Prif ddeisebydd: Scope Cymru

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 4 Rhagfyr 2012

Nifer y llofnodion: 2,606

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-442
Ein cyf/Our ref LA/07537/12

William Powell AM

committeebusiness@Wales.gsi.gov.uk

8 January 2013

Dear William,

Thank you for your letter of 14 December with regard to the on-going campaign by Scope Cymru to make services for disabled children available as locally as possible.

The Welsh Government is committed to meeting the needs of children who have additional learning needs. All children in Wales, regardless of their level of need, share the same rights. We recognise the importance that those with additional learning needs must have the appropriate access to a wide range of services to help their development and through a range of pro-active policies and legislation, we are committed to ensuring that these services are best placed to cater for their needs.

However, as you will know the duty to provide services rests at a local level. Local Authorities are responsible for providing local services and in education they have a statutory duty to ensure that appropriate educational provision is made available to children regardless if their level of need. They must, wherever possible and practical, endeavour to secure appropriate education provision close to home. In making such provision for children and young people with special educational needs (SEN), all Local Authorities in Wales must also have due regard to the SEN Code of Practice for Wales which provides practical advice to Local Authorities, maintained schools, early years settings and others on carrying out their statutory duties to identify, assess and make provision for children's SEN.

The Welsh Government, in developing policy and legislation, is committed to improving the life chances of all learners with a variance of need. The Welsh Government is proposing to replace the statutory framework for the assessment and planning of provision for children and young people with SEN with a simpler, more person centred system for children and young people with additional learning needs. Central to the proposals is the development of the Individual Development Plan (IDP). By adopting a wholly person-centred planning approach, the IDP facilitates more efficient multi-agency working thereby allowing the young person and their family to participate in an equal and open way. The process also cuts through the lengthy and more bureaucratic processes associated with the current statementing system.

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Caerdydd • Cardiff
CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence: Leighton.Andrews@wales.gsi.gov.uk
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Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

Included in our proposals is the extension of the Parent Partnership Service to all children and young people with Additional Needs and their parents/carers ("Family Partnership Services"). Our intention is to shift the emphasis towards the prevention of disagreement and disputes by ensuring there is a consistent approach to establishing empathetic partnership working with parents/carers, children and young people, and Family Partnership Services and other related voluntary sector organisations.

The Welsh Government has consulted on its proposals and the consultation period ended on 19 October. There is much to do to develop the Welsh Government's proposals further in light of the consultation responses received and views expressed at the consultation events and family focus groups that were held on the consultation proposals. The 206 responses received are currently being analysed and a document summarising them will issue in early 2013. All the responses to the consultation will help better shape our proposals which we believe will deliver improved systems at local level and allow local authorities to better meet the needs of children with additional needs and their families.

You will wish to note however that the SEN reforms will not be part of the Education (Wales) Bill 2013 but will be included in a piece of future legislation in this Assembly term. This provides the opportunity for the detail and the implications of the proposals to be worked through in more detail with key partners. We will consider the suggestions you have made during that process.

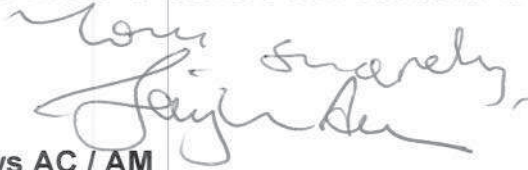
You will be interested to know of the Welsh Government's Families First Programme. Since guidance on this was issued in July 2011, each local authority has submitted an action plan detailing how they will deliver against Families First outcomes with a specific focus on supporting disability. Within the guidance, suggested areas of focus for disability include:

- Improved co-ordination and integration of services;
- Income maximisation and awareness of welfare rights;
- Improved access to employment, education and training;
- Supplementary provision of short breaks and respite;
- Training for specific childcare provision;
- Training and other support opportunities for parents and increased access to play and leisure, including pre-school play provision.

It will be Local Authorities' responsibility to determine what is required for the Families First programme in their area, we expect Local Authorities as part of their commissioning process to provide services that meet their locally identified needs and also the objectives of the Families First programme.

Other existing Welsh Government initiatives aimed at supporting learners with a wider range of needs include the Short Break programme that acts as a source of support for families with disabled children whilst also providing these children with valuable opportunities to spend time with a different adult or child of their own age. We have also provided funding to local authorities to develop projects in partnership with further education colleges, special schools and SEN units, which are aimed at sharing expertise and thereby improving the capacity of further education colleges to meet the needs of young people with complex needs. It is expected that this will help empower local further education colleges to meet the needs of many learners who would otherwise seek specialist provision outside of their local area. I announced earlier this year a total of £1m to support this initiative.

I hope this information highlights the strides that we are taking to improve existing services to better meet the needs of learners with additional learning needs and their families at a local level.

A handwritten signature in black ink, appearing to read "Leighton Andrews".

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

P-04-399 Arferion lladd anifeiliaid

Geiriad y ddeiseb:

Galwn ar y Cynulliad Cenedlaethol i annog Llywodraeth Cymru i wahardd yr arfer o ladd anifeiliaid heb eu llonyddu i ddechrau.

Cyflwynwyd y ddeiseb gan: Royce Clifford

Ystyriwyd y ddeiseb am y tro cyntaf: 19 Mehefin 2012

Nifer y llofnodion: 400



Eich cyf/Your ref P-04-399
Ein cyf/Our ref JG/07200/12

William Powell AM

William.powell@wales.gov.uk

Dear William,

26 October 2012

Thank you for your letter of 10 October concerning the consultation on the Protection of Animals at the Time of Killing. The consultation was published on 24 September and closes on 5 November.

The consultation provides stakeholders and members of the public the opportunity to comment on the proposals that have been prepared by Welsh Government to implement EU Regulation into domestic legislation.

The purpose of the consultation is to seek views on;

- the proposals set out in the detailed implementation document;
- the costs and assumptions presented in the draft Impact Assessment, and
- the scope for amendment to current rules on religious slaughter.

Details of how to respond are included in the consultation package of documents which can be found on the Welsh Government website:

<http://wales.gov.uk/consultations/environmentandcountryside/120924protectionofanimals/?lang=en>

<http://wales.gov.uk/consultations/environmentandcountryside/120924protectionofanimals/?skip=1&lang=cy>

The summary of responses will be published on the Welsh Government consultation website once a comprehensive review has been completed.

Best wishes,

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

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CF99 1NA

Wedi'i argraffu ar bapur wedi'i ailgylchu 100% Tudalen 107

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence: John.Griffiths@wales.gsi.gov.uk
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P-04-433 : Teledu Cylch Cyfyng mewn Lladd-dai

Geiriad y ddeiseb

Rydym yn galw ar y Cynulliad Cenedlaethol i annog Llywodraeth Cymru i'w gwneud yn orfodol i osod teledu cylch cyfyng mewn lladd-dai er mwyn helpu milfeddygon i reoli a monitro yn well, darparu deunydd ffilm er budd hyfforddiant ac ail-hyfforddi, atal camdrin anifeiliaid, fel y ffilmwyd gan Animal Aid, ac fel tystiolaeth ar gyfer erlyniad mewn achosion o gamdrin.

Prif ddeisebydd: Animal Aid

Ysytirwyd am y tro cyntaf gan y Pwyllgor: 6 Tachwedd 2012

Nifer y llofnodion: 1066

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-04-433
Ein cyf/Our ref JG/07520/12
William Powell AM
Chair Petition's committee
Ty Hywel
Cardiff Bay
CF99 1NA

19 December 2012

Dear William,

Thank you for your letter of 13 November informing me that a petition calling for the National Assembly to urge the Welsh Government to introduce mandatory CCTV in slaughterhouses has collected 1006 signatures.

A question about unobserved monitoring of the slaughter process was included in the recent consultation on implementing regulation 1099/2009 on the protection of animals at the time of killing. The majority of respondents called for the compulsory installation of CCTV in all Welsh slaughterhouses; however the issue of CCTV is outside the scope of the legislation to implement the regulation and will instead be taken forward by the Welsh Government after the regulation has been implemented.

Please see the attached brief summary of responses at Annex 1 which covers the main issues raised. This information forms part of the Decision Report which is due to be published shortly on the Welsh Government website.

<http://wales.gov.uk/publications/accessinfo/drnewhomepage/?lang=en>

<http://wales.gov.uk/publications/accessinfo/drnewhomepage/?skip=1&lang=cy>

A full summary of responses will be published at a later date.

Yn,
John

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Tudalen 109

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence: John.Griffiths@wales.gsi.gov.uk
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Brief analysis of the responses received to the consultation on the Protection of Animals at the Time of Killing

- Maintaining existing national rules that provide more extensive protection than Regulation 1099/2009

In response to the consultation, industry is broadly supportive of the national rules that are currently in place but were concerned that if any rules maintained go beyond the EU Regulation would be “gold plating”. Welfare groups and the public are broadly supportive of maintaining the current requirements on welfare grounds. Industry also sought that a common approach across whole of GB was adopted where possible.

- Religious Slaughter

It is proposed that current provisions are to continue the exception to the legal requirement to stun before slaughter in relation to religious slaughter but to re-visit this issue in the longer term. At that time careful consideration of potential human rights implications will be required, in particular article 9 of Schedule 1 to the Human Rights Act 1998: the right to freedom of thought, conscience and religion.

- Certificates of Competence

The proposed arrangements for Certificate of Competence attracted considerable criticism. In particular they were considered to be too bureaucratic and expensive. Significant issues were raised by small-scale seasonal poultry producers who would struggle to meet the experience requirements as defined, to trigger the simplified application process. Welfare organisations and public want to ensure CoC's are credible and robust. They have suggested that all persons holding WASK licence should receive a Certificate of Competence because they currently meet requirements and have been certified as competent by a vet.

- Measures to ensure unobserved observation of the stunning and slaughter process

Strong views were presented by the responses received, which referred to CCTV, the majority calling for the compulsory installation of CCTV in all Welsh slaughterhouses. The consultation made it clear that it was Welsh Government's intention to re-visit this matter should there be clear objective evidence presented during the consultation.

The issue of CCTV is outside the scope of the legislation to implement the regulation and will instead be taken forward by the Welsh Government after the regulation has been implemented.

Eitem 7

P-04-410 : Cofeb Barhaol i Weithwyr Cymru

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ariannu, naill ai'n uniongyrchol neu drwy Gyngor Celfyddydau Cymru, gofeb barhaol i weithwyr'.

Bu farw un ar ddeg o bobl wrth eu gwaith y llynedd yng Nghymru. Mae marw ac anafiadau'n amlwg iawn yn hanes Cymru. Roedd y trychineb ym mhwl Gleision y llynedd yn ein hatgoffa o erchyllterau'r gorffennol. Ac eto, er gwaethaf y ffordd mae marwolaethau gweithwyr wedi llunio gorffennol Cymru, ac yn parhau hyd yn oed heddiw, ychydig iawn sydd i ddangos ein bod yn cofio amdanynt. Nododd rhai undebau llafur Ddiwrnod Rhyngwladol Cofio Gweithwyr drwy gynnal raliau, ac yn y blaen, ond diwrnod yn unig oedd hwnnw, a ddaeth i ben ac a anghofwyd yn fuan. Mae'n sicr yn bryd cael cofeb barhaol er cof am holl weithwyr Cymru. Mae cofebau ar safle rhai o drychinebau'r gorffennol, fel Senghennydd a Gresfordd, ond nid oes dim i nodi bywydau nifer o weithwyr eraill a fu farw wrth eu gwaith. Byddai cofeb barhaol i weithwyr yn dangos ein parch at yr holl weithwyr hyn, a byddai hefyd yn llesol ein hatgoffa o bwysigrwydd iechyd a diogelwch, sy'n cael eu difrio'n gyffredinol.

Gwybodaeth ategol:

Mae'n bum mlynedd eleni ers cael Deddf Dynladdiad Corfforaethol 2007 – byddai'n braf iawn gweld Llywodraeth Cymru'n cyhoeddi eleni ei bod am sefydlu cofeb barhaol i'w datgelu yn 2014, sef 40 mlynedd ers cael y Ddeddf Iechyd a Diogelwch yn y Gwaith. Elusen annibynnol yw Sefydliad Bevan (rhif 104191) sy'n ymwneud â chyfiawnder cymdeithasol yng Nghymru. Rydym yn newid Cymru drwy waith ymchwil a dadlau yn ein cyhoeddiadau a'n digwyddiadau. I gael rhagor o wybodaeth, ewch i www.bevanfoundation.org

Cyflwynwyd y ddeiseb gan: Bevan Foundation

Ysytirwyd am y tro cyntaf gan y Pwyllgor: 2 Hydref 2012

Nifer y llofnodion: . 23

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-04-410
Ein cyf/Our ref HL/06401/12

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

12 November 2012

Dear William

Thank you for your letter regarding the Bevan Foundation's petition for a permanent workers' memorial.

There is in fact a permanent memorial that was established by the Wales TUC a few years ago and is sited outside the Unite Wales Regional Office in Cardiff. It was made for the very purpose of remembering all those who have died at work and for the past two years the First Minister has attended an event there on Workers' Memorial Day.

The Bevan Foundation may wish to contact the Wales TUC to find out more information.

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff

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

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English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence.huw.lewis@wales.gsi.gov.uk
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NATIONAL UNION OF MINeworkERS
South Wales Area

UNDEB CENEDLAETHOL Y GLOWYR
Ardal De Cymru

Woodland Terrace, Maesycod, Pontypridd, CF37 1DZ
Telephone/Telefon: (01443) 404092 Fax/Ffacs: (01443) 485799
email: numsouthwales@fut.net

Our Ref.
Ein Cyf.

Your Ref.
Eich Cyf.

WT/DT/MISC/Political

5 November 2012

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

Dear Mr Powell

A Permanent Memorial to Wales' Workers

Thank you for your correspondence of the 31 October 2012, regarding the above.

The NUM would certainly support the idea of a memorial being constructed, as a reminder of the harsh reality of not having a stringent safety culture in the work place.

Although there are many mining memorials designed from coal drams, pit head wheels etc, we believe that a fitting memorial would be best in the shape of a large upright quarry stone with an appropriate plaque.

We would also respectfully suggest that two memorials should be erected, one at an appropriate site in North Wales (possibly Wrexham) and the second in our capital city Cardiff.

Unfortunately, the NUM is not in a position to offer any funding for this project.

We wish you every success in what we believe is a very worthy cause.

Yours Sincerely

Wayne Thomas
Area Secretary



Cyngor Celfyddydau Cymru
Arts Council of Wales

12 November 2012

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

Dear Mr Powell

Petition: A Permanent Memorial for Wales

Thank you for your letter of 31 October on the above.

You asked whether the Arts Council of Wales would be able to provide funding for a memorial commemorating those who'd suffered death or injury at work. I'm not familiar with all of the background to this proposal. But my initial response would be that I think it unlikely that we'd be able to support such a project. Through our Lottery funding programmes we fund Public Arts projects, many of which are pieces of sculpture or other arts projects located in the public realm. Under the guidelines for this funding programme we specifically don't fund Memorials, including those to individual people, that will take the form of statuary or figurative work.

It might be the case, however, that what's envisaged would not be a work in this form. It might therefore be helpful if I summarise the factors that would be most likely to attract our potential support.

Organisations can apply for Capital Lottery funding towards the cost of the design, development and implementation of art in the public realm. Projects can be located in the urban, rural or natural environment, but they must be located on sites with wide public access. This is so that as many people as possible can experience and benefit from your public art project.

Plas Bute, Caerdydd CF10 5AL
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Ffacs: 029 2044 1400
SMS: 07797 800504
E-bost: gwybodaeth@celcymru.org.uk
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Website: www.artswales.org.uk
Registered Charity Number: 1034245

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Y Loteri Genedlaethol



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We tend not to support one-off projects. We look for projects that are part of a well-conceived, wider strategic plan. Examples include local authority regeneration strategies, town centre regeneration plans, infrastructure works such as highways redevelopments, urban and rural masterplans and rural development plans.

Projects of this type tend to be complex and challenging to manage. There are many issues that relate to location, ownership, commissioning, project management and maintenance to mention just a few. It could be that your petitioner has already addressed all of these issues. If this is the case, we would be happy to meet with them to offer our advice on the next stage of development of the project.

Yours sincerely

Nick Capaldi

Nick Capaldi
Chief Executive



Consultation on petition P-04-410 Permanent Memorial to
Wales's Workers
Response from Big Lottery Fund

Mr William Powell Committee Chair
Cardiff Bay
Cardiff
CF99 1NA

12 November 2012

Dear Mr Powell,

Petition: A Permanent Memorial to Wales's Workers

Thank you for your recent letter dated 31st October 2012 outlining the Petitions Committee's view of urging the Welsh Government to fund a permanent workers memorial to mark the lives of the many who have died at work.

There are four main organisations in Wales that distribute funds from the National Lottery: Big Lottery Fund, Heritage Lottery Fund, Arts Council and Sports Wales. Each has its own programme and funding priorities.

At the Big Lottery Fund our grant programmes aim to improve communities and the lives of people most in need. We want to support projects that develop people's skills, promote community involvement and encourage healthier lifestyles. We can fund the community, voluntary, public and private sector through our various grant programmes.
www.biglotteryfund.org.uk

From the information you have provided I would suggest contacting Heritage Lottery Fund (HLF). HLF sustains a wide range of heritage projects for present and future generations to enjoy. From museums, parks and historic places to archaeology, natural environment and cultural traditions, they invest in each part of our diverse heritage. Their grant-giving aims relate to Learning, Conservation and Participation. www.hlf.org.uk

The workers memorial may fit with their aims and they can be contacted on 020 7591 6042 or by post at Heritage Lottery Fund, 9 Museum Place, Cardiff, CF1 3NX.

If you require any further information please feel free to contact us.

Yours Sincerely



Cronfa Loteri Fawr
10fed Llawr
Tŷ Helmont
Ffordd Churchill
Caerdydd CF10 2DY
www.cronfaloterifawr.org.uk

Big Lottery Fund
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Cadeirydd Cymru/
Wales Chair
Sir Adrian Webb

Cyfarwyddwr Cymru/
Wales Director
John Rose

Cadeirydd DU/UK Chair
Peter Ainsworth

Prif Weithredwr DU/
UK Chief Executive
Peter Wanless CB

Rydym wedi'n hymrwymo i ddod
â gwir welliannau i gymunedau ac
i fywydau'r bobl fwyaf anghenus

We are committed to bringing real
improvements to communities and
to the lives of people most in need



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John Rose
Cyfarwyddwr Cymru/ Director for Wales

WALES/CYMRU

AJR/mdd

12th November 2012

Mr W Powell
Committee Chair
Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

Dear Mr Powell

Petition – A Permanent Memorial to Wales Workers

Thank you for your letter dated 31/10/12, in connection with the above, the contents of which I find mystifying.

Some years ago the Wales TUC petitioned the WAG for a permanent memorial to all workers who had died at work, to be sited at the Welsh Government building in Cardiff Bay. This was refused.

The Wales TUC has now erected a permanent memorial to all workers at its headquarters at 1 Cathedral Road, Cardiff CF11 9SD and each year, along with the First Minister and family members, who have lost loved ones, we hold a memorial service.

It is clear that the Bevan Foundations are completely ignorant of this longstanding Welsh Labour movement memorial. A fact I find to be quite incredible.

I can absolutely assure you that Unite will not be providing any funding or support for an alternative memorial to the one already erected by the Labour movement in Wales.

Yours sincerely,



Andy Richards
Regional Secretary
Unite Wales

Copied to: M Mansfield
G Smith
H Blythyn
C Jones – First Minister
V Winkler

Cymru
Tŷ James William
9 Plas yr Amgueddfa
Caerdydd CF10 3BD

Wales
James William House
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Ffôn/Tel
029 2034 3413
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Ffôn Testun/Textphone
020 7591 6255
Gwefan/Website
www.hlf.org.uk



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

Dear William

Thank you for your letter of 31 October 2012 outlining the petition recently received by the Petitions Committee from the Bevan Foundation. I note and appreciate the sentiments of the petition in highlighting this important issue.

The emphasis of Heritage Lottery Fund grant giving is on achieving a lasting difference for heritage and people. We try not to be too prescriptive on the type of projects we support, but we do place great weight on bringing heritage into better condition, or better management; and particularly in helping people learn about heritage and gain new skills through it. With these outcomes in mind, it would be difficult to be too optimistic in encouraging an application to fund a new memorial because I think it could struggle to achieve these outcomes.


However, I do think it is worth highlighting that we have funded projects which help communities learn and commemorate local people and events without putting significant funding into the creation of a new memorial. For instance, earlier this year we awarded £48,800 to the Aber Valley Heritage Group to work with community groups to research and commemorate the 100th anniversary of the explosion at Universal Colliery Senghenydd in which 440 men lost their lives. Amongst other activities, the HLF grant is funding the following:-

- An intergenerational research project at the public records office; young people and volunteers will search for the death certificates of the victims learning research skills, what is held in public records and more about the history of the Universal Colliery.
- Local primary schools will visit the Aber Valley Heritage Museum to research the details and role of the miners that were killed looking. Volunteer ex-miners will also be present to support the children's research.
- 12 volunteers will receive a day of oral history training delivered. Using these skills, they will record 10 interviews with local residents who have stories of the explosions and its aftermath passed down through generations. These will be transcribed and used in the current displays at Aber Valley Heritage Museum.
- Young people will participate in a digital storytelling workshop, using creative writing skills to bring to life the stories of the miners using images from the Museum.
- Ceramic workshops will be led by a an artist to guide young people in making the commemorative tiles for each miner.
- There will also be an interpretation panel and audio post with excerpts of the collected oral histories.
- A quarterly newsletter will be disseminated to provide up-to-date information about the project to the community and other interested parties.

If the Bevan Foundation want to pursue a project along these lines they will need to submit a Project Enquiry Form through the HLF website (www.hlf.org.uk) and we will give them advice on how to proceed. The process for applications varies depending on the amount requested.

I hope this information is helpful to you and please do not hesitate to contact me if you have further questions.

Yours Sincerely,



Jennifer Stewart

Pennaeth Cronfa Dreftadaeth y Loteri, Cymru/Head of Heritage Lottery Fund, Wales

Llinell uniongyrchol/direct line 029 2023 4144

www.hlf.org.uk



Mr W Powell
Committee Chair
National Association for Wales
Cardiff Bay
Cardiff
CF99 1NA

Sent by Post & Email

16 November 2012

Dear Mr Powell

Petition: A Permanent Memorial to Wales's Workers

Thank you for your letter of 31 October which I have discussed with colleagues, including those in RoSPA Wales.

In general terms, we did not see the proposal as having a significant appeal, not least because of its expected cost. In our view, greater publicity of commemorative events on Workers Memorial Day would be a more realistic option as a focal point for families, trade unions and campaign organisations. The Welsh Government and its Ministers could be encouraged to help support and promote such events throughout the Principality enabling greater local participation and more widespread recognition.

One less expensive alternative we considered might be to create an online guide to the existing memorials so it can be used by students, tourism advisers and so. At the request of our National Occupational Safety and Health Committee, one of its members, Sheila Pantry, has created an online guide to memorials to workers killed in accidents and disasters (see <http://www.sheilapantry.com/memorial>). Most of those Wales relate to mining disasters (e.g. Aberbeeg, Gresford, Senghenydd) as opposed to accidents in other sectors or they relate to much greater health tragedies like silicosis (slate mining) asbestos (foundries, railways, shipbuilding), or more recent tragedies such as the VCM liver cancer problem at Baglan Bay - which are largely forgotten.

An alternative might be a temporary memorial (see interesting examples at <http://www.sheilapantry.com/memorial/temporary.html>) or commissioning a painting (or other artwork).

Ms Pantry is leading a further project to chart the history of health and safety at work. The HHSW portal can be accessed at <http://www.aitisol.co.uk/prototypes/history/index.html>). It might also be possible perhaps to persuade various museums in Wales to cooperate in devoting some exhibition/web space to this subject.



I hope these suggestions are of value. Please do not hesitate to contact me in the future if you would like to discuss this further.

Yours sincerely

A handwritten signature in black ink, consisting of a stylized 'T' and 'M' followed by a long horizontal flourish.

Tom Mullarkey MBE
Chief Executive

PET(4) MEM 07

Petitions Committee

Consultation on petition P-04-410 Permanent Memorial to Wales's Workers

Response from Wales TUC

Further to your request for Wales TUC views on the Bevan Foundation petition - a permanent memorial to Welsh workers.

I would advise that there is already a permanent memorial to all Welsh workers who have died as a result of their work. It is situated outside the Wales TUC offices in Cathedral Road Cardiff and is the site of an annual all Wales commemoration service on Workers Memorial Day in April.

Regards,

Martin Mansfield
General Secretary
Wales TUC
1, Cathedral Road, Cardiff, CF11 9SD

PET(4) MEM 08

Petitions Committee

Consultation on petition P-04-410 Permanent Memorial to Wales's Workers

Response from the Health and Safety Executive

I refer to the letter sent from William Powell in relation to the proposal that a permanent memorial to workers in Wales be provided by the Welsh Government.

The Health and Safety Executive have no objection to such a memorial being provided by Welsh Government indeed we have a similar permanent memorial in our Headquarters in Bootle. HSE support the annual Workers' Memorial Day held on 28th April each year across the UK. HSE commissioned the creation of the permanent memorial in recognition of Workers' Memorial Day which was designated as the official Workers' Memorial Day' following a consultation led by DWP to formally designate the day as a day of remembrance in the national calendar.

HSE regulate health and safety at work across the UK - I note that the statistics for fatalities within Wales provided by the Bevan Foundation looked slightly at odds with HSE's figures for 2011-12. Should you wish to look at fatal accidents statistics including comparisons to previous years they are available online at www.hse.gov.uk/statistics.

I hope this is of use.

Regards
Jane