

Agenda – Y Pwyllgor Deisebau

Lleoliad:	I gael rhagor o wybodaeth cysylltwch a:
Ystafell Bwyllgora 1 – Y Senedd	Graeme Francis – Clerc y Pwyllgor
Dyddiad: Dydd Mawrth, 4 Chwefror 2020	Ross Davies – Dipwrwy Glerc 0300 200 6565
Amser: 09.15	SeneddDeisebau@cynulliad.cymru

1 Cyflwyniad, ymddiheuriadau, dirprwyon a datganiadau o fuddiant (Tudalennau 1 – 64)

2 Deisebau newydd

2.1 P-05-930 Deiseb ar gyfer Meddygfa Glanyfferi
(Tudalennau 65 – 71)

2.2 P-05-933 Gwahardd pysgod aur rhag cael eu rhoi i ffwrdd mewn ffair.
#OperationGoldfish
(Tudalennau 72 – 89)

2.3 P-05-934 Trafnidiaeth Gyhoeddus ym Mlaenau Gwent
(Tudalennau 90 – 107)

2.4 P-05-935 Gwahardd Parcio ar Balmentydd – Addewid Palmant (Pavement
Promise)
(Tudalennau 108 – 114)

2.5 P-05-936 Cynnig Prawf Sgrinio Canser y Coluddyn ar ôl 74 oed
(Tudalennau 115 – 122)

2.6 P-05-937 Dylid stopio berwi cramenogion yn fyw (cimychiaid, crancod,
cimychiaid afon, corgimychiaid ac ati)
(Tudalennau 123 – 131)

3 Y wybodaeth ddiweddaraf am ddeisebau blaenorol

Addysg



3.1 P-04-522 Asbestos mewn Ysgolion

(Tudalennau 132 – 133)

Bydd y ddwy eitem a ganlyn yn cael eu trafod ar y cyd (3.2 a 3.3):

3.2 P-04-576 Caniatáu i Blant yng Nghymru Gael Gwylliau Teuluol yn Ystod Tymor yr Ysgol

(Tudalennau 134 – 137)

3.3 P-04-606 Sicrhau bod ysgolion yn defnyddio eu pwerau statudol o dan reoliad 7 o Reoliadau Addysg (Cofrestru Disgyblion) (Cymru) 2010

3.4 P-05-807 Dylid adolygu a newid y canllawiau o ran gwobrau am bresenoldeb mewn ysgolion yng Nghymru

(Tudalennau 138 – 140)

3.5 P-05-880 Mae Cymru yn prysur golli ei henw da o ran cerddoriaeth, a'i threftadaeth

(Tudalennau 141 – 150)

Bydd y ddwy eitem a ganlyn yn cael eu trafod ar y cyd (3.6 a 3.7)

3.6 P-05-922 Tynnu'n ôl y canllawiau arfaethedig ar gyfer addysg yn y cartref

(Tudalennau 151 – 153)

3.7 P-05-923 Ydych chi'n gwranddo arnom ni Hawliau a Pharch i Addysg yn y Cartref

(Tudalennau 154 – 159)

Iechyd a Gwasanaethau Cymdeithasol

Bydd y ddwy eitem a ganlyn yn cael eu trafod ar y cyd (3.8 a 3.9)

3.8 P-04-408: Gwasanaeth i Atal Anhwylder Bwyta ymysg Plant a Phobl Ifanc

(Tudalennau 160 – 163)

- 3.9 P-04-505 Uned Anhwylderau Bwyta yng Nghymru
- 3.10 P-05-804 Mae angen cyllid Llywodraeth Cymru ar gyfer chwarae!!
(Tudalennau 164 - 171)
- 3.11 P-05-831 Rhowch ddiwedd ar yr annhegwch a'r gwahaniaethu yn y cymorth ariannol a roddir i ddioddefwyr sgandal gwaed wedi'i heintio yng Nghymru
(Tudalennau 172 - 179)
- 3.12 P-05-849 Dylai pob dyn yng Nghymru gael mynediad drwy'r GIG at y profion diagnostig gorau posibl ar gyfer canser y prostad_
(Tudalennau 180 - 184)
- 3.13 P-05-859 Dylid Darparu Tai Plant yng Nghymru i Blant sy'n Dioddef Camdriniaeth Rywiol
(Tudalennau 185 - 189)
- 3.14 P-05-896 Atal Ward 35 yn Ysbyty'r Tywysog Siarl rhag Cau
(Tudalennau 190 - 193)
- 3.15 P-05-905 Galw am Ymchwiliad Barnwrol Annibynnol i ad-drefnu gwasanaethau o fewn Bwrdd Iechyd Cwm Taf
(Tudalennau 194 - 198)
- 3.16 P-05-912 Cynorthwyo teuluoedd sy'n colli plant a phobl ifanc yn sydyn ac yn annisgwyl
(Tudalennau 199 - 208)

Tai a Llywodraeth Leol

- 3.17 P-05-898 Dylid gwahardd defnyddio byrddau A yng Nghymru
(Tudalennau 209 - 238)
- 3.18 P-05-894 Ardrethi busnes tecach i fusnesau Cymru
(Tudalennau 239 - 240)
- 3.19 P-05-897 Rhwystrwch Ddatblygwyr rhag gosod rhwydi yn y gwrychoedd a'r coed
(Tudalen 241)

Economi a Thrafnidiaeth

Bydd y ddwy eitem a ganlyn yn cael eu trafod ar y cyd (3.20 a 3.21)

3.20 P-05-775 Caewch y bwlch sy'n ymwneud â gweithio trawsffiniol ac is-gontractio yn y gyfraith trwyddedu taccsis

(Tudalennau 242 – 243)

3.21 P-05-835 Caniatáu i Yrwy'r Taccsi Symud yn Rhydd i wneud Gwaith Hurio Preifat Unrhyw Le yng Nghymru

(Tudalennau 244 – 247)

3.22 P-05-886 Stopio'r Llwybr Coch (coridor yr A55 A494)

(Tudalennau 248 – 302)

Amgylchedd, Ynni a Materion Gwledig

3.23 P-05-778 Amddiffyn Cyllyll Môr ar Draeth Llanfairfechan

(Tudalennau 303 – 308)

3.24 P-05-876 Amddiffyn rhywogaethau rhestredig Coch ac Amber yng Nghymru

(Tudalennau 309 – 312)

Cymraeg a Chysylltiadau Rhyngwladol

3.25 P-05-873 Gwersi Cymraeg am ddim i bobl Cymru

(Tudalennau 313 – 315)

Diwylliant, Chwaraeon a Thwristiaeth

3.26 P-05-883 Wythnos Genedlaethol Hanes Cymru

(Tudalennau 316 – 319)

Gwleidyddiaeth

3.27 P-05-818 Cyflwyno Cofrestr o Lobiwyr yng Nghymru

(Tudalen 320)

Mae cyfyngiadau ar y ddogfen hon

P-05-930 Deiseb ar gyfer Meddygfa Glanyfferi

Cyflwynwyd y ddeiseb hon gan Ferryside Village Forum, ar ôl casglu cyfanswm o 117 lofnodion.

Geiriad y ddeiseb:

Rydym yn teimlo'n gryf iawn ei bod yn hanfodol cadw meddygfa Glanyfferi.

Mae arnom angen doctor, nyrs a fferyllfa i gynnig y gwasanaethau hanfodol sydd eu hangen ar bentref lle mae'r rhan fwyaf o'r trigolion dros 50 oed.

Mae'n rhan greiddiol o Ganolfan Gymunedol Calon y Fferi, sy'n hygyrch iawn. Mae ymweld â'r ganolfan yn gyfle i gwrdd â phobl ac mae'n lliniaru teimladau o unigrwydd ac unigedd. Mae'n helpu i gynnal iechyd corfforol ac iechyd meddwl ar lefel leol. Nid yw trafndiaeth gyhoeddus yn rheolaidd, ac mae hynny'n golygu ei bod yn anodd i bobl sydd â phroblemau wrth symud fynd i ganolfannau meddygol eraill.

Mae'r rhan fwyaf o bobl am aros yn eu cartref eu hunain wrth iddynt heneiddio, ac mae'n bosibl bod hyn yn fwy cynaliadwy ac yn gwneud mwy o synnwyr ariannol pan fo gwasanaethau a chwmniaeth heb fod yn bell. Byddai'n gam am yn ô li orfodi'r holl drigolion i adael y pentref am driniaeth.

Etholaeth a Rhanbarth y Cynulliad

- Dwyrain Caerfyrddin a Dinefwr
- Canolbarth a Gorllewin Cymru

P-05-930 Deiseb ar gyfer Meddygfa Glanyfferi

Y Pwyllgor Deisebau | 4 Chwefror 2020
Petitions Committee | 4 February 2020

Cyfeirnod: RS19/11218-2

Cyflwyniad

Rhif y ddeiseb: [P-05-930](#)

Teitl y ddeiseb: Deiseb ar gyfer Meddygfa Glanyfferi

Geiriad y ddeiseb: Rydym yn teimlo'n gryf iawn ei bod yn hanfodol cadw meddygfa Glanyfferi.

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Cefndir

Mae Meddygfa Mariners, sydd wedi'i lleoli yng Nglanyfferi, yn rhan o bractis Meddygfa Minafon.

Ym mis Hydref 2019, cynhaliodd Bwrdd Iechyd Prifysgol Hywel Dda ymgynghoriad ar gynigion i gau Meddygfa Mariners ac adleoli gwasanaethau i feddygfeydd eraill. Ers 2016 mae Meddygfa Mariners ond wedi bod yn cynnig sesiynau nyrsio, a hynny yn absenoldeb unrhyw feddygon teulu a oedd ar gael i weithio yno. Mae rhai pryderon wedi'u mynegi (ac wedi'u hadrodd yn y cyfryngau) y bydd cleifion â phroblemau symudedd yn ei chael hi'n anodd cyrraedd y meddygfeydd agosaf sy'n gweithredu fel rhan o bractis Meddygfa Minafon – sef y meddygfeydd yng Nghydsweli a Thrimsaran.

Ar 16 Rhagfyr 2019, cyhoeddodd Bwrdd Iechyd Prifysgol Hywel Dda ddatganiad yn cadarnhau y byddai Meddygfa Minafon yn cau Meddygfa Mariners ar 31 Rhagfyr 2019, 'oherwydd yr angen i ddwyn gwasanaethau ynghyd ar gyfer y boblogaeth gyfan, a hynny ym Meddygfa Minafon a Meddygfa Trimsaran.'

Dywed y Bwrdd Iechyd ei fod wedi ymgynghori'n helaeth ar y mater, ac wedi ysgrifennu at yr holl gleifion yr effeithir arnynt er mwyn egluro'r penderfyniad ac er mwyn roi'r wybodaeth ddiweddaraf iddynt am unrhyw ddatblygiadau pellach.

Dywedodd Jill Paterson, Cyfarwyddwr Gofal Sylfaenol Bwrdd Iechyd Prifysgol Hywel Dda: "Fel Bwrdd Iechyd, rydym yn cydnabod bod y penderfyniad i gau Meddygfa Mariners yn siom mawr i nifer o gleifion. Yn anffodus, does dim gwasanaeth Meddyg Teulu wedi bod yn y feddygfa gangen hon ers 2016 â chleifion yn teithio i Feddygfa Minafon gerllaw yng Nghydsweli ar gyfer apwyntiadau Meddyg Teulu a chlinigau clefydau cronig dan arweiniad nyrsys.

'Yn dilyn adolygiad o sut mae gwasanaethau'n cael eu defnyddio gan gleifion yn y feddygfa, mae gwasanaethau Meddygfa Mariners yn cael eu symud i Feddygfeydd Minafon a Thrimsaran fel eu bod yn eistedd o fewn y timau aml-ddisgyblaethol dan arweiniad Meddygon Teulu er mwyn

sicrhau bod cleifion yn gweld y gweithiwr proffesiynol mwyaf priodol ar gyfer eu hanghenion, megis Fferyllydd neu Ffisiotherapydd.' Rydym wedi gwrandao ar bryderon cleifion ynghylch y gwasanaethau yng Nglan-y-fferi ac yn **gweithio gyda Grŵp Menter Gymdeithasol Glan-y-fferi i barhau â'r clinigau fflebotomi wythnosol yng Nghalon-y-Fferi a bydd Rhagnodydd Cymdeithasol yn cynnal clinigau rheolaidd, hefyd yng Nghalon-y-Fferi.**

Ymateb Llywodraeth Cymru

Dyweddodd y Gweinidog Iechyd a Gwasanaethau Cymdeithasol mai cyfrifoldeb Bwrdd Iechyd Prifysgol Hywel Dda yw darparu gwasanaethau meddygon teulu digonol yng Nglanyfferi. Dyweddodd:

Rwy'n ymwybodol bod Meddygfa Mariners yng Nglanyfferi wedi penderfynu cyflwyno cais i Fwrdd Iechyd Prifysgol Hywel Dda i gau'r lleoliad ar Ffordd Caerfyrddin a chyfuno eu gwasanaethau ym Meddygfa Minafon yng Nghydweli. **Mae hwn yn fater contractiol rhwng y Bwrdd Iechyd a'r practis meddyg teulu ac ni allaf ymyrryd yn y mater.**

Rwy'n sylweddoli bod hwn yn gyfnod ansefydlog i'r cleifion. Mae Bwrdd Iechyd Prifysgol Hywel Dda yn ymgysylltu â chleifion a rhanddeiliaid fel rhan o broses o ymgynghori ar gais y practis. Bydd panel adolygu'r practis yn cael ei alw ynghyd i ystyried y cais, a hynny yn unol â phrotocol y cytunwyd arno â'r Cyngor Iechyd Cymuned. Wrth ystyried y cais, bydd y panel adolygu yn edrych ar y rhesymau dros y cais, defnydd cleifion ar hyn o bryd, yr effaith ar gleifion, cysylltiadau trafnidiaeth gyhoeddus, a safbwyntiau cleifion.

Rydym yn cydnabod bod y system meddygon teulu o dan lawer o bwysau ac rydym yn gweithio i sicrhau bod pob claf yn gallu cael mynediad at y gofal cywir ar yr adeg gywir.

Mae'r Gweinidog hefyd yn tynnu sylw at safonau mynediad newydd Llywodraeth Cymru at wasanaethau meddygol cyffredinol, sef y safonau y disgwylir i feddygfeydd eu bodloni erbyn mis Mawrth 2021. Er mwyn helpu practisau i fodloni'r safonau hyn, bydd £3.76 miliwn yn cael ei fuddsoddi eleni mewn gwasanaethau teleffoni digidol. Nododd y Gweinidog fanylion y gwaith y mae Llywodraeth Cymru yn ei wneud i ymdrin â materion yn ymwneud â recriwtio meddygon teulu a sicrhau bod y proffesiwn yn fwy deniadol, fel yr ymgyrch *Hyfforddi Gweithio Byw*. Yn ôl y Gweinidog, ers i'r ymgyrch gael ei lansio yn 2016,

cafwyd cynnydd sylweddol yn y gyfradd llenwi ar gyfer hyfforddiant meddygon teulu. Eleni, mae cyfanswm o 186 o lefydd wedi'u llenwi, sy'n uwch na'r targed newydd y cytunwyd arno, sef 160 o swyddi. Dyma'r nifer uchaf o bobl i gael eu recriwtio i hyfforddiant arbenigol meddygon teulu yn ddiweddar.



Ein cyf/Our ref VG/08638/19

Janet Finch-Saunders AC
Cadeirydd y Pwyllgor Deisebau
Cynulliad Cenedlaethol Cymru
Tŷ Hywel
Bae Caerdydd
Caerdydd
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10 Ionawr 2020

Annwyl Janet,

Diolch yn fawr am eich llythyr ar 22 Tachwedd ar ran y Pwyllgor Deisebau ynghylch Deiseb P-05-930 ar gyfer Meddygfa Glanyfferi.

Cyfrifoldeb Bwrdd Iechyd Prifysgol Hywel Dda yw darparu gwasanaethau meddygon teulu digonol yng Nghlanyfferi. Rwy'n ymwybodol bod Meddygfa Mariners yng Nglanyfferi wedi penderfynu cyflwyno cais i Fwrdd Iechyd Prifysgol Hywel Dda i gau'r lleoliad ar Ffordd Caerfyrddin a chyfuno eu gwasanaethau ym Meddygfa Minafon yng Nghydsweli. Mae hwn yn fater contractiol rhwng y Bwrdd Iechyd a'r practis meddyg teulu ac ni allaf ymyrryd yn y mater.

Rwy'n sylweddoli bod hwn yn gyfnod ansefydlog i'r cleifion. Mae Bwrdd Iechyd Prifysgol Hywel Dda yn ymgysylltu â chleifion a rhanddeiliaid fel rhan o broses o ymgynghori ar gais y practis. Bydd panel adolygu'r practis yn cael ei alw ynghyd i ystyried y cais, a hynny yn unol â phrotocol y cytunwyd arno â'r Cyngor Iechyd Cymuned. Wrth ystyried y cais, bydd y panel adolygu yn edrych ar y rhesymau dros y cais, defnydd cleifion ar hyn o bryd, yr effaith ar gleifion, cysylltiadau trafndiaeth gyhoeddus, a safbwyntiau cleifion.

Rydym yn cydnabod bod y system meddygon teulu o dan lawer o bwysau ac rydym yn gweithio i sicrhau bod pob claf yn gallu cael mynediad at y gofal cywir ar yr adeg gywir. Ym mis Mawrth 2019, cyhoeddais y safonau newydd ar Fynediad at Wasanaethau Meddygol Cyffredinol, a disgwyliwn i bractisau meddygon teulu fodloni'r safonau hyn erbyn mis Mawrth 2021. Er mwyn helpu practisau i'w bodloni, bydd £3.76 miliwn yn cael ei fuddsoddi eleni mewn gwasanaethau teleffoni digidol. Rydym hefyd yn gweithio'n agos gyda Phwyllgor Meddygon Teulu Cymru a Gwasanaeth Iechyd Gwladol (GIG) Cymru i wneud y proffesiwn yn fwy atyniadol, gan wella mynediad at wasanaethau a sicrhau cynaliadwyedd practisau meddygon teulu ar yr un pryd.

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 70
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Mae Cymru, ynghyd â rhannau eraill o'r DU, wedi bod angen ymdrin â materion sy'n ymwneud â recriwtio meddygon teulu. I fynd i'r afael â hyn, lansiais ymgyrch genedlaethol a rhyngwladol yn 2016, *Hyfforddi Gweithio Byw*, er mwyn hyrwyddo manteision hyfforddi a gweithio fel meddyg teulu yng Nghymru. Fel rhan o'r ymgyrch, fe wnaethom gyflwyno dau gynllun cymelliadol i annog a denu rhagor o bobl i hyfforddi fel meddygon teulu yng Nghymru.

Ers i'r ymgyrch gael ei lansio yn 2016, rydym wedi gweld cynnydd sylweddol yn y gyfradd llenwi ar gyfer hyfforddiant meddygon teulu. Eleni, mae cyfanswm o 186 o lefydd wedi'u llenwi, sy'n uwch na'r targed newydd y cytunwyd arno, sef 160 o swyddi. Dyma'r nifer uchaf o bobl i gael eu recriwtio i hyfforddiant arbenigol meddygon teulu yn ddiweddar. Ym mis Mehefin, cyhoeddom fod y cwota targed ar gyfer hyfforddiant meddygon teulu wedi cynyddu o 136 i 160, gan ddechrau'r hydref hwn.

Rwyf wedi ymrwymo i sicrhau ein bod yn dod o hyd i atebion ymarferol a diogel i gael gweithlu cynaliadwy, sy'n fwy diogel i gleifion ac sy'n gwella ansawdd y gwasanaeth y gall y GIG ei ddarparu.

Gobeithio y bydd yr wybodaeth hon o gymorth i chi.

Yn gywir,



Vaughan Gething AC/AM

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

Eitem 2.2

P-05-933 Gwahardd pysgod aur rhag cael eu rhoi i ffwrdd mewn ffair.

#OperationGoldfish

Cyflwynwyd y ddeiseb hon gan Holly Rosalie Homer, ar ôl casglu cyfanswm o 498 lofnodion ar-lein a 1,918 ar bapur, sef cyfanswm o 2,416 o lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol i annog Llywodraeth Cymru i wahardd pysgod aur rhag cael eu rhoi i ffwrdd mewn ffeiriau.

Mae pysgod aur yn dal i gael eu rhoi i ffwrdd fel gwobrau mewn ffeiriau ar hyd a lled y wlad. Maent yn greaduriaid cymhleth a all fyw am hyd at 25+ mlynedd a thyfu rhwng 25-45cm. Cânt eu cadw mewn amodau gwael a'u rhoi i bobl sy'n ennill ar fympwy, ac oherwydd hyn maent ond yn byw am ychydig fisoedd fel arfer. Mae hwn yn draddodiad hynafol a, thrwy addysg ddiweddar, rydym wedi dod i sylweddoli ei fod yn anfoesol.

Etholaeth a Rhanbarth y Cynulliad

- Bro Morgannwg
- Canol De Cymru

Gwahardd pysgod aur rhag cael eu rhoi i ffwrdd mewn ffair. #OperationGoldfish

Y Pwyllgor Deisebau | 04 Chwefror 2019
Petitions Committee | 04 February 2019

Cyfeirnod: RS19/11218-1

Rhif y ddeiseb: [P-05-933](#)

Teitl y ddeiseb: Gwahardd pysgod aur rhag cael eu rhoi i ffwrdd mewn ffair.
#OperationGoldfish

Testun y ddeiseb: Rydym yn galw ar Gynulliad Cenedlaethol i annog Llywodraeth Cymru i wahardd pysgod aur rhag cael eu rhoi i ffwrdd mewn ffeiriau.

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1. Cefndir

Rhwng 2014 a 2018, [cafodd yr RSPCA wybod](#) am 24 o achosion pan gafodd anifeiliaid byw eu rhoi'n wobrau yng Nghymru. Pysgod aur a gafodd eu rhoi'n wobrau mewn ffeiriau oedd 60% o'r achosion hyn.

[Mae'r galw i wahardd yr arfer o roi pysgod aur yn wobrau mewn ffeiriau](#) ar sail lles anifeiliaid wedi cynyddu'n ddiweddar. Fodd bynnag, [mae'r rhai sydd o blaid rhoi](#)



pysgod aur yn wobrau mewn ffeiriau yn dweud bod hynny'n draddodiad mewn ffeiriau a bod rheolau'n cael eu rhoi i sicrhau bod y pysgod yn cael gofal.

Mae'r *Deddf Lles Anifeiliaid 2006* ('Deddf 2006') yn cynnwys gofyniad cyffredinol i berchnogion / ceidwaid anifeiliaid ddiwallu anghenion yr anifeiliaid. Mae hyn yn cynnwys y rhai sy'n rhoi neu'n derbyn anifeiliaid anwes fel gwobrau. O dan Adran 11 o Ddeddf 2006 mae'n drosedd rhoi anifail yn wobwr i unrhyw un o dan 16 oed, oni bai fod rhywun dros 16 oed gyda nhw, neu oni bai fod y wobwr yn cael ei roi yng nghyd-destun teulu.

Mae rhai awdurdodau lleol yng Nghymru (Casnewydd, Caerffili a Wrecsam) wedi gwahardd yr arfer o roi anifeiliaid anwes yn wobrau ar dir sy'n eiddo i'r awdurdod lleol.

Yn yr Alban, mae'n drosedd, o dan Adran 31 o *Ddeddf Iechyd a Lles Anifeiliaid (yr Alban) 2006*, rhoi anifail yn wobwr i unrhyw un, waeth beth yw ei oed, (ac eithrio achosion pan gaiff ei roi yng nghyd-destun teulu).

2. Camau a gymerwyd gan Lywodraeth Cymru:

Mewn llythyr at y Pwyllgor Deisebau (Rhagfyr 2019), esboniodd Gweinidog yr Amgylchedd, Bwyd a Materion Gwledig ('y Gweinidog') y camau y mae wedi'u cymryd yn y cyswllt hwn. Dywedodd iddi ysgrifennu at Showmen's Guild, sef corff ymbarél sy'n cynnwys pobl sy'n gweithio mewn ffeiriau, i ddarganfod mwy am eu hymdrechion i hunanreoleiddio ac i gael gwybod pa mor gyffredin yw'r arfer hwn. Dywedodd y Gweinidog ei bod yn aros am ymateb cyn cynnig cyngor ynghylch unrhyw system ddiogelu.

Ar 29 Awst 2019, cyhoeddodd Llywodraeth Cymru ymgynghoriad ynghylch Rheoliadau drafft a fyddai'n cyflwyno cynllun trwyddedu ar gyfer Arddangos Anifeiliaid; *Rheoliadau Lles Anifeiliaid (Trwyddedu Arddangosfeydd Anifeiliaid) (Cymru) 2020*. Mae'r datganiad ysgrifenedig cysylltiedig yn dweud y bydd y cynllun trwyddedu'n caniatáu i swyddogion 'wneud gwiriadau i sicrhau bod safonau da o les yn cael eu cynnal lle mae anifeiliaid yn cael eu cadw, wrth iddynt gael eu cludo ac yn ystod arddangosfeydd'. Yn ei llythyr at y Pwyllgor Deisebau, mae'r Gweinidog yn dweud y canlynol:

Os cyflwynir y cynllun trwyddedu, caiff awdurdodau lleol eu hannog i gymryd agwedd ymarferol wrth benderfynu a ddylid trwyddedu gweithgaredd. Gan ddibynnu ar y meini prawf trwyddedu terfynol ac

Teitl:

amgylchiadau unigol, gall hyn gynnwys arddangos pysgod aur er mwyn eu rhoi'n wobrau.

Yn ystod trafodaeth y Pwyllgor Newid Hinsawdd, yr Amgylchedd a Materion Gwledig (CCERA) ar y Bil Anifeiliaid a Syrcasau Gwyllt ym mis Hydref 2019, dywedodd y Gweinidog y canlynol [ychwanegwyd y pwyslais]:

[...] Roeddwn yn meddwl tybed a allai [rhoi anifeiliaid anwes yn wobrau] ddod o dan y rheoliadau arddangosfeydd anifeiliaid y byddwn, gobeithio, yn eu cyflwyno'r flwyddyn nesaf, ond na, ni allai. Felly, **bydd yn ddarn o waith ar wahân.**

Ar 20 Rhagfyr 2020, cyhoeddodd Llywodraeth Cymru grynodedb o'r ymatebion i'r ymgynghoriad ynghylch trwyddedu arddangosfeydd. Dywedodd rhai ymatebwyr y dylai'r arfer o 'roi anifeiliaid anwes yn wobrau' fod yn weithgraedd y dylid ei drwyddedu o dan y cynllun. Ymatebodd Llywodraeth Cymru drwy ddweud:

Byddwn yn ystyried yr awgrymiadau a wnaed gan ymatebwyr i'r ymgynghoriad yn unol â bwriad y polisi i benderfynu a oes angen unrhyw newidiadau, neu os oes pryderon, a fyddai'n fwy priodol eu hystyried o dan wahanol feysydd polisi.

3. Camau a gymerwyd gan Gynulliad Cenedlaethol Cymru

Yn ystod gwaith Pwyllgor CCERA ar y Bil Anifeiliaid Gwyllt a Syrcasau ym mis Hydref 2019, cyfeiriodd Neil Hamilton AC a Joyce Watson AC at yr arfer o roi pysgod aur yn wobrau. Dywedodd Neil Hamilton:

Rwy'n credu bod ystyriaethau sylweddol, mewn gwirionedd, o ran lles anifeiliaid mewn perthynas â gwerthu pysgod aur mewn ffeiriau ac ati a hynny, yn y bôn, oherwydd nad oes gan y bobl sy'n eu prynu unrhyw syniad sut i ofalu amdanynt, ac mae'n debyg bod o leiaf 90 y cant ohonynt yn marw mewn fawr o dro. Felly, oni ddylem, mewn gwirionedd, fod yn ystyried materion lle mae ystyriaethau lles anifeiliaid go iawn, yn hytrach na Bil sydd â chwmpas mor gyfyng â hwn, sy'n effeithio ar gyn lleied o anifeiliaid ac sy'n seiliedig ar feini prawf goddrychol?

Dywedodd y Gweinidog:

... Rwyf wedi gofyn i swyddogion edrych ar y mater [rhoi pysgod aur yn wobrau], ond mae rhywun wedi gofyn yn benodol i mi a allwn i wneud hynny o fewn y Bil hwn; mae'n amlwg na allaf. [...] Rwy'n cytuno â chi fod angen inni edrych ar yr arfer o roi pysgod aur yn wobrau, oherwydd, yn sicr, os ydych chi'n meddwl am hirhoedledd, [...] mae pethau wedi newid, ac mae barn y cyhoedd wedi newid yn y cyswllt hwn.

Gwneir pob ymdrech i sicrhau bod y wybodaeth sydd wedi'i chynnwys yn y papur hwn yn gywir adeg ei gyhoeddi. Dylai darllenwyr fod yn ymwybodol nad yw'r papurau hyn yn cael eu diweddarau o reidrwydd na'u diwygio fel arall i adlewyrchu newidiadau dilynol.

Yn rhinwedd paragraff(au) vi o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon



Eich cyf/Your ref P-05-933
Ein cyf/Our ref LG/07501/19

Janet Finch-Saunders AC
Cadeirydd y Pwyllgor Deisebau.

Government.Committee.Business@gov.wales

Annwyl Janet

3 Rhagfyr 2019

Diolch am eich llythyr dyddiedig 22 Tachwedd ynghylch Deiseb P-05-933 Gwahardd pysgod aur rhag cael eu rhoi i ffwrdd mewn ffair.

Mae lles anifeiliaid a pherchenogaeth gyfrifol o anifeiliaid yn un o flaenoriaethau Llywodraeth Cymru a Grŵp Fframwaith Cymru ar gyfer lechyd a Lles Anifeiliaid (WAHWFG). Rydym wedi ymrwymo i gynnal y safonau lles uchaf posib ar gyfer yr holl anifeiliaid sy'n cael eu cadw yng Nghymru, ymhob cam o'u bywydau.

Rwy'n ymwybodol o bryderon y cyhoedd ynghylch rhoi anifeiliaid yn wobrau. Mae hi eisoes yn ofynnol i berchenogion a cheidwaid anifeiliaid, boed yn barhaol neu dros dro, o dan Ddeddf Lles Anifeiliaid 2006 ddiwallu anghenion yr anifeiliaid. Mae hyn yn cynnwys pobl sy'n rhoi ac yn derbyn gwobrau. Yn ogystal â hyn, nid yw'n caniatáu rhoi anifeiliaid yn wobrau i unrhyw un o dan 16 oed oni bai ei fod wedi'i hebrwng gan oedolyn.

Mae fy swyddogion wedi bod wrthi'n casglu gwybodaeth am y mater hwn ers rhai misoedd bellach. Mae dau awdurdod lleol yng Nghymru - Caerffili a Chasnewydd - wedi cyflwyno gwaharddiadau gwirfoddol o safbwynt rhoi anifeiliaid yn wobrau ar dir y mae'r Cyngor yn berchen arno a deallaf fod yr RSPCA yn ceisio annog awdurdodau lleol i wneud yr un peth. Deallaf na fyddai Awdurdodau Lleol ond yn arolygu busnesau sy'n rhoi pysgod aur yn wobrau os byddai cwyn ynghylch lles yn cael ei chyflwyno.

Gwnes ysgrifennu'n ddiweddar at yr Urdd Siewmyn, sef corff ambarél y mae ei aelodau'n cynnwys ffeiriaid, i wybod mwy am eu hymdrechion i hunan-reoleiddio ac am ba mor gyffredin yw'r gweithgaredd hwn. Er bod trafodaeth bositif eisoes wedi'i chynnal rhwng yr Urdd a swyddog polisi rwy'n aros am ymateb ffurfiol. Ar ôl derbyn yr ymateb hwn bydd modd i mi gynnig cyngor mwy pendant ynghylch unrhyw systemau diogelwch sydd ganddynt yn eu lle a pha mor gyffredin yw'r gweithgaredd yng Nghymru.

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Correspondence.Lesley.Griffiths@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 79

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Gwnes ymgynghori'n ddiweddar ynghylch Rheoliadau drafft ar gyfer cyflwyno cynllun trwyddedu arfaethedig i Arddangosfeydd Anifeiliaid. Os caiff y cynllun trwyddedu ei gyflwyno caiff Awdurdodau Lleol eu hannog i fynd ati'n bragmataidd i holi a oes modd trwyddedu gweithgaredd. Gan ddibynnu ar y meini prawf terfynol ynghylch trwyddedu a'r amgylchiadau unigol gallai hyn gynnwys arddangos pysgod aur at ddiben eu rhoi'n wobrau. Byddaf yn cyhoeddi adroddiad cryno o'r ymatebion a ddaeth i law, ac yn cyflwyno datganiad yn amlinellu'r camau nesaf cyn diwedd y flwyddyn.



Lesley Griffiths AC/AM

Gweinidog yr Amgylchedd, Ynni a Materion Gwledig
Minister for Environment, Energy and Rural Affairs

P-05-933 Ban Goldfish from being given away at funfairs. #OperationGoldfish, Correspondence – Petitioner to Committee, 29.01.20

Having a passion for animals and a career working with animals it is imperative to me that any animal, big or small, is cared for and given the best quality of life. I work in a pet shop as a qualified freshwater aquatics specialist. This has allowed me to build up a high level of knowledge about how to correctly care for all types of fish. There are many myths surrounding the care of Goldfish, such as they can live in a small bowl, they have a short life span and they are easy pets to look after.

In fact, if correctly cared for **Goldfish should live for 25 years**, they require a tank of at least 100 litres and have complex needs, which require “a great deal of preparation, investment, time and care”. (Please see document 1 - RSPCA report, page 3, paragraph 2 – “Tank size”, Page 4 and 5 “RSPCA guide to caring for Goldfish”)

My shop is near a popular funfair which gives away Goldfish as prizes. What was alarming to me is that on a regular occurrence people who had just won a Goldfish on impulse, were visiting the shop seeking advice and more information. After hearing advice from my shop, many of the members of public were not prepared to spend the amount of time and money to provide adequate care for the Goldfish.

I then decided to investigate this further and visited Barry Island funfair, where I was alarmed to find that the information leaflet which was given out with the ‘prize’ was incorrect. This leaflet is produced by a third party who solely sell fish products and not live fish. (Please see document 2 – “Waterlife Goldfish Guide”)

Funfair leaflet point 2 “What size tank do I need” states that “without a filter...”, however every fish tank requires a filter to ensure that the water is kept clean (Please see document 1 –Page 5 “RSPCA guide to caring for Goldfish”). The funfair leaflet also states “The traditional goldfish bowl is really only big enough for one goldfish, a better option would be a 45 litre aquarium”. Again, this is incorrect as one goldfish requires at least 100 litres. When the Goldfish is won at the funfair the fish is handed over in a plastic bag; a tank which is only approximately 5 litres in size can be purchased from them for an additional £5, however this is not compulsory.

Funfair leaflet point 4 – “you need to set up your tank for a couple of days before adding your Goldfish”. Although this is partially correct, the Goldfish are usually won on impulse and therefore the likelihood of the tank being set up prior to their visit is unlikely. (Please see Document 1 - Page 5 “RSPCA guide to caring for Goldfish” and cover page). The RSPCA strongly advise new owners to set up their tank at least two weeks before adding in any fish and therefore **the ownership of a Goldfish requires more thought and preparation than an impulse win at a fair.**

Barry Island attracts lots of visitors who can travel far for a day out. If this animal is won on impulse, how is the welfare looked after as it could remain in a bag, in warm conditions for the remainder of the day and also possibly face a long journey home. On many occasions as the animal is won on impulse the new owner is not prepared or equipped to look after this animal correctly. Barry Island is only one example of where this is happening and this needs to be stopped. (Please see document 1 - RSPCA case studies)

I am not trying to stop people owning Goldfish as pets, as if they are ready to own a Goldfish then they would visit a pet shop where they make a pre-planned purchase. Pet shops have regulations and have qualified specialists who will offer all the support and advice that the new owner requires.

As this campaign has developed, I have received endless amount of support from the general public. I was surprised at the amount of people I have spoken to who were shocked that this archaic tradition still goes ahead. I have received feedback and comments such as "if puppies and kittens were given away as prizes this would have been stopped years ago".

The operation goldfish campaign has been featured on the BBC news, radio stations and local newspapers. This has resulted in professionals such as Tom Hird, a marine biologist contacting the BBC giving 100% support to the campaign. Please see some of the quotes form Tom Hird's interview (The interview is on BBC archive and a copy can also be obtained from me directly):

"They have been abused for many, many years"

"Winning a goldfish in a bag it would be like winning a puppy in a suitcase"

"They have feelings, they get stressed, they have friends....and need to be treated with respect"

"Lack of understanding of the animal"

"They are not an easy fish to keep and you managing to get one, to two or three years old....is not an achievement"

"They are living creatures and need proper care the same as any other living creature....just because it's a fish doesn't mean it's any less of a responsibility".

The story which was broadcast on the BBC news features myself and also Paul Tapley, the Maidenhead aquatics Welfare Officer who also strongly supports the campaign. (Please see link for the full video clip: <https://www.bbc.co.uk/news/uk-wales-49473624>). Since the BBC interview Paul has also been in touch to provide the below quote in support of the petition:

"It's true to say there's a long tradition of goldfish as pets and for many of us, these are our first experience of keeping fish. The main issue is that fishes are entirely reliant on their environment to thrive, in a way that stands apart from mammals, birds and other companion animals.

Fresh tap water contains chlorine and dissolved gases that are harmful, which means that without the use of water conditioners and time it's difficult to cater for a goldfish as an unexpected new pet. **Retailers spend hours advising customers to prepare their facilities in advance and the fact that so few people are surprised to hear that goldfish should live for decades is a testament to how culturally ingrained this low-level animal abuse is".**

The publicity of the campaign has resulted in an overwhelming amount of support from the general public. After the BBC news report aired the RSPCA then contacted me directly and I have since been working with them and attending Council meetings to introduce the ban on Council land.

We are making a step in the right direction and it has been great to see Conwy and Wrexham Council joining Caerphilly and Newport Council in passing a ban to give animals as prizes on Council land. Within the Scotland Animal Health and Welfare Act 2006, it is an offence to give an animal as a prize. This is a movement which is building up momentum with Councillors, organisations and most importantly the general public.

We have a duty to do more to help protect Goldfish and I believe up until now, Goldfish have been overlooked. There are other Animal acts in place which restricts and regulates areas such as puppy farming and the use of wild animals in circuses. I agree with the proposal for the animal licences, as it will have great benefits for animals in Wales, however I don't feel that it will provide adequate protection for the welfare of fish.

We are living in a society where we should stand up for what is right, and all animals deserve a good quality of life. **Should winning a living animal as a prize, merely to satisfy us be a strong enough reason to let this continue?**

With your help in passing this ban we can ensure that no more goldfish need to go through pain, just for an outdated tradition to continue.



Briefingdocument

FROM RSPCA CYMRU'S PUBLIC AFFAIRS TEAM

The case for a ban on animals as prizes on Council owned land

August 2019

Summary of Points

- Animal ownership is a big responsibility, one that should be planned and well thought out. Animals often do not have their welfare needs met both prior to, during and after being given as a prize.
- Between 2014 and 2018, there were 24 cases reported to the RSPCA of live animals being given as prizes in Wales. Of these 60% were goldfish being given at fairgrounds, however other animals including dogs, ducklings and horses were also reported during this period.
- Under the Animal Welfare Act 2006, it is an offence to give an animal as a prize to anyone under the age of 16, except within the family context. RSPCA Cymru believes that this does not go far enough, and would like to see legislation introduced similar to that within the Animal Health and Welfare (Scotland) Act 2006, which states that it is an offence to give an animal as a prize, regardless of age, except within the family context.
- Wales' local authorities have the opportunity to ban the giving of live animals as prizes on Council owned land, ensuring the welfare of these animals is not compromised, as well as raising public awareness of the issue and leading the way on ending this outdated practice.

The RSPCA is opposed to the giving of live animals as prizes and have long discouraged the practice, encouraging members of the public not to attend any showgrounds, fairs or other events where live animals are being given as prizes.

The Legislative Position

The Animal Welfare Act was introduced in England and Wales in 2006, in a bid to improve animal welfare across the two countries. While this legislation remains one of the most important pieces of legislation ever introduced for animals in Wales, it could go further in protecting the welfare of pets currently issued as prizes.

Under Section 11 of the Act - *Transfer of animals by way of sale or prize to persons under 16* - it is an offence to give an animal as a prize to anyone under the age of 16, unless they are accompanied by someone over the age of 16 or it is within the family context¹.

RSPCA Cymru believes that this piece of legislation could go further to help ensure the welfare of animals currently issued as prizes.

Animals are being kept and transported in conditions which do not meet their needs, often resulting in their death before the new owners even get them home. As such, RSPCA Cymru advocates a move similar to the Scottish legislation, set out under Section 31 of the Animal Health and Welfare (Scotland) Act 2006, which states that is an offence for an animal to be given as a prize regardless of age, except where given within the family context².

Despite the current law, many are also being given to individuals aged under 16 - potentially highlighting issues around enforcement of the existing provision, and the need to rethink.

The need for a voluntary ban

Ultimately, RSPCA Cymru believes that the introduction of a Scottish-like outright ban on animals as prizes on both public and private land by the Welsh Government is the most effective means to prevent animals being given thoughtlessly as prizes and therefore ensuring the welfare of these animals.

However, in implementing a ban on Council-owned land, Wales' local authorities could deliver a powerful message to the local community, Welsh Government and their counterparts elsewhere on the importance of this issue. Councils, as such, not only have the opportunity to ban the giving of live animals as prizes on their land, but also - in the process - to raise wider public awareness as to the impact that this practice has on the welfare of the animals.

By adopting this ban, local authorities across Wales would be following the likes of Newport City Council who have already banned the giving of live animals as prizes on Council land.³ It is the view of the RSPCA that the more Local Authorities that make this step, the greater the possibility of us achieving an outright ban on this outdated practice; while also dramatically restricting areas across the country where pets can be given as prizes.

Animals as Prizes and the impact on their welfare

RSPCA Cymru is firmly opposed to the giving of live animals as prizes. Animal ownership is a big responsibility that needs to be planned and well-thought out, in order to help provide the

¹ [Animal Welfare Act 2006](#)

² [Animal Health and Welfare \(Scotland\) Act 2006](#)

³ Newport City Council has confirmed that pets being given as prizes has been banned on Council land for numerous years, however Newport Council have been unable to confirm the exact date such a regulation was introduced.

best quality of life for that animal - not a spur of the moment event resulting from a game.

While a range of animals are given as prizes each year in Wales and the rest of the UK, goldfish are the animal most commonly associated with pets as prizes. Goldfish are easily stressed and very often fish that are won as prizes suffer miserably from shock, oxygen starvation or die from changes in water temperature, and many will die before their new owners can get them home.

People who are given goldfish as prizes do not normally have an aquarium set up so may keep them in unsuitable environments (such as fish bowls) and some fish may even get illegally dumped in local waterways. Fish bowls do not allow for appropriate oxygenation of the water and keeping fish in a small volume of water will also lead to high levels of ammonia, which can cause disease. Bowls provide limited or no opportunities for enrichment, shelter, company or a stable temperature, all of which are important factors in providing fish with a suitable living environment.

Acquiring an animal to be kept as a pet should be the result of careful planning and prior consideration. The prospective owner should have a clear understanding of the responsibilities involved and carefully consider whether they have, and will continue to have, the facilities, time, financial means and level of interest necessary to ensure a satisfactory standard of care for their animal prior to acquiring it.

Pets as Prizes Statistics

Year	Incidents
2014	5
2015	3
2016	6
2017	6
2018	4
Total	24

The above table shows a breakdown of reported incidents to the RSPCA relating to pets as prizes in Wales from 2014 to 2018. While the majority of these cases - 60 percent - were goldfish being given as prizes at fairgrounds, RSPCA Cymru has also received calls regarding dogs, horses and other animals being raffled or given as prizes⁴. These statistics only show the number of incidents reported to the RSPCA concerning the welfare of animals given as prizes, and it is likely the figure of incidences witnessed across Wales are far higher.

⁴ RSPCA Data on Pets as Prizes reports, 2014 - 2018

Case Study One - Barry Island Pleasure Park

Barry Island Pleasure Park is a popular destination for families across South Wales. Thousands of people visit the Island during the summer months, however it is also home to a fairground known for giving goldfish as prizes⁵.

RSPCA has received numerous calls with regards to the giving of goldfish as prizes at the Pleasure Park, with a number of them relating to children aged under 16 years which is an offence under the Animal Welfare Act 2006⁶. We have also received reports of fish in bags that are hanging in direct sunlight and dead fish lying in the plastic bags filled with “green slime” while the games continue.

Case Study Two - Bridgwater Fair Ground

In April 2019, a man was fined, sentenced to a 12-month community order and banned from keeping fish for five years after filming himself swallowing a live goldfish that he had won at Bridgwater fairground, Somerset in September 2018.

The fish had been won as a prize at the fairground prior to the incident, which was filmed and reported to the RSPCA⁷. Following this particular case, Sedgemoor District Council was inundated with requests from animal charities, journalists and individuals asking them to ban the practice of giving live animals as prizes on Council land. Consequently, 2019 will see Bridgwater fairground not offering goldfish as prizes for the first time, which is a big step forward for those involved in animal welfare and the banning of pets as prizes⁸.

This case study demonstrates the lack of understanding of, or appreciation for, a goldfish's sentience after it has thoughtlessly been offered as a prize. Spontaneously giving animals away as a prize can clearly encourage individuals to not treat them as a sentient being, but rather as a worthless object that can be thrown away, or in this case purposely destroyed. Subsequently, the individual was prosecuted for causing “unnecessary suffering” to the animal under Section 4 of the Animal Welfare Act 2006, and also fined £300 for his actions⁹.

RSPCA Guide to Caring for Goldfish

While Pets as Prizes is a problem in itself in Wales, 60% of incidents reported to the RSPCA since 2014 have related to the giving of goldfish as prizes at fairgrounds and other events. Goldfish and other fish can make excellent companion animals - with 14% of all households in Wales owning fish¹⁰. However fish can be challenging pets; meeting their complex biological, environmental and behavioural needs takes a great deal of preparation, investment, time and care.

⁵ [Tweet - @mangofire2](#)

⁶ [Tweet - @KimIannucci](#)

⁷ Independent - [Man swallows live goldfish at fun fair, is banned from keeping fish](#)

⁸ Somerset County Gazette - [Goldfish prize ban at Bridgwater Fair 2019](#)

⁹ [BBC News - Man fined for swallowing goldfish at Bridgwater Fair](#)

¹⁰ [National Survey for Wales](#)

Prospective owners of pets such as fish must thoroughly research the needs of the particular species and what is required in the care of the animal, using expert sources, and only consider keeping one if they can ensure they are fully able to provide for these needs. Owners need to make sure they can give their animal the environment it needs and that they have the facilities, time, financial means and long-term commitment to maintain a good standard of care, as required under the Animal Welfare Act 2006.

The RSPCA believes that all five of the welfare needs of fish would need to be considered before purchasing them as a pet. Information about how to meet these welfare needs is available on the RSPCA's website and our guide on the care of freshwater fish. Some examples of these welfare needs are:

- Goldfish need an aquarium or tank with a filter and regularly changed water - the water should be between 10 and 21 degrees centigrade. Other species of fish kept as pets can require very different water temperatures - and owners should research this requirement thoroughly.
- The number of fish you can keep in an aquarium depends not only on the water quality but also the behavioural needs of the fish. Despite goldfish being a single species, there are many different varieties and not all varieties of goldfish should be kept together in a tank.
- It is important to supplement fish food flakes with other foods for balanced nutrition and enrichment. Goldfish enjoy chopped vegetable matter like lettuce or spinach and they will also nibble on aquatic plants. For other species of pet fish, research should always be done to find the appropriate food.
- It is important to be aware of common signs of illness in goldfish, what might cause these illnesses, and how they should be treated. Fish need to have a vet consulted if their behaviour or appearance changes.
- You need to provide furnishings and enrichment to provide for the specific behaviours of goldfish. This could include places to hide in their tanks e.g. plants, secure branches, rocks or artificial decorations¹¹.

When preparing to bring a fish home for the first time the RSPCA strongly advises that new owners use 'fishless cycling', which involves running the tank filter for some time before adding any fish and can take at least two weeks.

Giving goldfish as prizes gives no guarantees as to meeting these conditions, and does not equip owners with the necessary knowledge for responsible fish ownership. It is therefore unsurprising that many of the animals will die before they make it to their new home. It is important that we recognise goldfish as deserving of a good quality of life as any other animal.

¹¹ [RSPCA Advice & Welfare - Fish](#)

Example of a Motion to Ban Animals Being Given as Prizes on Council Owned Land

Local authorities implementing local bans can help eliminate the giving of pets as prizes on Council-owned land across Wales. The below is an example of a motion that local authorities across Wales could adopt to support the banning of animals being given as prizes on Council land:

This Council:

- **is concerned about the number of cases reported to the RSPCA each year, regarding pets given as prizes via fairgrounds, social media and other channels in Wales**
- **is concerned for the welfare of those animals that are being given as prizes**
- **recognises that many cases of pets being as prizes may go unreported each year in Wales**
- **supports a move to ban the giving of live animals as prizes, in any form, on [Insert Council name].**

The Council agrees to:

- **ban outright the giving of live animals as prizes, in any form, on [insert Council name] land.**
- **write to the Welsh Government, urging an outright ban on the giving of live animals as prizes on both public and private land in Wales.**

RSPCA Cymru believe that the above Motion provides the necessary recommendations to implement an effective ban on animals being given as prizes on council land.

Conclusion

The practice of giving animals as prizes can be extremely detrimental to the welfare of those animals. Many will die before getting back to their new homes, or shortly after; and owners are actively encouraged to take on an animal in a spontaneous, ill-planned manner.

While the majority of cases are goldfish being given as prizes at fairgrounds and alike, RSPCA Cymru receives calls relating to dogs, cats, horses, ducklings and other animals being offered as prizes through a range of channels, particularly social media.

All animals, regardless of shape and size, can suffer, and the environments that fairground goldfish find themselves in are unlikely to be sufficient to provide for their welfare needs which could lead to suffering and even death.

Eitem 2.3

P-05-934 Trafnidiaeth Gyhoeddus ym Mlaenau Gwent

Cyflwynwyd y ddeiseb hon gan Ebbw Fawr Business Community, ar ôl casglu cyfanswm o 1,332 lofnodion ar bapur.

Geiriad y ddeiseb:

Hoffai'r bobl isod fynegi pryder ynghylch y drafnidiaeth gyhoeddus wael sy'n cael ei darparu ym Mlaenau Gwent. Mae'r sefyllfa hon wedi arwain at drigolion yn dioddef anawsterau wrth geisio teithio i'r gwaith. Maent hefyd yn cael problemau wrth geisio teithio i ysbytai ac apwyntiadau doctor er mwyn cael sylw meddygol. Mae'r toriadau hefyd wedi gwneud y broses o deithio ar yr amseroedd gorau yn llafurus ac, mewn rhai achosion, yn amhosibl.

Etholaeth a Rhanbarth y Cynulliad

- Blaenau Gwent
- Dwyrain De Cymru

Trafnidiaeth Gyhoeddus ym Mlaenau Gwent

Y Pwyllgor Deisebau | 4 Chwefror 2020
Petitions Committee | 4 February 2020

Rhif y ddeiseb: P-05-934

Teitl y ddeiseb: Trafnidiaeth Gyhoeddus ym Mlaenau Gwent

Geiriad y ddeiseb: Hoffai'r bobl isod fynegi pryder ynghylch y drafnidiaeth gyhoeddus wael sy'n cael ei darparu ym Mlaenau Gwent. Mae'r sefyllfa hon wedi arwain at drigolion yn dioddef anawsterau wrth geisio teithio i'r gwaith. Maent hefyd yn cael problemau wrth geisio teithio i ysbytai ac apwyntiadau doctor er mwyn cael sylw meddygol. Mae'r toriadau hefyd wedi gwneud y broses o deithio ar yr amseroedd gorau yn llafurus ac, mewn rhai achosion, yn amhosibl.

1. Y cefndir

Er bod cymhwysedd deddfwriaethol sylfaenol ar gyfer gwasanaethau rheilffordd yn faes a gedwir yn ôl, mae gan Lywodraeth Cymru gyfrifoldeb gweithredol am gaffael a gweithredu masnachfaint reilffordd Cymru a'r Gororau, a reolir gan Drafnidiaeth Cymru (TfW) ac a weithredir gan KeolisAmey sy'n masnachu fel TrCTrenau.



Fodd bynnag, er bod gan Lywodraeth Cymru bwerau i fuddsoddi mewn seilwaith rheilffyrdd, nid yw'r cyfrifoldeb gweithredol ar gyfer polisi a chyllid seilwaith rheilffyrdd wedi'i ddatganoli ac, yn hytrach Ysgrifennydd Gwladol y DU dros Drafnidiaeth sy'n gyfrifol amdano. Nid yw Llywodraeth Cymru yn derbyn unrhyw ddyraniad Grant Bloc ar gyfer seilwaith rheilffyrdd.

Dadreoleiddiwyd gwasanaethau bysiau yn y 1980au ac mae mwyafrif gwasanaethau bysiau lleol Cymru yn gweithredu ar sail fasnachol. Fodd bynnag, mae dyletswydd ar awdurdodau lleol i sicrhau darpariaeth gwasanaethau trafndiaeth gyhoeddus y maent yn eu hystyried yn briodol er mwyn bodloni unrhyw ofynion trafndiaeth gyhoeddus na fyddent yn cael eu bodloni fel arall. Mae hyn yn cynnwys caffael gwasanaethau â chymorthdal. Mae trwyddedu a rheoleiddio tacsis a cherbydau hurio preifat yn cael eu trin ar lefel yr awdurdod lleol hefyd.

Mae gan y Cynulliad gymhwysedd helaeth i ddeddfu ar gyfer bysiau, tacsis a gwasanaethau hurio preifat, er bod meysydd sylweddol, fel trwyddedu gweithredwyr Cerbydau Gwasanaeth Gyhoeddus, yn parhau i fod wedi'u cadw yn ôl.

2. Camau gweithredu Llywodraeth Cymru

Dyfarnodd Llywodraeth Cymru'r contract i weithredu masnachfaint reilffordd Cymru a'r Gororau, ac elfennau rheilffordd o Fetro De Cymru i KeolisAmey, sy'n masnachu fel TrCTrenau, ym mis Hydref 2018. Er nad yw llinell Glynebwy sy'n gwasanaethu Blaenau Gwent wedi'i chynnwys yn rhaglen drydaneiddio'r Cymoedd ar hyn o bryd, mae'r contract newydd yn cynnwys ymrwymiad i weithredu gwasanaeth newydd un trên yr awr o Lynebwy i Gasnewydd erbyn 2021. [Mae Llywodraeth Cymru wedi cyflwyno cerbydau ychwanegol wedi'u hadnewyddu](#) i'w defnyddio ar y lein, ac mae Trafnidiaeth Cymru wedi paratoi achos busnes amlinellol (heb ei gyhoeddi hyd yma) ar gyfer buddsoddi mewn seilwaith i gynyddu'r capasiti i bedwar trên yr awr o Lynebwy i Gaerdydd a Chasnewydd.

Mae'r llythyr gan Weinidog yr Economi a Thrafnidiaeth at y Cadeirydd ynghylch y ddeiseb yn nodi y bydd cerbydau newydd sbon yn cael eu cyflwyno o 2022 ymlaen. Dywed hefyd fod Llywodraeth Cymru yn ariannu Cyngor Blaenau Gwent i lunio astudiaeth ar Abertyleri:

... yn ystyried y materion allweddol a'r cyfleoedd yn y cwm ac yn nodi ymyriadau posibl ym maes trafndiaeth er mwyn mynd i'r afael â'r materion hynny a chyflawni'n hamcanion llesiant.

O ran gwasanaethau bysiau, ymgynghorodd Llywodraeth Cymru ar Bapur Gwyn, gwella trafndiaeth gyhoeddus, rhwng mis Rhagfyr 2018 a mis Mawrth 2019. Roedd hyn yn cynnwys cynigion ar gyfer:

- pwerau awdurdodau lleol i wneud Partneriaethau Ansawdd Estynedig ar gyfer bysiau;
- pwerau awdurdodau lleol i sefydlu masnachfreintiau bysiau;
- pwerau awdurdodau lleol i bennu eu gweithrediadau eu hunain ar gyfer bysiau;
- gwybodaeth a monitro gwell ar gyfer trafndiaeth gyhoeddus.

Mae Llywodraeth Cymru yn bwriadu cyflwyno Bil er mwyn gweithredu'r mesurau hyn yn ystod tymor presennol y Cynulliad.

Ym mis Gorffennaf 2019, cyhoeddodd y Gweinidog Ddatganiad Ysgrifenedig: Y Diweddaraf ynghylch y Bil Trafnidiaeth Gyhoeddus (Cymru) a'r agenda ar gyfer diwygio gwasanaethau bysiau yn ehangach. Yn y Bil, mae'r datganiad yn nodi:

Bydd y newidiadau a gynigir yn y Bil yn ceisio mynd i'r afael a rhai o effeithiau negyddol dadreoleiddio ar ddefnyddwyr, gweithredwyr ac awdurdodau drwy greu sawl dull a fyddai'n galluogi awdurdodau lleol i ymyrryd os byddant yn dymuno gwneud hynny. Ni fydd defnyddio'r dulliau hyn ar eu pennau eu hunain, fodd bynnag, yn stopio neu'n gwrthdroi'r dirywiad yn y niferoedd sy'n defnyddio bysiau.

Ein nod yw cynyddu nifer y bobl sy'n defnyddio trafndiaeth gyhoeddus drwy annog teithwyr i ystyried peidio â defnyddio eu ceir preifat. Bydd hynny'n lleihau tagfeydd, allyriadau carbon ac yn gwella ansawdd aer a pherfformiad economaidd. Hoffem weld mwy o bobl yn defnyddio trafndiaeth gyhoeddus er mwyn cyrraedd gwahanol lefydd, a hynny'n brydlon ac yn gyflym.

Roedd y datganiad hefyd yn amlinellu gwaith ehangach ar wasanaethau bysiau, gan gynnwys prosiectau peilot ar gyfer Teithio Bws Ymatebol Integredig a gyhoeddwyd yn flaenorol gan Lywodraeth Cymru. Mae un o'r prosiectau peilot hyn, y disgwylir iddo ddechrau ganol 2020, ym Mlaenau Gwent.

Er mai awdurdodau lleol sy'n gyfrifol am ddarparu gwasanaethau bysiau lleol, mae Llywodraeth Cymru yn rhoi cymorth ariannol i wasanaethau trwy sawl dull ariannu. Mae'r [Aseiad Effaith Rheoleiddiol Drafft ar gyfer y Bil Trafnidiaeth Gyhoeddus \(Cymru\)](#) yn nodi bod Llywodraeth Cymru wedi darparu £116 miliwn ar gyfer bysiau cyhoeddus yn 2017-18.

At hynny, mae Llywodraeth Cymru yn darparu [cyllid i awdurdodau lleol i fuddsoddi mewn seilwaith teithio](#), gan gynnwys trwy'r Gronfa Rhwydwaith Trafnidiaeth Leol, y Gronfa Trafnidiaeth Leol, y Gronfa Teithio Llesol, y Grant Diogelwch ar y Ffyrdd a'r Grant Llwybrau Diogel mewn Cymunedau. Gan gyfeirio at y grantiau hyn, mae'r llythyr gan y Gweinidog yn dweud:

Rydym wedi dyfarnu £850,000 i Gyngor Blaenau Gwent yn 2019-20 ar gyfer cynlluniau teithio llesol, llwybrau diogel i ysgolion a gwella'r seilwaith safleoedd bysiau.

Telir y Grant Cynnal Gwasanaethau Bysiau trwy'r awdurdodau lleol ac mae'n ariannu Grant Cynnal ar sail cilomedr byw (taliad i weithredwyr fesul cilomedr), ac Efen Leol y gellir ei defnyddio mewn amryw ffyrdd, gan gynnwys ariannu gwasanaethau â chymhorthdal. Mae'r Grant Cynnal Gwasanaethau Bysiau a'i ragflaenydd wedi'u rhewi ar £25 miliwn ers 2013-14. [Mewn datganiad i'r wasg gan Lywodraeth Cymru ym mis Mehefin 2019](#), awgrymwyd fod "nifer bach ond arwyddocaol o gynghorau" wedi rhoi'r gorau i ariannu bysiau o'u cyllidebau eu hunain ac yn dibynnu ar y Grant Cynnal yn unig.

[Mae StatsCymru yn nodi nad yw cyngor Blaenau Gwent wedi gwario unrhyw arian refeniw](#) ar gefnogaeth i weithredwyr bysiau ers dros ddeng mlynedd (ers 2007-08). Fodd bynnag, derbyniodd oddeutu £150,000 bob blwyddyn gan y Grant Cynnal Gwasanaethau Bysiau rhwng 2016-17 a 2018-19.

Roedd [papur y Gweinidog i Bwyllgor yr Economi, Seilwaith a Sgiliau y Cynulliad](#) ar gyfer craffu ar gyllideb ddrafft 2020-21 yn dweud:

[Mae Llywodraeth Cymru yn cydnabod] y penderfyniadau anodd sy'n wynebu awdurdodau lleol o ganlyniad i raglen cyni Llywodraeth y DU. Serch hynny, [rydym] yn annog awdurdodau lleol i amddiffyn y dyfarniadau dangosol a gânt drwy'r [Grant Cynnal Refeniw] er mwyn cefnogi gwasanaethau bysiau a thrafnidiaeth gymunedol yn eu hardaloedd.

Mae'n rhaid i awdurdodau lleol gadarnhau'r dyraniadau y maent wedi'u gwneud gan ddefnyddio dyfarniadau'r Grant Cynnal Refeniw i gefnogi'r

rhwydwaith bysiau er mwyn helpu i lywio fy mhenderfyniadau yn y dyfodol am ddyrannu cymorth Llywodraeth Cymru ar gyfer bysiau a thrafnidiaeth gymunedol yng Nghymru. Disgwylir cyhoeddiad maes o law.

3. Camau Gweithredu Cynulliad Cenedlaethol Cymru

Cafwyd trafodaethau helaeth ynghylch gwasanaethau bysiau a rheilffyrdd yn y Cynulliad – yn gyffredinol ac mewn perthynas â Blaenau Gwent yn benodol. Mae sampl byr wedi'i nodi isod.

Ar 27 Tachwedd 2019, galwodd Mark Reckless AC ddadl fer ar wasanaethau bysiau yng Nghymru. Meddai:

Rwy'n credu bod amllder y gwasanaeth bysiau i ganol tref Glynebwy wedi haneru ac rwyf wedi siarad ag etholwyr sy'n sôn am yr effaith a gafodd ar eu bywydau cymdeithasol, o ran eu gallu i fynd allan, ond mae wedi cael effaith sylweddol iawn hefyd ar y gymuned fusnes yng Nglynebwy. Rwy'n gobeithio y bydd y Gweinidog yn gallu rhoi'r wybodaeth ddiweddaraf i ni ynglŷn â rhywfaint o'r hyn a ddywedodd eisoes mewn ymateb i fy nghyd-Aelod, David Rowlands, am yr hyn a oedd yn digwydd yng Nglynebwy a'r awydd i gynnal cynlluniau peilot yno o'r gwasanaeth bysiau seiliedig ar alw y siaradais amdano o'r blaen— y gweithrediad hwnnw yng Nghasnewydd. Tybed a yw hwn yn wasanaeth a all ddenu defnyddwyr newydd i ddefnyddio bysiau a darparu gwasanaeth lle nad oedd un o'r blaen, neu a ydyw, yn llai cadarnhaol, yn rhywbeth sydd ond yn gosod plastr ar y briw mewn ardaloedd lle mae gwasanaethau bysiau'n cael eu torri, boed hynny oherwydd pwysau ariannol neu broblemau tagfeydd, a'i fod yn ddewis amgen yn eu lle, yn hytrach nag ychwanegiad atynt?

Atebodd y Gweinidog fel a ganlyn:

Gofynnodd Mark Reckless a fydd cynlluniau peilot o'r fath—cynlluniau peilot seiliedig ar alw—yn debygol o arwain at bobl sydd wedi dibynnu ar eu car yn y gorffennol yn gadael yr allweddi gartref a defnyddio'r gwasanaethau arloesol newydd hynny. Nawr, lle rydym wedi gweld cynlluniau tebyg yn gweithredu yn y DU, rydym wedi gallu nodi bod newid moddol sylweddol wedi digwydd. Mynychais Bwyllgor yr

Economi, Seilwaith a Sgiliau yn ddiweddar a nodais un cynllun penodol yn ne Lerpwl a welodd fod tua 52 i 53 y cant o ddefnyddwyr y gwasanaeth bws seiliedig ar alw hwnnw yn bobl nad oeddent erioed wedi defnyddio'r gwasanaeth bysiau yn yr ardal honno o'r blaen mewn gwirionedd; maent yn gadael eu ceir gartref. Felly, mae'n cynnig potensial mawr i gynyddu nifer y cwsmeriaid yn sylweddol iawn ar draws y rhwydwaith bysiau.

Ar 25 Medi 2019, yn ystod dadl y Pwyllgor Cyllid ar flaenoriaethau gwariant y Llywodraeth, dywedodd Alun Davies AC:

Ychydig o wythnosau sy'n mynd heibio yn fy nghymorthfeydd cyngor ym Mlaenau Gwent lle nad yw pobl yn egluro i mi yr anawsterau y mae diffyg gwasanaethau bysiau, er enghraifft, yn eu golygu iddynt yn eu bywydau bob dydd—yr effaith a gaiff hynny ar ganol trefi, yr effeithiau a gaiff ar allu pobl i gyrraedd gwasanaethau cyhoeddus, yr effaith y mae'n ei chael ar allu pobl i siopa neu gymdeithasu. Os ydym o ddifrif ynghylch cydlyniant a chyfiawnder cymdeithasol yn ein cymunedau, rhaid i fynediad at system trafniadaeth gyhoeddus effeithiol fod yn ganolog i hynny. Mae'n amlwg i mi fod gwasanaethau bysiau ar hyn o bryd yn chwalu mewn rhannau helaeth o'r wlad, ac mae angen inni nodi hynny.

Wrth drafod gwasanaethau rheilffordd, ar 12 Mehefin 2019 gofynnodd David Rowlands AC i'r Gweinidog roi'r wybodaeth ddiweddaraf am y cynnydd sy'n cael ei wneud ar wella'r cyswllt rheilffordd rhwng Glynebwy a Chasnewydd.

Ymatebodd y Gweinidog:

... [rydym] wedi ymrwymo i fwrw ymlaen â chynlluniau i gyflwyno pedwar trên yr awr cyn gynted ag y gallwn ar reilffordd Glynebwy. Ac mae'n rhywbeth y bûm yn gweithio'n agos iawn gyda'r Aelod lleol, Alun Davies, arno ers peth amser. Ond gallaf ddweud wrth yr Aelod heddiw ein bod wedi ymrwymo i gyflwyno gwasanaeth bob awr rhwng tref Glynebwy a Chasnewydd o 2021 ymlaen. Rwyf hefyd yn falch o ddweud y bydd trenau newydd sbon yn cael eu cyflwyno ar gyfer y gwasanaethau drwy Flaenau Gwent yn ystod 2022, a bydd hyn, yn amlwg, yn cynyddu capasiti a threnau ar lefel y platfform. Lywydd, bydd y trenau newydd sbon hyn yn darparu lle i lawer mwy o deithwyr, gyda chyfanswm capasiti o 425, o gymharu â 292 heddiw.

Gwneir pob ymdrech i sicrhau bod y wybodaeth yn y papur briffio hwn yn gywir adeg ei gyhoeddi. Dylai darllenwyr fod yn ymwybodol nad yw'r papurau briffio hyn yn cael eu diweddarau o reidrwydd na'u diwygio fel arall i adlewyrchu newidiadau dilynol.

Public Transport In Blaenau Gwent

We trade from Ebbw Vale Town Centre so below are the difficulties we are experiencing.
All Blaenau Gwent Town Centres are subject to be same problems.

Background Information.

Public Transport

We have been Campaigning about the Poor Public Transport System in Blaenau Gwent since March 2018

Economic Regeneration (Town Centres)

And have been trying to engage with Blaenau Gwent Council, Welsh Assembly Government and all the groups listed below concerning Regeneration (Town Centres) since 2016.

Below are the areas where the poor Public Transport Services have a impact on the residents of Blaenau Gwent:

Regeneration Town Centre

Since the cuts in Public Transport Services in March 2018 there has been a decline in footfall / customers of between 50% - 60%.

This has resulted in the subsequent drop in trade and retail takings.

This has exasperated the already difficult trading conditions that bricks and mortar are already experiencing.

There is now only 1 bus an hour entering Ebbw Vale Town Centre.

This has resulted in a number of Retail Outlets having to decide as to whether it is Economic to continue trading. A number of Retail Outlets will not be renewing their lease when they expire.

As a example Ebbw Vale has over 70+ retail and service businesses which employ 300+ people.

Economic Regeneration

There are a number of WAG government Departments, local government departments, Boards, Groups etc. involved in regeneration within Blaenau Gwent:

Blaenau Gwent Council Economic Regeneration Department

Tech Valley

Valleys Taskforce

Blaenau Gwent Enterprise Board

Town Centre Regeneration Taskforce

LDP (Local Development Plan)

RDP (Regional Development Plan)

Public Transport In Blaenau Gwent

Plus many other.....

All of the above identify in their policy documents Public Transport as a fundamental building block in the Economic Regeneration of Blaenau Gwent. None of the above have been able to supply a plan or strategy to improve Public Transport in Blaenau Gwent.

Public Health

Residents especially the ageing population need to regularly attend Hospital, Doctor, Dentist, Eye and other appointments. This is very difficult and in some cases impossible. This is going to be a real concern when the new hospital is completed in Llanfrechfa (Cwmbran).

Education

Students attending Schools and Colleges and who do not qualify for free transport are regularly late and miss lessons due to the poor and unreliable Public Transport System.

Other Services

The ability to access any public services via public transport examples below:

Probation Service clients are unable to make appointments resulting in problems.

Citizens Advice Service.

Blaenau Gwent Housing Departments.

Housing Associations.

Loneliness Isolation

Residents especially the older generation are now prisoners in their own home. This leads to loneliness, a feeling of isolation and depression.

<https://www.bbc.co.uk/news/uk-wales-42255234>

Jobs Employment

The poor public transport within Blaenau Gwent has resulted in residents who work within and out of the area and do not own their own car unable to get to their place of work with the subsequent loss of their job.

It also makes their chance of finding employment impossible as there is no way they can travel to their place of employment.

Green Agenda Global Warming

The Welsh Assembly Government have been promoting the use of Public Transport as a means of reducing carbon emissions by getting people / commuters to leave their cars at home and use Public Transport. I would say this is impossible as there is no Public Transport within Blaenau Gwent.

<https://www.bbc.co.uk/news/uk-wales-politics-50490158>

Public Transport In Blaenau Gwent

Reliability of Existing Public Transport

There is a problem with the reliability of services with Buses regularly not turning up and if they do turn up they regularly break down on route.

There is also the problem of Bus Capacity once buses become full the service leaves passengers at subsequent stops. In some cases the service skips remaining stops on the route.

The buses used in this area are buses that were deemed unfit for use in other parts of the country, but are suitable for the residents in Blaenau Gwent.

We have also raised concerns that the road worthiness of the buses could result in a serious accident.

Blaenau Gwent Council

We have raised our concerns with Blaenau Gwent Council and have managed to have 2 meetings.

We have tried to engage meet with the Council on a number of occasions and our requests have been ignored.

Welsh Assembly Government

We have also raised our Public Transport problems with WAG.

Our AM (Alun Davies) and MP (Nick Smith)

We have also raised the Public Transport problems with our MP (Nick Smith) and AM (Alun Davies) this has resulted in a couple of meetings, but as of yet no action or help.

Trains

There is no bus service links to the Train Stations and no alignment of timetables.

The link between Ebbw Vale Train Station is via a Cable Car (Funicular). This is often out of action and not available over the weekends.

<https://www.bbc.co.uk/news/uk-wales-south-east-wales-43983578>

The rolling stock is also old and was deemed unfit for use in other parts of the country but suitable for the residents in Blaenau Gwent.

The train service is also poor with limited carriages which results in commuters packed in like sardines.

Commuters also have the problem of not being able to board the train for their commute to work.

There is also the line duelling / upgrade which seems to have stopped.

Public Transport In Blaenau Gwent

Other Actions:

We have also contacted the following groups organisations on a number of occasions via telephone and email with no response or reply.

TFW (Transport for Wales)

<https://tfwrail.wales/homepage>

Bus Users Wales

<https://bususers.org/wales/>

Community Buses Wales

<https://ctauk.org>

<https://ctauk.org/connecting-communities-in-wales/>



Eich cyf/Your ref P-05-934
Ein cyf/Our ref KS/08713/19

Llywodraeth Cymru
Welsh Government

Janet Finch-Saunders AC
Cadeirydd
Y Pwyllgor Deisebau

Government.Committee.Business@llyw.cymru

KS Ionawr 2020

Diolch ichi am eich llythyr dyddiedig 6 Rhagfyr ynglŷn â'r ddeiseb am Drafnidiaeth Gyhoeddus ym Mlaenau Gwent.

Rydym yn bwrw ymlaen â'n gweledigaeth uchelgeisiol i ail-lunio seilwaith a gwasanaethau trafnidiaeth gyhoeddus ym Mlaenau Gwent, gan gynnwys gwasanaethau bysiau lleol, llinell reilffordd hynod boblogaidd Glynebwy, teithio llesol, a thrwy'r pwerau ychwanegol y bwriedir eu cyflwyno o dan Fil Bysiau (Cymru).

Ers 15 Rhagfyr, mae teithwyr ar linell reilffordd Glynebwy yn teithio ar drenau Dosbarth 170 mwy modern â phedwar cerbyd. Mae'r trenau hyn yn cynnig gwell profiad i gwsmeriaid, gan gynnwys gwybodaeth electronig i deithwyr, system aerdymheru, socedi pŵer a mwy o gapasiti. O 2022 ymlaen, bydd Trafnidiaeth Cymru (TC) yn cyflwyno trenau newydd sbon ym Mlaenau Gwent, sy'n rhan o fuddsoddiad o £800 miliwn.

Mae TC wedi cynnal astudiaeth o Linell Reilffordd Glynebwy ar ran Llywodraeth Cymru, gan ganolbwyntio ar ddarparu gwasanaethau amlach a darparu gwasanaeth newydd rhwng Glynebwy a Chasnewydd. Mae'r astudiaeth yn cael ei chynnal ar y cyd â Network Rail, sy'n rheoli seilwaith y llinell. Nod yr astudiaeth yw deall y cyfleoedd a'r rhwystrau sy'n gysylltiedig â rhedeg hyd at bedwar trên yr awr ar y llinell hon, yn ogystal â deall pa waith sydd ei angen er mwyn gwneud hynny. Bydd rhagor o fanylion ar gael cyn hir am y cynlluniau ar gyfer y llinell hon yn y dyfodol.

Mae Cyngor Blaenau Gwent wrthi ar hyn o bryd yn cynnal astudiaeth Cam 1 WeITAG (Arweiniad ar Arfarnu Trafnidiaeth Cymru) ar gyfer ardal Abertyleri, gan ddefnyddio cyllid a gafodd oddi wrth Lywodraeth Cymru o dan y Gronfa Trafnidiaeth Leol. Mae'r astudiaeth hon

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Correspondence.Ken.Skates@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 102

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

yn ystyried y materion allweddol a'r cyfleoedd yn y cwm ac yn nodi ymyriadau posibl ym maes trafndiaeth er mwyn mynd i'r afael â'r materion hynny a chyflawni'n hamcanion llesiant.

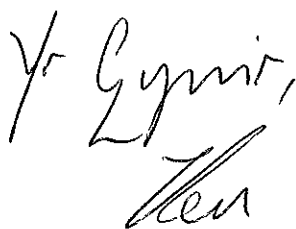
O ran gwasanaethau bysiau, mae Llywodraeth Cymru wedi darparu £25 miliwn y flwyddyn i awdurdodau lleol ers 2013 drwy'n Grant Cynnal Gwasanaethau Bysiau (BSSG), sy'n grant yn ôl disgrisiwn, i'w helpu i roi cymhorthdal ar gyfer gwasanaethau bysiau a thrafnidiaeth gymunedol. Mae hynny'n gryn gamp o gofio bod y setliadau ariannol a geir oddi wrth Lywodraeth y DU yn parhau i fod yn rhai heriol. Mae pob awdurdod lleol yn penderfynu pa wasanaethau i'w cefnogi, gan wneud hynny ar sail ei asesiad o amgylchiadau a blaenoriaethau lleol.

Byddwn hefyd yn cyflwyno Bil Bysiau (Cymru) yn ystod tymor presennol y Cynulliad, gan ddatblygu'r cynigion yn y Papur Gwyn 'Gwella Trafnidiaeth Gyhoeddus'. Ymhlith y darpariaethau yn y Bil y mae rhai sy'n ymdrin â gwell trefniadau rhwng gweithredwyr bysiau ac awdurdodau lleol ar gyfer gweithio mewn partneriaeth; masnachfreinio; a gwasanaethau sy'n cael eu rhedeg gan yr awdurdodau lleol. Bydd y Bil hefyd yn sefydlu trefniadau newydd ar gyfer rheoli a rhannu gwybodaeth, fel y bo gwybodaeth i'r cyhoedd yn fwy dibynadwy ac ar gael yn fwy hwylus, ac fel y bo awdurdodau lleol mewn gwell sefyllfa i fynd i'r afael â newidiadau yn y gwasanaethau a ddarperir. Bydd y newidiadau sy'n cael eu cynnig yn y Bil yn ceisio mynd i'r afael â rhai o'r effeithiau negyddol y mae dadreoleiddio wedi'u cael ar ddefnyddwyr, gweithredwyr ac awdurdodau, drwy greu nifer o ffyrdd i'r awdurdodau lleol ymyrryd os byddant yn dewis gwneud hynny.

Yn rhan o'r rhaglen hon o ddiwygio gwasanaethau bysiau, rydym hefyd yn bwriadu dechrau ar bedwar cynllun peilot byw er mwyn dylanwadu ar y gwaith o ddatblygu'r cynigion ar Deithio Ymatebol Integredig sy'n cael eu rheoli gan TC ar y cyd ag awdurdodau lleol a gweithredwyr. Mae'r cyllid ar eu cyfer yn rhan o'r Gronfa Trafnidiaeth Leol, sy'n werth £24 miliwn. Bydd un o'r cynlluniau peilot hynny'n cael ei gynnal yn ardal Blaenau Gwent. Bydd y cynlluniau peilot yn treialu modelau gwahanol o alw am wasanaethau bysiau a, lle bo hynny'n briodol, yn adeiladu ar fodolau cyflenwi sy'n bodoli eisoes. Bydd canlyniadau'r cynlluniau peilot yn cael eu dadansoddi ac yn helpu i lywio'r gwaith a gaiff ei wneud yn ystod y blynyddoedd nesaf hyn i ddatblygu gwasanaethau teithio a fydd yn ymateb i'r galw. Gan ddibynnu ar lwyddiant y cynlluniau peilot, bydd penderfyniad yn cael ei wneud wedyn ar sefydlu trefniant parhaol.

Gwnaethom hefyd gefnogi'r awdurdodau lleol drwy Grantiau Trafnidiaeth Llywodraeth Cymru. Gellir cyflwyno ceisiadau am gymorth o'r Gronfa Trafnidiaeth Leol, y Gronfa Rhwydwaith Trafnidiaeth Leol, y Gronfa Teithio Llesol, y Grant Diogelwch ar y Ffyrdd a'r Grant Llwybrau Diogel mewn Cymunedau. Rydym wedi dyfarnu £850,000 i Gyngor Blaenau Gwent yn 2019-20 ar gyfer cynlluniau teithio llesol, llwybrau diogel i'r ysgol a gwella'r seilwaith safleoedd bysiau.

Hyderaf y bydd hyn o gymorth wrth ichi ystyried y ddeiseb, ac edrychaf ymlaen at gael gwybod am y canlyniad.



Ken Skates AC/AM

Gweinidog yr Economi a Thrafnidiaeth
Minister for Economy and Transport

P-05-934 Public Transport in Blaenau Gwent, Correspondence – Petitioner to Committee, 28.01.20

Our Situation

Due to the decline in footfall which was a direct result of the Public Transport cuts we have decided to cease trading in Ebbw Vale Town Centre on the 31st March 2020.

We are looking to setup Online and are also in discussion with another local authority who are supportive and helpful.

We are very disappointed with the response from our local council (Blaenau Gwent), the Welsh Assembly Government, Our local MP Nick Smith and AM Alun Davies.

Previous Information

I have attached my previous response “**Email response to request for more information Public Transport**” as a reference.

The past 40 Years (Nothing Has Changed) (Welsh Assembly Government Failure)

I have read previous Reports, Consultation documents and Strategies commissioned by the Welsh Assembly Government and the Local Authority dating back to the 1980s, 1990s, 2000 and 2010 all of which state that Infrastructure (Transport Links) are one of the fundamental building blocks for Economic Regeneration.

Some of these documents are now 40 years old but we are still in the same situation nothing has improved!

Please see below my response to Ken Skates AM Minister for Economy and Transport.

Our initial grievance is in respect of the poor Bus Public Transport System.

We are moving forward with our ambitious vision to reshape public transport infrastructure and services in Blaenau Gwent, including local bus services, the very popular Ebbw Vale rail line, active travel, and through the additional powers proposed under the Buses (Wales) Bill.

As highlighted above “The Past 40 Years” there have been a number of Strategies Visions Plans none of which have improved the public transport system in Blaenau Gwent.

I find Active Travel an amusing concept dreamed up by someone in the Bay who has no idea of the Geography of Blaenau Gwent. I would challenge anyone to use a bike to visit all the towns in Blaenau Gwent not only would it require them to be very fit it would also be dangerous given the poor road conditions.

As of 15 December, passengers on the Ebbw Vale line are now travelling in more modern four-carriage modern Class 170 trains. These trains provide a better customer experience, including electronic passenger information, air conditioning, power sockets and increased capacity. From 2022 Transport for Wales (TfW) will be introducing brand new trains to Blaenau Gwent as part of an £800 million investment.

The improvements to the Rail Service are most welcome the problem arises when trying to access the 3 Stations in Blaenau Gwent. If you do not have access to your own Transport there

are limited bus links and no synchronisation between Bus and Train timetables.

TfW have undertaken a study of the Ebbw Vale Line on behalf of the Welsh Government, focusing on increasing the frequency of services and delivering a new service between Ebbw Vale and Newport. The study is being undertaken in conjunction with Network Rail, who manage the infrastructure of the line. The study aims to understand the opportunities and barriers to running up to four trains per hour on this line, as well as what work is required to allow this. More details of future plans for the line will be announced soon.

There is a need for a Integrated Transport Policy to enable the Bus and Train Timetables to be Synchronised.

Blaenau Gwent Council is currently undertaking a WelTAG Stage 1 study on the Abertillery area using Welsh Government funding from the Local Transport Fund. This study is considering the key issues and opportunities in the valley and identifying potential transport interventions to address these and meet our well-being objectives.

Haven't there been enough of Consultations, Studies and Plans done in the past. It seems to be the standard delaying practice to call for a Consultation. As far as Blaenau Gwent goes a good starting point would be a Clockwise and anti Clockwise service visiting all the Towns and Train Stations.

With regard to bus services since 2013 the Welsh Government has provided local authorities with £25m a year via our discretionary Bus Services Support Grant (BSSG) to help them subsidise bus and community transport services. A notable achievement given continuing challenging financial settlements from the UK Government. Each local authority determines which services to support, based upon its assessment of local circumstances and priorities.

Are there any checks or monitoring on how this money is spent and are the residents of Blaenau Gwent receiving value for money. At present the policy seems to be give the money to Stagecoach and let them run the services they want. I have no confidence in Blaenau Gwent Council to be able to run or administer a Bus Public Transport System.

We will also introduce the Buses (Wales) Bill in this Assembly term, building on the proposals in the 'Improving Public Transport' White Paper. The Bill includes provisions relating to improved partnership working arrangements between bus operators and local authorities; franchising; and local authority run bus services. The Bill will also put in place new information management and sharing arrangements, so that information to the public will be more accessible and reliable, and local authorities will be in a better position to make arrangements to address changes in service provision. The changes proposed in the Bill will seek to address some of the negative impacts of de-regulation on users, operators and authorities, by creating a number of tools which would enable local authorities to intervene should they chose to do so.

As stated previously I have no faith in Blaenau Gwent Council they have not the skills and courage to take advantage of this new Bill if and when it becomes active. In the time it has taken for this white paper to be discussed and acted on the Towns in Blaenau Gwent are dying. Out of the 5 Towns: Abertillery, Blaina, Brynmawr, Tredegar and Ebbw Vale only Ebbw Vale has a resemblance of a retail infrastructure left all the others have in my opinion have past the point of being saved.

As part of this programme of bus reform, it is also our intention to initiate four live trials to shape development of the Integrated Responsive Travel (IRT) proposals which TfW are managing in collaboration with local authorities and operators. The funding is part of the £24m Local Transport Fund. One of these trials will be in the Blaenau Gwent area. The trials will test different models of demand for bus services and where appropriate, build on existing delivery models. The results of the trials will be analysed and will help inform the development of demand responsive travel over the next few years. Depending on their success, a decision will be taken on initiating a permanent arrangement.

This initiative was announced last year as of yet we have seen no action or movement. Is there an update on when IRT (Integrated Responsive Travel) will be active.

We also support local authorities with Welsh Government Transport Grants. Applications can be submitted for support through the Local Transport Fund, Local Transport Network Fund, Active Travel Fund, Road Safety and Safe Routes in Communities Grants. We have awarded £850,000 to Blaenau Gwent Council in 2019-20 for active travel schemes, safe routes to schools and bus stop infrastructure enhancements

As Blaenau Gwent have refused to meet to discuss Public Transport and Economic Regeneration (Town Centres) could you update me on how they have spent this money.

I find Active Travel an amusing concept dreamed up by someone in the Bay who has no idea of the Geography of Blaenau Gwent. I would challenge anyone to use a bike to visit all the towns in Blaenau Gwent not only would it require them to be very fit it would also be dangerous given the poor road conditions.

It is not Bus Stop Infrastructure Enhancements we require it is Bus Services we require!

Finally it would be interesting to know who is ultimately responsible for Public Transport in Blaenau Gwent?

As I have stated earlier I have no confidence in Blaenau Gwent's Members and Officers being able to deliver a Public Transport System for Blaenau Gwent.

Eitem 2.4

P-05-935 Gwahardd Parcio ar Balmentydd – Addewid Palmant (Pavement Promise)

Cyflwynwyd y ddeiseb hon gan Rhian Morris, ar ôl casglu cyfanswm o 801 lofnodion.

Geiriad y ddeiseb:

Galwaf ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i orfodi gwaharddiad ar barcio ar balmentydd.

Rwy'n ymgyrchu i ddod â pharcio ar balmentydd i ben. Mae'n fater cynyddol sy'n effeithio ar fy hun a chymaint o rai eraill yng Nghymru bob dydd gan beryglu eu diogelwch. Mae'n fater enfawr i'r rheini ag anabledd a'r rhai â chadeiriau gwthio. Mae hyn yn arbennig o anodd pan fydd cerbydau'n parcio ar y cwrp isel neu'r palmant botymog.

Ar sawl achlysur mae'r cerbyd sydd wedi'i barcio ar y palmant yn achosi i'r olygfa o'r ffordd ddod yn gyfyngedig. Mae hyn yn achosi i'r sefyllfa ddod yn beryglus i unrhyw un sy'n gorfod mynd ar y ffordd i basio'r cerbyd. Mae risg llawer uwch i'r rheini sydd â nam ar eu golwg neu ddefnyddwyr cadeiriau olwyn symud i'r peryglon anhysbys.

Dylai fod gan bawb yr hawl i annibyniaeth. Fodd bynnag, pan fydd cerbydau'n parcio ar y palmant, mae hyn yn cyfyngu'r rhai na allant yrru ac sy'n dibynnu ar y palmant i deithio o amgylch eu cymuned. Gall hyn hefyd arwain at unigedd a phryder.

Dylid ymdrin â hyn nawr fel bod gan genedlaethau'r dyfodol yr un siawns o annibyniaeth a diogelwch i bawb yn ein cymunedau.

Gwybodaeth ychwanegol:

Mae gen i a fy mab nam ar ein golwg. Mae'r mater hwn yn ei gwneud hi'n anodd iawn inni gael mynediad i'n cymuned yn ddiogel. Rydw i wedi siarad â llawer o bobl sydd hefyd yn ei chael hi'n anodd.

Fe wnes i a fy mab greu ymgyrch o'r enw Addewid Palmant (Pavement Promise). Rydyn ni am i bawb addo peidio â pharcio ar y palmant.

Rwy'n teimlo y dylid cael tîm penodol i weithio ar y mater hwn. Efallai ffordd ryngweithiol/ar-lein i bobl gyflwyno gwybodaeth.

Rydw i am i fy mab gael cymaint o annibyniaeth ag y gall yn ei ddyfodol mewn modd diogel. Helpwch fi i gadw ein cymunedau'n ddiogel.

Etholaeth a Rhanbarth y Cynulliad

- Pen-y-bont ar Ogwr
- Gorllewin De Cymru

P-05-935: Gwahardd Parcio ar Balmentydd – Addewid Palmant (Pavement Promise)

Y Pwyllgor Deisebau | 4 Chwefror 2020
Petitions Committee | 4 February 2020

Cyfeirnod: RS19/11321/2

Rhif y ddeiseb: P-05-935

Teitl y ddeiseb: Gwahardd Parcio ar Balmentydd - Addewid Palmant (Pavement Promise)

Testun y ddeiseb: Galwaf ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i orfodi gwaharddiad ar barcio ar balmentydd.

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Rwy'n teimlo y dylid cael tîm penodol i weithio ar y mater hwn. Efallai ffordd ryngweithiol/ar-lein i bobl gyflwyno gwybodaeth.

Rydw i am i fy mab gael cymaint o annibyniaeth ag y gall yn ei ddyfodol mewn modd diogel. Helpwch fi i gadw ein cymunedau'n ddiogel.



CEFNDIR

Deddfwriaeth

Ar hyn o bryd nid yw parcio ar balmant yn drosedd benodol yng Nghymru a Lloegr y tu allan i Lundain heblaw yn achos cerbydau masnachol trwm. Er bod nifer o droseddau y gellir eu defnyddio i fynd i'r afael â pharcio ar balmentydd, mae cymhwysu'r troseddau hyn yn dibynnu ar yr amgylchiadau, er enghraifft a ystyrir bod y cerbyd yn achosi rhwystr. Amlinellodd Gweinidog yr Economi a Thrafnidiaeth, Ken Skates AC, y sefyllfa gyfreithiol ar barcio yng Nghymru, yn enwedig parcio ar balmentydd, mewn [llythyr](#) at Gadeirydd Pwyllgor yr Economi, Seilwaith a Sgiliau ym mis Ebrill 2018.

Yn benodol, dywedodd, yn wahanol i'r Alban a Gogledd Iwerddon, fod rheoli parcio ar strydoedd Cymru wedi'i neilltuo i Lywodraeth y DU felly nid oes gan y Cynulliad gymhwysedd i wneud deddfwriaeth sylfaenol yn y meysydd hyn. Mae hyn o ganlyniad i'r ffaith, o dan [Ddeddf Llywodraeth Cymru 2006](#), bod troseddau traffig ffyrdd a rheoleiddio cerbydau modur ar ffyrdd yn faterion a gadwyd yn ôl.

Fodd bynnag, wrth gyfeirio at y gyfraith berthnasol, tynnodd y Gweinidog sylw at y ffaith bod “gan Weinidogion Cymru bwerau i bennu troseddau traffig ffyrdd penodol yn dramgwyddau sifil y gall awdurdod lleol ymdrin â nhw”. Soniodd hefyd fod gan awdurdodau lleol bwerau o dan adran 1 o [Ddeddf Rheoleiddio Traffig Ffyrdd 1984](#) i wneud Gorchymnion Rheoleiddio Traffig y gellir eu defnyddio i wahardd, cyfyngu neu reoleiddio'r defnydd o ffyrdd penodol, sy'n cynnwys palmentydd. Dywedodd:

Gellir gosod y cyfyngiadau am amrywiaeth o resymau a gallant gynnwys manau penodol neu ardaloedd mawr. Gallant fod yn weithredol drwy'r amser neu yn ystod cyfnodau penodol, a gellir esemptio manau penodol o draffig.

Deddf Trafnidiaeth (Yr Alban) 2019

Mae Rhan 6 o [Ddeddf Trafnidiaeth \(Yr Alban\) 2019](#) yn darparu ar gyfer gwahardd parcio ar balmentydd, a ddiffinnir fel sefyllfa lle mae'r cerbyd yn llonydd a lle mae un neu ragor o'i olwynion (neu unrhyw ran ohonynt) ar unrhyw ran o'r palmant. Mae cerbyd llonydd wedi'i barcio pa un a yw'r gyrrwr yn bresennol ai peidio a pha un a yw'r injan yn rhedeg. Gall awdurdodau lleol yr Alban wneud gorchymyn esemptio i ddarparu nad yw'r gwaharddiad ar barcio ar balmentydd yn berthnasol i balmant penodol yn ei ardal. Rhaid i'r esemptiad fod yn gymwys ar bob adeg o'r dydd ac i bob cerbyd a rhaid bod arwyddion traffig ar waith i roi gwybod am y gorchymyn esemptio. Mae yna nifer o eithriadau i'r gwaharddiad ar barcio ar balmentydd. Mae hyn yn cynnwys, er enghraifft, cerbydau brys a chasglu gwastraff neu wasanaethau post.

Pwyllgor Trafnidiaeth Tŷ'r Cyffredin

Ym mis Medi 2019 cyhoeddodd Pwyllgor Trafnidiaeth Tŷ'r Cyffredin ei adroddiad yn sgil [ymchwiliad i barcio ar balmentydd](#). [Beirniadodd y Pwyllgor yr Adran Drafndiaeth](#) am fethu â gweithredu ar barcio ar balmentydd, er bod Aelodau Seneddol wedi cael ar ddeall ei fod yn cael effaith niweidiol ar fywydau pobl ac yn gallu arwain at arwahanrwydd cymdeithasol. Galwodd y Pwyllgor am wahardd parcio ar balmentydd ledled Lloegr a nododd hefyd argymhellion ar sut y gellir mynd i'r afael â hyn tra bod deddfwriaeth yn cael ei pharatoi. Roedd yr argymhellion yn cynnwys ymgyrch ymwybyddiaeth genedlaethol i dynnu sylw at ganlyniadau negyddol parcio ar balmentydd, a diwygio proses y Gorchymnion Rheoleiddio Traffig i'w gwneud hi'n haws i awdurdodau lleol ei defnyddio. Ar yr adeg yr ysgrifennwyd hwn, nid oedd Llywodraeth Cymru wedi ymateb yn ffurfiol i adroddiad y Pwyllgor.

CAMAU GWEITHREDU LLYWODRAETH CYMRU

Mewn cynhadledd Teithio Llesol ym mis Gorffennaf 2019, cyhoeddodd Dirprwy Weinidog yr Economi a Thrafnidiaeth, [Lee Waters AC](#), y byddai Llywodraeth Cymru yn “tynnu ynghyd grŵp o arbenigwyr i edrych ar ffyrdd mwy effeithiol o atal parcio anghyfreithlon, ac atal pobl rhag parcio ar y palmant.”

Ym mis Hydref 2019, cyhoeddodd yr elusen [Living Streets](#) adroddiad '[Camu tuag at wahardd parcio ar balmentydd yng Nghymru](#)' (PDF 8,940KB). Yn y rhagair dywedodd y Dirprwy Weinidog:

Mae ceir sy'n creu rhwystrau ar balmentydd yn atal nifer o bobl rhag gadael eu tai gan eu bod yn teimlo ei bod yn rhy beryglus i deithio'r strydoedd. Gwyddom fod hyn yn effeithio'n benodol ar y rheini sydd â nam o ran symudedd a golwg a theuluoedd gyda phlant ifanc.

Yn ddiweddarach y mis hwnnw [dywedodd y Dirprwy Weinidog](#) fod tasglu arbennig wedi'i sefydlu a bod ei gylch gwaith hefyd yn cynnwys adolygu'r defnydd o'r deddfwriaeth bresennol, sy'n gymysgedd cymhleth o sancsiynau troseddol a sifil. Dywedodd hefyd y bydd y tasglu yn adrodd ar ei ganfyddiadau ym mis Mehefin 2020.

Yn ddiweddarach ym mis Tachwedd ysgrifennodd y Dirprwy Weinidog [at Adam Price AC](#) (PDF 476KB) yn darparu'r Ddogfen Cychwyn Prosiect ar gyfer y tasglu. Dywed y ddogfen: “for the purpose of the project ‘pavement parking’ is defined as when one or more wheels of a vehicle are on the footpath”. Mae'r tasglu hefyd:

...assumes that it is the intention to have a national ban on pavement parking throughout Wales, without introducing primary legislation...[and] there is political will to support the implementation of the proposed outcomes across the Country.

CAMAU GWEITHREDU CYNULLIAD CENEDLAETHOL CYMRU

Yn 2018 cwblhaodd Pwyllgor yr Economi, Seilwaith a Sgiliau'r Cynulliad ymchwiliad i graffu ôl-ddeddfwriaethol ar Ddeddf Teithio Llesol (Cymru) 2013. Argymhellodd yr adroddiad fel a ganlyn:

Dylai Llywodraeth Cymru weithio'n rhanbarthol gyda'r heddlu ac awdurdodau lleol i gytuno ar ffyrdd arloesol o fynd i'r afael â pharcio ar balmentydd, gan gynnwys codi ymwybyddiaeth o'i effaith er mwyn newid ymddygiad gyrwyr.

Dyweddodd Gweinidog yr Economi a Thrafnidiaeth wrth y Pwyllgor:

There is no doubt that parking on pavements inhibits the ability, particularly of disabled people, to be able to travel safely, but also in terms of cycling, it can be incredibly dangerous to have cars and lorries parked in inappropriate areas.

Mae'r mater wedi'i drafod yn y Cynulliad. Yn y Cyfarfod Llawn ar 22 Ionawr 2020, mewn ymateb i gwestiwn gan Hefin David AC, dywedodd y Dirprwy Weinidog fod Phil Jones yn arwain y tasgluoedd ar parcio ar balmentydd a therfynau cyflymder 20mya. Aeth ymlaen i ddweud:

...mae angen inni ystyried hyn yn rhan o'r gyfres ehangach o fesurau sydd gennym, ynghyd â therfynau cyflymder 20 mya, i ddechrau sicrhau newid moddol a mynd i'r afael â thra-arglwyddiaeth y car yn ein cymdeithas, ond ni fydd hynny'n gweithio oni bai ein bod yn rhoi dewisiadau amgen i bobl hefyd.

Gwneir pob ymdrech i sicrhau bod y wybodaeth yn y papur briffio hwn yn gywir adeg ei gyhoeddi. Dylai darllenwyr fod yn ymwybodol nad yw'r papurau briffio hyn yn cael eu diweddarau o reidrwydd na'u diwygio fel arall i adlewyrchu newidiadau dilynol.

Lee Waters AC/AM
Dirprwy Weinidog yr Economi a Thrafnidiaeth
Deputy Minister for Economy and Transport



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-935
Ein cyf/Our ref LW/05985/19

Janet Finch-Saunders AC
Cadeirydd – Y Pwyllgor Deisebau

Government.Committee.Business@gov.wales

11 Rhagfyr 2019

Annwyl Janet,

Diolch am eich llythyr dyddiedig 6 Rhagfyr ar ran y Pwyllgor Deisebau ynghylch Deiseb P-05-935 Gwahardd Parcio ar Balmentydd – Addewid Palmant.

Rwy'n deall y rhwystredigaeth y mae parcio ar balmentydd yn ei hachosi ac o'r herwydd rwyf wedi sefydlu Tasglu arbennig a fydd yn ymchwilio i'r materion sydd ynghlwm wrth barcio ar balmentydd a phennu'r ffordd orau o ddatrys y broblem. Mae cylch gwaith y Tasglu'n cynnwys adolygu'r defnydd o'r ddeddfwriaeth sydd ar gael ar hyn o bryd, sy'n gymysgedd cymhleth o gosbau troseddol a sifil, ac argymell y ffordd orau ymlaen. Mae disgwyl i'r Tasglu adrodd ar ei gasgliadau ym mis Mehefin 2020.

Yn gywir,

Lee Waters AC/AM
Dirprwy Weinidog yr Economi a Thrafnidiaeth
Deputy Minister for Economy and Transport

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

**P-05-935 Ban Pavement Parking - Pavement Promise, Correspondence –
Petitioner to Committee, 28.01.20**

Firstly for many people this is not just a frustration but a hinderance to their independence.

The task force is a good idea.

I feel that it is important that it is made up of participants of whom have to deal with the issue on a daily basis aswel as working alongside councils/ police.

I also feel it would be beneficial to have the input of organisations such as RNIB Cymru, guide dogs and Bridgend coalition for the disabled involved.

Legislation does need to be looked at and changed.

It is very confusing and contradicting in parts.

Legislation needs to be clear and important that it is enforced.

This is an important area the task force will need to focus on.

I propose that a dedicated task force be formed to deal with the enforcement alongside an online reporting app/ website.

The issue is not adequately addressed.

This is discussing researching the issue.

It is not focusing on the issue people are currently facing.

This is a long time frame prolonging the difficulty for those in Wales,

Some of who are loosing their independence.

Some questions I have are:

* who is involved in the task force and are they suitable to the understanding of the issue?.

* what will be done to support those struggling with the issue while the task for researches over the long period and discusses findings?

*will there be opportunities for communities to be involved with the research? .

*Do you feel following in the footsteps of a ban alongside Scotland and central London would benefit our communities?.

Rhian Morris.

P-05-936 Cynnig Prawf Sgrinio Canser y Coluddyn ar ôl 74 oed

Cyflwynwyd y ddeiseb hon gan Andrew Lye, ar ôl casglu cyfanswm o 69 lofnodion.

Geiriad y ddeiseb:

Mae'r GIG yn Lloegr, yr Alban a Chymru yn cynnig prawf sgrinio Canser y Coluddyn bob 2 flynedd i rai rhwng 60 a 74 oed.

Yn Lloegr a'r Alban, gallwch wneud cais am becyn sgrinio bob dwy flynedd ar ôl 74 oed. NID yw hyn ar gael i'r rhai dros 74 oed yng Nghymru.

Mae'r ddeiseb hon yn gofyn i Lywodraeth Cymru sicrhau bod profion sgrinio canser y coluddyn ar gael fel y mae yn Lloegr a'r Alban.

Mae dod â'r profion sgrinio i ben yn 74 oed yng Nghymru yn awgrymu nad ydym yn gwerthfawrogi ein henoed yn yr un ffordd ag y maent yn gwneud yn Lloegr a'r Alban.

Etholaeth a Rhanbarth y Cynulliad

- Preseli Sir Benfro
- Canolbarth a Gorllewin Cymru

Sgrinio am ganser y coluddyn

Y Pwyllgor Deisebau | 4 Chwefror 2020
Petitions Committee | 4 February 2020

Cyfeirnod: RS19/11321-3

Rhif y ddeiseb: P-05-936

Teitl y ddeiseb: Cynnig Prawf Sgrinio Canser y Coluddyn ar ôl 74 oed

Geiriad y ddeiseb: Mae'r GIG yn Lloegr, yr Alban a Chymru yn cynnig prawf sgrinio Canser y Coluddyn bob 2 flynedd i rai rhwng 60 a 74 oed.

Yn Lloegr a'r Alban, gallwch wneud cais am becyn sgrinio bob dwy flynedd ar ôl 74 oed. NID yw hyn ar gael i'r rhai dros 74 oed yng Nghymru.

Mae'r ddeiseb hon yn gofyn i Lywodraeth Cymru sicrhau bod profion sgrinio canser y coluddyn ar gael fel y mae yn Lloegr a'r Alban.

Mae dod â'r profion sgrinio i ben yn 74 oed yng Nghymru yn awgrymu nad ydym yn gwerthfawrogi ein henoed yn yr un ffordd ag y maent yn gwneud yn Lloegr a'r Alban.

1. Y CEFNDIR

Mae **gwefan** Bowel Cancer UK yn nodi mai canser y coluddyn yw'r pedwerydd canser mwyaf cyffredin yng Nghymru. Bob blwyddyn, mae mwy na 2,200 o bobl yng Nghymru yn cael diagnosis o ganser y coluddyn ac mae dros 900 o bobl yn marw o'r afiechyd. Fodd bynnag, gellir trin a gwella canser y coluddyn, yn enwedig yn achos diagnosis cynnar. Sgrinio yw un o'r ffyrdd gorau o sicrhau diagnosis cynnar o ganser y coluddyn. Dechreuodd rhaglen sgrinio'r coluddyn yng Nghymru yn 2008, gan wahodd dynion a menywod rhwng **60 a 69** oed i anfon sampl o garthion ar gyfer prawf gwaed oclwt ysgarthol guaiac (gFOBT) bob dwy flynedd. Ym mis Tachwedd 2012, ehangwyd y rhaglen i gynnwys pobl rhwng **60 a 74** oed.



Ym mis Tachwedd 2015, argymhellodd Pwyllgor Sgrinio Cenedlaethol y DU¹ y dylid cynnwys Prawf Ysgarthol Imiwnocemegol (Faecal Immunochemical Test, neu FIT, yn Saesneg) yn rhaglen sgrinio'r coluddyn. Ers mis Ionawr 2019, mae Sgrinio Coluddion Cymru wedi bod yn cynnig y prawf FIT fel rhan o'r rhaglen sgrinio arferol. Yn ogystal â bod yn fwy cywir, mae'r prawf newydd yn haws i bobl ei ddefnyddio ac mae Llywodraeth Cymru yn bwriadu cynyddu sensitifrwydd y prawf newydd hwn yn raddol fel y gellir canfod mwy o ganserau.

Ym mis Awst 2018, cynhaliodd Pwyllgor Sgrinio Cenedlaethol y DU adolygiad o raglenni sgrinio'r coluddyn, gan argymhell y dylai'r prawf FIT fod ar gael i bobl rhwng **50 a 74** oed. Mae Llywodraeth Cymru wedi ymrwmo i ehangu'r rhaglen i gynnwys dynion a menywod rhwng 50 a 59 oed erbyn 2023. Mae gohebiaeth gan y Gweinidog Iechyd a Gwasanaethau Cymdeithasol at y Pwyllgor ar 15 Ionawr 2020 yn nodi bod y risg o ganser y coluddyn yn cynyddu'n sydyn ar ôl 50 oed a bod y dystiolaeth yn dangos y byddai sgrinio pobl yn y grŵp oedran hwn yn arwain at ddiagnosis cynharach o ganserau'r coluddyn, pan fydd triniaeth yn debygol o fod yn fwy effeithiol, gan gynyddu'r tebygolrwydd y bydd cleifion yn goroesi.

Mae mwy o wybodaeth am sgrinio yng Nghymru ar gael ar wefan Sgrinio Coluddion Cymru.

Yn **Lloegr**, gall pobl sy'n 75 oed neu'n hŷn ofyn am becyn sgrinio yn y cartref bob 2 flynedd. Yn **yr Alban**, gall pobl dros 74 oed ofyn am becyn sgrinio drwy gysylltu â rhaglen sgrinio canser y coluddyn.

Y ganran sy'n manteisio ar raglenni sgrinio am ganser y coluddyn

Mae Iechyd Cyhoeddus Cymru yn cyhoeddi ffigurau ar gyfer nifer y dynion a menywod cymwys rhwng 60 a 74 oed sy'n preswyllo yng Nghymru ac sy'n manteisio ar raglenni sgrinio am ganser y coluddyn (ar gael fesul yr Awdurdod Unedol a'r Bwrdd Iechyd). Cyhoeddwyd ffigurau ar gyfer blwyddyn ariannol 2018-19 ym mis Ionawr 2020, ac maent yn dangos mai'r ganran a oedd yn manteisio ar raglenni sgrinio yng Nghymru yn 2018-19 oedd 57.3 y cant.

2. GWYBODAETH GAN LYWODRAETH CYMRU

Mewn gohebiaeth gan y Gweinidog Iechyd a Gwasanaethau Cymdeithasol at y Pwyllgor ar 15 Ionawr 2020, dywed y Gweinidog mai'r polisi yng Nghymru yw sgrinio'n seiliedig ar dystiolaeth yn unig, gan ddilyn argymhellion Pwyllgor Sgrinio Cenedlaethol y DU. Ar ôl pwyso a mesur y dystiolaeth sydd ar gael, nid yw'r Pwyllgor Cenedlaethol yn argymhell sgrinio'r coluddyn y tu hwnt i 74 oed.

Wrth ymateb i Gwestiwn Ysgrifenedig y Cynulliad ym mis Mai 2019, dywedodd y Gweinidog fod terfyn oedran uchaf ar gyfer sgrinio'r coluddyn yn seiliedig ar y risg o ganser y coluddyn mewn pobl dros 74 oed heb unrhyw symptomau o'r clefyd, a'r risg i'r unigolion hyn sy'n gysylltiedig â sgrinio, yn enwedig o weithdrefnau diagnostig dilynol fel colonosgopi. Er bod cymhlethdodau difrifol o golonosgopi yn y boblogaeth gyffredinol yn anghyffredin, mae tyllu'r coluddyn yn un o'r cymhlethdodau difrifol posibl. Mae hyn yn digwydd yn ystod oddeutu 1 o bob 1,500 o driniaethau. Gall tynnu polypau neu samplau o feinwe achosi gwaedu trwm yn ystod oddeutu 1 o bob 150 o golonosgopau yn y boblogaeth gyffredinol. Mae'r risg o'r cymhlethdodau hyn yn cynyddu ar ôl 74 oed. Oherwydd bod risgiau'n gysylltiedig â sgrinio'r boblogaeth, mae'r Gweinidog yn nodi yn ei ohebiaeth fod angen taro cydbwysedd rhwng buddion a niwed y prawf sgrinio a gynigir. Ar gyfer sgrinio'r coluddyn mewn achosion asymptomatig y tu hwnt i'r oedran a argymhellir, mae'r risgiau ychwanegol o ganlyniadau positif ffug ac unrhyw ymchwiliadau dilynol yn gorbwyso'r buddion posibl ymhlith y boblogaeth hŷn. Mae'r Gweinidog yn mynd ymlaen i ddweud na fyddai'n ddiogel nac yn ddarvoudus darparu gwasanaethau iechyd y tu hwnt i gyngor Pwyllgor Sgrinio Cenedlaethol y DU, drwy wneud rhywbeth nad yw wedi ei argymhell, gan nad oes tystiolaeth y byddai'n dod â mwy o fanteision nag o niwed.

Mae'r llythyr yn nodi bod Pwyllgor Sgrinio Cymru, ym mis Tachwedd 2019, wedi trafod safbwynt polisi Llywodraeth Cymru i beidio â chynnig hunanatgyfeiriadau at raglen sgrinio'r coluddyn gan bobl dros 74 oed. Cytunodd y Pwyllgor fod angen eglurhad ynghylch safbwynt Pwyllgor Sgrinio Cenedlaethol y DU cyn ystyried hunanatgyfeiriadau gan bobl dros 74 oed eto. Mae Cadeirydd Pwyllgor Sgrinio Cymru wedi ysgrifennu at Gadeirydd Pwyllgor Sgrinio Cenedlaethol y DU i ofyn am yr eglurder hwn. Pe bai Pwyllgor Sgrinio Cenedlaethol y DU yn argymhell hunanatgyfeiriadau gan bobl dros 74 oed, neu unrhyw gamau i newid y terfyn oedran uchaf, mae'r Gweinidog yn nodi yn ei ohebiaeth y bydd Llywodraeth Cymru yn trafod sut y gellir cyflawni hyn yng Nghymru.

Gall unrhyw un dros 74 oed yng Nghymru drafod eu pryderon â'u meddyg teulu, a fydd yn penderfynu a oes angen ymchwilio ymhellach. Dylai unrhyw un sydd â symptomau canser y coluddyn gael eu hatgyfeirio ar gyfer ymchwiliad brys yn unol â'r broses atgyfeirio frys ar gyfer canser posibl.

¹Mae Pwyllgor Sgrinio Cenedlaethol y DU yn cynghori Gweinidogion a'r GIG ym mhedair gwlad y DU am bob agwedd ar sgrinio'r boblogaeth ac yn hyrwyddo'r gwaith o gynnal rhaglenni sgrinio.

Sgrinio mewn gwledydd eraill

Yn ei ohebiaeth, mae'r Gweinidog yn cyfeirio at y ffaith bod hunanatgyfeiriadau at raglen sgrinio'r coluddyn gan bobl dros 74 oed wedi'u caniatáu yn Lloegr a'r Alban, gan gydnabod bod anghydraddoldeb o ran y gwasanaeth a ddarperir. Mae'n mynd ymlaen i ddweud bod rhaglenni sgrinio'r coluddyn yn y mwyafrif o wledydd yn sgrinio hyd at 74 oed yn unig. Ni chaniateir hunanatgyfeiriadau y tu hwnt i'r oedran hwn am yr un rhesymau ag yng Nghymru. Nid yw Gogledd Iwerddon, Seland Newydd nac Awstralia yn caniatáu hunanatgyfeiriadau dros 74 oed.

3. CAMAU GWEITHREDU CYNULLIAD CENEDLAETHOL CYMRU

Cynhaliodd y Pwyllgor Iechyd, Gofal Cymdeithasol a Chwaraeon ymchwiliad undydd i wasanaethau endosgopi yng Nghymru, gan gyhoeddi ei adroddiad ym mis Ebrill 2019. Mae Adran 6 yn trafod ymdrechion i gynyddu nifer y bobl sy'n manteisio ar raglen sgrinio'r coluddyn. Yn ei hymateb i'r adroddiad, derbyniodd Llywodraeth Cymru bob un o argymhellion y Pwyllgor. O ganlyniad i argymhelliad y Pwyllgor, cyhoeddodd Llywodraeth Cymru Raglen endosgopi genedlaethol: cynllun gweithredu 2019 i 2023 ym mis Hydref 2019.

Gwneir pob ymdrech i sicrhau bod y wybodaeth yn y papur briffio hwn yn gywir adeg ei gyhoeddi. Dylai darllenwyr fod yn ymwybodol nad yw'r papurau briffio hyn yn cael eu diweddarau o reidrwydd na'u diwygio fel arall i adlewyrchu newidiadau dilynol.



Ein cyf/Our ref VG/08790/19

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15 Ionawr 2019

Annwyl Janet,

Diolch i chi am eich llythyr dyddiedig 6 Rhagfyr ar ran y Pwyllgor Deisebau ynglŷn â deiseb P-05-936 Cynnig Prawf Sgrinio Canser y Coluddyn ar ôl 74 oed.

O ran sgrinio poblogaethau, mae Pwyllgor Sgrinio Cenedlaethol y DU yn darparu cyngor i Weinidogion ym mhedair gwlad y DU ynglŷn â sut y dylid gweithredu'r rhaglenni hyn. Mae'r Pwyllgor yn meddu ar y trylwyredd a'r awdurdod academaidd i drafod materion hynod gymhleth o'r fath, gan ei fod yn arwain y byd yn y maes, ac ar ôl pwysu a mesur y dystiolaeth sydd ar gael, nid yw'r Pwyllgor Sgrinio Cenedlaethol yn argymhell y dylid sgrinio pobl dros 74 oed ar gyfer canser y coluddyn. Mae yna risgiau sy'n gysylltiedig â sgrinio poblogaethau, ac felly mae angen cynnal cydbwysedd rhwng y manteision a'r niwed a allai ddigwydd o ganlyniad i gynnig y prawf sgrinio. Pe bai pobl sy'n hŷn na'r grŵp oedran a argymhellir, nad oes ganddynt symptomau, yn cael eu sgrinio ar gyfer canser y coluddyn, gallai unrhyw risgiau, a fyddai'n codi yn sgil canlyniadau positif ffug a'r archwiliadau dilynol, fod yn fwy na'r manteision iddynt.

Ein polisi ni yng Nghymru yw gweithredu system sgrinio yn seiliedig ar dystiolaeth, gan wneud hynny mewn modd sydd wedi ei argymhell gan Bwyllgor Sgrinio Cenedlaethol y DU. Mae'r Pwyllgor Sgrinio hwn yn argymhell cynnig prawf sgrinio ar gyfer canser y coluddyn i bobl rhwng 50 a 74 oed, ac nid yw wedi gwneud argymhelliad i sgrinio pobl dros 74 oed. Ni fyddai'n ffordd ddiogel na darbodus o ddarparu gwasanaethau iechyd pe baem yn gweithredu y tu hwnt i gyngor y Pwyllgor Sgrinio, drwy wneud rhywbeth nad yw wedi ei argymhell gan nad oes dystiolaeth y byddai'n dod â mwy o fanteision nag o niwed.

Rwy'n ymwybodol y caniateir i bobl dros 74 oed wneud hunanatgyfeiriadau at y rhaglen sgrinio ar gyfer canser y coluddyn yn Lloegr ac yn yr Alban. Fodd bynnag, nid yw rhaglenni yn y rhan fwyaf o wledydd ond yn cynnig gwasanaeth sgrinio ar gyfer canser y coluddyn i bobl nes iddynt gyrraedd 74 oed, ac nid ydynt yn caniatáu hunanatgyfeiriadau ar ôl yr oedran hwnnw am yr un rhesymau â Llywodraeth Cymru. Nid yw Gogledd Iwerddon, Seland Newydd nac Awstralia yn caniatáu hunanatgyfeiriadau i bobl dros 74 oed. Yn yr Unol

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Daleithiau a Chanada, ni chaniateir hunanatgyfeiriadau i bobl dros 75 oed, ond gall pobl gael eu hasesu fel unigolion gan eu meddyg teulu, gyda'r posibilrwydd o gael eu sgrinio dim ond os bydd hynny'n cael ei ystyried yn rhywbeth priodol. Serch hynny, ni chynigir y prawf hwn ar ôl iddynt gyrraedd 85 oed, gan nad yw sgrinio'n cael ei ganiatáu ar ôl yr oedran hwnnw. Nid yw sefyllfa felly'n annhebyg i'r sefyllfa sy'n bodoli ar hyn o bryd yng Nghymru, gan fod unrhyw un dros 74 oed yn gallu trafod eu pryderon gyda'i feddyg teulu a fydd yn penderfynu a oes angen archwiliad pellach ai peidio. Dylai pawb sydd â symptomau canser y coluddyn gael eu hatgyfeirio ar gyfer cael archwiliad buan o dan y broses atgyfeirio brys a ddefnyddir lle y mae amheuaeth o ganser.

Yn ddiweddar, mae Llywodraeth Cymru wedi ymrwmo i ehangu'r rhaglen i gynnwys dynion a menywod 50-59 oed, a hynny erbyn 2023. Mae'r risg y gallai rhywun gael canser y coluddyn yn cynyddu'n gyflym ar ôl cyrraedd 50 oed, ac mae'r dystiolaeth yn dangos y byddai sgrinio pobl yn y grŵp oedran hwnnw yn golygu y byddai mwy o achosion o ganser y coluddyn yn cael eu canfod yn gynharach, pan fo'n debygol y gallai triniaethau fod yn fwy effeithiol, gan wella'r posibilrwydd y byddai'r claf yn goroesi.

Ers mis Ionawr 2019, bu'r rhaglen Sgrinio Coluddion Cymru yn darparu profion ysgarthol imiwnocemegol newydd fel rhan o'r rhaglen sgrinio arferol. Yn ogystal â bod yn fwy cywir ei ganlyniadau, mae'r prawf newydd hwn yn haws ei ddefnyddio, ac mae'r dystiolaeth yn dangos y bydd mwy o bobl yn manteisio ar y rhaglen sgrinio oherwydd hynny. Hefyd rydym yn bwriadu gwella sensitifrwydd y prawf newydd hwn yn raddol yn ystod y pedair blynedd nesaf er mwyn canfod rhagor o achosion o ganser.

Rwy'n cydnabod bod gwahaniaethau rhwng yr hyn a gynigir gan y rhaglenni a ddarperir yng ngwledydd y DU, a bod rhai pobl yn dymuno parhau i gymryd rhan yn y rhaglen sgrinio ar ôl cyrraedd 74 oed. Fodd bynnag, mae gan bob rhaglen sgrinio y potensial i wneud niwed. Dylai'r manteision i gleifion a'u diogelwch fod yn flaenoriaeth wrth wneud unrhyw benderfyniad i ddarparu gwasanaeth sgrinio.

Ym mis Tachwedd 2019, bu Pwyllgor Sgrinio Cymru yn ystyried safbwynt polisi Llywodraeth Cymru i beidio â chaniatáu hunanatgyfeiriadau sgrinio'r coluddyn i bobl dros 74 oed. Roedd y Pwyllgor yn cytuno bod angen mwy o eglurder o ran safbwynt Pwyllgor Sgrinio Cenedlaethol y DU cyn ystyried ymhellach a ddylid caniatáu hunanatgyfeiriadau i bobl dros 74 oed. Mae Cadeirydd Pwyllgor Sgrinio Cymru wedi ysgrifennu at Gadeirydd Pwyllgor Sgrinio Cenedlaethol y DU yn gofyn am yr eglurder perthnasol. Yn y cyfamser, mae'n bwysig canolbwyntio ar gyflwyno'r gwasanaeth sgrinio i bobl 50-59, gan fod y dystiolaeth yn dangos bod manteision i hynny, yn ogystal â gwella sensitifrwydd y prawf. Os bydd Pwyllgor Sgrinio Cenedlaethol y DU yn argymhell y dylid caniatáu hunanatgyfeiriadau i bobl dros 74 oed, neu y dylid codi'r terfyn oedran, byddwn yn ystyried sut y gallwn gynnig hynny yng Nghymru.

Yn gywir,



Vaughan Gething AC/AM

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

**P-05-936 Offer Bowel Cancer Screening After the Age of 74, Correspondence –
Petitioner to Committee, 26.01.20**

The reason I lodged the petition was solely because of the perceived view that those over the age of 74 could be seen as disadvantaged, compared to those in England and Scotland. It was getting my first kit to do my own sample, that pre-empted me to pursue this as a petition on the Senedd website. My dad died of bowel cancer in 1995 on his 63rd birthday, just 7 weeks after diagnosis. He failed to act on symptoms. His own fault. I have had 3 colonoscopies myself, since he died and on one occasion, polyps were removed. So I am very aware of the cancer. I had prostate cancer in 2018 and the cancer is gone, though I am still on hormone treatment and tablets because of the after effects of the radiotherapy. If a male screening programme for prostate cancer can be created in the next few years, I would be pleased, as the PSA test is not 100% accurate.

Going back to my petition, I must thank the Minister for his explanation and the fact that it mentions that the aim is to reduce the age to 50 on bowel cancer screening by 2023. But why the delay? People will die as a result of any delay. I welcome the proposal to reduce it from 60 to 50, but ask the Petitions Committee to ask the Minister to bring the date forward.

The letter advises that the UKNSC does not recommend bowel cancer screening beyond 74. Can I please ask why as no explanation is given. You can still get bowel cancer as 76.

The Minister also writes "...all screening programmes have the potential to do harm". I would equally contend that you could say the opposite and be equally valid. All screening programmes also could have the potential to do good". There, I said it. So why does the Minister make his comment and make me believe that he is 100% correct with his assertion.

As the UKNSC does not recommend screening beyond 74, are England and Scotland looking at reversing their policy to fall in line with Wales? And other nations in the world. If not, maybe they see there IS a benefit with their policy.

Nothing is mentioned in the Minister's letter with regards to potential costs of falling into line with England and Scotland. It must be possible to get the information and work out a projected cost for Wales. My petition is not proposing anything radical as I am aware that every decision has a cost implication. The Minister has given NO mention of costs.

My final question is that if the Older People's Commissioner for Wales was to say that the current policy discriminates against those aged over 74, will the Petitions Committee ask the Minister to rethink. I presume the Commissioner has been consulted and provided her comments as part of your committee meeting on 4th February, when you discuss my petition.

I look forward to (hopefully) watching the debate on my PC, and thank you for time in keeping me informed

P-05-937 Dylid stopio berwi cramenogion yn fyw (cimychiaid, crancod, cimychiaid afon, corgimychiaid ac ati)

Cyflwynwyd y ddeiseb hon gan Cardiff Animal Rights, ar ôl casglu 1,253 o lofnodion ar-lein a 505 ar bapur, sef cyfanswm o 2,008 o lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar i Gynulliad Cenedlaethol Cymru annog i Lywodraeth Cymru wella'r mesurau amddiffyn i gramenogion a gwahardd yr arfer creulon o ferwi cimychiaid, crancod, cimychiaid afon, corgimychiaid ac ati yn fyw.

Mae sŵolegwyr wedi darganfod bod cimychiaid a chramenogion eraill, yn wahanol i fodau dynol, yn METHU â mynd i 'sioc', felly mae taflu nhw i botaid o ddŵr BERWEDIG yn peri iddynt dioddef yn hwy. Pan fydd anifeiliaid eraill, gan gynnwys bodau dynol, yn dioddef poen eithafol, mae'r system nerfol yn ymdopi drwy stopio gweithio. Mae gwyddonwyr wedi darganfod ei bod yn cymryd hyd at 45 eiliad i gimychiaid a chrancod farw pan gânt eu taflu i botaid o ddŵr BERWEDIG (sef rhywbeth a fyddai'n hollol annerbyniol ar gyfer anifail ag asgwrn cefn fel buwch neu fochyn). I roi persbectif i'r mater, os cânt eu datgymalu, gall y system nerfol barhau i weithio am hyd at awr.

Nod Deddf Lles Anifeiliaid yw amddiffyn anifeiliaid, gan ddeall bod creaduriaid ymdeimladol yn gallu teimlo poen, ac mae dyletswydd foesol arnom i BEIDIO â pheri dioddefaint. O dan y Ddeddf mae'n drosedd peri dioddefaint diangen i unrhyw anifail, o ran eu cadw ac ar adeg eu lladd. Mae'n golygu bod modd erlyn pobl neu sefydliadau sy'n esgeuluso neu gam-drin anifeiliaid 'gwarchodedig'. Mae 'anifeiliaid a ffermir', pysgod ac ymlusgiaid oll yn cael eu diogelu dan y Ddeddf hon. Ond nid felly y mae yn achos infertebratau megis crancod, cimychiaid, cimychiaid afon a chorgimychiaid.

At hynny, daethpwyd o hyd i gramenogion byw ar werth, yn aros eu tynged ar badelli iâ, wedi'u pacio a'u rhwymo'n dynn mewn tanciau neu blastig i'r cwsmer eu lladd gartref. Yn y Swistir, mae berwi cimwch yn fyw yn cael ei ystyried yn weithred o greulondeb wrth anifail. Erbyn hyn mae'n rhaid i bobl y Swistir stynio neu ladd anifeiliaid cyn eu berwi, ac ni cheir cadw cimychiaid yn fyw ar iâ.

Dylid ehangu Deddf Lles Anifeiliaid 2006 i gynnwys cramenogion, gan gynnwys cimychiaid, crancod, corgimychiaid, cimychiaid afon ac ati.

Etholaeth a Rhanbarth y Cynulliad

- Gogledd Caerdydd
- Canol De Cymru

Dylid stopio berwi cramenogion yn fyw (cimychiaid, crancod, cimychiaid afon, corgimychiaid ac ati)

Y Pwyllgor Deisebau | 4 Chwefror 2020
Petitions Committee | 4 February 2020

Cyfeirnod: RS19/11321-4

Rhif y ddeiseb: P-05-937

Teitl y ddeiseb: Dylid stopio berwi cramenogion yn fyw (cimychiaid, crancod, cimychiaid afon, corgimychiaid ac ati)

Geiriad y ddeiseb: Rydym yn galw ar i Gynulliad Cenedlaethol Cymru annog i Lywodraeth Cymru wella'r mesurau amddiffyn i gramenogion a gwahardd yr arfer creulon o ferwi cimychiaid, crancod, cimychiaid afon, corgimychiaid ac ati yn fyw.

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At hynny, daethpwyd o hyd i gramenogion byw ar werth, yn aros eu tynged ar badelli iâ, wedi'u pacio a'u rhwymo'n dynn mewn tanciau neu blastig i'r cwsmer eu lladd gartref. . Yn y Swistir, mae berwi cimwch yn fyw yn cael ei ystyried yn weithred o greulondeb wrth anifail. Erbyn hyn mae'n rhaid i bobl y Swistir stynio neu ladd anifeiliaid cyn eu berwi, ac ni cheir cadw cimychiaid yn fyw ar iâ.

Dylid ehangu Deddf Lles Anifeiliaid 2006 i gynnwys cramenogion, gan gynnwys cimychiaid, crancod, corgimychiaid, cimychiaid afon ac ati.

1. Y cefndir

Mae "cramenogion dectroed" yn derm ar gyfer rhywogaethau cramenogion gan gynnwys cimychiaid, crancod, cimychiaid afon a chorgimychiaid. Yn y DU nid oes dim canllawiau na deddfwriaeth ar ladd cramenogion dectroed mewn modd trugarog. Gellir gwerthu cramenogion dectroed yn fyw i'w lladd gartref neu mewn sefydliadau bwyd. Gellir lladd drwy amrywiaeth o ddulliau, gan gynnwys eu berwi'n fyw, eu hoeri mewn rhewgell (cyn eu berwi'n fyw), eu boddi mewn dŵr croyw, eu datgymalu, eu trydaneiddio (cyn eu coginio), neu drwy ddulliau mecanyddol i dorri eu nerfau.

Ym mis Hydref 2015, adroddodd y cyfryngau [newyddion](#) yn y DU bod archfarchnad yn gwerthu crancod byw a oedd wedi'u lapio i'w crebachu a'u cadw yn eu hunfan.

Mae nifer o faterion lles wedi'u nodi ar gyfer cramenogion dectroed yn y diwydiant bwyd, gan gynnwys rhai dulliau a ddefnyddir i'w lladd. Mae'r grŵp ymgyrchu [Crustacean Compassion](#) (Tosturi i Gramenogion) yn nodi berwi'n fyw, oeri mewn rhewgell cyn eu berwi, boddi mewn dŵr croyw a'u torri / datgymalu'n fyw fel dulliau lladd creulon. Gan gyfeirio at eu berwi'n fyw, mae'n dyfynnu tystiolaeth gan

[Roth a Øines](#) (2010) sy'n amcangyfrif y gall cranc bwyadwy wedi'i ferwi'n fyw aros yn ymwybodol am o leiaf dri munud.

Mae [Deiseb Change.org](#) sy'n galw am gynnwys cramenogion mewn deddfwriaeth lles anifeiliaid wedi casglu tua 50,000 o lofnodion.

1.1. Deddfwriaeth Lles Anifeiliaid

Mae [Deddf Lles Anifeiliaid 2006](#) yn diffinio anifail fel "creadur ag asgwrn cefn, heblaw dyn". Mae hyn yn golygu na chaiff infertebratau fel crancod a chimychiaid eu cynnwys o dan y ddeddfwriaeth. Fodd bynnag, mae'r Ddeddf yn cynnwys darpariaeth o dan adran 1 (3)(4) y caiff awdurdodau cenedlaethol priodol "ymestyn y diffiniad o 'anifail' er mwyn cynnwys infertebratau o unrhyw ddisgrifiad ... os yw'r awdurdodau'n fodlon, ar sail tystiolaeth wyddonol, bod anifeiliaid o'r math dan sylw yn gallu profi poen a dioddefaint".

Pan ddaeth y Ddeddf Lles Anifeiliaid i rym, [argymhellodd y Pwyllgor Dethol ar yr Amgylchedd, Bwyd a Materion Gwledig, Senedd y DU, y dylid cynnwys cramenogion](#), ond gwrthododd Llywodraeth y DU ar y pryd, gan ddweud bod angen rhagor o dystiolaeth.

Fodd bynnag, yn 2005 nododd Awdurdod Diogelwch Bwyd Ewrop [greaduriaid dectroed fel anifeiliaid Categori 1 "lle mae'r dystiolaeth wyddonol yn dangos yn glir bod anifeiliaid yn y grwpiau hynny yn gallu profi poen a thrallod"](#).

Ni chaiff creaduriaid dectroed ychwaith eu gwarchod gan [Ddeddfwriaeth Lles Anifeiliaid Adeg eu Lladd \(WATOK\)](#) yn y DU.

Ym mis Rhagfyr 2017, pan gyhoeddodd Llywodraeth y DU y byddai ymgynghoriad yn cael ei gynnal ar gynnig arfaethedig [Bil Lles Anifeiliaid \(Dedfrydu a Chydnabod Dedfrydrwydd\)](#), cyflwynodd grwpiau lobiö [yr achos dros gynnwys cramenogion dectroed yn y ddeddfwriaeth](#). Ar adeg ysgrifennu hwn, nid yw'r Bil wedi symud ymlaen, ac mae [Llywodraeth y DU wedi dweud](#) y bydd yn cyflwyno deddfwriaeth "cyn gynted ag y bydd amser seneddol yn caniatáu".

1.2. Ymchwil

Mae [Crustacean Compassion](#) yn sefydliad sy'n ymgyrchu dros drin cramenogion dectroed yn drugarog. Lluniodd y sefydliad [bapur briffio yn amlinellu ei safbwynt a'r dystiolaeth ategol](#). Mae'r papur briffio yn cynnwys cyfeiriad at waith yr Athro Robert Elwood o Brifysgol Queen's ym Melffast. Roedd gwaith ymchwil tîm yr

Athro Elwood yn canolbwyntio'n bennaf ar wahaniaethu rhwng ymateb atgyrch syml i ysgogiad niweidiol a phrofiad anghymhellol, a deimlir, o boen. Roedd y gwaith ymchwil yn edrych ar ymatebion ffisiolegol, atgyrchau amddiffynnol, strwythurau biolegol ac ymddygiad mewn cramenogion. Nododd y papur briffio fod canlyniadau'r gwaith ymchwil wedi dangos bod creaduriaid dectroed yn dangos eu bod yn profi ysgogiad poenus, yn hytrach nag yn dangos ymateb atgyrch (Elwood and Appel 2009; Elwood 2012; Appel ac Elwood 2009a, 2009b; Magee and Elwood 2013; Magee ac Elwood 2016).

Hefyd lluniodd Crustacean Compassion [bapur briffio technegol ar gaethiwed a lles cramenogion](#) ar gyfer Llywodraeth y DU.

1.3. Ymhle y mae creaduriaid dectroed yn cael eu hamddiffyn?

Mae yna nifer o wledydd ledled y byd lle mae creaduriaid dectroed yn cael eu hamddiffyn:

- Awstria: Mae *Deddf Lles Anifeiliaid Awstria (2004)* yn amddiffyn cramenogion o dan ganllawiau hwsmonaeth cenedlaethol. Rhaid stynio cramenogion cyn eu lladd;
- Seland Newydd: newidiodd *Deddf Lles Anifeiliaid* ym 1999 y diffiniad o anifeiliaid yn *Neddf Diogelu Anifeiliaid (1960)* Seland Newydd i gynnwys crancod, cimychiaid a chimychiaid yr afon;
- Norwy: Roedd *Deddf Lles Anifeiliaid Norwy (2010)* yn darparu amddiffyniad cyfreithiol ar gyfer creaduriaid dectroed, gan gynnwys eu lladd, eu cyfyngu a'u cludo;
- Y Swistir: caiff creaduriaid dectroed eu hamddiffyn gan yr *Ordnans Lles Anifeiliaid (2008)*. Ers mis Mawrth 2018, rhaid stynio cramenogion dectroed cyn eu lladd. Maent hefyd yn cael eu hamddiffyn wrth eu cludo, ac mae gofyniad iddynt gael eu cadw mewn amgylchedd naturiol;
- Awstralia: yn Awstralia, mae lles anifeiliaid yn faes deddfu ar lefel y wladwriaeth. Caiff cramenogion dectroed eu cynnwys mewn deddfwriaeth lles anifeiliaid yn Victoria er 1997, yn Ne Cymru Newydd er 1998, yn Nhiriogaeth y Gogledd er 1999, yn Queensland er 2001, ac ym Mhrifddinas-dir Awstralia er 2000; ac
- Yr Eidal: yn 2007 dyfarnodd uchaf lys yr Eidal na ddylid cadw cimychiaid ar rew mewn ceginau bwytaï gan fod yr arfer yn achosi dioddefaint annerbyniol iddynt. Mae talaith Reggio Emilia wedi gwahardd yr arfer o ferwi cimychiaid yn fyw.

1.4. Lladd trugarog

Dywed Compassionate Crustaceans ei bod yn ymarferol bosibl ac yn fasnachol hyfyw i ladd cramenogion dectroed yn drugarog. Mae hefyd yn credu mai gweithwyr proffesiynol hyfforddedig a thrwyddedig yn unig ddylai ladd cramenogion dectroed, a hynny'n unol â chanllawiau statudol. Mae'n dweud na ddylid gwerthu anifeiliaid byw i ddefnyddwyr i'w lladd gartref, oherwydd gallent ddiodef yn ddifrifol wrth gael eu cludo, eu storio a'u lladd. Yn ei adroddiad, mae Compassionate Crustaceans yn amlinellu nifer o dulliau o ladd trugarog, gan gynnwys:

- Stynio trydanol: mae tystiolaeth yn awgrymu, o ganlyniad i'r dull hwn bod crancod bwydadwy yn anymwybodol o fewn eiliad ac nad yw'n achosi dim straen mesuradwy ychwanegol y tu hwnt i'r hyn a achosir wrth eu trin. Defnyddir sawl peiriant (fel y Crustastun a Stansas) ar hyn o bryd gan gwmnïau gan gynnwys Waitrose, Tesco a Whole Foods; a
- Dulliau mecanyddol: mae'r dull hwn yn cynnwys oeri, ac yna dinistrio canol y nerf (ganglia) yn fecanyddol gyda chyllell finiog yn unol â bioleg unigryw pob rhywogaeth. Gall y dulliau hyn gymryd rhagor o amser i sicrhau bod creaduriaid cramenog yn anymwybodol, yn enwedig os yw'r dull yn cael ei wneud yn amhriodol neu'n frysio.

2. Camau gweithredu Llywodraeth Cymru

Ysgrifennodd Lesley Griffiths AC, Gweinidog yr Amgylchedd, Ynni a Materion Gwledig at y Pwyllgor ar 6 Ionawr mewn perthynas â'r ddeiseb hon. Dywed:

Rwy'n deall bod y dystiolaeth wyddonol yn dangos y gall cramenogion deimlo rhywbeth tebyg i boen. Fodd bynnag, nid yw'r diffiniad o boen wedi'i ddatrys eto ac mae'r dystiolaeth yn brin hyd yma.

Â ymlaen i ddweud bod Llywodraeth y DU yn ystyried arferion o'r fath a allai achosi poen neu ddiodefaint diangen mewn infertebratau morol nad ydynt o fewn cwmpas y *Deddf Lles Anifeiliaid (2006)*. Dywed y dylai rhagor o ymdrechion gwyddonol gael eu neilltuo i ymchwilio i fater poen mewn infertebratau a'i bod hi wedi gofyn i'w swyddogion ddiweddarau eu gwybodaeth o ran datblygiadau gwyddonol yn hyn o beth, a gweithio'n agos gyda Gweinyddiaethau eraill y DU i ystyried hyn ymhellach.

3. Camau Gweithredu Cynulliad Cenedlaethol Cymru

Nid oes dim ystyriaeth wedi'i roi i'r mater yng Nghynulliad Cenedlaethol Cymru.

Gwneir pob ymdrech i sicrhau bod y wybodaeth yn y papur briffio hwn yn gywir adeg ei gyhoeddi. Dylai darllenwyr fod yn ymwybodol nad yw'r papurau briffio hyn yn cael eu diweddarau o reidrwydd na'u diwygio fel arall i adlewyrchu newidiadau dilynol.

Lesley Griffiths AC/AM
Gweinidog yr Amgylchedd, Ynni a Materion Gwledig
Minister for Environment, Energy and Rural Affairs



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-937
Ein cyf/Our ref LG/07594/19

Janet Finch-Saunders AC
Cadeirydd y Pwyllgor Deisebau

SeneddPetitions@assembly.wales

6 Ionawr 2020

Annwyl Janet

Diolch am eich llythyr dyddiedig 6 Rhagfyr ynghylch y Ddeiseb oddi wrth Hawliau Anifeiliaid Caerdydd ynghylch atal berwi cramenogion yn fyw.

Rwy'n gyfarwydd â Deddf Lles Anifeiliaid 2006 ac yn ymwybodol o ddi-ddordeb y cyhoedd yn y mater hwn. Rwy'n deall bod y dystiolaeth wyddonol yn awgrymu y gall cramenogion brofi poen. Nid yw'r union ddiffiniad o boen wedi'i bennu hyd yma, fodd bynnag, ac mae'r dystiolaeth sydd ar gael ar hyn o bryd yn brin.

Mae Llywodraeth y DU wrthi'n ystyried arferion o'r fath a allai achosi poen neu ddi-ddorfaint diangen mewn infertebrata morol fel cimychiaid, cimychiaid yr afon a chrancod. Nid yw'r anifeiliaid hyn o fewn cwrpas Deddf Lles Anifeiliaid 2006.

Gan fod disgwyl i ddeddfwriaeth bresennol yr UE gael ei diwygio dylai rhagor o waith gwyddonol gael ei wneud er mwyn ceisio pennu'r boen y gallai infertebrate ei hwynebu. Cynhaliodd y Gymdeithas Frenhinol gyfarfod arbennig ym mis Chwefror er mwyn pennu'r bylchau allweddol o ran gwybodaeth, gan gynnwys sut y dylai poen gael ei diffinio mewn anifeiliaid (gan gynnwys cramenogion).

Mae gwaith ymchwil yn mynd rhagddo ar hyn o bryd ynghylch diogelu lles cimychiaid, cimychiaid yr afon a chrancod adeg eu lladd. Rwyf wedi gofyn i'm swyddogion sicrhau eu bod yn parhau'n ymwybodol o'r datblygiadau gwyddonol a pharhau i gydweithio â Gweinyddiaethau eraill y DU er mwyn ystyried y mater hwn ymhellach.

*Yn gywir
Lesley*

Lesley Griffiths AC/AM
Gweinidog yr Amgylchedd, Ynni a Materion Gwledig
Minister for Environment, Energy and Rural Affairs

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0300 0604400

Gohebiaeth.Lesley.Griffiths@llyw.cymru
Correspondence.Lesley.Griffiths@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 131

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Eitem 3.1

P-04-522 Asbestos mewn Ysgolion

Cyflwynwyd y ddeiseb hon gan Cenric Clement-Evans ac ystyriwyd am y tro cyntaf gan y Pwyllgor yn ystod Rhagfyr 2013, ar ôl casglu 448 o lofnodion ar bapur.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i roi mesurau ar waith i sicrhau bod rhieni a gwarcheidwaid plant yng Nghymru yn gallu cael mynediad rhwydd at wybodaeth am bresenoldeb asbestos mewn adeiladau ysgolion a beth a wneir i'w reoli.

O ystyried y risg i iechyd sy'n gysylltiedig â phresenoldeb asbestos mewn adeiladau cyhoeddus, credwn fod gan rieni a gwarcheidwaid yng Nghymru yr hawl i:

- gael gwybod os oes asbestos yn ysgolion eu plant;
- cael gwybod, os oes asbestos yn yr ysgol, ei fod yn cael ei reoli yn unol â Rheoliadau Rheoli Asbestos 2012;
- cael mynediad rhwydd at y wybodaeth honno ar-lein.

Etholaeth a Rhanbarth y Cynulliad

- Canol Caerdydd
- Canolbarth a Gorllewin Cymru

Kirsty Williams AC/AM
Y Gweinidog Addysg
Minister for Education



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-522
Ein cyf/Our ref KW/07724/19

Janet Finch-Saunders AM
Assembly Member
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Ty Hywel
Cardiff Bay
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23 Rhagfyr 2019

Annwy Janet

Diolch I chi am eich llythyr ar 16 Rhagfyr lle gofynnodd am ddiweddariad mewn perthynas â chyhoeddi gwybodaeth lefel uchel am reoli asbestos mewn ysgolion.

Ar hyn o bryd mae fy swyddogion yn cwblhau'r wybodaeth hon, gyda'r bwriad o sicrhau ei bod ar gael ar-lein yn gynnar y flwyddyn nesaf. Bydd yr amserlen hon yn golygu y byddant yn gallu ystyried unrhyw waith adeiladu a gwblhawyd yn ystod 2019 sydd wedi arwain at symud asbestos o adeiladau ysgol.

Yn y cyfamser, hoffwn hefyd eich gwneud yn ymwybodol ein bod wedi cyhoeddi dogfen ganllaw Rheoli Asbestos mewn Ysgolion ar gyfer Cymru; mae hwn ar gael ar-lein ar: <https://gov.wales/asbestos-management-schools> Mae'r canllaw wedi'i adolygu'n llawn gan rhanddeiliaid allweddol ym maes asbestos a gan Weithredwr Iechyd a Diogelwch i sicrhau bod y cyngor a'r wybodaeth a ddarperir am bob agwedd o reoli asbestos mewn ysgolion yn cydymffurfio â rheoliadau.

Rwyf hefyd wedi cyfarwyddo fy swyddogion i adolygu'r canllawiau hyn yn rheolaidd gyda rhanddeiliaid allweddol fel ei fod yn parhau i fod yn gyfredol ac yn berthnasol.

Yr eiddoch yn gywir

Kirsty Williams AC
Y Gweinidog Addysg

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
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Eitem 3.2

P-04-576 Caniatáu i Blant yng Nghymru Gael Gwyliau Teuluol yn Ystod Tymor yr Ysgol

Cyflwynwyd y ddeiseb hon gan Bethany Walpole-Wroe ac ystyriwyd am y tro cyntaf gan y Pwyllgor yn ystod Gorffennaf 2014, ar ôl casglu 1008 o lofnodion ar bapur (casglodd ddeiseb gysylltiedig dros 10,300 o lofnodion).

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i adolygu'r canllawiau i Awdurdodau Lleol o ran penaethiaid ysgolion yn gallu awdurdodi absenoldeb ar gyfer gwyliau teuluol yn ystod y tymor. Mae llawer o deuluoedd o gefndiroedd tlawd, na allant fforddio mynd ar wyliau yn ystod y tymor, oherwydd bod gwyliau tua 60% yn ddrutach yn ystod y cyfnod gwyliau. Hefyd, mae llawer o deuluoedd lle mae'r rhieni yn gweithio yn methu cymryd amser i ffwrdd yn ystod gwyliau'r ysgol. Gall gwyliau fod yn hynod o addysgiadol, a rhoi ymwybyddiaeth i'r plant o'r byd y maent yn byw ynddo.

Etholaeth a Rhanbarth y Cynulliad

- Ceredigion
- Canolbarth a Gorllewin Cymru



Eich cyf/Your ref P-04-576
Ein cyf/Our ref KW/07723/19

Janet Finch-Saunders AC
Aelod Cynulliad
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23 Rhagfyr 2019

Annwyl Janet

Diolch am eich llythyr dyddiedig 16 Rhagfyr yn ymwneud â phresenoldeb mewn ysgolion a'r deisebau cysylltiedig: P-04-576; P-04-606 a P-05-807, a chwestiynau ategol, sef:

- "cais am ddiweddariad ar yr adolygiad o'r polisi presenoldeb mewn ysgolion a syniad o'r amserlen ar gyfer y camau nesaf, gan gynnwys ymgynghoriad cyhoeddus; a
- ceisio barn Llywodraeth Cymru ar p'un a ddylai penaethiaid gael disgrisiwn i awdurdodi absenoldebau am wyliau yn ystod tymor ysgol, pan maent yn ystyried bod hynny'n briodol."

Mae Llywodraeth Cymru yn falch o allu ymateb i'r ddau gwestiwn, sydd yn gysylltiedig â'i gilydd.

O ran y cwestiwn cyntaf, mae Llywodraeth Cymru bellach wedi dechrau cynnal adolygiad cynhwysfawr o'r canllawiau ar bresenoldeb gorfodol mewn ysgolion yng Nghymru. Ceir nifer o ganllawiau ar wahân yn ymwneud â phresenoldeb yn yr ysgol, ac mae rhai ohonynt yn hen ac angen eu diweddarau. Mae'r rhain yn cynnwys:

- Codau Presenoldeb mewn Ysgolion (2010) gan gynnwys cyngor ag eglurhad dilynol ar sail ad hoc;
- Fframwaith presenoldeb ar gyfer Cymru gyfan (2011) sy'n cynnwys ystyriaeth o Hysbysiadau Cosb Benodedig;
- Cyngor ar wyliau yn ystod tymor ysgol (2015 a 2016).

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Correspondence.Kirsty.Williams@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Mae hwn yn ddarn swmpus o waith sy'n gofyn am ddull gweithredu eang ond cymhleth.

Rydym yn bwriadu creu canllawiau clir sy'n rhoi lles y disgybl yn ganolog iddynt. Bydd y canllawiau newydd yn syml, yn gryno ac yn hygyrch i bawb y maent yn effeithio arnynt, yn enwedig y disgyblion, rhieni, athrawon ac awdurdodau lleol. Nod Llywodraeth Cymru yw hyrwyddo canllawiau modern, empathig a theg sy'n hwyluso twf a hapusrwydd disgyblion ac a fydd yn ceisio creu unffurfiaeth drwy ein system addysg, gan ddiogelu cydraddoldeb a thegwch yn ein hysgolion.

Dechreuodd trafodaethau â rhanddeiliaid allanol ym mis Rhagfyr 2019. Bydd gweithdai cwmpasu ar gyfer rhanddeiliaid yn cael eu cynnal yn y Gogledd a'r De yn y flwyddyn newydd a bydd grwpiau llai o rhanddeiliaid allweddol/arbenigol yn edrych ar rai o'r materion mwy cymhleth wedi hynny. Rydym yn obeithiol y byddwn mewn sefyllfa i gyhoeddi dogfen ymgynghori erbyn hydref 2020 fan bellaf.

Mewn perthynas â'ch ail gwestiwn, mae Llywodraeth Cymru yn parhau'n dryw i'r daliadau a nodir yn ein cynllun gweithredu *Ein Cenhadaeth Genedlaethol*. Ei nod yw sicrhau'r presenoldeb a'r lles gorau posibl i ddisgyblion a fydd yn sicrhau'r llwyddiant personol ac addysgol mwyaf.

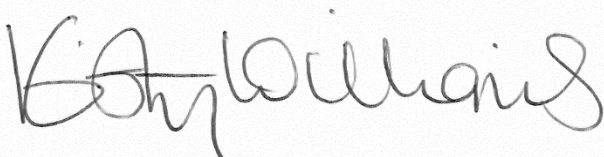
Fel y mae'r gyfraith ar hyn o bryd, mae adran 7(3) a 7(4) o Reoliadau Addysg (Cofrestru Disgyblion) (Cymru) 2010 yn dweud y "ceir rhoi caniatâd i fod yn absennol o'r ysgol er mwyn galluogi'r disgybl i fynd i ffwrdd ar wyliau", ar yr amod bod y cais yn cael ei wneud gan riant y mae'r disgybl fel arfer yn preswyllo gydag ef ac na chaniateir mwy na 10 niwrnod o absenoldeb i'r disgybl mewn unrhyw flwyddyn ysgol, ac eithrio mewn "amgylchiadau eithriadol".

Ni ddylai rhieni felly fynd â'u plant allan o'r ysgol am wyliau heb gael caniatâd y pennaeth o flaen llaw. O dan Reoliadau 2010, mae gan ysgolion bŵer yn ôl disgrisiwn i awdurdodi hyd at 10 diwrnod o absenoldeb yn ystod blwyddyn ysgol oherwydd gwyliau teuluol. Os bydd pennaeth yn gwrthod cais am absenoldeb ar gyfer gwyliau yn ystod y tymor a bod y rhiant yn mynd â'r plentyn ar wyliau beth bynnag, byddai'n cael ei nodi fel 'absenoldeb anawdurdodedig'. Dim ond ysgolion, nid rhieni, a all awdurdodi absenoldebau.

Mae Llywodraeth Cymru yn credu'n gryf mai penaethiaid sydd yn y sefyllfa orau i wneud y penderfyniad ynghylch gwyliau yn ystod y tymor. Mae ganddynt fynediad i'r holl wybodaeth gyfredol angenrheidiol i wneud penderfyniad gwybodus ac maent yn gallu ystyried amgylchiadau unigol fesul achos. Bydd nifer o bethau'n cael eu hystyried cyn dod i benderfyniad, gan gynnwys yr adeg o'r flwyddyn, hyd y gwyliau, y rheswm am y gwyliau, yr effaith ar y dysgu, amseriad arholiadau neu brofion, amgylchiadau'r teulu a dymuniadau'r rhieni, yn ogystal â phresenoldeb a chyrhaeddiad y disgybl yn gyffredinol.

Rydym yn gobeithio bod hyn yn eich helpu gyda'ch trafodaethau.

Yn gywir



Kirsty Williams AC/AM
Y Gweinidog Addysg
Minister for Education

P-05-576 Allow Children in Wales to Have a Family Holiday During Term Time, Correspondence – Petitioner to Committee, 23.01.20

so more of the same old waffle, as I have pointed out on so many occasions that I've lost count now, the Education consortia, that the Welsh Assembly has decided to hand all it's educational powers over to, have in most cases removed the 'H' code that used to enable head teachers to authorise term time holidays. We want the 'H' code to be reinstated although how the Welsh Assembly will manage to do this when they've already asked for this to be done several years ago in response to this very petition and the consortia refused I am really not sure. I assume that the reason the Welsh health service is so poor is because they have also handed over their powers to health boards, I wonder whether the Assembly has kept any of it's powers and find it hard to believe that they are constantly asking for more. This is such a simple matter and yet this is now the second term that this is being fought, I repeat, ALL WE WANT IS FOR THE 'H' CODE TO BE REINSTATED SO THAT HEAD TEACHERS CAN DO THEIR JOBS UNIMPEDED BY THE CONSORTIA! PREFERABLY BEFORE THE NEXT ROUND OF ELECTIONS BECAUSE I REALLY DO NOT WANT TO BE GOING THROUGH THIS WITH ANOTHER PETITIONS COMMITTEE! For God's sake show some back bone

Bethany Walpole-Wroe

Eitem 3.4

P-05-807 Dylid adolygu a newid y canllawiau o ran gwobrau am bresenoldeb mewn ysgolion yng Nghymru

Cyflwynwyd y ddeiseb hon gan Laura Charles-Price ac ystyriwyd am y tro cyntaf yn ystod Ebrill 2018, ar ôl casglu 123 o lofnodion ar-lein.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i adolygu unrhyw ganllawiau y mae'n eu rhoi o ran gwobrau am bresenoldeb mewn ysgolion yng Nghymru.

Mae llawer o blant ledled Cymru yn dioddef o salwch cronig sy'n effeithio ar eu presenoldeb yr ysgol. Gall plentyn golli ysgol oherwydd y salwch ei hun neu oherwydd apwyntiadau ysbyty y mae'n rhaid iddo fynd iddynt mewn cysylltiad â'r salwch.

Caiff gwobrau am bresenoldeb, y mae llawer o'r plant hyn yn colli cyfle i'w hennill, eu cyflwyno gan ysgolion bob blwyddyn. Mae hyn yn annheg, ac mae hefyd yn gwahaniaethu yn erbyn y plant hyn.

Hoffwn gynnig bod Llywodraeth Cymru naill ai'n cyflwyno ystyriaethau ar gyfer y plant hyn, neu'n cynghori awdurdodau lleol ac ysgolion na ddylid rhoi gwobrau am bresenoldeb.

Etholaeth a Rhanbarth y Cynulliad

- Gŵyr
- Gorllewin De Cymru



Eich cyf/Your ref P-04-576
Ein cyf/Our ref KW/07723/19

Janet Finch-Saunders AC
Aelod Cynulliad
Cynulliad Cenedlaethol Cymru
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23 Rhagfyr 2019

Annwyl Janet

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- ceisio barn Llywodraeth Cymru ar p'un a ddylai penaethiaid gael disgrisiwn i awdurdodi absenoldebau am wyliau yn ystod tymor ysgol, pan maent yn ystyried bod hynny'n briodol."

Mae Llywodraeth Cymru yn falch o allu ymateb i'r ddau gwestiwn, sydd yn gysylltiedig â'i gilydd.

O ran y cwestiwn cyntaf, mae Llywodraeth Cymru bellach wedi dechrau cynnal adolygiad cynhwysfawr o'r canllawiau ar bresenoldeb gorfodol mewn ysgolion yng Nghymru. Ceir nifer o ganllawiau ar wahân yn ymwneud â phresenoldeb yn yr ysgol, ac mae rhai ohonynt yn hen ac angen eu diweddarau. Mae'r rhain yn cynnwys:

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Dechreuodd trafodaethau â rhanddeiliaid allanol ym mis Rhagfyr 2019. Bydd gweithdai cwmpasu ar gyfer rhanddeiliaid yn cael eu cynnal yn y Gogledd a'r De yn y flwyddyn newydd a bydd grwpiau llai o rhanddeiliaid allweddol/arbenigol yn edrych ar rai o'r materion mwy cymhleth wedi hynny. Rydym yn obeithiol y byddwn mewn sefyllfa i gyhoeddi dogfen ymgynghori erbyn hydref 2020 fan bellaf.

Mewn perthynas â'ch ail gwestiwn, mae Llywodraeth Cymru yn parhau'n dryw i'r daliadau a nodir yn ein cynllun gweithredu *Ein Cenhadaeth Genedlaethol*. Ei nod yw sicrhau'r presenoldeb a'r lles gorau posibl i ddisgyblion a fydd yn sicrhau'r llwyddiant personol ac addysgol mwyaf.

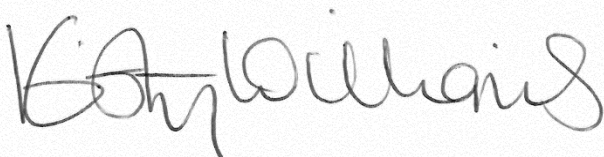
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Ni ddylai rhieni felly fynd â'u plant allan o'r ysgol am wyliau heb gael caniatâd y pennaeth o flaen llaw. O dan Reoliadau 2010, mae gan ysgolion bŵer yn ôl disgrisiwn i awdurdodi hyd at 10 diwrnod o absenoldeb yn ystod blwyddyn ysgol oherwydd gwyliau teuluol. Os bydd pennaeth yn gwrthod cais am absenoldeb ar gyfer gwyliau yn ystod y tymor a bod y rhiant yn mynd â'r plentyn ar wyliau beth bynnag, byddai'n cael ei nodi fel 'absenoldeb anawdurdodedig'. Dim ond ysgolion, nid rhieni, a all awdurdodi absenoldebau.

Mae Llywodraeth Cymru yn credu'n gryf mai penaethiaid sydd yn y sefyllfa orau i wneud y penderfyniad ynghylch gwyliau yn ystod y tymor. Mae ganddynt fynediad i'r holl wybodaeth gyfredol angenrheidiol i wneud penderfyniad gwybodus ac maent yn gallu ystyried amgylchiadau unigol fesul achos. Bydd nifer o bethau'n cael eu hystyried cyn dod i benderfyniad, gan gynnwys yr adeg o'r flwyddyn, hyd y gwyliau, y rheswm am y gwyliau, yr effaith ar y dysgu, amseriad arholiadau neu brofion, amgylchiadau'r teulu a dymuniadau'r rhieni, yn ogystal â phresenoldeb a chyrhaeddiad y disgybl yn gyffredinol.

Rydym yn gobeithio bod hyn yn eich helpu gyda'ch trafodaethau.

Yn gywir



Kirsty Williams AC/AM
Y Gweinidog Addysg
Minister for Education

P-05-880 Mae Cymru yn prysur golli ei henw da o ran cerddoriaeth, a'i threftadaeth

Cyflwynwyd y ddeiseb hon gan Active Music Services, ar ôl casglu 1,745 o lofnodion ar-lein a 481 ar bapur, sef cyfanswm o 2,226 o lofnodion.

Geiriad y ddeiseb:

* Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i lunio Cynllun Cenedlaethol brys ar gyfer Addysg Cerddoriaeth gydag arian canolog penodol, yn unol â gweddill y DU. Bydd hyn yn sicrhau bod gwersi offerynnau cerdd a hyfforddiant llais fforddiadwy ar gael fel hawl i bob plentyn yng Nghymru.

* Mae'r Gwasanaethau Cerddoriaeth yng Nghymru yn rhan annatod o ddatblygiad Addysg Cerddoriaeth fel rhan o'r cwricwlwm creadigol ar draws pob maes.

* Mae'r cyfraniad a wneir gan y diwydiant a'r gwasanaethau cerddoriaeth i economi a llesiant pobl Cymru yn rhy bwysig i'w anwybyddu.

* Mae nifer y bobl ifanc sy'n astudio cerddoriaeth ar lefel Uwch yng Nghymru wedi haneru mewn deng mlynedd ac mae nifer y cofrestriadau ar gyfer arholiadau TGAU wedi lleihau 40 y cant.

* Nid yw cyni yn esgus i Lywodraeth Cymru ganiatáu dirywiad ein Gwasanaethau Cerddoriaeth. Dylai cyni fod yn rheswm dros fuddsoddi yn yr hawl cyfartal i bawb gael gwasanaethau, a chynaliadwyedd ein cymunedau.

Arwyddwch y ddeiseb hon i gefnogi'r ymgyrch i atal dirywiad Addysg Cerddoriaeth yng Nghymru.

Etholaeth a Rhanbarth y Cynulliad

- Cwm Cynon
- Canol De Cymru



Janet Finch-Saunders AM
Chair, Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

20 November 2019

Music Education Council response to Petition: P-05-880 'Wales is rapidly losing its musical reputation and heritage' submitted by Active Music Services

Dear Chair,

As Chair-Elect and now Chair of the Music Education Council, I have attended a range of music education meetings in Cardiff over the last few years and am disconcerted that I have seen very little movement on promises made and timeframes agreed.

I was aware over a year ago that a feasibility study was to take place – the original date for this has long past, I have not yet seen the report and meanwhile more young people are missing out on crucial musical experiences.

My colleagues in Wales work tirelessly to move this forward and yet so much energy seems to be taken up with arguing the case for music education when we already have much evidence nationally and internationally, for example 'Hitting the Right Note'.

Could I urge you, as Chair of the Petitions Committee, to call for an urgent debate in the Senedd to discuss the reasons for the delay and to push for a decision that will allow local authorities, music services and all affected to plan for the Spring term 2020.

Yours sincerely

A handwritten signature in black ink, appearing to read "Fiona Pendreigh".

Fiona Pendreigh
Chair – Music Education Council 2019 - 2021

Music Education Council
27 Osborne Road, Dagenham RM9 5BB
e-mail: admin@mec.org.uk
Phone: [020 3514 5338](tel:02035145338)
Website: www.mec.org.uk

Reg. Charity 270004

Working together makes us stronger.

Dyddiad /Date:
Gofynnwch am/Please ask for:
Llinell uniongyrchol/Direct line:
Ebost/Email:

27 November 2019
D Hopkins



Janet Finch-Saunders, AM
Chair of the Petitions Committee
National Assembly for Wales
Cardiff Bay
CF99 1NA

Dear Ms Finch-Saunders,

Petition P-05-880 Wales is Rapidly Losing its Musical Reputation and Heritage

You wrote to the Welsh Local Government Association (WLGA) in June 2019, on this matter, and I apologise sincerely on behalf of the WLGA for the delay in responding in good time.

The WLGA agrees that the music industry, through live performances and recording, by individual artists and national and local organisations is important to the economy of Wales.

A healthy and thriving music sector which enables all children and young people to have access to tuition on instruments is an important contributor to learning and the development of an interest in music and can have long term benefits for the individual and communities. Making such opportunities widely available is important.

However, the WLGA's position on dedicated funding for any service is well documented: Local democratic accountability needs to be accompanied by the principle that decisions on how best to spend resources should be taken locally, so the concept of dedicated central funding is not in line with the WLGA view on how decisions on funding are best taken.

That said, the WLGA has in the past agreed that specific grants as a means of enabling the introduction of new national policies is acceptable, provided that those grants are eventually placed within the Revenue Support Grant once a policy is embedded.

In summary, the WLGA sees great value in the work that music services can do but does not support dedicated national funding as a way forward.

Yn gywir / Yours sincerely

**Pennaeth Addysg dros dro
Interim Head of Education**

Dr Chris Llewelyn
Prif Weithredwr
Chief Executive

Cymdeithas Llywodraeth
Leol Cymru
Tŷ Llywodraeth Leol
Rhodfa Drake
CAERDYDD CF10 4LG
Ffôn: 029 2046 8600

Welsh Local Government
Association
Local Government House
Drake Walk
CARDIFF CF10 4LG
Tel: 029 2046 8600

wlga.cymru
wlga.wales

@WelshLGA

Croesawn ohebiaeth yn y Gymraeg a'r Saesneg a byddwn yn ymateb i ohebiaeth yn yr un iaith.

Ni fydd defnyddio'r naill iaith na'r llall yn arwain at oedi.

Tudalen y pecyn 143
We welcome correspondence in Welsh and English and will respond to correspondence in the same language.
Use of either language will not lead to a delay.

Kirsty Williams AC/AM
Y Gweinidog Addysg
Minister for Education



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-880
Ein cyf/Our ref KW/07641/19

Janet Finch-Saunders AC
Cadeirydd - Y Pwllgor Deisebau
Cynulliad Cenedlaethol Cymru
Tŷ Hywel
Bae Caerdydd
Caerdydd
CF99 1NA

SeneddDeisebau@cynulliad.cymru

12 Rhagfyr 2019

Annwyl Janet Finch-Saunders AC,

Diolch ichi am eich llythyr dyddiedig 2 Rhagfyr yn dilyn fy ymateb i'ch llythyr chi dyddiedig 29 Hydref ynghylch yr astudiaeth ddichonoldeb ar addysg cerddoriaeth.

Fel imi ddweud yn fy ymateb blaenorol ar y mater hwn, yn dilyn argymhellion y Pwllgor Diwylliant, y Gymraeg a Chyfathrebu, roedd fy swyddogion wedi cydweithio â rhanddeiliaid allweddol i ystyried yr astudiaeth ddichonoldeb arfaethedig a chylch gwaith yr astudiaeth. Yn dilyn y gwaith hwnnw, penderfynais fynd ati i gomisiynu contractiwr annibynnol i gynnal astudiaeth ddichonoldeb i ystyried opsiynau ar gyfer darparu gwasanaethau addysg cerddoriaeth yng Nghymru yn y dyfodol.

Cafodd y contract ei hysbysebu ar GwerthwchiGymru. Mae'r broses gaffael yn cymryd amser, ond mae'n sicrhau bod cyflenwr addas yn cael ei bennu mewn proses deg, agored a thryloyw. Cafodd y contract ei ddyfarnu ar 8 Ebrill, ac fe ddechreuwyd ar y gwaith yn syth.

Roedd y contractiwr yn cydweithio ag amrywiaeth o randdeiliaid ym mhob rhan o Gymru i gasglu tystiolaeth ac adborth. Rwy'n siŵr eich bod yn gwerthfawrogi bod gwaith ymgysylltu o'r fath yn gallu cymryd amser.

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

Gohebiaeth.Kirsty.Williams@llyw.cymru
Correspondence.Kirsty.Williams@gov.wales

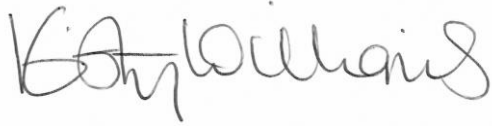
Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 144
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Pan ddaeth yr astudiaeth i ben, cytunwyd ar estyniad i ganiatáu i'r contractiwr ystyried y dystiolaeth a gasglwyd ac asesu'r opsiynau ar gyfer gwasanaethau addysg cerddoriaeth yn llawn.

Rwy'n ymwybodol ein bod yn disgwyl yr adroddiad terfynol yn ystod y diwrnodau nesaf, ac rwy'n edrych ymlaen at y canfyddiadau. Byddaf mewn sefyllfa wedyn i ddarparu rhagor o wybodaeth ac i ystyried dyfodol gwasanaethau addysg cerddoriaeth yng Nghymru.

Yn gywir,

A handwritten signature in black ink, appearing to read 'Kirsty Williams'.

Kirsty Williams AC/AM
Y Gweinidog Addysg
Minister for Education

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Music Consultancy & Choral Music Centre

**Senior Consultant: Dinah Pye AGSM, Dip. Ed, CFPS
Welsh Woman of the Year Winner**

28.1.20

Dear Petitions Committee

Petition:P-05-880

Firstly, can I thank the Panel for their patience regarding the above petition and for revisiting the application on Tuesday 4th February.

After much scrutiny of the Welsh Government's delayed Feasibility Study I can confirm that there is a great deal of discontent at the consultants lack of solutions, incorrect facts and inaccurate reporting of the current situation. These issues are to be revealed and discussed at the Stakeholders meeting on Wednesday 29th January in order to find a way forward.

I have looked again at the current situation and have attached my updated comments in a pdf titled Music Petition Update 27.1.20 along with my current CV.

The need to establish a National Plan with secure funding in line with the rest of the UK with a suitable inclusive model for all children is now even more urgent if the Welsh Government and local councils are going to maintain their legal and statutory obligations.

I look forward to your above meeting with the hope that your decision will help to bring the urgent situation to the fore to assist a way forward.

Yours sincerely

Dinah Pye

HEAD OFFICE

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E: info@activemusicservices.co.uk

www.activemusicservices.co.uk

**P-05-880 Wales is Rapidly Losing its Musical Reputation and Heritage,
Correspondence – Welsh Association of Male Choirs to Committee, 28.01.20**

I am writing on behalf of the Welsh Association of Male Choirs to indicate our support for the petition proposal which the Petitions Committee will be considering on Tuesday 4th February 2020. Our 100+ member choirs recognise that a personal commitment to the great tradition of choral singing in Wales is often triggered at an early stage in life, often through active participation in school based music activity. We are committed to maintain this great tradition to honour those who have gone before us and to benefit future generations; we hope and expect our legislators to do the same.

Chris Evans
Secretary
WAMC

P-05-922 Tynnu'n ôl y canllawiau arfaethedig ar gyfer addysg yn y cartref
Cyflwynwyd y ddeiseb hon gan Wendy Charles-Warner, ar ôl casglu cyfanswm o 5,447 lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i dynnu'n ôl y canllawiau arfaethedig ar gyfer addysg yn y cartref.

Gwybodaeth ychwanegol:

Mae Llywodraeth Cynulliad Cymru wedi cyhoeddi canllawiau arfaethedig ar gyfer addysg yn y cartref. Mae hyn yn mandadu bod yn rhaid i rieni sy'n addysgu yn y cartref gwrdd â'u hawdurdod lleol a chaniatáu i'r awdurdod lleol gyfweld â'u plant. Rydym wedi cael cyngor cyfreithiol arbenigol sy'n hawlio bod y canllawiau'n anghyfreithlon ac mae'r deisebwyr yn gofyn bod y canllawiau'n cael eu tynnu'n ôl i'w hailystyried yng ngoleuni'r cyngor hwnnw.

Etholaeth a Rhanbarth y Cynulliad

- Dyffryn Clwyd
- Gogledd Cymru

Kirsty Williams AC/AM
Y Gweinidog Addysg
Minister for Education



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-922 & 923
Ein cyf/Our ref KW/07725/19

Janet Finch-Saunders AC
Aelod Cynulliad
Cynuliad Cenedlaethol Cymru
Ty Hywel
Bae Caerdydd
Caerdydd
CF99 1NA

Government.Committee.Business@gov.wales

23 Rhagfyr 2019

Annwyl Janet

Diolch am eich llythyr am 16 Rhagfyr ynglŷn ag addysg gartref a gohebiaeth a dderbyniwyd gan aelodau'r pwyllgor ynghylch yr ymgynghoriad diweddar ar ganllawiau statudol i awdurdodau lleol ar addysg gartref.

Ynglŷn â'r eglurhad y gofynnwch amdano yn eich llythyr, mae fy swyddogion ar hyn o bryd yn ystyried ac yn dadansoddi dros 400 o ymatebion ymgynghori, gan gynnwys y rhai sy'n codi materion yn ymwneud â phwyntiau dehongli cyfreithiol ac eglurhad. Mae fy [natganiad gweinidogol](#) ar 11 Rhagfyr yn amlinellu'r amserlenni arfaethedig ar gyfer cyhoeddi'r canllawiau a dod i ddyddiad dod i rym ar gyfer y rheoliadau.

Yn gywir

Kirsty Williams AC
Y Gweinidog Addysg

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

Gohebiaeth.Kirsty.Williams@llyw.cymru
Correspondence.Kirsty.Williams@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 152
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

P-05-922 Withdraw the proposed home education guidance, Correspondence – Petitioner to Committee, 27.01.20

1. The Minister's letter does not adequately address the issues that were raised in the Petition, namely, that the Guidance should be withdrawn for the reasons set out in our previous communications. I have now had time to consider the Welsh Government summary report on the consultation responses (the Report) and it strikes me that the minister has not specifically addressed the issues raised in the legal opinion from David Wolfe QC. Mr Wolfe is a renowned expert in education and public law, consequently, his advice is weighty. I appreciate that such report probably would not be the right document to respond to the legal advice, but given the relevance and serious issues mentioned in it I would expect that the WG would have responded to it by now. On the contrary, I have been told by Protecting Home Education Wales that no response has been received from the Minister, other than that the legal opinion was going to be considered jointly with the other responses. Now that the Report has been issued I require that the Minister explains how she proposes to address the concerns raised in the legal opinion. It should be noted that there are other legal concerns regarding the Guidance, some of which are mentioned in the Report. The Report shows that the majority of respondents strongly disagree with the draft guidance. It is also clear, that the local authorities and other interested parties who responded in favour of the Guidance do not appear to have provided any evidence to support their arguments, whereas the contrary can be said in relation to the responses from individuals and home education organisations, such as PHEW. Their responses have provided sufficient information and detail supporting their views. The legal opinion being just one example.

2. As stated previously the Guidance should be withdrawn. The issues raised by the legal opinion go to the root of the Guidance to such extent that the current Guidance cannot be saved. The Welsh Government cannot go ahead with the Guidance without rewriting it almost in its entirety which would require a new consultation from scratch. On that basis, the current Guidance should be withdrawn. It is disappointing that the Minister has not even initiated discussions with PHEW or any other stakeholders on how it proposes to address the concerns set out in the legal opinion, but that cannot be used to prejudice the result of my petition.

3. In relation to your meeting on 4 February, I would urge you to provide the opportunity for me and representatives from PHEW to attend the committee meeting to answer questions and provide further insight into this issue.

Best wishes

Eitem 3.7

P-05-923 Ydych chi'n gwrando arnom ni? Hawliau a Pharch i Addysg yn y Cartref!

Cyflwynwyd y ddeiseb hon gan Mountain Movers Education Charity, ar ôl casglu cyfanswm o 512 lofnodion.

Geiriad y ddeiseb:

Nid yw'r canllawiau statudol drafft ar gyfer addysg yn y cartref yn addas at y diben. Bydd yn parhau â'r elyniaeth rhwng awdurdodau lleol ac addysgwyr yn y cartref, a hynny oherwydd yr iaith a ddefnyddir yn y ddogfen a'r nodau y mae am i awdurdodau lleol eu cyflawni.

Nid oes cefnogaeth ddilys yn cael ei darparu ar gyfer addysgwyr yn y cartref. Nid yw addysgwyr yn y cartref yn cael eu hamddiffyn, eu parchu na'u gwerthfawrogi. Nid yw'r ddogfen hon yn eu cydnabod nac yn eu cefnogi mewn unrhyw ffordd ddilys nac effeithiol.

Rydym yn gofyn i'r Cynulliad Cenedlaethol ymchwilio i'r rôl a'r pwysau y mae Swyddfa'r Comisiynydd Plant wedi'u rhoi ar Lywodraeth Cymru mewn perthynas ag addysg yn y cartref, ac i ba raddau y mae hyn wedi llywio'r canllawiau o'i gymharu â mewnbwn rhanddeiliaid yn y gymuned addysg yn y cartref.

Rydym yn gofyn i'r Cynulliad ymchwilio i lefel ymgysylltiad y Comisiynydd Plant â phlant sy'n cael eu haddysgu yn y cartref, ac o ystyried faint o waith ymgysylltu y mae hi wedi'i wneud, pam nad yw hi wedi gwrando ar eu barn am addysg yn y cartref a'i bod yn parhau â'i hymgyrch yn erbyn addysgwyr yn y cartref.

Rydym yn gofyn i'r Cynulliad ymchwilio i weld pam nad oes mesurau yn y canllawiau hyn sy'n amddiffyn addysgwyr yn y cartref ac yn dwyn awdurdodau lleol i gyfrif yn eu hymddygiad mewn perthynas ag addysgwyr yn y cartref.

Rydym yn gofyn i'r Cynulliad ymchwilio i weld pam nad yw'r canllawiau'n sôn am gyfeirio at elusennau addysg yn y cartref Cymru, nac yn argymhell y dylid cyfeirio atynt, a hynny er gwaethaf y ffaith mai dyma'r cyrff gorau ar gyfer rhoi cymorth ac eiriolaeth i addysgwyr yn y cartref yng Nghymru.

Rydym yn gofyn i'r Cynulliad ymchwilio i weld pa adborth y mae Llywodraeth Cymru wedi'i gael gan randdeiliaid sylfaenol ac a yw Llywodraeth Cymru wedi cynrychioli eu safbwyntiau a'u hanghenion yn deg i'r un graddau ag amcanion y Comisiynydd Plant a'r awdurdodau lleol.

Etholaeth a Rhanbarth y Cynulliad

- Castell-nedd
- Gorllewin De Cymru



Mountain Movers Education

C/O, 31 Gough Road, Ystalyfera, Neath Port Talbot, SA9 2NB

☎ 01639 413274

✉ contact@mountainmoverseducation.uk

Registered Charity Number: 1176708

Dear Committee Members,

Thank you for your email giving Mountain Movers the opportunity to respond to the Minister's recent update on the draft statutory guidance for elective home education in relation to our petition.

With regards to the attached document it appears to relate back to a statement the Minister for Education made on the 11th of December. Therefore the trustees response is primarily based on this statement.

In its wording, the 11th of December statement reads that although they have received substantial objections from the primary stakeholders to this policy, the Minister is planning on forging ahead with forming this policy to meet the Children's Commissioner for Wales three test demand:

***“ all children in Wales can be accounted for and that none are invisible.
Second, that every child receives a suitable education and their other human rights,
including health, care and safety.
And crucially, that every child is seen and their views and experiences are listened to.”***

In keeping with the petition request, we ask the Petition Committee to investigate if the threat of legal action by the Children's Commissioner for Wales has unfairly pressurised the Education Minister into creating a policy based on meeting the Commissioner's demands against the input of the primary stakeholders (home educating families)?¹

These three tests are founded on the presumption that the state knows that is best for all children above their own parents.

In the UK, parental authority is a protected right. The aim of meeting these three tests seeks to give state regulation to an area that it has no duty or right to interfere in.

***“Protocol 1, Article 2: Right to education
No person shall be denied a right to an education. In the exercise of any functions
which it assumes in relation to education and to teaching, the State shall respect the
right of parents to ensure such education and teaching is in conformity with their own
religious and philosophical convictions.”***

¹ Papers To Note: Letters from the Children's Commissioner for Wales - 12th December 2018, 19th January 2019, 5th July 2019 to the CYPE Committee.

It is a parent's legal right to raise and educate their child as they see fit so long as that education is full-time, suitable to a child's needs and abilities and does not foreclose their future options. Local authorities are to operate on the presumption that a full and efficient education is being provided unless they have evidence to the contrary. There is no duty, implied or otherwise on local authorities to go looking for evidence. If local authorities have valid concerns about the education of a child beyond their own personal opinions or beliefs, there already exists sufficient powers and avenues for them to address these concerns i.e social services referral, application for an Education Supervision Order, followed by a School Attendance Order if necessary.

“Article 8: Right to privacy

Everyone has the right to respect for his private and family life, his home and his correspondence.

There shall be no interference by a public authority with the exercise of this right except such as is in accordance with the law and is necessary in a democratic society in the interests of national security, public safety or the economic well-being of the country, for the prevention of disorder or crime, for the protection of health or morals, or for the protection of the rights and freedoms of others.”

Families have the protected right to raise their children free from unjust state interference. This new guidance appears to be based on a philosophy that the state and local authorities know what is best for a child above their parents and is founded on the myth that home education poses a safeguarding risk to children despite all investigations repeating showing that this is untrue.

“Under article 14 of the human rights, governments and organisations are strictly prohibited from discriminating minority groups for a lifestyle choice that is different from the majority. “

The summary of responses has now been published. Of the 437 responses received, 386 of those responses have come directly from the primary stakeholders (home educators). The responses have also clearly shown that in its current format this document is reinforcing set prejudices, practises and bias against home educators both in the language used, the powers, duties and objectives it seeks to bestow on local authority officers far beyond what is reasonable or legally entitled to do. The Minister's statement on the 11th of December seems to suggest that the Minister is intent on continuing with this policy's direction despite this clear divide between local authorities and Children's Commissioner's goals and the primary stakeholders (home educators).

We would like to request that the Petition Committee investigate this further to ensure the rights of the primary stakeholders (home educators) are appropriately upheld with sufficient safeguards put into place and to seek clarity regarding the insinuated possibility that the Minister will need to seek secondary legislation change in order to legally force this policy position.

“sought my own legal advice as to the capability of secondary legislation to enable the change that is needed” Children's Commissioner for Wales 5th July 2019²

Why is there a failure to mention any Welsh based home education charities in this document who, given that they are working with home educators week in week out, understand the needs of the community and are successful in engaging with this hard to reach community, are not given the acknowledgment of being

² Letter from Children's Commissioner for Wales - 5th July 2019 to CYPE Committee

the best place for LEA'S to signpost home educators to, or for the LEAS to seek support and training regarding home education for themselves?

With regards to our petition, the children in our membership who have previously engaged with the Children's Commissioner for Wales request us to ask again for the Assembly to investigate why an office that is primarily funded by government with the duty to listen to and stand up for children, is ignoring what they have been told directly from the, limited engagement, they have had with home educated children (even those who sit on their own panels) and continue to form policies that go against these children's wishes?

In Conclusion

As a whole, the community of home educators, are exhausted by the constant cycle of consultations into home education regulations by the Welsh Assembly. It appears that LEAS and the Children's Commissioner for Wales are continuing to push policy agendas based on their own bias and prejudices (in their misguided conviction that home education is a safeguarding risk, despite every report to the contrary) against home educators and forcing this cycle until they achieve the goal, that the state decides what constitutes an education for all children and erodes this next piece of parental authority. This is unfair and morally wrong to keep this sustained amount of pressure, investigation and discrimination upon a minority group who are simply exercising their right to educate their children in an individualised manner, in order to reach their children's full potential according to the own philosophical beliefs.

We ask the Petitions Committee to investigate if the consultation and new guidance were produced in a manner that was legally fair given the substantial evidence that leads us to believe that the outcome was already predetermined between the Education Minister and the Children's Commissioner for Wales? ³

Since this current cycle of investigation into home education, as a charity we have evidenced policies and practices that are not only resulting in increased disengagement and fear amongst home educators (such as door-stopping practise which has dramatically increased in the last 12 months) but also excluding home educated children, from minor issues like accessing resources such as HWB thus contravening the law which says that home education is given equal status with schools. As well as more serious exclusions from services which should be universally available. For example, Mountain Movers are currently correlating case studies to show the difficulties home educators face in accessing what should be universal health services including but not limited to CAMHS and the Neurodevelopment Team in a selection of South Wales counties. There are also new policies being implemented by a number of local authorities with regards to accessing an educational psychologist assessment. Some local authorities are now stating they will only allow a home educated child to be seen/assessed by an educational psychologist if the parent agrees to a statement of SEN for the child. In Mountain Movers' opinion there is a clear advantage to local authorities in taking this action. Should parents not agree to this stipulation, the local authority saves money and time, if they do agree, then local authorities are legally empowered to hold annual reviews and have oversight of the home education provision. We feel this policy though is discriminatory against home educated children by subjecting them to a barrier rule to which state schooled children are not subjected.

We ask the petition's committee to investigate why the previous non-statutory guidance that was only recently published after extensive consultation has not been further utilised and the best practise methods highlighted in there pursued by local authorities? The failure of local authorities to even tolerate the idea of building a positive relationship with local home educating communities through effective and meaningful

³ Gunning Principle (i) consultation must take place when the proposal is still at a formative stage

support and interactions based on trust and respect is the crux of this continuing situation.

In addition, the duties and obligations that the Minister is seeking to achieve with this policy will require significant financial investment per local authority as well as additional legislation in order to make them legal. Considering the substantial amount that has already been spent on home education consultations in the past 8 years, is the Minister able to provide the Assembly with an outline of the costs involved in implementing these proposed policy changes? Mountain Movers would argue that given that the powers and duties the Minister is trying to achieve are already in existence but belong to the role and duty of a social worker (not LEA officers or teachers), it is hard to see how this policy would be an efficient and effective use of public funds.⁴

We thank you for your continued work with regards to our petition and look forward to receiving your response in due course.

Yours faithfully,

Erika Lye
Trustee and Chair on behalf of:
Mountain Movers Education
Registered Charity 1176708

⁴ Letter and QC Advice From Protecting Home Education Wales - 20th October 2019.
Email from Wendy Charles-Warner, Education Otherwise to CYPE Committee CYPE(5) - 31-19) Paper to note 2

Eitem 3.8

P-04-408 : Gwasanaeth i Atal Anhwylder Bwyta ymysg Plant a Phobl Ifanc

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ariannu'r Gwasanaeth i Atal Anhwylder Bwyta ymysg Plant a Phobl Ifanc yng Nghymru i'r un graddau â'r Gwasanaeth i Atal Anhwylder Bwyta ymysg Oedolion yng Nghymru.

Daeth i'm sylw bod symiau gwahanol o arian yn cael eu rhoi i Wasanaethau i Oedolion a Gwasanaethau i Blant a Phobl Ifanc ar gyfer ymdrin ag anhwylder bwyta. Ar hyn o bryd, mae'r Gwasanaeth i Atal Anhwylder Bwyta ymysg Oedolion yn cael £1 filiwn y flwyddyn gan Gynulliad Cymru, yn ogystal â phedwar grŵp darparu a hyfforddwyd gan arbenigwyr. Yn anffodus, mae gwaith ymchwil yn nodi'r ffaith bod pobl yn fwyaf tebygol o gael eu profiad cyntaf o anhwylder bwyta, yn enwedig Anorecsia Nerfosa, yn ystod eu glaslencyndod. Yn hanesyddol, roedd pobl yn cyrraedd glaslencyndod pan oeddent rhwng 12 a 15 oed. Fodd bynnag, bellach, mae hyn yn digwydd pan fydd pobl yn llawer iau ac felly mae'r ystadegau'n dechrau dangos bod mwy o blant iau yn dioddef o Anorecsia Nerfosa. Bydd pobl fel arfer yn dechrau dioddef o Fwlimia Nerfosa pan fyddant rhwng 18 a 25 oed. Fodd bynnag, fel gydag Anorecsia, gall hyn amrywio o berson i berson. Mae'r ffaith mai cymryd camau buan yw'r allwedd i sicrhau gwellhad cyflym mewn perthynas â'r ddau anhwylder, ac, yn ddiaw, pob anhwylder bwyta y gellir ei ddiagnosio, sy'n atal goblygiadau ariannol hirdymor i'r Llywodraeth, yn gwneud y cais hwn yn fwy perthnasol. Felly, rwy'n ymbil ar y Cynulliad i ystyried hyn yn flaenoriaeth ar gyfer dadl i gael gwared ar y gwahaniaeth hwn drwy roi'r un swm o arian i'r Gwasanaeth i Atal Anhwylder Bwyta ymysg Plant a Phobl Ifanc Nghymru ag a roddir i'r Gwasanaeth i oedolion.

Cyflwynwyd y ddeiseb gan: Helen Missen

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 17 Gorffennaf 2012

Nifer y llofnodion: . 246



Ein cyf/Our ref VG/08817/19

Janet Finch-Saunders AM
Chair, Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
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17 January 2020

Dear Janet,

Thank you for your letter of 10 December asking for an update on the actions being taken in relation to Petition P-04-408 Child and Adolescent Eating Disorder Service and P-04-505 Eating Disorder Unit in Wales.

As you are aware, I commissioned Dr Jacinta Tan of Swansea University to review eating disorder services in Wales and to determine what changes need to be made to improve services and outcomes for patients. I published a written statement relating to the review on 26 September and wrote to health boards setting out the actions I expect to be taken in response to the review. The actions include:

- Considering how key incremental changes could be made to ensure that longer term planning aligns with the ambition of the review;
- Reconfiguring services towards earlier intervention;
- Working towards achieving NICE standards for eating disorders within two years; and
- Developing plans to achieve a four week waiting time across adult and child services within two years

I have now received responses from all health boards setting out their views on the review and the actions they propose for meeting the ambitious recommendations contained within it. My officials are considering these responses to determine the next steps to be taken at a national level.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

P-04-408 called for Child and Adolescent Eating Disorder Services to receive the same level of funding as Adult Eating Disorder Services. It is difficult to make a like-for-like comparison of spending as child and adolescent eating disorder services are largely provided through wider CAMHS structures. Equalising funding was not a recommendation of the review into eating disorder services in Wales, though the review did highlight the need for additional funding for child and transitional services. The review did recommend a more integrated Child and Adult Service, a recommendation which has been taken into consideration by health boards.

P-04-505 called for the provision of a specialist eating disorder unit in Wales. Whilst Dr Tan's review into eating disorder services spoke about a hub and spoke model, and recommended that there be a National Eating Disorder Service, this was one of many recommendations requiring detailed consideration. This ongoing analysis includes impact assessments and prioritisation exercises. As part of this process, I wrote to health boards in September asking them to consider and provide feedback on the recommendations within the review, including the recommendation for a National Eating Disorder Service. I have received a range of responses to this which are now being considered by my officials.

In my written statement I also confirmed I would provide funding for a central resource to assist health boards in developing their plans. This national resource will have a role in identifying where regional provision can best respond to patient needs and where there is a need for a national role.

I hope this reassures you that actions are being taken in response to the review.

Yours sincerely,

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

Vaughan Gething AC/AM

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

P-04-408 Child and Adolescent Eating Disorder Service– Petitioner to Committee, 27.01.20

Dear Petitions Chair

Thank you so much for once again including me in the correspondence from the Minister for Health, Vaughan Gething.

As a member of the core group for the review of the Eating Disorder Service review conducted by Professor Tan, commissioned by Mr Gething, I have been encouraged by his response, and the expectation of actions he has put in place to the Health Boards.

My hope is that within these Health Board proposals, the early intervention actions will be implemented as a priority. That the health boards, and government, will not now sit on their laurels, but that there will be a robust follow up, with potentially a lead clinician, with an in depth knowledge of the service review, to implement across Wales all that has been highlighted in the review.

The public were given visibility and a voice for both the good and bad treatment in Wales, and I will advocate for those voices to be upheld.

I still believe that Wales can lead the UK and international eating disorder community with this review, if all points are implemented.

May I take this opportunity to thank you, as a committee, and all your predecessors over the past years, who have listened to my petition, believed in the need for change, and have pushed barriers for me. You've listened, and read many of my letters over the years, in all their forms of saying the same thing!

It has paid off, and I hope that families who encounter an eating disorder will be seen quickly, and treated effectively. Thank you for allowing me to play a part in the change for good here in Wales.

Helen Missen

Eitem 3.10

P-05-804 Mae angen cyllid Llywodraeth Cymru ar gyfer chwarae!!

Cyflwynwyd y ddeiseb hon gan RAY Ceredigion ac ystyriwyd am y tro cyntaf gan y Pwyllgor yn ystod Mawrth 2018, ar ôl casglu 328 o lofnodion ar-lein.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i ddarparu cyllid dynodedig blynyddol i roi cymorth ariannol i bob Awdurdod Lleol wrth gyflawni eu dyletswydd yn unol â'u hasesiad o ddigonolrwydd cyfleoedd chwarae er mwyn osgoi cau darpariaethau chwarae agored megis RAY Ceredigion

Etholaeth a Rhanbarth y Cynulliad

- Ceredigion
- Canolbarth a Gorllewin Cymru

To: Janet Finch-
Saunders AM

Chair, Petitions
Committee

Via email only

12 July 2019

Dear Chair,

Re; Petition P-05-804 We need Welsh Government funding for play!!

A unique aspect of the human rights specifically given to children under the United Nations Convention on the Rights of the Child (UNCRC) and what makes it so special is that it values no individual right over another and that they are all linked.

Article 31 states:

"1. States Parties recognize the right of the child to rest and leisure, to engage in play and recreational activities appropriate to the age of the child and to participate freely in cultural life and the arts.

2. States Parties shall respect and promote the right of the child to participate fully in cultural and artistic life and shall encourage the provision of appropriate and equal opportunities for cultural, artistic, recreational and leisure activity."¹

In 2013 the United Nations Committee was concerned by the poor recognition given by States to the rights contained in Article 31² including investment.

"Poor recognition of their significance in the lives of children results in lack of investment in appropriate provisions, weak or non-existent protective legislation and the invisibility of children in national and local-level planning. In general, where investment is made, it is in the provision of structured and organized activities, but equally important is the need to create time and space for children to engage in spontaneous play, recreation and creativity, and to promote societal attitudes that support and encourage such activity."³

As a result the Committee created General Comment 17 which seeks to enhance the understanding of the importance of article 31 for children's well-being and development; to ensure respect for and strengthen the application

¹ Committee on the Rights of the Child, [United Nations Convention on the Rights of the Child](#), 1989.

² Committee on the Rights of the Child, [General Comment 17](#), 2013

³ Et al.



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Tudalen y pecyn 165

Croesawm ohebiaeth yn y Gymraeg yn ogystal â'r Saesneg ac mewn amryw o fformatau
We welcome correspondence in the medium of Welsh and English as well as alternative formats

of the rights under article 31. The Committee may wish to familiarise themselves with this document.

I am pleased that Wales introduced and fully implemented its play sufficiency duties in 2014 under the Child and Families (Wales) Measure 2010, providing a signal of the value of play and incorporating a specific requirement, through regulation, to consult with children and young people about play opportunities in their area. As a reminder this duty includes play and recreational activities for children of all ages.

In 2016 the UN Committee on the Rights of the Child published its Concluding Observations following its periodical examination of the UK and devolved government's adherence to the UNCRC. The Committee recognised and welcomed "the initiative of the government of Wales to adopt a play policy and integrate children's right to play systematically in relevant legislation and other relevant policies."⁴

In my discussions, even with younger children, about their right to be supported to grow up happy, healthy and safe, they raise that play makes them happy. Five to seven year olds told me as part of my [Beth Nesa](#) consultation 2015, which involved over 7000 children and young people in Wales, that play was important to them - their biggest priority was "more places to play." "Better places for young people to spend time in their local area" was ranked 6th priority for 7-11 year olds and 3rd for 11-18 year olds. My [Spot Light Report: Article 31 - the right for all children to have rest and leisure, to engage in play and recreational activities and to participate in cultural life and the arts \(Article 31 Report\)](#), published in 2018 also shone a spotlight on children's experiences here in Wales in terms of play, sport, leisure, cultural and heritage activities, particularly those whose voice are often less likely to be heard for example children with disabilities, whose families are on a low income and care experienced children. There was an overwhelming sense that children and young people want to play and spend free time in their own communities feeling safe, and having opportunities to take part with friends or other children

I strongly recognise the roles of all stakeholders in providing open access and targeted play provision including the voluntary sector and it is prudent of the Committee to have asked for further details to inform their view of the availability of different types of play provision available in Wales whilst deliberating this petition. I also understand that a small scale research project has been commissioned by Play Wales into perceptions of change since the commencement of the Play Sufficiency Duty.

Whilst the experiences shared in my [Article 31 report](#) cannot be considered representative they are valuable and suggest that children and young people, especially those with disabilities, those living in families with little money, and

⁴ Committee on the Rights of the Child, [Concluding observations on the fifth periodic report of the United Kingdom of Great Britain and Northern Ireland](#),* July 2016



other marginalised groups, experience some fundamental barriers to play, and children's other rights under Article 31. Barriers included sufficiency and locality of open-access free provision, costs of paid-for provision and transport, particularly in rural areas. Some children also faced cultural barriers.

The UN Committee's Concluding Observations in 2016 recommended the State party, **including the governments of the devolved administrations** (emphasis added):

" (a) Strengthen its efforts to guarantee the right of the child to rest and leisure and to engage in play and recreational activities appropriate to the age of the child, including by adopting and implementing play and leisure policies **with sufficient and sustainable resources**; (emphasis added)."⁵

I would ask the Petitions Committee to keep this and the guiding principles provided by General Comment 17 in mind when considering this matter. The UN Committee will of course be assessing progress against these recommendations.

During my time as Commissioner and in my [Article 31 report](#) I have championed children's right to play and called for Local Authorities not to see play 'as a nice thing to have' whilst acknowledging the balancing act that Local Authorities have to make with their budgets, and due to the annual spend for play falling largely within local authorities core unhypothecated funding. I have also and will always remain adamant that the best use of resources for provision to children and young people will be achieved where they and their families are involved in their design and delivery. In relation to play this should not only be as part of the three year play sufficiency planning process but on individual works and programmes, an example of which can be found towards the end of my report.

I have of course welcomed Welsh Government play funding when it has been made available, as outlined to the Committee by the former Minister for Children, Social Care and Older People and the current Deputy Minister for Health and Social Care.

However as recently as March of this year and as result of conversations with over 500 children and young people and 300 parents/carers my report [A Charter for Change: Protecting Welsh Children from the impact of poverty](#) recommended "further investment from Welsh Government should be made in youth services and play opportunities in Wales, to ensure that these services are available to as many children and young people as possible."

The Welsh Government's All Wales Play Opportunities Grant (AWPOG) should be recognised as a positive source of funding but it is important to note that it comes with short timescales and uncertainty in terms of when and if it is to be

⁵ Committee on the Rights of the Child, [Concluding observations on the fifth periodic report of the United Kingdom of Great Britain and Northern Ireland](#),* July 2016.



made available. I note Play Wales suggest in their submission to the Committee that this grant has been largely responsible for assisting local authorities with their delivery of their sufficiency plans in the last 2 years. In examining a random small selection of Local Authority's recent play sufficiency assessments the AWPOG can be seen to have been highlighted as a positive resource for supporting play, however uncertainty of funding was highlighted as a barrier. One Local Authority described how they prepare 'off the shelf' projects for discussion with stakeholders should grant funds become available, to ensure it is utilised.

The uncertainty of funding arrangements has been highlighted by the Deputy Minister for Health and Social Services letter to committee with the phrase "at times when funding has become available."⁶

The importance of the right to play should not be overlooked and as a minimum I would expect the following:

- Government should:
 - Continuously be working to assess, review and evidence how and what resources it makes available or could make available to help local authorities to secure sustainable as well as sufficient arrangements. In doing so it should consider whether this is done in the most effective way possible, considering feedback from those concerned. This should be the case irrespective of whether at the time the policy and legislation was introduced there was designated funding committed from Welsh Government.
 - Ensure that guidance to Local Authorities is clear around stakeholder involvement, including the voluntary sector.
- Local Authorities:
 - Must recognise the right to play under Article 31, not see it as a 'nice to have' and evidence that they have taken this into consideration in respect of spending decisions, maximising opportunities wherever possible.
 - Involve children and young people in the play sufficiency process but also in individual projects and provision. Views from children and young people in my Article 31 Spotlight Report suggest that this is far from being a widespread experience.
 - Have arrangements in place which help maximise opportunities for funding that become available throughout the year.

⁶ Deputy Minister Health and Social Services, [Letter to petitions committee 09/05/2019](#).



- Have accountability arrangements in place, including for children and young people, regarding decisions about play.

I would not want the current, valuable grant arrangements that are in place, particularly the All Wales Play Opportunities Grant, to be jeopardised in the short or medium term through any review of arrangements or policy arising from this discussion or wider Welsh Government reviews without assessing the impact this will have.

On a final note regarding decisions in relation to play policy, including funding, I would remind all concerned of the following from General Comment 17.

"While the International Covenant on Economic, Social and Cultural Rights provides for the progressive realization of economic, social and cultural rights and recognizes the problems arising from limited resources, it imposes on States parties the specific and continuing obligation, even where resources are inadequate, to "strive to ensure the widest possible enjoyment of the relevant rights under the prevailing circumstances"⁷. As such, no regressive measures in relation to the rights under article 31 are permitted. Should any such deliberate measure be taken, the State would have to prove that it has carefully considered all the alternatives, including giving due weight to children's expressed views on the issue, and that the decision was justified, bearing in mind all other rights provided for in the Convention."⁸

Yours sincerely,



Sally

Sally Holland
Comisiynydd Plant Cymru
Children's Commissioner for Wales

⁷Committee on Economic, Social and Cultural Rights, general comment No. 3 (1990) on the nature of States parties obligations, para. 11.

⁸ Committee on the Rights of the Child, [General Comment 17](#), 2013.



DATGANIAD YSGRIFENEDIG GAN LYWODRAETH CYMRU

TEITL	Y diweddaraf am Adolygiad Gweinidogol o Gyfleoedd Chwarae
DYDDIAD	09 Ionawr 2020
GAN	Julie Morgan AC, y Dirprwy Weinidog Iechyd a Gwasanaethau Cymdeithasol

Mae Llywodraeth Cymru o'r farn bod cyfleoedd chwarae yn werthfawr tu hwnt a'u bod yn bwysig iawn i fywydau plant yn ein cymdeithas. Mae gan blant hawl sylfaenol i allu chwarae, mae hynny'n bwysig er mwyn iddynt fwynhau bywyd ac mae'n cyfrannu at eu hiechyd, eu llesiant a'u datblygiad.

Ym mis Tachwedd, fe wnaethom nodi 30 mlynedd ers i Gonfensiwn y Cenhedloedd Unedig ar Hawliau'r Plentyn amlinellu'r hawl i chwarae yn Erthygl 31. Mae Cymru'n ymfalchïo mai ni oedd wlad gyntaf yn y byd i ddiogelu hynny mewn cyfraith. Wrth ddatlu'r garreg filltir hon, mae'n bwysig inni barhau i gydnabod yr hawl unigryw hwnnw, a'r cyfraniad a all wneud i lawer o'n gwasanaethau ehangach. Rwyf wedi penderfynu cynnal Adolygiad Gweinidogol o Gyfleoedd Chwarae am y rheswm hwnnw.

Mae nifer o newidiadau deddfwriaethol allweddol wedi digwydd ers y tro diwethaf inni adolygu'r polisi chwarae yn 2014 wrth gyhoeddi *Cymru: Gwlad lle mae cyfle i chwarae*. Rydym hefyd yn ymwybodol bod cyflymder bywyd yn cynyddu i blant yn ogystal ag oedolion. Mae'r pwysau sy'n ymwneud ag addysg a gweithgarwch ffurfiol yn golygu bod plant yn fwy prysur nag erioed. Mae cyfarpar digidol yn dipyn o atyniad gyda gliniaduron, cyfrifiaduron llechi a ffonau clyfar ar gael yn rhwydd. Mae felly'n bwysicach nag erioed i ni sicrhau bod gan blant yr amser a'r gofod i fod yn blant – i greu, i ddychmygu ac i chwarae.

Nod yr adolygiad felly yw asesu lle ydyn ni erbyn hyn o ran y polisi chwarae a chyfrannu at y ffordd y byddwn yn datblygu ac yn symud ymlaen yr agenda chwarae yn y dyfodol. Bydd yr adolygiad yn ystyried y cynnydd a wnaed tuag at gyflawni ein gweledigaeth ar gyfer chwarae, ac a yw'r weledigaeth honno yn parhau i fod yn berthnasol. Bydd yn amlinellu'r camau y mae angen eu cymryd i symud ymlaen gyda'r agenda chwarae er mwyn cyflawni'r weledigaeth.

Mae Grŵp Llywio wedi'i sefydlu i gefnogi'r adolygiad, ac mae'n cynnwys sefydliadau allweddol o'r sector gwaith chwarae a swyddogion polisi o amrywiol adrannau Llywodraeth

Cymru. Cyfarfu'r Grŵp Llywio ym mis Hydref 2019 i ddechrau amlinellu'r materion sy'n ymwneud â chwarae a'r opsiynau cychwynnol.

Rydym hefyd wedi nodi'r meysydd canlynol y mae angen i ni eu hystyried ymhellach:

Cofrestru Lleoliadau / Rheoleiddio Lleoliadau / Eithriadau

Mae angen i ni edrych ar gofrestru a rheoleiddio lleoliadau gwaith chwarae, gan gynnwys yr eithriadau. Byddwn yn edrych ar fodelau o bob rhan o'r DU a'r tu hwnt i weld beth y gallwn ei ddysgu.

Dyletswydd Cyfleoedd Chwarae Digonol, Cyllid a Gweithio Traws Bolisiau

Mae Asesiadau o Ddigonolrwydd Cyfleoedd Chwarae Awdurdodau Lleol 2019 yn dangos cynnydd da er gwaethaf materion cyllid a chapasiti staff. Mae cydweithio a gwaith partneriaeth yn parhau ar draws adrannau a meysydd polisi, ond mae mwy i'w wneud ar y lefel leol a chanolog. Dyna pam rydym wedi sicrhau bod gennym gynrychiolwyr o feysydd iechyd, cynllunio, addysg, trafnidiaeth, tai, chwaraeon a hamdden yn ymwneud â'r gwaith hwn.

Rwyf hefyd wedi cytuno i edrych eto ar drefniadau cyllido fel rhan o'r adolygiad hwn, ond gan ystyried y sefyllfa ariannol ehangach, nid oes modd i mi wneud unrhyw ymrwymiad nac addewidion cyn cael canfyddiadau'r adolygiad.

Y Gweithlu

Wrth i amser ar gyfer chwarae digymell leihau, mae darpariaeth chwarae wedi'i staffio yn mynd yn bwysicach nag erioed. Rhaid inni helpu'r gweithlu gwerthfawr hwnnw i gyflawni eu potensial llawn. Byddwn yn edrych ar yr opsiynau ar gyfer hyfforddiant a chymwysterau, yn ogystal â phroffesiynoli'r gweithlu.

Cyfiawnder Gofodol a Chyfranogiad Cymdeithas

Rhaid i ni sicrhau bod ein hamgylchedd a'n cymdeithas yn annog ac yn croesawu cyfleoedd chwarae. Mae angen inni edrych ar sut y gallwn ddatblygu'r ymgyrchoedd chwarae gwyb sydd eisoes ar waith yng Nghymru, fel Plentyndod Chwarae, i wneud yn siŵr bod pob oedolyn yn deall ac yn gwerthfawrogi pwysigrwydd chwarae.

Er bod rhain i gyd yn feysydd pwysig iawn er mwyn sicrhau dull gweithredu cenedlaethol ar gyfer chwarae, nid oes modd i ni anghofio am farn plant a phobl ifanc eu hunain. Rydym yn gweithio gyda Cymru Ifanc i gynnwys plant a phobl ifanc yn yr adolygiad, a bydd ganddynt swyddogaeth hanfodol wrth sicrhau bod ein gweledigaeth, ein nodau a'n gweithredoedd o ddifrif yn darparu cyfleoedd chwarae i bawb.

Rwy'n bwriadu ymgynghori ar unrhyw newidiadau i'r polisi chwarae sy'n cael eu hargymell gan yr adolygiad yn ystod 2020.

Eitem 3.11

P-05-831 Rhowch ddiwedd ar yr annhegwch a'r gwahaniaethu yn y cymorth ariannol a roddir i ddiodefwrwr sgandal gwaed wedi'i heintio yng Nghymru
Cyflwynwyd y ddeiseb hon gan Contaminated Whole Blood UK Group, ar ôl casglu 159 o lofnodion.

Geiriad y ddeiseb

Mae'r ddeiseb hon yn galw ar Gynulliad Cymru i roi diwedd ar yr annhegwch a'r gwahaniaethu yn y cymorth ariannol a roddir i ddiodefwrwr sgandal gwaed wedi'i heintio yng Nghymru, drwy newid y cynllun i o leiaf adlewyrchu'r darpariaethau ar gyfer y rheini a gaiff eu heintio yn Lloegr.

Mae sawl categori o ddiodefwrwrwr yng Nghymru sydd o bosibl ar eu colled o £20,000 neu fwy o dan y cynllun. Cafodd miloedd o bobl eu heintio o ganlyniad i dderbyn gwaed wedi'i heintio neu gynhyrchion gwaed wedi'u heintio a roddwyd iddynt gan y GIG tan fis Medi 1991 o leiaf. Mae dros ddwy fil o bobl eisoes wedi marw.

Yn dilyn datganoli pwerau, y Cynulliad sydd â'r cyfrifoldeb dros gefnogi diodefwrwrwr a'u teuluoedd y rhai sydd wedi'u heintio yng Nghymru. Caiff y cynlluniau cefnogaeth eu gweithredu gan wasanaeth Cefnogi Gwaed wedi'i Heintio yng Nghymru (WIBSS) a weinyddir gan Ymddiriedolaeth GIG Velindre a Chyd-bartneriaeth Gwasanaethau'r GIG (NWSSP) sydd, yn y pen draw, yn atebol i Gynulliad Cymru.

I'r rheini a gaiff eu heintio yn Lloegr, cynhelir y cynllun cyfatebol gan EIBSS, sydd yn y pen draw yn atebol i'r senedd yn Llundain. Er i'r diodefwrwrwr oll gael eu heintio gan y GIG cyn iddo gael ei ddatganoli, mae gan EIBSS ac WIBSS ddarpariaethau tra gwahanol o ran cymorth ariannol. Y ffactor sy'n pennu pa gynllun y byddwch chi'n ei gael yw lle cafodd y diodefwrwrwr ei heintio yn hytrach na lle mae'n byw. Mae dau gynllun na all y rheini sydd o dan WIBSS gael mynediad atynt. Gelwir y rhain yn 'Fecanwaith Categori Arbennig' a 'cynllun cyllid ychwanegol dewisol'. Effaith net hyn oll yw bod sawl categori o ddiodefwrwrwrwr heintiau yng Nghymru o bosibl ar eu colled o £20,000 o dan y cynllun, neu'n fwy os oes ganddynt blant, waeth ble y maent yn byw. Bydd dau berson sy'n byw yng Nghaerdydd er enghraifft, sydd wedi'u heintio gan y GIG, â'r un effaith, o bosibl yn cael gwahaniaeth o £20,000 mewn cymorth

ariannol dim ond gan fod un o'r ddau 'yn fwy lwcus' o gael ei heintio yn Lloegr.

Rydym yn galw ar Gynulliad Cymru i ymyrryd i roi diwedd ar yr anghyfiawnder hwn nawr

Gwybodaeth Ychwanegol

Pwy ydym ni: rydym yn grŵp cefnogi cyfoedion annibynnol sy'n cynnwys dioddefwyr sgandal gwaed wedi'i heintio ledled y DU

<https://www.facebook.com/groups/ContaminatedWholeBloodUK/>

Lle gellir canfod manylion cynlluniau cyfatebol ar gyfer y rheini a gaiff eu heintio yn Lloegr a'r rheini a gaiff eu heintio yng Nghymru: I bobl sydd wedi'u heintio yng Nghymru, <https://wibss.wales.nhs.uk/> I bobl sydd wedi'u heintio yn Lloegr, dyma'r cynllun cyfatebol

<https://www.nhsbsa.nhs.uk/england-infected-blood-support-scheme>

Beth sydd wedi digwydd hyd yn hyn:

Ar sawl achlysur, mae gwahanol sefydliadau wedi ceisio codi'r mater yn yr ymchwiliad sy'n cael ei arwain gan Syr Brian Langstaff a thrwy wneud y wasg yn ymwybodol o'r erthygl hon sy'n canolbwyntio ar y gwahaniaethau rhwng cynlluniau Cymru a'r Alban <https://www.bbc.co.uk/news/uk-wales-politics-43898899>

Etholaeth a Rhanbarth y Cynulliad

- Gorllewin Clwyd
- Gogledd Cymru



Ein cyf/Our ref VG/08753/19

Janet Finch-Saunders AM
Chair
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18 December 2019

Dear Janet,

Thank you for your letter of 02 December on behalf of the Petitions Committee regarding the financial support available for victims of the contaminated blood scandal.

Each of the four UK countries has adopted different arrangements for provision of benefits and other support for their infected blood scheme beneficiaries. Regrettably, it has been difficult as a consequence to establish a consistent and equitable UK approach and model for payments.

The Deputy Minister for Health and Social Services, Julie Morgan AM, attended a meeting for the UK Health Ministers and a senior representative from Northern Ireland on 10 July to discuss the provision of support for those infected and/or affected by infected blood.

At the meeting, as an interim step in advance of any recommendations in the Infected Blood Inquiry's final report, the governments of the four nations agreed to work towards greater parity in financial and non-financial support across the UK schemes, taking account of local circumstances and beneficiaries' needs.

Discussions have been ongoing both at Ministerial and official level to seek the additional funding necessary to match the English payments announced earlier this year. Unfortunately, due to the UK election, the work on financial parity has been halted and will be picked up again once a new Government at Westminster has been formed.

Before any decision is made on the way forward in relation to any future scheme those affected will be kept informed as plans are developed.

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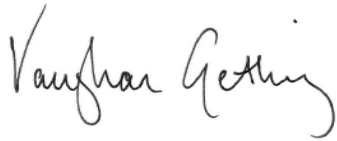
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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 174
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

I remain committed to working across the UK to ensure parity of the schemes and officials will continue to work with their counterparts to achieve this.

Yours sincerely,

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

Vaughan Gething AC/AM

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

Mae cyfyngiadau ar y ddogfen hon

Eitem 3.12

P-05-849 Dylai pob dyn yng Nghymru gael mynediad drwy'r GIG at y profion diagnostig gorau posibl ar gyfer cancer y prostad.

Cyflwynwyd y ddeiseb hon gan Stuart Davies, wedi iddi gasglu 5,916 o lofnodion ar-lein a 429 ar bapur, sef cyfanswm o 6,345 o lofnodion.

Geiriad y ddeiseb

Yr ydym ni sydd wedi llofnodi isod yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i weithredu ar unwaith a sicrhau bod sganiau delweddu atseiniol magnetig amlbaramedrig (mpMRI) o ansawdd uchel cyn biopsi ar gael i bob dyn cymwys yng Nghymru lle mae amheuaeth bod arno ganser y prostad.

Pam mae angen y ddeiseb hon?

Gall fod yn anodd gwneud diagnosis ar gyfer cancer y prostad. Ers blynyddoedd, mae biopsïau i ddynion wedi bod yn ymyrrol ac yn boenus. Weithiau gallant arwain at heintiau difrifol – ni ddylai dyn gael biopsi oni bai bod rhaid.

Mae cynnal biopsi cyn cynnal sgan mpMRI yn golygu defnyddio cyfres o nodwyddau i godi samplau o feinwe ar hap o'r prostad, i weld a oes celloedd canseraidd. Y broblem gyda'r technegau hyn yw bod bylchau rhwng y nodwyddau, sy'n golygu bod canserau sylweddol weithiau'n mynd heb eu canfod os nad oes sampl o'r rhan honno o feinwe. Gall biopsi arwain at ganlyniadau positif anghywir, sef diagnosis o ganser nad yw'n arwyddocaol yn glinigol, a gall hyn arwain at or-drin cleifion yn ddiangen.

Gellir defnyddio sganiau mpMRI ar y cyd â phroffion eraill i gynyddu nifer y canserau prostad ymosodol sy'n cael eu darganfod ynghynt. Profwyd bod cynnal sganiau mpMRI i safon ddigonol hefyd yn lleihau yn ddiogel nifer y dynion a allai gael biopsi yn ddiangen, a hynny drwy gadarnhau nad oes arnynt ganser y prostad yn gynharach yn y broses.

Beth yw mpMRI?

Ystyr mpMRI yw delweddu atseiniol magnetig amlbaramedrig. Mae'n cyfuno hyd at dri math gwahanol o sgan i greu delwedd gliriach o'r hyn sy'n digwydd yn y prostad. Hefyd, mae chwistrelliad lliw yn golygu y gellir gwella delweddau'r sganiau i allu gweld yn gliriach a oes cancer yn bresennol ai peidio. Mae hyn yn wahanol i sgan MRI safonol, sy'n creu delwedd o organau

mewnol. Yn aml iawn, nid yw delweddau MRI yn ddigon clir i wneud diagnosis o ganser cynnar y prostad gyda sicrwydd.

Beth sy'n digwydd yng Nghymru?

O'r saith Bwrdd Iechyd sydd yng Nghymru, tri sy'n darparu mpMRI cyn biopsi. Dim ond un bwrdd sy'n defnyddio mpMRI i safon ddigon uchel i allu cadarnhau yn ddiogel nad oes angen biopsi ar ddyn. Mae hyn yn golygu nad oes gan ddynion mewn pedwar Bwrdd Iechyd fynediad at mpMRI fel prawf diagnostig, oni bai eu bod yn talu dros £900 i'w gael yn y sector preifat.

Mae rhagor o wybodaeth am mpMRI a biopsiau yma:

<https://prostatecanceruk.org/prostate-information/prostate-tests/introduction-to-prostate-tests>

Etholaeth a Rhanbarth y Cynulliad

- De Clwyd
- Gogledd Cymru

Vaughan Gething AC/AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref VG/08857/19

Janet Finch-Saunders AM
Chair, Petitions Committee
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15 January 2020

Dear Janet,

Thank you for your further letter of 16 December on behalf of the Petitions Committee regarding the provision of pre-biopsy mpMRI scans for men with suspected prostate cancer.

As I described in my earlier correspondence, while Health Boards are transitioning to this new service model, people with suspected prostate cancer will continue to be investigated in line with the health board's existing clinical pathways. We must not lose sight of the fact that all men in Wales with suspected prostate cancer will continue to be offered expert NHS diagnostic care as we transition to the new standard.

My officials will be meeting with the health boards later this month to ensure that the relevant equipment, training and capacity will be in place from April 2020. I will write to the Petitions Committee with a further update then.

I hope this is helpful.

Yours sincerely,

Vaughan Gething AC/AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

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Correspondence.Vaughan.Gething@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 182
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

P-05-849 All men in Wales should have access through the NHS to the best possible diagnostic tests for prostate cancer, Correspondence – Petitioner to Committee, 28.01.20

Please see the email trail below. In my opinion the Betsi is playing games! When asked about the rollout of Mp MRI scanning they talk about MRI scanning as a whole. Mp MRI scans are a different ball game and as such should be reported separately. Typical corporate spin and again, in my opinion, gives the impression that they are trying to cover up the facts!

Could we ask them to separate the figures and report them to us as is?

A second issue is raising its head. We now have in place a diagnostic tool but the action to address the illness is being compromised. The surgeons in North Wales want a Da Vinci robot to operate on patients. Allegedly doctors are being deterred from coming to North Wales because we don't have the cutting edge tack here (emails to follow) The Welsh Government is allegedly dragging its heels. The only one I can find in Wales is guess where? Cardiff! Hohum, the North South divide rearing its ugly head again? Why is this so? Is it a coincidence, similar to the Mp MRI scanner issue, that the Cab Secs patch is provided with these facilities and yet we have had to fight for scans in the rest of Wales and now need to fight for a Da Vinci robot for the rest of Wales?

Stu Davies
PBO Ask the Experts (Engines)

██████████

Begin forwarded message:

From: ██████████ (BCUHB - Planning)
Sent: 09 January 2020 14:42
To: ██████████ (CHC - NWCHC); ██████████ (CHC - NWCHC)
Cc: ██████████ (CHC - NWCHC); ██████████ (BCUHB - Corporate Office); ██████████ (BCUHB - Planning)
Subject: mp-MRI activity data

Dear both

Apologies for the lateness of sending these data, received this week due to annual leave of the Head of Systems & Information Management for radiology.

The table below shows the number of prostate MRI scans undertaken on each site for the last 4 calendar years. For 2019, monthly totals are shown. There was a bit of a quirk in YGC in November because there were no/few referrals in the first week and then a flurry in the last part of the month that didn't get scanned in November, so the number of attendances is unusually low.

In terms of total referrals we'd estimated that we'd see approx. 1200 referrals per year across the three sites. The change in criteria was made last year; looking at the figures for November/December it looks like it could be closer to 1600 referrals overall. There is some suggestion that there are increasing numbers particularly in YGC but we are investigating as there may be coding issues.

I hope this is helpful – please let me know if you need anything else.

Regards

██████████

	2016	2017	2018	2019												
Site				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	2019 Total
Bangor																
Referrals	156	170	342	47	39	23	36	15	36	49	26	31	18	49	41	410
Attendances	147	171	316	36	31	32	32	35	21	36	38	36	22	35	41	395
Glan Clwyd																
Referrals	232	186	241	24	26	30	25	42	20	14	30	14	15	25	21	286
Attendances	221	170	224	26	23	19	30	26	26	24	18	24	20	7	22	265
Wrexham																
Referrals	239	250	340	26	30	26	24	23	27	23	30	20	32	70	56	387
Attendances	237	233	342	26	23	40	13	22	32	25	25	24	23	23	41	317

P-05-859 Dylid Darparu Tai Plant yng Nghymru i Blant sy'n Dioddef Camdriniaeth Rywiol

Cyflwynwyd y ddeiseb hon gan Mayameen Meftahi, ar ôl casglu 227 o lofnodion.

Geiriad y ddeiseb

Mae'r syniad y tu ôl i dai plant yn seiliedig ar yr arferion gorau a welir yn yr UDA a Sgandinafia. Gan gydnabod bregusrwydd plant sy'n ddiოდdefwyr, a'r niwed y mae cyfweiliadau niferus yn ei achosi iddynt, mae tai plant yn ymateb sy'n ystyriol o blant wrth ymdrin ag achosion lle y cam-driniwyd plentyn yn rhywiol.

Yn y DU, mae dau dŷ plant yn ninas Llundain, ond nid oes yr un yng Nghymru.

Nid yw plant yn gwybod at bwy nac i ble y gallent droi, nid ydynt yn gwybod bod cymorth ar gael, ond trwy gynnig Tai Plant ledled y DU, gallwn achub plant.

Parhau â llochesi i ddiოდdefwyr trais domestig, ond dylai fod Tai Plant ar gyfer plant sy'n diოდdef camdriniaeth rywiol.

Gwyddom y bydd llawer o blant sy'n cael eu cam-drin yn ceisio dianc rywbyrd; byddant am ddod yn rhydd o'u sefyllfa, ond nid oes ganddynt rywle i droi. Cânt eu dychwelyd adref, yn ôl i afael y sawl sy'n eu cam-drin.

Gallai darparu tŷ diogel sy'n ystyriol o blant agor y ffordd at ddatgelu a diogelu.

Yng Ngwlad yr Iâ, mae model 'Barnahús' ar waith er 1998, sef lle ar gyfer cynnal cyfweiliadau ffforensig, gwneud datganiadau llys, cynnal archwiliadau meddygol a chael mynediad at wasanaethau therapiwtig, i gyd o dan un to. Dylem roi hyn ar gael, fel y gwnawn o ran llochesi i ddiოდdefwyr trais domestig. Ers i Wlad yr Iâ sefydlu'r model Barnahús, mae nifer y plant sy'n gofyn am gymorth ar ôl diოდdef camdriniaeth rywiol wedi mwy na dyblu bob blwyddyn, mae nifer y cyhuddiadau wedi treblu, ac mae nifer yr euogfarnau

wedi dyblu. Mae hyn yn ddigon o dystiolaeth i ddangos bod y tai hyn yn hanfodol.

Dylid darparu tai plant, ac ar ben hynny dylid dysgu i blant fod yr opsiynau hyn ar gael.

Ymunwch â ni yn yr ymgyrch i fynd i'r afael â'r mater hwn, a phwyso ar i Lywodraeth Cymru ddarparu Tŷ Diogel yng Nghymru – ni allwn ddisgwyl i blant fynd i Lundain, hyd yn oed lle maent yn gwybod am fodolaeth tai o'r fath.

Gwybodaeth ychwanegol

Mae ar ein plant angen rhywle iddynt fynd iddo, mae angen iddynt fod yn ddiogel, ac mae angen iddynt allu cyrraedd y cymorth cywir i achub y plant hyn rhag oes o ddioddef oherwydd Camdriniaeth Rywiol.

Llofnodwch y ddeiseb hon a gwneud i bethau ddechrau symud!

Etholaeth a Rhanbarth y Cynulliad

- Dwyrain Abertawe
- Gorllewin De Cymru



Ein cyf/Our ref VG/08759/19

Janet Finch-Saunders AM
Chair, Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff
CF99 1NA

Government.Committee.Business@gov.wales

6 January 2019

Dear Janet,

Thank you for your letter of 03 December 2019 regarding Petition P-05-859: Provide Child Houses in Wales for victims of child sexual abuse.

The Welsh Government has previously agreed to consider the evaluation of the pilot Child House in London once it is completed. I understand that the Mayor of London Office of Policing and Crime (MOPAC) is undertaking the evaluation but that the final evaluation report is not due until mid-2021. Work being taken forward by NHS Wales under Phase 2 of the work of the Sexual Assault Referral Centre Board includes consideration of a range of child-centred practice models including this particular model. The lead paediatrician for this work has personally visited the London project.

Welsh Government officials have considered the initial evaluation report, published by MOPAC in December 2018. The initial evaluation report concludes, "From an evaluation perspective, there is recognition the design of the Lighthouse has remained consistent from the initial vision and model – again this is positive given what is known around the importance of programme integrity. However, there are some changes and although the Lighthouse is the first opportunity to test the model in a UK setting, it will be important to monitor these. Evaluation reports released across the next two years will enable learning both internally, as a catalyst for improvement, and externally to advance the evidence base." (L.Conroy, et al. MOPAC Evidence and Insight; December 2018)

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

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CF99 1NA

Gohebiaeth.Vaughan.Gething@llyw.cymru
Correspondence.Vaughan.Gething@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Taking this advice into account, I consider it prudent to await learning from the final evaluation report. At that time, we will also need to consider how best to transfer any learning in the context of differences in the population and geography of Wales. The Lighthouse provides services to children and young people from five densely populated neighbouring London boroughs with good public transport links. In developing therapeutic support services for children who are sexually abused, we must also consider the evidence on the efficacy of other child-centred approaches.

(https://www.london.gov.uk/sites/default/files/childhouse_jan19_report.pdf)

Yours sincerely,

A handwritten signature in black ink that reads "Vaughan Gething". The signature is written in a cursive style with a large initial 'V' and a long, sweeping tail on the 'g'.

Vaughan Gething AC/AM

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

MAYOR OF LONDON

Janet Finch-Saunders AM
Chair
Petitions Committee
National Assembly for Wales
SeneddPetitions@assembly.wales

Our ref: MGLA031219-8298

Date: 09 JAN 2020

Dear Ms Finch-Saunders,

Thank you for your letter of 3 December 2019 about the petition to provide Child Houses in Wales for victims of child sexual abuse. The Lighthouse is the UK's first Child House, which opened in October 2018 as a two-year pilot.

The commissioning of the Lighthouse to provide investigative, medical and emotional support in one place to young victims of sexual violence, is one of my Police and Crime Plan commitments. It has brought innovation and a truly integrated multi-agency service that has been designed to provide the best possible support for this vulnerable group of children and young people. It offers a joined-up approach where, if required, you can get access to all medical, practical, social care, police, and therapeutic support under one roof.

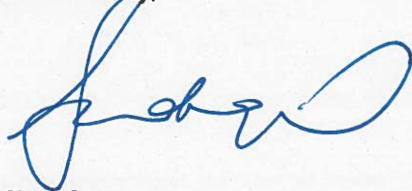
The service is delivered by University College London Hospitals NHS Foundation Trust in partnership with The Tavistock and Portman NHS Foundation Trust and the NSPCC. You can find more information about the service on The Lighthouse website at: www.thelighthouse-london.org.uk.

An evaluation of The Lighthouse is underway and is being undertaken by my Office for Policing And Crime (MOPAC). The final evaluation will not report until 2021, however, a number of interim evaluation reports are planned. To date, MOPAC has published an evaluation report covering the mobilisation of the service and will be publishing a further report shortly covering the first six months of the service. The current report and all future reports will be published on the City Hall website at: www.london.gov.uk/what-we-do/mayors-office-policing-and-crime-mopac/data-and-statistics/academic-research.

If you need any further information you can contact the Programme lead, [REDACTED] by email at [REDACTED].

I hope that this information is useful, and I wish you well with the Assembly's programme of work.

Yours sincerely,



Sadiq Khan
Mayor of London

Eitem 3.14

P-05-896 Atal Ward 35 yn Ysbyty'r Tywysog Siarl rhag Cau

Cyflwynwyd y ddeiseb hon gan Beverly Gillespie, ar ôl casglu cyfanswm o 281 lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i atal unig ward dementia Merthyr Tudful rhag cau. Mae Ward 35 yn Ysbyty'r Tywysog Siarl yn darparu seibiant hanfodol i deuluoedd ac anwyliaid preswylwyr lleol sy'n dioddef clefyd Alzheimer a ffurfiau eraill ar ddementia. Heb yr ased hanfodol hwn, mae bygythiad gwirioneddol o niwed y gellir ei atal i'r bobl fwyaf agored i niwed. Erbyn hyn, ni all llawer o bobl ofalu am aelodau'r teulu sydd â'r cyflwr hwn oherwydd bod angen gofal arnynt hwythau neu oherwydd pwysau gwaith ac ymrwymadau gofal plant. Ystyriwch y goblygiadau negyddol ehangach o gau'r ward hon a'r boen y byddai'n ei hachosi i lawer o deuluoedd, y byddai eu ward dementia agosaf filltiroedd i ffwrdd.

Etholaeth a Rhanbarth y Cynulliad

- Merthyr Tudful a Rhymni
- Dwyrain De Cymru

Vaughan Gething AC/AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref VG/08791/19

Janet Finch-Saunders AM
Chair, Petitions Committee
National Assembly for Wales
Ty Hywel
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17 January 2020

Dear Janet,

Thank you for your letter of 6 December requesting the number of elderly and care beds lost from hospitals in recent years on behalf of the Petitions Committee in relation to Petition P-05-896 concerning ward 35 at Prince Charles Hospital.

The number of specialty beds within NHS Wales are reported in the following StatsWales release:

<https://statswales.gov.wales/Catalogue/Health-and-Social-Care/NHS-Hospital-Activity/NHS-Beds/nhsbeds-by-specialty>

Unfortunately the number of beds available for the elderly and for those with dementia is a complex question, as elderly patients may be legitimately cared for in specialty beds other than Geriatric Medicine, such as General Medicine. Further, it is not possible to distinguish those beds specific to dementia as dementia is often a secondary factor in a patient's admission to a hospital bed.

I hope you find this information useful

Yours sincerely,

Vaughan Gething AC/AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

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Correspondence.Vaughan.Gething@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Tudalen y pecyn 191



GIG
CYMRU
NHS
WALES

Bwrdd Iechyd Prifysgol
Cwm Taf Morgannwg
University Health Board

Your ref/eich cyf:
Our ref/ein cyf:
Date/Dyddiad:
Tel/ffôn:
Fax/ffacs:
Email/ebost:
Dept/adran:

SH/ALTLT
16 January 2020

Chair and Chief Executive

Ms Janet Finch-Saunders AC/AM
Chair
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

Dear Ms Finch-Saunders

Petition P-05-896 Prevent Closure of Ward 35 at Prince Charles Hospital

Thank you for your letter dated 6 December 2019 in relation to the reduction of older people's mental health beds over recent years within the former Cwm Taf region. Ward 35 to which the original petition referred to, a 12 bed older adult mental health ward in Prince Charles Hospital closed at the end of July 2019 as part of a long term programme of enhancing community services under a strategic programme entitled Valley LIFE.

The programme was fully consulted upon by the Health Board in 2014 with good support from key stakeholders. The strategic direction agreed by the Cwm Taf Health Board involved a significant increase in the community resources, joint working with both Local Authorities across a range of settings. As new community services begin to embed and take effect, we look to then reduce longer stay assessment beds. The bed numbers at the start of the programme amounted to 131 across eight wards.

In each stage of the Valley LIFE programme community investment was made totalling £1 million. The beds were reduced only as demand for them lessened. The same process was followed for Ward 35.

Phase 1 of Valley LIFE completed in December 2014 and involved the closure of Ward 1 in Dewi Sant Hospital (18 beds) and the commissioning of a Single Site Assessment and Enhanced Care Unit at Royal Glamorgan Hospital (RGH – Seren & St David's wards) and the investment in 7 day Crisis Mental Health Teams. This was successfully implemented with no adverse impact on occupancy in other similar wards.

Cyfeiriad Dychwelyd/ Return Address:

Bwrdd Iechyd Prifysgol Cwm Taf Morgannwg, Pencadlys, Parc Navigation, Abercynon, CF45 4SN
Cwm Taf Morgannwg University Health Board, Headquarters, Navigation Park, Abercynon, CF45 4SN

Cadeirydd/Chair: Professor Marcus Longley Prif Weithredwr/Chief Executive : Dr Sharon Hopkins

Bwrdd Iechyd Prifysgol Cwm Taf Morgannwg yw enw gweithredol Bwrdd Iechyd Lleol Prifysgol Cwm Taf Morgannwg
ICwm Taf Morgannwg University Health Board is the operating name of the Cwm Taf Morgannwg University Local Health Board

Tudalen y pecyn 192

Phase 2 completed in Autumn 2016 with the closure of Dinas Ward in Ysbyty George Thomas (YGT) (19 beds). The bed reduction was enabled through further investment to increase the Psychiatric Liaison Service from 5 to 7 days per week and significant change to the function of older adult mental health wards in RGH.

Phase 3 took the approach of reducing demand on beds in YGT through investment in community services and providing a focal point for these through the development of a new Health and Wellbeing Centre on site. This phase completed in May 2018 with Fernhill Ward (19 beds) closed in December 2017 and Cambrian Ward (19 beds) closed May 2018.

To date there has been a reduction of 87 beds over a 5 year period. After each ward reduction the mental health team reviewed progress, patient & family experience and demand before commencing the next phase. Throughout the programme bed occupancy levels remained as predicted in safe range and better than the national average. The Health Board takes part in a national NHS benchmarking for mental health services and the remaining bed profile falls in well within the national average of beds per 100,000 population.

I would like to take the opportunity to assure you that this type of service change is not unique. The Health Board initially showed as having a very high number of beds in this area when benchmarking across the UK which was one of the triggers for the change. Other factors included the development of community care and alternatives to hospital as knowledge and evidence has grown about what helps people and their families.

If it would be helpful some of the team would be happy to attend the Committee to further discuss this work.

Yours sincerely

A handwritten signature in black ink that reads "Sharon Hopkins". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Dr Sharon Hopkins
Prif Weithredwr/Chief Executive

Eitem 3.15

P-05-905 Galw am Ymchwiliad Barnwrol Annibynnol i ad-drefnu gwasanaethau o fewn Bwrdd Iechyd Cwm Taf

Cyflwynwyd y ddeiseb hon gan Mark Adams and Robert Bevan, ar ôl casglu cyfanswm o 387 lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i ofyn i Lywodraeth Cymru wahardd y defnydd o anifeiliaid mewn syrzasau a sioeau teithiol yng Nghymru.

Ar 17 Gorffennaf 2018, dywedodd Carwyn Jones AC, Prif Weinidog Cymru:

"Yn olaf, Lywydd, byddwn yn cyflwyno Bil i wahardd y defnydd o anifeiliaid gwyllt mewn syrzasau teithiol. Mae lles anifeiliaid yn flaenoriaeth i'r Llywodraeth hon ac mae'r ffordd yr ydym yn trin anifeiliaid yn adlewyrchiad pwysig o'n gwerthoedd fel cymdeithas. Mae syrzasau yn fusnesau cyfreithlon, ac nid ein bwriad ni yw gwahardd pob math o adloniant syrzas yng Nghymru. Ond mae'r defnydd o anifeiliaid gwyllt yn y cyd-destun hwn yn hen ffasiwn ac yn annerbyniol yn foisol. Byddwn yn gwahardd eu defnyddio mewn syrzasau teithiol yng Nghymru."

Mae syrzas yn ffurf ar gelf ynddo'i hun. Er bod syrzasau wedi'u cysylltu'n gryf â'r defnydd o anifeiliaid yn y gorffennol, mae'n amlwg bod chwaeth y cyhoedd mewn materion o'r fath wedi newid yn sylweddol yn ystod y blynyddoedd diwethaf. Dangosir hyn gan nifer cynyddol y syrzasau sy'n cynnwys pobl yn unig, ynghyd â llwyddiant y syrzasau hyn. Tra bod y sioeau hyn yn aml yn cael eu perfformio o flaen cynulleidfaoedd llawn heb unrhyw brotestwyr tu allan i'r babell, mae'n deg dweud bod y gwrthwyneb yn wir o ran y syrzasau a'r sioeau teithiol sy'n parhau i ddefnyddio anifeiliaid, hyd yn oed y rhai sy'n defnyddio anifeiliaid nad ydynt wedi'u diffinio fel anifeiliaid gwyllt.

Gwybodaeth ychwanegol:

Mae pryder mawr ymhlith y cyhoedd ynghylch trosglwyddo gwasanaethau o Ysbyty Brenhinol Morgannwg i Ysbyty'r Tywysog Siarl ac Ysbyty Tywysoges

Cymru. Mae'r trosglwyddiadau hyn wedi cael effaith fawr ar breswylwyr Rhondda Cynon Taf. Mae preswylwyr am i'r gwasanaethau ddychwelyd.

Poblogaeth Rhondda Cynon Taf yw 235,000, gyda datblygiadau tai mawr yn codi yn ne'r fwrdeistref ac yn awdurdod cyfagos Caerdydd, sy'n agos at Ysbyty Brenhinol Morgannwg. Bydd y datblygiadau hyn yn cael effaith ychwanegol ar wasanaethau cyhoeddus, yn enwedig y gwasanaeth iechyd a gofal cymdeithasol. Mae preswylwyr yn mynegi pryderon yn barhaus am fynediad at y gwasanaethau hyn ers i rai o'r newidiadau ddigwydd. Mae'r materion yn cynnwys amseroedd teithio yn achos triniaeth frys, gorfod mynd i glinigau yn rheolaidd a chysylltiadau trafniadaeth gwael i deuluoedd a ffrindiau ymweld â chleifion, a dim ond rhai o'r sylwadau a wnaed yw'r rhain.

Y prif feysydd y mae preswylwyr yn pryderu amdanynt yw:

- Mamolaeth – sydd eisoes yn destun ymchwiliad
- Pediatreg
- Uned Gofal Babanod Arbennig
- Adran Damweiniau ac Achosion Brys
- Pobl hŷn yn baglu ac yn cwmpo, gan arwain at farw yn yr ysbyty
- Gwasanaethau y Tu Allan i Oriau
- Gwasanaethau Cardiaidd
- Effaith ar wasanaethau meddygon teulu/gofal sylfaenol lle mae meddygfeydd meddygon teulu yn cael eu rheoli gan feddygon locwm yn bennaf, sy'n sefyllfa gronig yn y Rhondda yn benodol – methu â recriwtio meddygon teulu

Etholaeth a Rhanbarth y Cynulliad

- Pontypridd
- Canol De Cymru

Vaughan Gething AC/AM
Y Gweinidog Iechyd a Gwasanaethau Cymdeithasol
Minister for Health and Social Services



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref VG/08858/19

Janet Finch-Saunders AM
Chair, Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff
CF99 1NA

Government.Committee.Business@gov.wales

17 January 2020

Dear Janet,

Thank you for your letter of 16 December on behalf of the Petitions Committee about petition P-05-905 on an Independent Judicial Inquiry into the reorganisation of services within Cwm Taf Morgannwg University Health Board.

I have noted the further comments provided by the petitioner, whilst I appreciate their concerns I do not feel it would be appropriate at this stage for an independent inquiry into reorganisation of services within Cwm Taf Morgannwg University Health Board.

The Health Board are still implementing changes which were publically consulted on in 2014 and agreed as part of the South Wales Programme.

Separately there are a number of interventions in place as part of the escalated status of the organisation to address the governance concerns that have come to light. This includes responding to the recommendations made by Healthcare Inspectorate Wales and the Wales Audit Office in their recent joint review of the quality governance arrangements which will be subject to regular review.

I do not believe there is a need for further action at this stage, but my officials will continue to monitor the situation closely.

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

Gohebiaeth.Vaughan.Gething@llyw.cymru
Correspondence.Vaughan.Gething@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 196
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Yours sincerely,

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

Vaughan Gething AC/AM

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

P-05-905 Call for an Independent judicial Inquiry into the reorganisation of services within Cwm Taf Health Board – Petitioner to Committee, 28.01.20

Thank you for the opportunity to reply to ministers correspondence to the committee chair.

Having read the letter the first point we wish to make is how disappointed we are that the minister does not feel it is appropriate to hold an independent judicial inquiry. We feel that the concerns of the community are being dismissed out of hand and that is undermining confidence in the ability to deliver comprehensive health services to the growing population of Rhondda Cynon Taff. The health service is going from crisis to crisis and this can be classically exemplified by the recent disclosure about plans to downgrade A&E facilities at Royal Glamorgan at a time when A&E waiting times are an all time high, you can hardly call that strategic and forward thinking planning. We have repeatedly been conditioned to accept that a winter A&E crisis is to be an annual event, hospitals cancelling routine surgery, up to 40 hour waits from transfer from A&E to wards at Royal Glamorgan. This weekend we have been made aware of further problems in delays of transfers from A&E to wards have resulted in the patients being discharged to their own homes and into the care of the families or local authorities. The failure to address these matters is only stacking up problems for the future.

For many years we have been advised of staffing problems, we have heard from the very people who run Cwm Taff previously, who constantly drip fed the mantra “it’s not a money issue”. If that is the case there has been plenty of opportunity to recruit and to train in those areas where staff shortages have been identified. Systemic failure is rife within Cwm Taff Morgannwg and it starts and ends at the top. Those dedicated frontline staff some of whom are unable to speak out due to bullying and intimidation are giving their all to deliver for the public.

Simply adopting and continuing the South Wales Programme is akin to rearranging the deck chairs on the Titanic. The inquiry should and must happen to prevent further crisis in this much loved public service.

In closing, can we also point out that the minister is correct on one count at least. There was public consultation on the South Wales Programme and we attended every meeting. What the minister does not disclose is that there were 65,00 objections to the proposals, which would be hard to dismiss or ignore whatever opinion you may hold

P-05-912 Cynorthwyo teuluoedd sy'n colli plant a phobl ifanc yn sydyn ac yn annisgwyl

Cyflwynwyd y ddeiseb hon gan Rhian Mannings, ar ôl casglu cyfanswm o 5,682 lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i helpu i ddarparu gwasanaeth yma yng Nghymru i sicrhau bod teuluoedd sy'n colli plant neu bobl ifanc 25 oed neu iau yn annisgwyl yn cael y cymorth sydd ei angen arnynt.

Ym mis Chwefror 2012, bu farw fy mab, George, yn sydyn mewn Uned Frys yng Nghymru. Fe gerddon ni allan i'r nos heb ddim, ar ein pennau'n hunain ac mewn braw. Ni ddaeth neb, nid oedd neb yno i estyn llaw, gan adael ffrindiau ac aelodau'r teulu, a hwythau mewn galar hefyd, i'm cynnal i a Paul fy ngŵr. Bum niwrnod ar ôl colli ein mab, bu'n rhaid i mi a'm dau blentyn ifanc arall wynebu torcalon eto pan wnaeth Paul ladd ei hun. Unwaith eto, ddaeth neb.

Mae angen cymorth ar unwaith ar deuluoedd sy'n wynebu colled o'r fath. Mae angen iddynt wybod y gallant gysylltu â rhywun i ofyn cwestiynau a chael clust i wrando. Mae colli plentyn yn effeithio arnoch am byth, ac mae angen i deuluoedd wybod bod cymorth hirdymor ar gael i'w helpu drwy'r broses o alaru.

Nid oes modd cynllunio na pharatoi ar gyfer colli plentyn yn annisgwyl, a gall y profiad ingol hwn effeithio ar iechyd meddwl rhieni, brodyr a chwirydd a gweddill y teulu. Rydym yn credu bod y cymorth hwn yn hanfodol ac y bydd yn atal teuluoedd rhag gorfod cerdded allan i'r nos heb ddim gobaith, heb ddim cymorth ac, yn bwysicach na dim, heb eu plentyn.

Gwybodaeth ychwanegol:

Ers 2012, rwyf wedi bod yn benderfynol o sicrhau bod teuluoedd yn cael yr un cymorth wrth ffarwelio â'u plant ag a gânt pan fyddant yn eu croesawu i'r byd adeg eu genedigaeth. Sefydlwyd yr elusen 2 Wish Upon a Star i helpu teuluoedd a staff yn ystod y profiad o golli plentyn neu berson ifanc 25 oed neu iau yn annisgwyl. Mae'r cymorth hwn yn cynnwys creu blychau atgofion,

cwmsela a sefydlu llwybr cymorth sydd ar gael ar unwaith drwy weithio gyda byrddau iechyd a heddluoedd yma yng Nghymru. Cyfeiriwyd dros 465 o deuluoedd atom ers i ni ddechrau cynorthwyo teuluoedd yn 2015. Mae'r rhesymau dros y marwolaethau'n cynnwys Syndrom Marwolaeth Sydyn Babanod (SIDS), damweiniau, salwch ac, yn fwy diweddar, mae nifer o bobl ifanc wedi cyflawni hunanladdiad. Rydym wedi cael adborth hynod gadarnhaol gan deuluoedd a staff, ond gwyddom nad yw pob teulu'n cael eu cyfeirio atom ac mae angen ein cymorth o hyd ar nifer ohonynt.

Mae'r elusen 2 Wish Upon a Star eisoes yn gweithio gyda phob bwrdd iechyd yng Nghymru ac mae pob heddlu yn cefnogi'r fenter. Rydym wedi sefydlu llwybr cymorth uniongyrchol ym mhob Uned Frys ac Uned Gofal Critigol ac mae'r llwybrau hyn wedi'u hamlinellu'n glir yn nogfen PRUDiC Iechyd Cyhoeddus Cymru. Rydym hefyd yn gweithio gyda phob crwner, corffdy, tîm rhoi organau ac Ambiwlans Awyr Cymru, i wneud yn siŵr bod pob teulu'n gwybod amdanom. Fodd bynnag, mae nifer o deuluoedd yn dal yn gorfod ymdopi heb ein cymorth. Rydym wedi clywed am staff sy'n 'anghofio' rhoi blychau atgofion i'r rheini, yn penderfynu nad oes angen cymorth ar deulu bachgen 18 oed gan ei fod 'wedi dechrau eillio' ac sy'n credu 'nad yw'n briodol' cynnig cymorth adeg marwolaeth plentyn. Nid y staff sydd i benderfynu a oes angen cymorth ar deulu.

Gwyddom, wrth siarad â staff a theuluoedd, fod ein gwasanaeth yn newid bywydau'r rhai sydd wedi colli plentyn neu berson ifanc yn annisgwyl, ac rydym am i Lywodraeth Cymru wneud yn siŵr bod cymorth ar gael i bob teulu pan fydd ei angen fwyaf.

Etholaeth a Rhanbarth y Cynulliad

- Pontypridd
- Canol De Cymru



2 Wish Upon A Star

Letters of support from Chief Constables of each Welsh Police Force.

.....

Rhian,

We are a huge fan of your Charity and support your work...thanks for all that you do...please find below a short statement in support of your work and challenge..

“One of the greatest traumas imaginable is when parents have to deal with the death of a child. Gwent Police work in partnership with a number of agencies to support parents and families through these times. In Wales we have the Procedural Response to Unexpected Deaths in Childhood (PRUDiC). The aim of the PRUDiC is to ensure that the response is safe, consistent and sensitive to those concerned. We are very reliant on the contribution of 2 Wish Upon A Star who have assisted us in improving the response to child death in Wales. They have worked with Health colleagues around the improvement of family rooms and ensuring all parents are provided with a memory box. They provide immediate support but also longer-term counselling. I am also very thankful to them for the support they offer to front line professionals including Police officers who respond to this very sensitive and difficult subject. They are a key part of the response within Gwent.”

Chief Constable Pam Kelly
Prif Gwnstabl / Chief Constable
Heddlu Gwent Police

.....

Good afternoon Rhian

Sincere apologies for our late response to your request sent to Chief Constable Matt Jukes on the 11th November, and passed onto me to prepare some words in support of your organisation. I hope it is not too late for your talks with Welsh Government.

2 Wish Upon a Star is a provider of a service to ensure that bereaved families and friends, witnesses and professionals affected by the trauma of the sudden death of a child or young person receive support. South Wales Police serves nearly half of the Welsh population, and sadly experience the largest number of sudden deaths of children and young people, with 85

**P-05-912 Supporting Sudden and Unexpected Death in Children and Young Adults,
Correspondence – Petitioner to Committee Annex: Letters of support, 24.01.20**

child and young adult deaths in 2018 alone. 2 Wish Upon a Star are one of the support sources named in the 2018 Procedural Response to Unexpected Deaths in Childhood (PRUDiC) prepared the NHS Wales and Public Health Wales. Since 2016, South Wales Police has in place a referral process whereby this organisation is detailed on our sudden death documentation and our officers and staff offer the bereaved a referral to the charity. In this context 2 Wish Upon a Star offer immediate support, counselling and support groups for families and wider groups affected by tragic deaths that can cause vulnerability, immeasurable psychological trauma and harm.

Kind regards



Mark



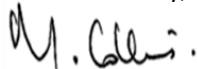
Mark Stevenson MA (Hons), Msc, LL.M, Chartered Fellow CIPD
Cyfarwyddr Pobl a Datblygu Sefydliadol | Director of People and Organisational Development

To Whom It May Concern

Dyfed-Powys Police has been working closely with 2 Wish Upon A Star to support suddenly bereaved families of children and young adults since 2016. We have established a close working relationship and protocols where officers can refer families, with their consent, for support following the unexpected death of a child. We regularly receive feedback from the families that this support is invaluable at such a difficult time. My officers tell me how grateful they are to be able to call on the charity for assistance following attendance at these tragic events.

My officers and I are also extremely grateful to Rhian Mannings as she attends Family Liaison Officer Training and Continuous Professional Development events sharing her own heart-breaking experience of a family struggling to cope with the sudden death of a child. We have used the learning from her experience to make sure that Dyfed-Powys Police makes sure that parents and families are not missed or forgotten, when they need specialist help and support the most.

Yours sincerely,



Mark Collins, Chief Constable



Ein Cyf/Our Ref: CC/19//LW
Eich Cyf/Your Ref:

03.12.2019

**Carl Foulkes
Prif Gwnstabl / Chief Constable**

Rhian Mannings
Founder and Chief Executive
Unit 7, Ground Floor
Magden Park
Llantrisant
CF72 8XL

Dear *Rhian*

Following your correspondence, I am writing to show my support for 2 Wish Upon a Star regarding the immediate support pathway.

As an organisation, we have been working with "2Wish" for a number of years now. Rhian and the team have been provided support, advice and guidance on how to deal with the tragedy of sudden death in children and young adults. This has undoubtedly enabled us to professionalise and streamline the police response such a tragic event.


For North Wales Police specifically, "2 Wish" have not only supported the bereaved families, but also they are there to support my colleagues who may have been adversely affected by these tragic events. Often, wellbeing amongst officers can be overlooked and it has been my priority since being appointed as Chief Constable to ensure every employee of North Wales Police has access to wellbeing services.

"2Wish" have also contributed to a significant amount of training which has provided education to officers at all levels of the organisation on how best to deal with bereaved parents and their families.

On the 4th of August this year myself and colleagues DCI's Sion Williams and Tim Evans, completed the Prudential 100 mile route to raise funds for "2Wish"

I have seen where services and support mechanisms are really lacking in supporting those effected by these sad events, therefore North Wales Police are proud to be supporting this worthy charity.

Yours sincerely,


Carl Foulkes
Prif Gwnstabl
Chief Constable

www.heddlu-gogledd-cymru.police.uk

www.north-wales.police.uk

SWYDDFA'R PRIF GWNSTABL
Pencadlys yr Heddlu, Glan-y-Don,
Bae Colwyn LL29 8AW
Ffôn (Cymraeg): 0300 330 0101

CHIEF CONSTABLE'S OFFICE
Police Headquarters, Glan-y-Don,
Colwyn Bay LL29 8AW
Tel (English): 0300 330 0101

P-05-912 Supporting Sudden and Unexpected Death in Children and Young Adults, Correspondence – Petitioner to Committee, 28.01.20

Supporting Sudden and Unexpected Death in Children and Young Adults

“We call on the National Assembly for Wales to urge the Welsh Government to provide support for a service here in Wales to ensure families who unexpectedly lose their child or young adult aged 25 years and under get the support they require.”

We are extremely grateful to the Welsh Government for publishing the Bereavement Survey of Bereavement Services in Wales. We appreciate the time and effort such a document takes to collate, are very interested in its content and are keen to ensure that the next steps ensure that comprehensive support is available to all that require bereavement support.

2 Wish Upon a Star supports anyone affected by the sudden and unexpected death of a child or young person in Wales. We provide immediate and ongoing support to families, extended family, friends, witnesses and professionals, as well as supporting any historic death. 2 Wish Upon A Star offer support in several ways including memory boxes, immediate support during the initial aftermath of the death, free and confidential counselling, complementary therapy, play therapy, as well as focussed support groups, residential weekends and monthly events.

In November 2019, we submitted a petition to the Welsh Assembly which called for a uniformed approach to bereavement support in Wales to ensure that no family is forgotten and unsupported. We work with every health board in Wales, are supported by every police force in Wales, our pathway is clearly outlined in the Public Health Wales PRUDiC document and, since service delivery began in 2014, have supported over 640 families. Yet, we know that families are still not being referred into our services, are being missed and expected to cope, alone and vulnerable at the worst time in their lives.

Our petition was delayed from being spoken about in the Assembly due to the upcoming publication of the bereavement survey. We were delighted that a comprehensive overview of bereavement services across Wales was being conducted. However, upon reading the finalised document, we believe it raises more questions than it answers. The content tells us very little about who provides existing services and what services they deliver. We have listed below some of our main comments/concerns with the survey and have concluded with further questions, recommendations and final comments.

1. The survey states that there are **25 services in Wales who support paediatric death**. That, across Wales, in **every local authority, there are 6-11 services for paediatric death**. That there are **25 services supporting sudden death and 26 supporting suicide**. That, across Wales, in **every local authority there are 5-10 services supporting sudden death and 5-9 supporting suicide**. Yet, it provides little information as to where these services are, who they are and what support services they are delivering. In 2012, our Founder and CEO, Rhian Mannings, lost her one-year old son, George, and, five days later her husband, Paul. 2 Wish Upon A Star was founded because there were no support services in place for either of their untimely deaths. If there are 25 services in Wales for paediatric death and 26 for suicide, then presumably services should have been available at the time of their deaths. The survey states that, in **Rhondda Cynon Taf specifically, there are 8 services for paediatric death and 10 for suicide**. It also states that, across all respondents, 75% have existed for nine years or more. Yet, the policeman who sat with Rhian following the death of her boys, researching support services on the internet, came up with no available services in her area.

2. Bereavement support has been described by NICE as encompassing three components and the survey collated data in guidance with these components. There is no information on organisations who provide all three components, or all three components as well as ‘other’ services. Comprehensive support that avoids a postcode lottery approach is paramount and the survey does not identify who is able to provide all-three NICE components across the whole of Wales. As far as we are aware, we are the only existing charity to provide services for all sudden and unexpected child death in line with all three NICE guidelines across the whole of Wales. Yet the survey does not acknowledge or, is not able to, dispute this.
3. The survey states that there are **23 services providing support for neo-natal deaths**. In April 2019, 2 Wish reached out to all neo-natal units across Wales to ensure partnership working similar to the pathways in place with A&E, Critical Care and Organ Donation. **2 Wish received 28 referrals for neo-natal deaths** in the remaining eight-month period of 2019, which is our second highest cause of death for the year, second only to suicide for which we received 49 referrals. If, as it states in the survey, there are **23 services for neo-natal bereavement** support being delivered across Wales then uptake on our service would not be so great. The same applies to our referral rate for suicide, which is the highest it has ever been despite the 26 services providing services across Wales.
4. The survey states that there are **26 services in Wales supporting suicide and 5-9 services in every local authority which support suicide**. From 2016-19 alone, our referrals for suicide have more than quadrupled; in 2016, we received 10 referrals, in 2019, we received 49 referrals. Our numbers continue to increase because there are so few organisations able to offer immediate and ongoing support, yet this is not demonstrated within the survey results. The ‘Talk to me 2: Suicide and Self Harm Prevention Action Plan for Wales 2015-20’ contains sixteen priority actions, ordered according to six principal objectives. Objective 3 is “information and support for those bereaved or affected by suicide or self-harm” and the priority action is the ‘further dissemination of Help is at Hand Cymru’. As far as we are aware, of the organisations listed within the resource, none provide immediate and ongoing support for bereavement by suicide in line with all three NICE components across the whole of Wales. 2 Wish Upon A Star do.
5. The survey states that 45.6% of organisations are “unable to meet the demand for service”. However, it also states that 62.2% of provider respondents “do not have a waiting list for their service”. This contradictory information does not allow for a clear understanding, but only increases confusion. 2 Wish Upon a Star has seen an increase for demand year upon year since service delivery began. Yet we remain able to meet the demand without a waiting list for our services. That said, the continual increase in demands causes other challenges such as the need for funding to ensure the delivery of services continues to be able to meet its demand.
6. The survey states that a “number of respondents, from different types of organisations, stated that clear referral pathways to bereavement support were lacking”. 2 Wish Upon A Star are trying to address this through our petition; to ensure that a mandatory approach to bereavement support is implemented across Wales and with training, increased awareness and a strategic approach, support will be available to every individual. However, until we fully understand what already exists, how can a strategic plan be constructed that includes support for all.

Further questions about the Bereavement Survey

1. What is the bereavement support being provided? A flyer, a phone call, a group? What is the definition of bereavement support? Does an information leaflet and/or signposting count as bereavement support?
2. Who is providing the bereavement support? Who are the organisations, what are their services and where are they delivered?
3. When is this support offered and for what duration? It states that 42% of services provide 'immediate support'. Which services do that? We provide support within 48 hours of a referral into our services. In most cases, the referral is made the same day as the death occurred.
4. How are quality of service and outcomes measured across all bereavement services?

Following on from the bereavement study, we strongly believe our petition still requires discussion and for our recommendations to be considered.

Recommendations

1. **Early intervention to support families who lose a child or young adult aged 25-years-old and under.** This will help avoid long-term intensive support through other services such as mental health pathways. Every single bereaved family needs to understand, accept and be reassured about their feelings.
2. **To ensure professionals in hospitals, as well as all other professional environments, follow an immediate support pathway.** The pathway relieves pressure from the bereaved individual and the emphasis is placed upon the organisation to contact the individual. At the time of death, families should be offered a memory box and, with consent, family details should be passed onto the relevant organisations. This needs to be a mandatory offer of support enforced by Welsh Government. The impact of this pathway not only supports families in a proactive and immediate manner; but allows professionals to feel they have provided all the care and support they are able. The consequential impact this has on staff too must not be underestimated.
3. **An All-Wales, immediate support pathway to ensure all families who lose a child and young adult are offered the same support no matter where they live in Wales.**
4. **Adherence to the 'Talk to me 2: Suicide and Self Harm Prevention Action Plan for Wales 2015-20'** Objective 3 is "information and support for those bereaved or affected by suicide or self-harm
5. **To provide training to professionals working with suddenly bereaved families.** To initiate conversations around the support families can access, using memory boxes and ensuring referrals are made during what is a difficult time for everyone involved.
6. **Professionals involved in the sudden death of a child or young person can also require support.** There needs to be immediate support pathways to ensure that all professionals have an offer of support when they are involved in the traumatic and sudden death of a child or young person.

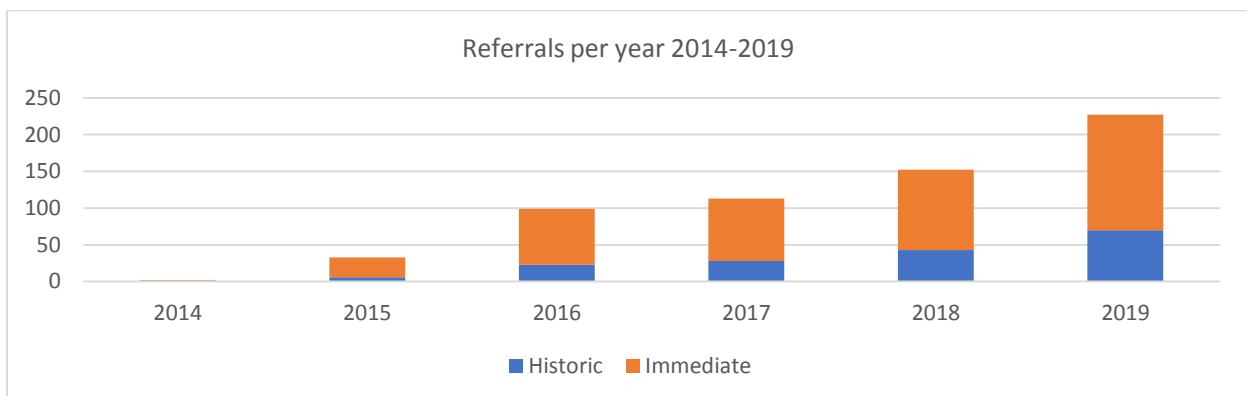
Summary

2 Wish Upon A star are delivering every single recommendation as listed above. Our petition is to call on the National Assembly for Wales to urge Welsh Government to make the offer of support mandatory and ensure that no family, professional or individual is missed or left to cope on their own.

2 Wish Upon A Star

2 Wish Upon A Star strives to be a service whereby the sudden and unexpected deaths of **all** children and young people aged 25 and under are referred into our organisation. We have worked tirelessly to develop and maintain strong professional relationships with the hospitals, police forces, GPs and mental health services across Wales to ensure referrals are made, and we have made significant progress; however we are still not receiving some of the referrals and this results in those families not receiving the support they deserve.

2 Wish Upon A Star remain a predominantly self-funded charity and, despite our ever loyal and passionate community of fundraisers, this model cannot continue to support the inevitable growth of the charity. We welcome discussion around bereavement support in Wales with inclusive content of sudden and unexpected death, which historically has been underpinned by organisations providing End of Life, Palliative and Cancer Care. The sudden and unexpected death, particularly of a child or young person, can be the most traumatic experience of an individual's life. The services provided and the time scope available to ensure immediate support in the aftermath is extremely limited due to its unpredictable nature. Therefore, services need to be funded and a multi-agency approach undertaken to ensure support can be delivered Wales-wide and severe, long-term consequences can be reduced. As the following table demonstrates, the demand for our services continues to increase with each year and we cannot continue to meet the demand within our current financial parameters.



The survey states that the “results of the survey have been used to identify parts of Wales that may be experiencing gaps in structured bereavement care services, as well as gaps and challenges in the provision of comprehensive bereavement support in Wales” However, it does not give a clear indication of whether the services that do exist, are fulfilling the need of those who use them. Before gaps can be identified for areas which may be lacking, it is imperative to better understand the services that do exist; is their model suitable to bereaved individuals and are their services more comprehensive than a flyer and/or signposting. 2 Wish Upon A Star advocate for a mandatory and uniformed approach to

bereavement support across Wales. We feel we are an example of best practice with regards to child and young person death; however we acknowledge we cannot provide support for all types of death and hope to be part of a multi-disciplinary, strategic approach that allows for any bereaved individual to receive the offer of immediate and long-term support for the death they are grieving for.

P-05-898 Dylid gwahardd defnyddio byrddau A yng Nghymru

Cyflwynwyd y ddeiseb hon gan Angharad Paget-Jones, ar ôl casglu cyfanswm o 80 lofnodion.

Geiriad y ddeiseb:

Deiseb i wahardd y defnydd o fyrddau A ar gyfer hysbysebu yng Nghymru. Mae byrddau A yn gwneud ein palmentydd yn anniben ac maent hefyd yn peri risg enfawr i bobl anabl gan eu bod yn golygu yn aml fod rhaid i bobl mewn cadair olwyn neu bobl â nam ar eu golwg fynd ar yr heol er mwyn mynd heibio iddynt.

Mae hyn yn broblem yn arbennig mewn mannau a rennir, megis canol dinasoedd, yn ogystal ag mewn trefi arfordirol lle mae'r palmentydd yn gulach.

Etholaeth a Rhanbarth y Cynulliad

- Aberafan
- Gorllewin De Cymru

P-05-898 Ban the use of A boards in Wales, Correspondence – RNIB Cymru to Chair, 14.11.19

R N I B

Cymru

**Golwg gwahanol
See differently**

RNIB Cymru

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Caerdydd, CF10 1BR
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rnib.org.uk/Cymru

RNIB Helpline: 0303 123 9999

National Assembly for Wales
Petitions Committee,
Cardiff Bay,
Cardiff,
CF99 1NA

helpline@rnib.org.uk

Date: 14 November 2019

Dear Janet,

Many thanks for the opportunity to feed in to the Petitions Committee's discussion on Petition P-05-898 Ban the use of A-boards in Wales.

1. About RNIB Cymru

1.1 RNIB Cymru is Wales' largest sight loss charity. We provide support, advice and information to people living with sight loss across Wales. We also campaign for improvements to services and raise awareness of the issues facing blind and partially sighted people. We support, empower and involve thousands of people affected by sight loss to improve lives and challenge inequalities.

We want to lead the creation of a **Wales where there are no barriers for people with sight loss.**

1.2 We welcome the opportunity to provide evidence to the Committee's consideration of this petition. There are currently 111,000 people in Wales living with sight loss.

From difficulty accessing treatment and services, to a lack of emotional and practical support, blind and partially sighted people each face their own set of challenges every day. Feelings of isolation are unacceptably high, and only one in four blind or partially sighted people of working age has a job.

We know the numbers will increase dramatically. By 2050, the number of people with sight loss is expected to double. 13 people a day are losing their sight in Wales.¹

1.3 This submission emphasises the experiences of blind and partially sighted people of navigating streets littered with A-boards and also draws attention to developments in Scotland which will be of relevance to this committee's discussions.

2. About A-boards

2.1 "A-boards" are defined as a frame supporting an advertising hoarding for the purposes of displaying information to passing sighted pedestrians at pavement level.

2.2 All pavement obstructions have adverse effects on blind and partially sighted people because they make getting around harder. The more difficult it is to get around, the less freedom and opportunity people have to participate in their local community.

Advertising boards are in general use across the country. They physically obstruct the pavement and prevent pedestrians from being able to use the entire pavement. They present a trip hazard, especially to people who cannot see them and who use mobility aids.

The temporary and mobile nature of these boards means that blind and partially sighted people cannot learn where they are, so struggle to avoid walking into them. We know that collisions with advertising boards often result in injuries such as cuts and grazes. The "homemade" nature

¹ *Every day 250 people in the UK start to lose their sight [Reference: Deloitte Access Economics (2018), Incidence and risk of sight loss and blindness in the UK. RNIB]

of some of the boards and their height make them particularly likely to injure pedestrians.

They may also force people to step into the road in order to pass them, and this places blind and partially sighted people at greater risk from on-coming traffic.

Street design which is not inclusive can result in blind and partially sighted people being unable to get out and about with confidence and independence.

2.2 RNIB's 2015 report "Who put that there!" found that 95 per cent of blind and partially sighted people had collided with an obstacle in their local neighbourhood over a three month period.²

3. Temporary A-board ban in Edinburgh

3.1 The Committee will also be aware that the City of Edinburgh Council's Transport and Environment Committee voted for a ban on temporary on-street advertising including A-boards, flag adverts and city tour boards. The ban came into force on 5 November 2018 and is currently in its probation year at the end of which it will be reviewed by the Transport and Environment Committee (TEC). The ban is a blanket ban across the city. There was a relaxation of the ban for advertising related to the Edinburgh Festival. There are no other exemptions or exceptions to the ban.

3.2 Praise for the ban from blind and partially sighted people has been universally positive. As a whole, people felt the ban had made streets safer and that there had been a significant and noticeable decrease in street clutter. In September 2019 focus group attendees told RNIB Scotland:

"A-boards were a problem because in narrow streets they block off a big chunk of the pavement, in wider streets their position was unpredictable so you didn't know where you were going to come across them. Getting rid of them completely in all circumstances made for a much clearer path."

² "Who put that there!" – The barriers to blind and partially sighted people getting out and about [February 2015 report]
<https://www.rnib.org.uk/sites/default/files/Who%20put%20that%20there%21%20Report%20February%202015.pdf>

“Edinburgh Council do need commended on the way they’ve enforced it and the way they launched it with consultation and notification. It seems to have, in my experience, made it universally adopted by retailers and businesses. It has been effective as well as helpful.”

“You don’t have to worry about A-boards being an obstruction and them being in one place one day and another place the next and you don’t have to worry about struggling to get down the pavement. It makes it a lot safer and easier to get about.”

3.3 We also attach FSB Scotland’s recommendations in light of the proposed changes in Edinburgh

4. RNIB Recommendations

4.1 RNIB is fully supportive of the aims of this proposed Ban.

4.2 A postcode lottery approach to policy and decision making by those who have an impact on the local design and enforcement of the street environment is having a negative impact on blind and partially sighted people. Local authority staff, residents and businesses would all benefit from more clarity, and policy statements would help inform decision making at a local level. It would also help to address some of the inequality due to local authorities taking differing approaches to some of the most common problems.

4.3 All local authorities in Wales should explore the following options, working with blind and partially sighted people:

- Conduct audits and introduce a zero tolerance policy to A-boards.
- Produce clear guidelines for businesses.
- Work with local blind and partially sighted people to monitor and mitigate the impact of any temporary obstructions that appear on the highway.
- Work with local business owners to make them realise how advertising-boards cause real difficulties for blind and partially sighted people and to consider alternative forms of advertising.

In summary, RNIB Cymru is fully supportive of the aims of this Ban and of the Petition’s submitter Angharad Paget-Jones.

For further information, please contact Elin Edwards, External Affairs Manager. *Ysgrifennwch ataf yn Gymraeg neu Saesneg.*

Yours sincerely,
Elin Edwards
External Affairs Manager, RNIB Cymru



Experts in Business

Proposed Advertising Board Ban

FSB briefing to the City of Edinburgh Council

Federation of Small Businesses Scotland
April 2018

Overview

FSB is Scotland's leading business organisation. As experts in business, we offer our members a wide range of vital business services including advice, financial expertise, support and a powerful voice in government. Our mission is to help smaller businesses achieve their ambitions. These micro and small businesses comprise the majority of all enterprises in Scotland (98%), employ around one million people and contribute £68bn to the economy.

Summary

How has FSB engaged with members on the proposed advertising board ban?

FSB has encouraged our Edinburgh members to participate in the City of Edinburgh Council's consultation on advertising boards (A boards) in the city and to contribute their views on the Council's proposals.

We have been contacted by a number of members who have expressed their views on the proposed A board ban and we have also discussed the proposal with RNIB Scotland to better understand the wider perspective.

What have businesses told us?

It is clear that many local businesses are sympathetic to the goal of decluttering Edinburgh's streets in order to help make the city a more attractive and accessible place to live, to visit, and to run a business. The nature of street clutter is varied and includes street furniture, moveable waste and recycling bins, irresponsibly and illegally parked vehicles, as well as commercial related activities such as on-street eating and drinking areas, merchandise and advertising boards. Any serious attempt to reduce street clutter must seek to address as wide a range as possible of these potential obstructions. In addition, if part of the purpose of reducing street clutter is to lower the potential for injury to pedestrians, then solutions must also take account of other hazards such as defects to pavements and roadways. Local businesses feel strongly that the Council's approach to the issue of street clutter must be holistic and must not focus on just a single aspect of the problem.



A photograph of the pavement area outside an FSB member's premises in the Leith Walk area

"I am against unnecessary A boards on the street as I agree that streets are too cluttered... I do however, feel that some businesses do need and benefit from an A board – namely those situated off the main road, or upstairs, where there is no opportunity to show clearly that the business is there or what the business offers." – FSB Member

"The use of A boards should not inconvenience free movement by pedestrians but should be proportionate to pavement width. Therefore a blanket ban would have a detrimental effect but some compromise on maximum size would seem reasonable." – FSB Member

"One of the few ways we can advertise our products and services to passers by, is via our small A-board... We always ensure that our signage is placed with our guests' (and potential guests') ease, safety and accessibility in mind." – FSB Member

A boards represent a business investment. They are bought to draw attention to a business and its goods or services and can serve a variety of distinct purposes. For example, to attract potential customers to a business that passers-by might not otherwise be aware of, such as a business located on an upper floor of a building, in a basement location or off-street in a close or side-street; or the A board may be used to advertise an 'offer of the day' or seasonal highlights. Consequently the importance of an A board to a business will vary depending upon the nature of the business and its location. For example, a retail business in a basement location will be far more highly dependent upon its A board to attract customers than would a business with a large street frontage. As a result, A boards tend to be far more valued by small business than by large chains, though both make use of them. Indeed more than one small business has told us that if A boards are banned altogether, it may be a catalyst for the demise of some businesses.

"[A] ban could prove a significant blow to many struggling small businesses throughout Edinburgh." – FSB Member

"This will have a detrimental effect on small shops, cafes and galleries." – FSB Member

"The ban on A-boards would I am sure be the final nail in many small business's coffin." – FSB Member

"It is tough as hell having a business in a basement - customers can't find you, don't notice you and don't look down at your shop when they are walking along the road.

My A-board brings me ALL the footfall that I get. Customers constantly tell me they only noticed us because they saw our sign.” – FSB Member

Important as the reduction in street clutter is, many businesses find it hard to understand why the Council has prioritised a ban on A boards, particularly when such action could threaten the livelihoods of some local businesses. In addition, it is a source of frustration for responsible businesses faced with a new burden when there are unscrupulous businesses operating with scant regard to existing rules. Other businesses feel that this is an unfair burden at a time when they may also be facing further sources of business disruption, such as the proposed extension of the tram line to Newhaven.

“When rules are put in place, it is essential that they are then enforced.” – FSB Member

What should the Council do?

The Council must take full account of the views of the city’s small businesses when taking a decision that will directly affect them. Many businesses understand that action to improve Edinburgh’s streetscape is both necessary and desirable and, of course, businesses must play a role in that. Businesses have also told us that they are aware of the hazard that A boards can present to blind and partially sighted people and do their best to mitigate this risk.

Irresponsible use of A boards can add to street clutter and constitute a hazard, but responsible use of these boards provides a vital service to the businesses that use them, with obstruction being kept to a minimum.

Many of RNIB Scotland’s concerns about A boards relate to the fact that the boards are, by their nature, mobile and thus can constitute a hazard due to being placed in different positions from day to day or through being blown to a different position by the wind. Consistent and secure positioning of A boards should allay some of these concerns.

The Council must therefore take practical decisions that meet the needs of all parties concerned.

FSB Recommendations

The City of Edinburgh Council must:

- **Engage with local businesses to understand why they use advertising boards in order to ensure that any change in policy takes account of business needs**
- **Conduct an audit of advertising boards in the city**
- **Produce clear guidance for business use of advertising boards throughout the city**
- **Ensure fair and consistent enforcement of guidance regarding the use of advertising boards across all businesses in the city**

The FSB and its members are willing to continue to engage with the City of Edinburgh Council to help find a solution that works for business, for residents and visitors, and for the Council.

Further Information

For further information please contact Garry Clark, Development Manager – East of Scotland, at garry.clark@fsb.org.uk



Experts in Business

The FSB is Scotland's largest direct-membership organisation. It campaigns for a better social, political and economic environment in which to work and do business. With a strong grassroots structure and dedicated Scottish staff to deal with Scottish institutions, media and politicians, the FSB makes its members' voices heard at the heart of the decision-making process. It is therefore recognised as one of Scotland's most influential business organisations. The FSB also provides a suite of services to help our members reduce the cost and risk of doing good business – from legal and tax protection to business banking.

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Arbenigwyr mewn Busnes
Experts in Business

15 November 2019
Janet Finch-Saunders AM
Chair
Petitions Committee
National Assembly for Wales
CF99 1NA

Dear Janet Finch-Saunders AM,

RE: Petition on Advertising Boards

FSB Wales welcomes the opportunity to contribute to the Petitions Committee's review of the petition regarding a potential ban on advertising boards.

FSB Wales is the authoritative voice of businesses in Wales, with around 10,000 members. It campaigns for a better social, political and economic environment in which to work and do business. With a strong grassroots structure, a Wales Policy Unit and dedicated Welsh staff to deal with Welsh institutions, media and politicians, FSB Wales makes its members' voices heard at the heart of the decision-making process.

Work FSB has done on banning Advertising Boards:

FSB Wales have not engaged in depth with members in Wales on this issue. However, our colleagues in Scotland responded to the City of Edinburgh Council's consultation on such a ban. As such, in this document we draw on our FSB Scotland colleagues' work on this issue. There is no reason to think that the issues raised in that consultation by SMEs and our members would be dramatically different to those that pertain in Wales, so we believe this to be useful evidence for the Petitions Committee.

Summary

The consultation in Edinburgh found that many local businesses are sympathetic to the goal of decluttering streets in order to make their areas more attractive and accessible, which is a goal that would have benefits for the businesses on a street as well as for the community.

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Swyddfa Gofrestredig | Registered Office:
National Federation of Self Employed and Small Businesses Limited,
Sir Frank Whittle Way, Blackpool Business Park, Blackpool, FY4 2FE
Cofrestrwyd yn Lloegr Rhif | Registered in England: 1263540



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Experts in Business

However, the nature of street clutter is varied. Examples cited by Edinburgh SMEs include:

- Street furniture
- Moveable waste and recycling bins
- Irresponsibly parked vehicles

If the main aim of this ban would be to lower the risk of injury, then any solutions must also take into account hazards such as defects on pavements and on roads.

Any serious policy to address these risks must take into account the general obstructions and risks, as well as the wider role of pedestrianisation of spaces. Ongoing work by Welsh Government on Active Travel and making accessible shared spaces, including the issues listed above seems a good holistic agenda within which to explore the issue of A boards within a wider strategic analysis.

In terms of how accessibility and connectivity fit into a general strategy for making attractive places and helping town centres become community hubs, our recent work on the future towns gives an overarching strategic view, which can be found here: <https://www.fsb.org.uk/docs/default-source/fsb-org-uk/tm-the-future-of-welsh-towns-report.pdf?sfvrsn=0>

Impact of a ban on Advertising Boards

In general, A boards are an investment by a business to serve a purpose, whether to attract customers to a location that is not immediately apparent; or in order to advertise a particular promotion.

The impact of A boards will therefore vary according to the nature of a business and its location. For example, a business for whom a ban would have a particularly impact may need advertising boards to attract customers to the upper floor of a building, a basement, or on a side street. Therefore, a retail business sited in such an area is more dependent on A Boards than would be a business with a substantial on street frontage. As such, A boards will tend to be valued by smaller businesses than large chains, although both make use of them.

In the FSB Scotland consultation on a ban in Edinburgh, many businesses stated that if there were a blanket ban on A Boards, it could lead to significant difficulty:



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"[A] ban could prove a significant blow to many struggling small businesses throughout Edinburgh." – FSB Member

"This will have a detrimental effect on small shops, cafes and galleries." – FSB Member

"The ban on A-boards would I am sure be the final nail in many small business's coffin." – FSB Member

"It is tough as hell having a business in a basement - customers can't find you, don't notice you and don't look down at your shop when they are walking along the road. My A-board brings me ALL the footfall that I get. Customers constantly tell me they only noticed us because they saw our sign." – FSB Member

So a narrow focus on A Boards not only does not take into account the other issues cited above of other obstructions and defective paving etc., but would also have an uneven impact with the more vulnerable SME sector being impacted the most.

Evidence and Text of Petition

The following paragraph requires evidence to justify a blanket ban.

'This is especially an issue on shared spaces such as city centres as well as coastal towns where the pavements are narrower.'

The different effects on areas due to (for example) the level of pedestrianisation, needs to be understood before a blanket ban that would have a particular effect on smaller businesses be enacted, and may have uneven impact in different types of places. As such, engagement with SMEs in local areas, to provide evidence and understanding of different places and the impact this issue has is important.

What can be done

It is important to note that small businesses are often aware of the issues of obstructions, and use A boards responsibly. As such, businesses in general in the Edinburgh survey had a balanced approach.



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"I am against unnecessary A boards on the street as I agree that streets are too cluttered... I do however, feel that some businesses do need and benefit from an A board – namely those situated off the main road, or upstairs, where there is no opportunity to show clearly that the business is there or what the business offers." – FSB Member

"The use of A boards should not inconvenience free movement by pedestrians but should be proportionate to pavement width. Therefore a blanket ban would have a detrimental effect but some compromise on maximum size would seem reasonable." – FSB Member

"One of the few ways we can advertise our products and services to passers-by, is via our small A-board... We always ensure that our signage is placed with our guests' (and potential guests') ease, safety and accessibility in mind." – FSB Member

It would be a shame to penalise responsible businesses who are aware of the issues, and do not create obstructions with their A boards, which are necessary to their business. A better approach than a blanket ban would be engagement with businesses on how they use A boards, and what can be done to ensure they are used in a more considerate manner.

Our understanding that one of the problems for RNIB is that A boards are by their nature mobile and can be placed in different positions every day, or through being blown into different positions by the wind. As such, consistent and secure positioning would allay some problems. Such an approach would require engagement with businesses.

Moreover, were there to be a ban there is a question of enforcement– for many responsible SMEs, facing greater regulatory burden is more frustrating when unscrupulous businesses operate without regard to the rules.

Our Recommendations:

- Place the A boards issue within a wider strategic understanding of access, connectivity, particularly in relation to town and city centres as linked to town planning and active travel. This should include the wider issues of obstruction and quality of pedestrianised spaces, and how A boards can fit within such an agenda.



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Experts in Business

- Engage with business in local areas, to gain understanding of how, where and why A boards are used.
- Consider providing clear guidance for business use of A boards in different types of areas, based on =evidence from the above.
- Explore alternatives to a blanket ban through the engagement process – for example, a maximum size, a set space required on pavements, and so on.
- Ensure fair and consistent enforcement on any proposals.
- An audit on the uses of A boards by businesses in different settings, and the impact of A boards on pedestrians, and particularly on disabled people, taking into account other issues such as quality of paving, other obstructions, behaviours and risks.

I hope this perspective is of interest to the committee as it looks into the potential impact of a ban on advertising boards in Wales.

Yours sincerely,

Ben Francis
Wales Policy Chair
Federation of Small Businesses Wales

P-05-898 Ban the use of A boards in Wales, Correspondence – Guide Dogs Cymru to Chair, 22.11.19



Guide Dogs Cymru
Building 3
Eastern Business Park
St Mellons
Cardiff
CF3 5EA

Petition P-05-898. Ban the use of A boards in Wales

Dear Mr Lewis,

Thank you for seeking our views on this Petition. Our policy is that the needs of pedestrians, and especially those with a vision impairment or limited mobility, must take precedent, and A-boards should be appropriately licensed by local authorities. They do present a danger to vulnerable pedestrians as there is no consistent approach to their location. They are moved around so that an individual with sight loss can encounter a clear walkway one day, only to find it obstructed by an A board on their next trip. Any unexpected hazards increase the risk of collision, dealing with obstacles can make getting out and about much more challenging, and, particularly if there is an injury, can impact on an individual's confidence.

Guide Dogs, Eastern Business Park, St Mellons, CARDIFF, CF3 5EA, Guide Dogs, Adeilad 3, Parc Busnes Dwyreiniol Llaneirwg, CAERDYDD, CF3 5EA

email: guidedogs@guidedogs.org.uk **Tel:** 0118 983 8746 **Fax:** 0118 983 8795

Tudalen y pecyn 227

In terms of tackling the problem, enforcement of licensing conditions is inconsistent, so that A boards pop up in random locations overnight, or are moved around to achieve maximum visibility. They can block footways and obstruct access to dropped kerbs, but reporting such issues is difficult and the process not well understood. We would recommend that A boards are only permitted where they do not present a danger to pedestrians, and that there is a cap on the number permitted for each retailer. We would also wish to see more stringent conditions and higher penalties for infringement, and an easier means for the public to report A boards which are causing an obstruction.

A Wales wide set of recommendations on the licensing and location of A boards, developed in partnership with local authorities and other interested parties, would contribute to the Active Travel agenda, making our streets a more inclusive and safer environment. These could specify the size and positioning of A boards, and ensure that they did not block the footway or put pedestrians at risk by having to step into the road to avoid them.

We would be very interested to discuss this matter further with the Committee as the design of our street scape is particularly relevant to blind and partially sighted people.

With kind regards,

Jonathan Mudd

Pennaeth Gweithrediadau/Head of Operations
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Guide Dogs, Eastern Business Park, St Mellons, CARDIFF, CF3 5EA, Guide Dogs, Adeilad 3, Parc Busnes Dwyreiniol Llaneirwg, CAERDYDD, CF3 5EA

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P-05-898 Ban the use of A boards in Wales, Correspondence – Living Streets to Chair, 27.11.19

This petition was submitted by Angharad Paget-Jones having collected a total of 80 signatures.

Text of Petition

A petition to ban the use of A board advertising in Wales. A boards not only clutter our pavements but pose a huge risk to disabled people as getting past them in a wheelchair or if you're visually impaired often means you're forced onto the road to by-pass them.

This is especially an issue on shared spaces such as city centres as well as coastal towns where the pavements are narrower.

The Welsh Government released its latest statistical analysis on active travel this month (13th November 2019). This shows that the number of people walking for active travel in Wales at least once or twice a week has seen a consistent decline over the past six years despite having an Active Travel (Wales) Act in force since 2013.

We already have an obesity epidemic in Wales, an alarming dependency on private car use and the Welsh Government has declared a climate emergency. These are all inter-related trends to which moving to become an active nation could make a significant contribution towards their reversal. Something which must be achieved as a matter of urgency.

At Living Streets, we advocate for walkable neighbourhoods. This means creating an environment that is safe, attractive and convenient for getting around on foot, achieved through a combination of actions. If we are to begin to address the reasons why fewer and fewer people are choosing to walk for their everyday journeys, we must take note when people raise these specific and particularly problematic barriers to their mobility, and we must take appropriate action.

Street clutter, which includes things like A-boards, poorly-placed or redundant street furniture, or excessive poles for road signs may seem harmless but they can create unnecessary obstructions which are inconvenient for everyone and particularly problematic for people with wheelchairs, buggies, or those living with sight loss.

By getting rid of redundant street clutter, our streets can be made safer, tidier and less confusing. Reducing street clutter and making attractive, interesting and beautiful public spaces is a major part of how we can create vibrant areas for walking.

We agree that A-boards can cause an obstruction and support their removal from the highway, recognising that if on private land within curtilage of the building it's not applicable.

Unnecessary street clutter is something which can and should be addressed under existing legislation, however, it evidently continues to present a problem on our high streets in towns and cities across Wales. We recommend the Welsh amend and adopt national Outdoor advertisements and signs guidance for advertisers (the Welsh Planning Portal links to English guidance https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/11499/326679.pdf) - in particular the 'standard conditions' (page 5) so that outdoor advertisements do not otherwise obstruct or endanger the passage of pedestrians.

Currently we show members of the public how to ask their local authorities for area wide bans :

- a) Area-wide bans are one option and, on our website, we now give people the tools to write to their local council to ban A-boards at the local level. Our toolkits can be found here: <https://www.livingstreets.org.uk/get-involved/campaign-with-us/pavements-for-people>
We have a case study from Edinburgh where the local Living Streets group successfully campaigned for a city-wide ban. Edinburgh previously had a voluntary approach, with guidance, but this was found to be ineffective. Now, Street Environment staff manage the ban, the same team that looks after trade waste etc. (separate from parking controls). The case study can be found here: <http://www.livingstreetsedinburgh.org.uk/actionareas/a-boards-placed-on-pavement-edinburgh-council-policy/>

As a matter of best practice:

- b) We would recommend that lamppost hangers, advertising on the premises' own railings or other similar solutions should be explored in the first instance, with A-boards only considered as a last resort and only where it would seriously impact on the economic viability of a local business. For example, where appropriate, specific businesses such as those operating from basements or back lanes might be able to apply for permits.
- c) We would recommend that where/if A-boards are permitted that these are controlled under license. Where this is already happening in the UK, license fees help pay for monitoring of numbers and placement of A-boards. In these instances, a case should be made for each specific location for sufficient space on the footway to allow wheelchair users, parents with buggies and people with sight-loss to pass easily and safely and for the A-boards to be placed so as to allow a free movement of pedestrians in a straight line.
- d) We would recommend that where/if A-boards are permitted, national guidance is provided (see above) to ensure that appropriate steps be taken to prevent A-boards from being able to blow over or fall across the footway, something which poses a serious safety risk to people with sight-loss.
- e) We would recommend that where/if A-boards are permitted, national guidance is provided (see above) to ensure that that their size be kept to a minimum to allow the maximum space to pass on the footway.

P-05-898 Ban the use of A boards in Wales, Correspondence – Wales Council of the Blind to Committee, 29.11.19

To whom it may concerns,

The long-standing problem of A-board posing a risk to pedestrians with sight difficulties is frequently raised by our members and others with sight loss. Therefore we welcome any move towards solving the issue such as this petition.

The problem is a complex one. The positioning of A boards in locations that have narrow pavements is notoriously troublesome and these locations are plentiful in rural towns and villages, often forcing pedestrians – including people with wheelchairs or prams - onto the roads. In larger towns and cities, they can be found in locations such as shopping centres along with other hazards such as benches and bollards. Locations such as train stations often have notice boards blocking exits and entrances in a way that has little regard for blind and partially sighted people. There is nothing new in this. We have been hearing of these problems for the past 25 years.

It would not be enough, in our view, to deal solely with the matter as it stands within the purview of Local Authorities as they, presumably, have no jurisdiction over privately owned land such as shopping centres or certain open public spaces.

We would recommend that Welsh Government assemble a group of stakeholders to deal with the matter in depth and to explore all options with the guidance of a legal expert.

Yours sincerely

Owen

Owen Williams
Director
Wales Council of the Blind

R N I B

Cymru

Golwg gwahanol

See differently

Support for the petition to ban Advertising-Boards (A-Boards) in Wales – lived experiences

Contents

The following are a collection of case studies from six blind and partially sighted individuals regarding the presence of Advertising Boards (A-boards) on the streets of Wales.

In this report, these individuals give their own thoughts and opinions on the petition to ban A-Boards in Wales. This document was created to show the Petitions Committee the perspective from those in the Visually- impaired community and consequently the benefit of restricting Advertising-Boards in Wales.

Overview of the responses:

- All the responders reported that they had collided with and/or hurt themselves with an A-board in the street.
 - All responses expressed a desire to see them banned in Wales or at least for A-boards to be more strictly regulated.
 - When asked about the difference an A-Board ban or limitation would make, all responses were overwhelmingly positive citing freedom of movement, reduced stress and increase in sense of safety and wellbeing.
-

The order in which the case studies are presented:

1. [REDACTED] (Abertillery)
2. [REDACTED] (Ammanford)
3. [REDACTED] (Cardiff)
4. [REDACTED]
5. [REDACTED] (Bridgend)
6. [REDACTED] (Talbot Green)

Case Study 1

Name: [REDACTED]

Age: 54

Town: Abertillery

Consent to share story: Yes Blind or Partially

Sighted: Blind Welsh Speaker: No

Questions and answers

1. **Do you think A-Boards should be banned in Wales?** No
2. **Do you have A-Boards in your local area?** Yes
3. **Have you hurt or collided with any?** Yes
4. **Would you like to see A-Boards banned in Wales?** No
5. **If A-Boards were banned what difference would this make to your life?**
It would make a limited difference generally
6. **Any Comments?** The reason why I say no to an outright ban in Wales is because I know how difficult it is for small businesses in Wales to keep going. I have no objection to them advertising their products and services, etc. What I do object to is the way such A-boards are situated, causing unnecessary hinderance and obstructions to pedestrians in general, not just to blind and visually impaired pedestrians. Thoughtless positioning of A-boards also impacts on mums with pushchairs, the disabled in wheelchairs and on mobility scooters, and the elderly, all of whom are often forced off pavements into the road. As I know that most shop keepers who use A-boards don't give a second thought to these members of the community and the impact their thoughtless actions cause them, then the obvious way forward is to ban them outright.
However, I'm conscious of the negative impact such a ban could have on small businesses who are struggling to make ends meet. So, if an educational programme could be instigated, whereby shopkeepers are taught to look at the available space outside their premises, so that they can make a sensible and caring decision as to whether an A- board would impact on pedestrians or not, and if it does, to find an alternative form of advertising their businesses. I would like to keep continuous offenders fined for causing obstructions, as I feel most owners of small businesses would be conscious of the effect a fine would have on their pocket. I'm not suggesting immediate fines, but a fine should be issued on the third notification. If these avenues have already been pursued, with little or no impact on the community, then I would change my

mind and say that an outright ban on A- boards in Wales would be the only way forward.

Case Study 2

Name: [REDACTED]
Age: 54
Town: Ammanford
Consent to share: Yes
Blind or Partially Sighted: Blind
Welsh Speaker: No

Questions and answers

1. **Do you think A-Boards should be banned in Wales?** Yes
2. **Do you have A-Boards in your local area?** Yes.
3. **Have you hurt or collided with any?** Yes, I have trip or hurt my knee. Also, I have slipped on edge of kerb stepping sideways trying to avoid boards in the middle of the pavement.
4. **Would you like to see A-Boards banned in Wales?** Yes
5. **If A-Boards were banned what difference would this make to your life?** It would reduce the risk of tripping and potentially falling. It would also give more confidence when visiting locations where you know there to be a lot of boards and other obstacles
6. **Any Comments?** I find them a particular problem when a A-board arms race has broken out and you have to negotiate a slalom course. If a shop must have more than one you question their effectiveness to the owner. Also, it is made much worse if the other obstacles such as delivery vehicles or customer cars half parked on the pavement forcing you into the path of the A board.

Case Study 3

Name: [REDACTED]
Age: 26
Town: Cardiff
Consent to share: Yes
Blind or Partially Sighted: Registered Blind – Some vision
Welsh Speaker: No

Questions and answers

1. **Do you think A-Boards should be banned in Wales?** I'm not sure; on one hand I can see that A boards are a real and present danger to visually impaired people, but I believe that street furniture is a problem, and one that is difficult to resolve.
2. **Do you have A-Boards in your local area?** No
3. **Have you hurt or collided with any?** Yes, I have collided with several. Usually I just sort of fly over or around them and with some flapping of arms and legs usually stay on my feet. Neither me or the A board is hurt in

this process, but with the crashing and occasional profanity involved it does draw attention and is rather embarrassing.

4. **Would you like to see A-Boards banned in Wales?** I'd like to see tighter restrictions in the short term and long term possibly a ban.

5. **If A-Boards were banned what difference would this make to your life?**

I would no longer be surprised, when on a casual stroll through the city centre, to receive a cuddle from an A board outside Ladbrokes telling me of their excellent odds, or a flying lesson from a national lottery A board with a finger helpfully indicating the direction of travel over said board. It would be a quiet world, but much easier to navigate and a lot more risk free as there is always the danger of falling in the road if the afore mentioned flapping fails to work.

6. **Any Comments?** I actually think A boards are reducing overall in City Centres (Cardiff resident) but are being replaced with interior advertising screens which for me a problematic too.

Case Study 4

Name: [REDACTED]

Age: N/A

Town: Cardiff

Consent to share: Yes

Blind or Partially Sighted: Blind Welsh

Speaker: No

Questions and answers

1. **Do you think A-Boards should be banned in Wales?** Yes

2. **Do you have A-Boards in your local area?** Yes

3. **Have you hurt or collided with any?** Yes

4. **Would you like to see A-Boards banned in Wales?** Yes

5. **If A-Boards were banned what difference would this make to your life?** I could walk without fear of accident. It improves my sense of wellbeing and safety.

6. **Any Comments?** N/A

Case Study 5

Name: [REDACTED]

Age: 33

Town: Bridgend Consent to

share: yes.

Blind or Partially Sighted: yes Welsh

Speaker: no

Questions and answers

Tudalen y pecyn 235

1. Do you think A-Boards should be banned in Wales?

I do think that A boards should be banned. I struggle to see them as they often do not stand out. I do not see them until it is too late. Also, my seven year old son has the same difficulty. On busy days it is difficult enough to focus on all the people moving around without the extra issue of A boards and street furniture.

2. Do you have A-Boards in your local area?

Yes, many shops have them.

3. Have you hurt or collided with any? Yes, numerous times

4. Would you like to see A-Boards banned in Wales? Yes, I feel that they just cause clutter, danger and obstruction.

5. If A-Boards were banned what difference would this make to your life? It would make going out easier and a little less stressful not having an extra obstacle to deal with.

Any Comments? n/a.

Case Study 6

Name: [REDACTED]

Age: 61

Town: Talbot Green Consent to

share: Yes

Blind or Partially Sighted: Blind Welsh

Speaker: No

Questions and answers

1. Do you think A-Boards should be banned in Wales? Yes, or at least controlled where and how they are placed.

2. Do you have A-Boards in your local area? Yes.

3. Have you hurt or collided with any? Yes, I have collided with A-Boards most times that I make my way around my area, have had an A-Board collapse on my leg causing a cut and bruising on more than one occasion.

4. Would you like to see A-Boards banned in Wales? Yes or at least controlled where and how they are placed.

5. If A-Boards were banned what difference would this make to your life? I would not have to worry about colliding or trying to avoid them every time I venture out & about my area or towns around Wales.

6. Any Comments? I would love to be able to travel about without the worry of A-Boards etc obstructing pavements and pathways, I can travel the same way every day and each time the same A-Board can be in a different place I don't think sighted people understand the problem a simple A-Board can cause being in a slightly different place each day, I understand business need to advertise but A- Boards need to be controlled to reduce problems to all pedestrians.

Ends.

Contact: [REDACTED], [REDACTED]

Dyddiad /Date:
Gofynnwch am/Please ask for:
Llinell uniongyrchol/Direct line:
Ebost/Email:

22nd January 2020
Tim Peppin



Janet Finch-Saunders AM
Chari – Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff CF99 1NA

Dear Ms Finch-Saunders,

Petition P-05-898 Ban the use of A boards in Wales

Thank-you for your letter dated 30th October 2019, addressed to Cllr Wilcox. I apologise on behalf of WLGA for the considerable delay in responding.

The issue of 'A' boards (and other potential obstructions such as street furniture) on the pavements has been a contentious one in most local authority areas for many years. There are two differing sets of views on their use which local authorities have to try and balance.

On the one hand, many traders see them as vital in terms of advertising their businesses and bringing a sense of vibrancy back to town centres. Many of these centres are struggling to retain businesses in the face of out of town and online competition.

On the other hand, a range of interest groups are keen to see pavements kept clear of obstructions in order to provide safe passage for people with visual impairments, wheelchair users, those with children in prams and so on.

Under the Highways Act 1980 traders are required to apply to their council for a licence or permit to use A-boards. Approval is required from both the planning and highways departments and an indemnity can be required. The permits allow traders to use boards so long as they do not create an obstruction. Guidance exists on council websites. A selection with typical examples is included below. In some cases, councils do not licence the use of the pavement for signs but require a minimum footway width to be kept clear – see Powys example below:

Dr Chris Llewelyn
Prif Weithredwr
Chief Executive

Cymdeithas Llywodraeth
Leol Cymru
Tŷ Llywodraeth Leol
Rhodfa Drake
CAERDYDD CF10 4LG
Ffôn: 029 2046 8600

Welsh Local Government
Association
Local Government House
Drake Walk
CARDIFF CF10 4LG
Tel: 029 2046 8600

wlga.cymru
wlga.wales

@WelshLGA

Croesawn ohebiaeth yn y Gymraeg a'r Saesneg a byddwn yn ymateb i ohebiaeth yn yr un iaith.

Ni fydd defnyddio'r naill iaith na'r llall yn arwain at oedi.

Tudalen y pecyn 237
We welcome correspondence in Welsh and English and will respond to correspondence in the same language.
Use of either language will not lead to a delay.

Caerphilly:

<https://www.caerphilly.gov.uk/CaerphillyDocs/Licensing/Conditions-of-Licence-Pavement.aspx>

Cardiff

<https://www.cardiff.gov.uk/ENG/Business/Licences-and-permits/Roads-and-highways-licences/A-Board-Permits/Documents/A%20Board%20Policy.pdf>

Swansea:

[Swansea - Permission to deposit A-frames / advertising boards / signs on the highway](#)

Wrexham:

[Local Planning Guidance Note No 1 - Advertisements - WCBC](#)

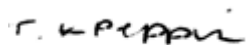
Powys:

[Using the pavement, road, verge or highway - Powys County Council](#)

Where advertising signs do create an obstruction on the pavement then local authorities can indeed take action, including removal. A fine of up to £1,000 can also be imposed. Wherever possible, though, councils will try and resolve such cases by agreement without the need to remove the advertisements or issue fines. If there is continued non-compliance and a flagrant disregard for warnings then signs can be removed, permits rescinded and fines issued.

I hope this response helps to explain the current position and the need to work with all interested parties to achieve compromise solutions.

Yours sincerely,



Tim Peppin

WLGA Director of Regeneration and Sustainable Development

Croesawn ohebiaeth yn y Gymraeg a'r Saesneg a byddwn yn ymateb i ohebiaeth yn yr un iaith.

Ni fydd defnyddio'r naill iaith na'r llall yn arwain at oedi.

Tudalen y pecyn 238
We welcome correspondence in Welsh and English and will respond to correspondence in the same language.

Use of either language will not lead to a delay.

P-05-894 Ardrethi busnes tecach i fusnesau Cymru

Cyflwynwyd y ddeiseb hon gan Your Pontypridd Business Improvement District, ar ôl casglu cyfanswm o 80 lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar Lywodraeth Cymru i gydnabod natur newidiol y sector manwerthu yng Nghymru dros y degawd diwethaf ac ystyried trafod ffyrdd o gyflwyno ardrethi busnes tecach fel rhan o system trethi Gymreig fwy blaengar i fusnesau yng nghanol ein trefi, mewn parciau manwerthu ac ar-lein i gynrychioli'r newidiadau hyn yn llawn.

Mae trefi a dinasoedd llewyrchus a chynaliadwy yn bwysig i bawb sy'n byw ac yn gweithio ynddynt ac mae Llywodraeth yr Alban wedi cydnabod hyn drwy ystyried codi trethi i barciau manwerthu ac mae Plaid Lafur y DU am brisiadau ardrethi busnes blynyddol, gan gydnabod yn rhannol yr angen i ystyried rhannu'r baich treth yn fwy cyfartal.

Dyma gyfle i Lywodraeth Cymru arwain ardrethi a threthi busnes tecach ac rydym ni, yn Ardal Gwella Busnes (BID) Eich Pontypridd, yn eich annog i achub ar y cyfle i ddangos i'n busnes lleol eich bod yn deall ei anghenion nawr ac yn y dyfodol.

Etholaeth a Rhanbarth y Cynulliad

- Pontypridd
- Canol De Cymru

**P-05-894 Fairer business rates for Welsh businesses, Correspondence –
Petitioner to Committee, 22.01.20**

Please can you close the petition for now, we are happy with the High Streets Relief Scheme which has been introduced and has helped lots of businesses in Pontypridd, I shall have a word with my directors and gather feedback from our businesses to see if they still wish to pursue a new petition or have any ideas they wish us to act on.

Thank you to the Assembly for considering our petition and we will be in touch soon.

P-05-897 Rhwystrwch Ddatblygwyr rhag gosod rhwydi yn y gwrychoedd a'r coed

Cyflwynwyd y ddeiseb hon gan Chris Evans, ar ôl casglu cyfanswm o 1,508 lofnodion.

Geiriad y ddeiseb:

Gwnewch hi'n drosedd i osod rhwydi yn y gwrychoedd a'r coed i atal adar rhag nythu.

Mae datblygwyr, ac eraill sydd â diddordeb, yn osgoi cyfreithiau sy'n diogelu adar drwy osod rhwydi yn y gwrychoedd a'r coed i atal adar rhag nythu.

Mae hyn yn dadwreiddio gwrychoedd a choed sydd o gymorth i fioamrywiaeth ac sy'n darparu'r unig safleoedd nythu sydd ar ôl i adar y mae eu niferoedd yn dirywio'n gyflym.

Mae gosod rhwydi yn y gwrychoedd a'r coed yn bygwth rhywogaethau o adar sydd ar drai, yn creu perygl o gaethiwo bywyd gwylt, ac yn creu llawer iawn o wastraff plastig.

Mae'r arfer hefyd yn torri deddfwriaeth Cenedlaethau'r Dyfodol a basiwyd gan y Senedd eisoes.

Etholaeth a Rhanbarth y Cynulliad

- Gŵyr
- Gorllewin De Cymru

Eitem 3.20

P-05-775 Caewch y bwllch sy'n ymwneud â gweithio trawsffiniol ac is-gontractio yn y gyfraith trwyddedu tacsis.

Cyflwynwyd y ddeiseb hon gan Taxi Drivers of Cardiff, ar ôl casglu 390 o lofnodion ar-lein.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru, yng nghyd-destun ei hymgynghorriad ar y diwygiadau i gyfreithiau trwyddedu tacsis, i gau'r bwllch sy'n ymwneud â gweithio trawsffiniol ac is-gontractio yn y gyfraith, gan olygu bod cannoedd o dacsis a cherbydau hurio preifat o'r tu allan i'r dref yn heidio i Gaerdydd i weithio ar sail hurio preifat.

Gwybodaeth ychwanegol:

Mae digon o gerbydau trwyddedig yng Nghaerdydd i wasanaethu'r ddinas heb fod angen y ceir hyn o leoedd mor bell i ffwrdd â Llundain, Glannau Mersi, Canolbarth Lloegr ac ati yn ogystal ag awdurdodau cyfagos fel Casnewydd, y Fro a Rhondda Cynon Taf ac ati. Cafwyd cerbydau hyd yn oed nad oeddynt yn gweithio ar unrhyw lwyfan, gan weithredu'n anghyfreithlon a chuddio y tu ôl i'r ffaith fod cynifer o dacsis 'estron' yn y ddinas.

Nid oes DIM marciau ar lawer o'r cerbydau hyn, sy'n dirmygu'r safonau a osodwyd gan Gyngor Sir Caerdydd ar gyfer cerbydau y mae'n eu trwyddedu, gan gynnwys lifrai amlwg iawn a gwybodaeth fanwl am y strydoedd lleol. Gwaetha'r modd dim ond mater o amser yw hi cyn i rywun agored i niwed neidio i mewn i gar heb drwydded, â chanlyniadau trychinebus.

Rydym yn annog Llywodraeth Cymru i sicrhau mai'r unig dacsis a cherbydau hurio preifat y caniateir iddynt weithio yng Nghaerdydd yw'r rhai a drwyddedwyd gan Gyngor Sir Caerdydd. Y rheswm am hyn yw i sicrhau diogelwch y cyhoedd ac i sicrhau nad yw Caerdydd yn cael ei gorlenwi â mwy o geir na'r hyn sydd ei angen gan y bydd hynny'n arwain at fwy fyth o dagfeydd a llygredd yn ein prifddinas os caniateir i'r sefyllfa barhau. Bydd hefyd yn rhoi cyfle i yrwyr presennol a drwyddedir gan Gyngor Caerdydd ennill rhywbeth sy'n agosáu at fod yn gyflog byw.

Etholaeth a Rhanbarth y Cynulliad

- De Caerdydd a Phenarth
- Canol De Cymru

Eitem 3.21

P-05-835 Caniatáu i Yrwy'r Tacsî Symud yn Rhydd i wneud Gwaith Hurio Preifat Unrhyw Le yng Nghymru

Cyflwynwyd y ddeiseb hon gan Taxis Without Borders, ar ôl casglu 136 o lofnodion.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i ganiatáu i Yrwy'r Tacsîs wneud gwaith hurio preifat yn rhydd unrhyw le yng Nghymru, waeth ym mha gyngor y mae'r gyrrwr wedi'i drwyddedu.

Rydym yn cyflwyno'r ddeiseb hon mewn ymateb i weithredoedd grŵp o yrwy'r tacsîs sydd wedi'u lleoli mewn un Ddinas. Rydym yn galw ar y Cynulliad Cenedlaethol i ystyried dymuniadau gyrrwyr a gweithredwyr tacsîs ledled Cymru, yn hytrach nag un grŵp bach o yrwy'r o un ddinas.

Os byddwch yn archebu tacsî, naill ai drwy ffonio rhywun neu ddefnyddio ap, gall y cwmni hwnnw yn gyfreithiol anfon car atoch chi, waeth ble rydych chi na ble mae'r cwmni wedi'i leoli. Pe byddech chi yn y Barri ac yn ffonio cwmni o Gaerdydd am dacsî i fynd â chi i Gaerffili, fe allent ac fe fyddent yn anfon car i ddod i nôl chi yn y Barri a mynd â chi i Gaerffili.

Pe byddech chi yn Abertawe, ac am fynd i Lanelli ac yn methu â chael tacsî, gallech ffonio cwmni ym Mhen-y-bont ar Ogwr, a gallent anfon car i'ch codi chi, pe byddai un ar gael ganddynt.

Mae hyn yn rhoi mwy o ddewis i ddefnyddwyr tacsîs o ran pa gwmnïau y gallant ac na allant eu defnyddio. Mae mwy o ddewis, a mwy o opsiynau, yn golygu bod mwy o gystadleuaeth yn annog cwmnïau i ddarparu gwell gwasanaeth er mwyn cadw cwsmeriaid.

O safbwynt y gyrrwr, pe byddent wedi'u trwyddedu yng Nghaerdydd, a'u bod yn mynd â rhywun i Faes Awyr Caerdydd, a bod gan weithredwr sydd wedi'i leoli yng Nghaerdydd archeb gan rywun i gael ei godi ym Maes Awyr Caerdydd sy'n mynd i Ferthyr, gall y gyrrwr o Gaerdydd wneud y gwaith hwnnw.

Gwybodaeth Ychwanegol

Pe byddai gyrrwr o Fro Morgannwg yn mynd â rhywun o Faes Awyr Caerdydd i Bontypridd, a bod rhywun wedi archebu ymlaen llaw gyda cwmni i fynd â nhw o Bontypridd i Faes Awyr Caerdydd, ond bod rhai oriau o aros, gallai'r gyrrwr hwnnw ofyn i weithredwr o Fro Morgannwg ddod o hyd i waith iddyn nhw. Gallai hynny ddigwydd drwy'r gweithredwr yn ffonio cwmnïau wedi'u lleoli ym Mhontypridd i weld a oes ganddynt unrhyw waith y gall y gyrrwr ei wneud o amgylch yr ardal tra'i fod yn aros i ddychwelyd. Mae hyn yn rhoi cyfle i'r gyrrwr ennill mwy o arian, gan ei fod yn cynyddu maint yr ardal y gall weithio ynddi, ac mae'n agor ffrydiau incwm posibl. Mae hefyd yn fwy ecogyfeillgar ac yn lleihau tagfeydd gan nad oes rhaid i'r gyrrwr a aeth i Bontypridd fynd yn ôl i Fro Morgannwg yn wag, ac nid oes rhaid i'r gweithredwr anfon car arall i Bontypridd yn wag.

Pe bai gweithredwr sydd wedi'i leoli yng Nghasnewydd yn ystyried ymestyn eu cwmni, gallant siarad â gwestai yng Nghaerffili, a dod yn un o gyflenwyr y gwestai i godi gwesteion o feysydd awyr. Gall y gweithredwr ymestyn eu cwmni, a gall y gwesty ddarparu gwell gwasanaeth i gwsmeriaid posibl, gan gynyddu eu harchebion, tra'n dal i gael mwy o ddewis o gwmnïau i'w defnyddio i ddarparu'r gwasanaeth hwn.

Pe bai tafarnwr yn rhedeg tafarn ym Merthyr Tudful ac am ddarparu gwasanaeth codi a gollwng i'w gwsmeriaid, byddai angen trwydded gweithredwr arno a byddai angen defnyddio gyrrwyr a cherbydau llogi preifat trwyddedig i gyd o Ferthyr. Pe byddai'r un tafarnwr am agor ail dafarn yn Llanbradach, ac am gynnig yr un gwasanaeth, gallent ddarparu gwasanaeth codi a gollwng o'r un drwydded gweithredwr. Mae hyn yn eu galluogi i ehangu eu busnes.

Mae hyn i gyd, a mwy, yn bosibl, diolch i Draws Ffiniol.

Etholaeth a Rhanbarth y Cynulliad

- Gogledd Caerdydd
- Canol De Cymru



Ein cyf/Our ref KS/08778/19

Janet Finch-Saunders AC
Cadeirydd y Pwyllgor Deisebau

SeneddPetitions@assembly.Wales

14 Ionawr 2020

Diolch am eich llythyr dyddiedig 16 Rhagfyr yn gofyn am ddiweddariad ynghylch ein cynlluniau at y dyfodol o ran diwygio prosesau trwyddedu tacsis.

Trwy ein Papur Gwyn gwnaethom ofyn am sylwadau ynghylch cynigion ar gyfer diwygio prosesau trwyddedu tacsis a cherbydau hurio preifat. Mewn ymateb gwnaethom dderbyn sylwadau amrywiol iawn ynghylch sut y dylai'r fframwaith deddfwriaethol sy'n sail i'r diwydiant tacsis a cherbydau hurio preifat gael ei wella.

Roedd yr ymatebion i'r ymgynghoriad yn dangos bod cefnogaeth gref i'r safonau cenedlaethol, gwell pwerau gorfodi a rhannu gwybodaeth, ond roedd rhywfaint o wrthwynebiad i'r cynigion ynghylch Cyd-awdurdod Trafnidiaeth. Cafwyd llawer o adborth yn ogystal yn nodi nad oedd y cynigion yn mynd yn ddigon pell o safbwynt ceisio mynd i'r afael â'r heriau y mae'r diwydiant tacsis a cherbydau hurio preifat a'r rheoleiddwyr yn eu hwynebu ar hyn o bryd.

O'r herwydd rydym yn cydweithio â Chymdeithas Llywodraeth Leol Cymru er mwyn datblygu'r cynigion hyn ymhellach. Bydd hyn yn cynnwys llunio cynllun yn argymhell nifer o 'atebion cyflym' yn y tymor byr cyn y bydd unrhyw newid posibl o ran deddfwriaeth.

Ein nod yw diweddarau system Cymru ar gyfer trwyddedu tacsis a cherbydau hurio preifat er mwyn sicrhau ei bod yn addas ar gyfer Cymru gyfan heddiw. Rhagwelir y bydd hyn yn cynnwys creu safon gyson a fydd yn cael ei gweithredu ar draws Cymru sy'n hyrwyddo diogelwch, yn cyfrannu at amgylchedd sy'n fwy glân, yn gwella profiadau cwsmeriaid ac yn

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 246

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

hyrwyddo cydraddoldeb. Ymysg y meysydd gwaith sy'n cael eu hystyried yn ystod y gwaith datblygu polisi yma mae:

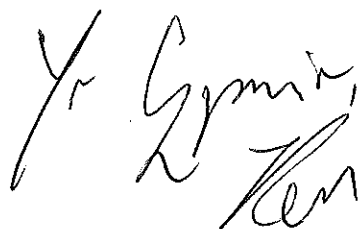
- Darparu hyfforddiant ar gyfer gyrwyr gan gynnwys meysydd fel diogelu plant ac oedolion agored i niwed, codi ymwybyddiaeth o anabledau a gwasanaeth i gwsmeriaid.
- Safonau cenedlaethol ar gyfer gyrwyr, cerbydau a gweithredwyr sy'n canolbwyntio ar ddiogelwch
- Gwell pwerau gorfodi a gweithdrefnau cyson
- Gwell prosesau ar gyfer rhannu gwybodaeth rhwng awdurdodau lleol a datblygu cofrestr genedlaethol
- Effaith cerbydau trwyddedig ar yr amgylchedd
- Problemau sydd ynghlwm wrth logi ar draws ffiniau
- Hyrwyddo cydraddoldeb drwy sicrhau bod gan bob cwsmer fynediad at gerbydau addas a bod pob cwsmer yn teimlo'n ddiogel
- Gwella profiadau cwsmeriaid

Rhagwelir y bydd datblygu safonau cyson ar draws y wlad yn helpu i leihau rhai o'r problemau sydd ynghlwm wrth logi ar draws ffiniau, gan sicrhau cysondeb ar gyfer gyrwyr ac ymgeiswyr.

Cafodd Swyddog Polisi ei benodi gan Gymdeithas Llywodraeth Leol Cymru ym mis Hydref 2019 er mwyn cynorthwyo â'r gwaith o gyflenwi'r cynigion hyn. Mae'r gwaith eisoes wedi dechrau ar ddatblygu mesurau tymor byr er mwyn ceisio mynd i'r afael â rhai o'r materion a godwyd gan awdurdodau lleol a'r diwydiant tacsis a cherbydau hurio preifat yn yr ymgynghoriad.

Bydd ymgysylltu â'r rhanddeiliaid perthnasol gan gynnwys cynrychiolwyr o'r diwydiant tacsis a cherbydau hurio preifat gydol y broses hon. Mae trafodaethau hefyd wedi cychwyn â'r Adran Drafnidiaeth er mwyn sicrhau bod Cymru'n cael ei hystyried os bydd safonau cenedlaethol yn cael eu creu ar gyfer Lloegr. Bydd hyn yn sicrhau bod cysondeb yn cael ei ystyried a hefyd yn sicrhau na fydd eu datblygiadau yn cael unrhyw effaith negyddol ar Gymru ac i'r gwrthwyneb.

Hyderaf y bydd y diweddariad hwn o gymorth i'r Pwyllgor Deisebau.



Ken Skates AC/AM

Gweinidog yr Economi a Thrafnidiaeth
Minister for Economy and Transport

Eitem 3.22

P-05-886 Stopio'r Llwybr Coch (coridor yr A55/A494)

Cyflwynwyd y ddeiseb hon gan Linda Scott, ar ôl casglu cyfanswm o 1,275 lofnodion ar-lein a 134 ar bapur, sef cyfanswm o 1,409 o lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i dynnu ei chefnogaeth yn ôl i'r "Llwybr Coch" (Gwella Coridor Glannau Dyfrdwy yr A55/A494/A548) am y rhesymau a ganlyn:

- 1) Mae adeiladu'r ffordd newydd drwy goetir hynafol, ac ar draws tir amaethyddol, yn groes i Bolisi Cynllunio Cymru a Deddf Llesiant Cenedlaethau'r Dyfodol.
- 2) Bydd y cynlluniau a gyhoeddwyd yn ddiweddar ar gyfer Pont Dyfrdwy newydd ar yr A494, ehangu'r A494 a gwelliannau eraill, yn gwella traffig Glannau Dyfrdwy heb fod angen y 'Llwybr Coch'.
- 3) Nid oedd y costau a ddefnyddiwyd i gyfiawnhau dewis y "Llwybr Coch" yn cyfrif am y gwaith angenrheidiol i wella Pont Sir y Fflint. Nid yw hyn ychwaith yn cynnwys ychwanegu lôn araf ar bwynt tagfeydd difrifol ar yr A55, sef y bryn allan o Laneurgain tuag at Dreffynnon. Bydd adeiladu'r Llwybr Coch yn gwaethygu'r pwyntiau hyn. Mae'r amcangyfrif annigonol o'r costau yn awgrymu nad oes modd dweud bod y ffordd arfaethedig yn cynnig gwerth am arian. At hynny, nid yw'r costau'n cynnwys y gwelliannau arfaethedig i'r A494 (a amlinellir yn 2).
- 4) Roedd dewis y Llwybr Coch yn seiliedig ar arolygon traffig anghynrychioliadol.
- 5) Wrth ystyried y Llwybr Coch, methodd Llywodraeth Cymru ag ymgynghori'n ddigonol â thrigolion ardaloedd y Fflint a Laneurgain er gwaetha'r effaith sylweddol bosibl ar eu cymunedau. Er gwaetha'r ffaith y byddai'r ffordd newydd yn costio dros chwarter biliwn o bunnoedd, mae'n debygol o arwain at fwy o dagfeydd traffig yn y cymunedau hyn.

6) Mae'r Panel Rhyngwladol ar Newid Hinsawdd wedi galw am weithredu brys i leihau allyriadau CO₂, gan ddweud mai dim ond 12 mlynedd sydd gennym ar ôl i achub hinsawdd y byd. Mae angen inni fuddsoddi ein hadnoddau cyfyngedig mewn trafndiaeth gynaliadwy fel rheilffyrdd.

Etholaeth a Rhanbarth y Cynulliad

- Delyn
- Gogledd Cymru

Mae cyfyngiadau ar y ddogfen hon



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Janet Finch-Saunders AM
Chair
National Assembly for Wales Petitions Committee
Cardiff Bay
Cardiff
CF99 1NA

5 November 2017

Dear Ms Finch-Saunders,

Petition P-05-886 Stop the Red Route (A55/A494 corridor)

Thank you for seeking the views of the Trust on the above petition and allowing us the opportunity to provide comment on this matter.

As the UK's leading woodland conservation charity, the Woodland Trust (Coed Cadw) aims to protect native woods, trees and their wildlife for the future. Through the restoration and improvement of woodland biodiversity and increased awareness and understanding of important woodland, these aims can be achieved. We own over 1,000 sites across the UK, covering around 29,000 hectares (72,000 acres) and we have over 500,000 members and supporters.

You may be aware that the Trust previously responded to Welsh Government in relation to the **A55/A494/A548 Deeside Corridor improvement study** that took place in June 2017. Since that time Welsh Government has chosen the 'Red Route' as the preferred option for this scheme.

General views on the petition and project

The Trust has been asked to provide its general views on the petition in question and the project. Firstly, we consider that it would be pertinent for the Trust to outline its position on road schemes. The Trust always encourages the exploration of alternative sustainable solutions to traffic and congestion issues, such as increased public transport facilities and changes to travel behaviour. However, the Trust is not against road schemes in principle. We typically see that where avoidance is possible, it is not pursued as it would often incur additional costs to the project. It is concerning that Government and its agencies are contributing to biodiversity decline and rejecting the costs necessary to conserve irreplaceable habitats.

Earlier this year we did communicate our concerns about road schemes to the Welsh Government via Lee Waters AM. We pointed out that since 2001 our records suggest that a total of 34 ancient woods in Wales have come under threat from road schemes, of which 7 have been lost or damaged, 13 are on-going and 14 have been saved.

In relation to the project at hand, the Trust's position on the A55/A494 corridor is that we would object to any route that we consider would impact on ancient woodland. In the 2017 Deeside Corridor improvement study the Trust objected to both the 'Blue Route' and 'Red Route' options proposed, on account of both options being likely to result in damage and loss to areas of ancient woodland or ancient/veteran trees.

Since the selection of the 'Red Route' by Welsh Government, the Trust's position of objection has not changed and we will continue to object to this scheme while we consider that ancient woodland is under threat of adverse impacts. As such, the Trust supports the first point of the petition, which states: "*1) The construction of the new road through ancient woodland, and across agricultural land, contradicts Planning Policy Wales and the Well-being of Future Generations Act.*" In relation to the other elements of the petition (points 2 to 6), the Trust has no particular view or position on these matters.

Ancient woodland impact of 'Red Route'

The Trust has been asked to provide its specific views on the proposal's impact on ancient woodland. Ancient woodland is defined as an irreplaceable natural resource that has remained constantly wooded since 1600AD. All ancient woodlands are priority habitats of "principal importance" as defined in the Environment Act (Wales). Public bodies have an obligation to maintain and enhance their biodiversity.

The length at which ancient woodland takes to develop and evolve (centuries, even millennia), and the complex community of plants, animals and soils accentuate its irreplaceable status. Ancient woodland is the UK's richest habitat for wildlife, supporting 256 priority species.¹ The varied and unique habitats ancient woodland sites provide for many of the UK's most important and threatened fauna and flora species cannot be re-created and cannot afford to be lost. Ancient woods also provide a substantial carbon store and conservation of natural forests is increasingly recognised as one of the best ways to remove atmospheric carbon.² It is therefore essential that this habitat is protected from development.

The Trust is of the understanding that the preferred 'Red Route' option would result in the construction of a new road between the A55 and A458, and this would include the road potentially being routed directly through two sections of the ancient woodland of Leadbrook Wood at grid references: SJ2555669808 and SJ2575769892. Further to the direct loss of these sections of ancient woodland, it is apparent that the road would skirt alongside another area of ancient woodland connected to Leadbrook Wood, called Oakenholt Wood (grid ref: SJ2591170138). These woods are largely designated as Restored Ancient Woodland Sites (RAWS), and partially as Ancient Semi-Natural Woodland (ASNW).

These ancient woodland categories are defined via Natural Resources Wales' Ancient Woodland Inventory as such:

¹ <http://publications.naturalengland.org.uk/publication/30025>

² Lewis et al. (2019), 'Restoring natural forests is the best way to remove atmospheric carbon', Nature vol 568, 4 April 2019 [https://www.nature.com/articles/d41586-019-01026-8]

- **Ancient Semi-Natural Woodland (ASNW)**: broadleaf woodlands comprising mainly native tree and shrub species which are believed to have been in existence for over 400 years
- **Restored Ancient Woodland Sites (RAWS)**: woodlands which are predominately broadleaves now and are believed to have been continually wooded for over 400 years. These woodlands will have gone through a phase when canopy cover was more than 50% non-native conifer tree species and now have a canopy cover of more than 50 percent broadleaf.

Where roads are sited through ancient woodland there will inevitably be direct loss and fragmentation of both the ancient woodland and other semi-natural habitats (watercourses, hedgerows, individual trees, etc.) unless alternative engineering solutions are sought to avoid such impacts. The direct loss and fragmentation resulting from the siting of a road through an ancient woodland will likely lead to a loss of local biodiversity and long-term changes in species composition with losses to resident and migrant wildlife (particularly sensitive fauna), and loss of site endemic soils and associated flora.

However, direct loss isn't the only issue in this case. The increased intensity of the change in land use, the creation of separate woodland fragments and new woodland edges, and overall fragmentation of habitats will expose populations of fauna and flora to significant changes in environmental conditions. The creation of the road would result in the severance of wildlife corridors and foraging and commuting routes, inevitable affecting local wildlife. For example, bats will be badly affected as a result of the physical gap in the habitat features they would typically follow – likely further exacerbated by artificial lighting along the road – meaning that bats attempting to cross where they have previously done (despite the gap and any lighting) are consequently at risk of collision. Many species inhabiting ancient woodland are adapted to the relatively unchanging conditions of such a habitat and will be slow to react to change and the new enforced conditions, allowing more generalist species to dominate the specialist woodland species.

Both construction activity and the operational use of a road will have long-term indirect impacts on the ancient woodland of both Leadbrook Wood and Oakenholt Wood, and will inevitably lead to the gradual deterioration of these habitats over a longer timescale. Construction activity near to ancient woodland has impacts such as noise pollution, vibration, production of dust, increased hard-standing resulting in run off of pollutants and other hydrological impacts on ground and surface water in the local area. During the operational use of the road, impacts such as noise and light pollution, increased traffic emissions, vibration and wildlife collisions with vehicles can be expected.

Noise pollution can occur during both construction activity and operational use of a road and will likely be elevated but vary spatially and over time. Noise associated with roads will likely limit the distributions of animal species that are intolerant of noise and negatively affect their reproductive success near to woodland edges.³ This may be beneficial at some sites if, as a result, deer pressure is reduced but bird diversity has been found to be lower in noisier sites.

³ Warren, P. S., Katti, M., Ermann, M. & Brazel, A. (2006) Urban bioacoustics: it's not just noise. *Animal Behaviour*, 71, pp. 491-502

Light pollution may be generated from both vehicles and streetlights and can include chronic or periodically increased illumination, unexpected changes in illumination, and direct glare. Artificial illumination can affect species orientation differentially and may serve to attract or repulse particular species, thereby affecting foraging, reproduction, communication, and other behaviours. It consequently disrupts natural interactions between species, particularly crepuscular and nocturnal species, such as moths, bats, and certain species of birds, often resulting in the decline of some species.^{4 5}

In the UK, nitrogen oxides are produced primarily by vehicle emissions. Increasing nitrogen can alter the outcome of competitive interactions, changing the character of woodland vegetation mainly in terms of species composition.⁶ There is evidence from woods across Britain that species increasing in cover are more likely to be associated with high nutrient status conditions, i.e. nitrogen-loving nettle (*Urtica dioica*) is shown to increase in abundance when correlated with modelled nitrogen changes.⁷

Dust is an inevitable part of construction and traffic activity; however dust pollution is shown to have major deleterious impacts on woodland flora and epiphytic lichen with many species dying at high concentrations⁸, as well as impacts on soil chemistry and consequences for tree growth, with reductions in height growth as well as shoot and root growth.⁹

Potential mitigation of impacts on ancient woodland

The Trust has also been asked to provide its views on whether the impact on ancient woodland could be adequately mitigated by design options, such as a viaduct referred to by Flintshire County Council and in previous correspondence from the Minister.

In these circumstances it can be difficult for the Trust to provide a comprehensive position on potential engineering solutions for the mitigation of impacts on ancient woodland. We do not claim engineering expertise but can reasonably say that, in this case, the construction of a viaduct over the woodland is highly unlikely to result in no direct loss and would still very likely result in indirect impacts on the ancient woodland. If an engineering solution can be drawn up that does not result in direct loss then the Trust would be interested in seeing how that would work in respect to the ancient woodland, though as stated above we do not expect that a viaduct, and the construction work associated with it, would completely avoid impacts on the woodland along the 'Red Route'.

⁴ Longcore, T. & Rich, C. (2004) Ecological light pollution. *Frontiers in Ecology and the Environment*, 2, pp.191-198

⁵ Conrad, K. F., Warren, M. S., Fox, R., Parsons, M. S. & Woiwood, I. P. (2005) Rapid declines of common, widespread British moths provide evidence of an insect biodiversity crisis. *Biological Conservation*, 132, pp. 279-291

⁶ Ryan, L. (2012) Impacts of nearby development on ancient woodland – addendum, Woodland Trust

⁷ Kirby, K., Smart, S. M., Black, H. I., Bunce, R. G. H., Corney, P. M. & Smithers, R. J. (2005) Long-term ecological change in British woodlands (1971 - 2001). *English Nature Research Report (ENRR) No. 653*, pp. 1-139. English Nature, Peterborough

⁸ Loppi, S. and Pirintsos, S.A. (2000) Effect of dust on epiphytic lichen vegetation in the Mediterranean area (Italy and Greece), *Israel Journal of Plant Sciences*, 48, pp 91-95

⁹ Mandre, M and Ots, K. (1999) Growth and biomass partitioning of 6 year old spruces under alkaline dust impact. *Water, Air and Soil Pollution*, 114, 13-25

In terms of an alternative engineering solution to avoid impacts on ancient woodland, the Trust's preference would likely be an option such as tunnelling under the ancient wood. By tunnelling under the wood, both direct and indirect impacts to the ancient woodland would likely be avoided – a viaduct simply wouldn't be able to achieve this. However, we are also aware that alternative engineering solutions can impact on other elements of the natural environment that the Trust does not hold expertise on. For this reason the Trust would not advocate for any particular engineering solution and instead would simply ask that the developer of the scheme looks to avoid both direct and indirect impacts on ancient woodland through re-routing of the scheme.

Summary

Ancient woodland is irreplaceable; once lost it is gone for good. The Trust believes that any damage or loss to ancient woodland is entirely unacceptable and that every possible measure should be taken to avoid damage or loss.

As such, the Woodland Trust will maintain an objection to any form of this scheme if it is likely to result in direct or indirect impacts on ancient woodland. At present, we remain concerned that the 'Red Route' option for this scheme will result in unacceptable damage, loss and long-term deterioration of ancient woodland and as such hold a position of objection to the scheme. We consider that adverse impacts to ancient woodland are contrary to national planning policy designed to protect ancient woodland and conserve/protect biodiversity.

We hope you find our comments to be of use to you. Please do not hesitate to contact the Trust via campaigning@woodlandtrust.org.uk if you have any questions about the comments provided.

Yours sincerely,

Jack Taylor
Lead Campaigner – Woods Under Threat



Eich cyf/Your ref P-05-886
Ein cyf/Our ref KS/08081/19

Janet Finch-Saunders AC

Government.Committee.Business@gov.wales

6 Tachwedd 2019

Annwyl Janet,

Diolch am eich llythyr dyddiedig 14 Hydref ar ran y pwyllgor deisebau am ddeiseb P-05-886 – Stopio'r Llwybr Coch. Byddaf yn ateb pob un o'r cwestiynau'n unigol isod.

1. Amlinelliad o'r camau sy'n weddill yn y broses o ddatblygu'r cynllun hwn ac amseriadau tebygol.

Rydym wedi penodi CordCorderoy, a gynorthwyir gan Capita, fel cynghorwyr technegol i helpu Llywodraeth Cymru i reoli'r broses o gyflawni'r cynllun a fydd yn rhan annatod o Fetro Gogledd Cymru. Mae fy natganiad ysgrifenedig diweddar ar Fetro Gogledd Cymru ar gael yn <https://llyw.cymru/datganiad-ysgrifenedig-diweddariad-metro-gogledd-cymru>. Mae wrthi'n datblygu strategaeth gaffael i gyflawni cam nesaf y cynllun, sef caffael dylunydd/contractwr i baratoi dyluniad cychwynnol a gaiff ei ddatblygu mewn ymgynghoriad â rhanddeiliaid, gan ystyried y materion amgylcheddol a pheirianyddol yn fanylach. Dechreuodd y broses o gaffael cyflenwyr yn hydref 2019. Bwriedir i'r broses o ddatblygu'r dyluniad cychwynnol, paratoi'r datganiad amgylcheddol a chyhoeddi gorchmynion drafft ar gyfer y cynllun gael ei chwblhau erbyn diwedd 2020/dechrau 2021.

Mae'r broses o gyhoeddi'r gorchmynion drafft yn rhan o'r broses statudol o roi caniatâd, sy'n debygol o gynnwys ymchwiliad lleol cyhoeddus cyn y gellir caffael unrhyw dir a dechrau'r gwaith adeiladu. Bwriedir i'r broses hon gael ei chwblhau erbyn diwedd 2022/dechrau 2023, gyda'r gwaith dylunio manwl ac adeiladu yn dechrau yn 2023. Mae'r cyfnod adeiladu yn debygol o bara hyd at dair blynedd.

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Rydym yn croesawu gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 264
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

2. Yn benodol, manylion ynglŷn â phryd y caiff asesiadau amgylcheddol eu cynnal a'u cyhoeddi

Caiff asesiad llawn o'r effaith amgylcheddol ei gynnal mewn ymgynghoriad â Cyfoeth Naturiol Cymru, Asiantaeth yr Amgylchedd a rhanddeiliaid amgylcheddol eraill. Bydd yr asesiad yn ystyried manteision ac effeithiau amgylcheddol niweidiol. Caiff y canfyddiadau, gan gynnwys unrhyw fesurau lliniaru, eu cyhoeddi mewn Datganiad Amgylcheddol. Bydd yr asesiad yn dechrau unwaith y bydd dylunydd wedi'i benodi, ac mae'n debygol o gymryd 18 mis i'w gwblhau. Caiff y Datganiad Amgylcheddol ei gyhoeddi er mwyn rhoi cyfle i bob rhanddeiliad wneud sylwadau arno a bydd yr Ymchwiliad Lleol Cyhoeddus yn craffu arno.

3. Mae eich ymateb i'r awgrym a wnaed gan y gwaith modelu traffig yn ddiffygiol ac mae wedi tanamcangyfrif llifau traffig, ac y bydd y cynllun presennol, er enghraifft, yn creu mwy o dagfeydd ar yr A55 ym Mryn Helygain

Gwnaeth yr asesiad o'r cynllun ddilyn WelTAG (Arweiniad ar Arfarnu Trafnidiaeth Cymru - 2008), sy'n cyfeirio at WebTAG (Adran Drafndiaeth Llywodraeth y DU - Arweiniad ar Arfarnu Trafnidiaeth) ar gyfer gwaith modelu trafndiaeth ac arfarnu economaidd, gan sicrhau dull cyson o arfarnu cynlluniau yn genedlaethol. Mae WebTAG yn diffinio pryd y dylid cynnal arolygon traffig – mae Adran 3.3 Uned M1.2 TAG yn nodi y dylid cynnal arolygon yn ystod mis 'niwtral', neu gynrychioliadol, gan osgoi cyfnodau yn ystod prif wyliau neu wyliau lleol, gwyliau a hanner tymor ysgolion lleol, a chyfnodau eraill o draffig anarferol. Felly, mae'r opsiynau wedi cael eu harfarnu gan ddefnyddio model trafndiaeth mis niwtral sydd wedi cael ei ddatblygu a'i ddilysu yn unol â'r arweiniad ac sy'n caniatáu ar gyfer cyfnodau lle mae llifau traffig yn is ac yn uwch na'r cyfartaledd. Cafodd perfformiad y model ei adolygu'n ofalus gyda gwaith craffu annibynnol ac aseswyd ei fod yn addas i arfarnu rhinweddau cymharol yr opsiynau coch a glas sy'n ofynnol ar gyfer WelTAG Cam 2. Os penderfynir bwrw ymlaen â'r cynllun, caiff y model trafndiaeth a'r arfarniad economaidd ar gyfer yr opsiwn a ffeirir eu diweddarau i ystyried canllawiau cyfredol a rhagolygon o dwf traffig (a fydd yn cynnwys y tybiaethau diweddaraf ar effaith economaidd Brexit).

Mae'r gwaith modelu trafndiaeth ac arfarnu economaidd yn cynnwys effeithiau llifau traffig cynyddol ar yr A55 ym Mryn Helygain, yn y cyfnod niwtral a aseswyd.

4. Sut y dewiswyd y ddau opsiwn priffordd yr ymgynghorwyd arnynt, gan gynnwys:

- a. A ystyriwyd amrywiaeth ehangach o gynlluniau ffyrdd a chynlluniau nad ydynt yn gynlluniau ffyrdd yn ystod y cam datblygu?**
- b. Pa ystyriaeth a roddwyd i ymyriadau nad oeddent yn cynnwys priffyrdd yn lle'r ddau gynllun ffordd?**

Gwnaeth yr asesiad o'r cynllun ddilyn WelTAG, a oedd yn cynnwys Cam Cynllunio ac Arfarniad Cam 1, cyn Arfarniad Cam 2. Yn ystod y Cam Cynllunio, ystyriwyd amrywiaeth eang o opsiynau, gan gynnwys priffordd, cerdded a beicio, bysiau, rheilffordd, cludo nwyddau a rheoli'r galw. Fel y diffiniwyd yn Adran 7 o Astudiaeth WelTAG o'r A55/A494, cafodd y rhain eu grwpio'n gategorïau fel a ganlyn: Adroddiad Cam Cynllunio WelTAG (2010):

- Rheoli'r Galw
- Gwneud y Defnydd Gorau
- Gwella Capasiti

Gwnaeth Astudiaeth WelTAG o'r A55/A494 – Adroddiad Arfarnu Cam 1 (2012) asesu'r pecynnau o opsiynau a nodwyd yn erbyn y meini prawf asesu (a ddiffiniwyd gan WelTAG) er mwyn llunio'r opsiynau a aseswyd ar Gam 2. Mae Adran 4 o'r Adroddiad Cam 1 yn diffinio pob un o'r opsiynau a aseswyd. Cafodd y rhain eu categoreiddio fel a ganlyn:

- Rheoli'r Galw
- Gwneud y Defnydd Gorau: Mesurau priffyrdd a mesurau nad ydynt yn rhai priffyrdd
- Gwella Capasiti: Coridor yr A55-A494; Coridor yr A548 a'r cynllun priffyrdd lleol

5. Eich ymateb i'r pwyntiau a godwyd nad yw'r cynllun yn cynnwys gwaith yng nghyfnwidfa Ewloe a Bryn Helygain ar hyn o bryd, a'r awgrym bod y rhain yn hanfodol ond y byddant yn golygu nad yw'r cynllun yn fforddiadwy (cytunodd y ddau banel y clywodd y Pwyllgor ganddynt fod y gwaith hwn yn ddymunol)

Ar hyn o bryd, nid yw'r cynigion yn cynnwys cynlluniau ar yr A494 ar hyd Aston Hill i ailalinio ac ad-drefnu'r cyffyrdd presennol na gwaith i ailfodelu cyfnwidfa Ewloe. Bydd traffig ar hyd yr A494 yn lleihau o ganlyniad i adeiladu'r Llwybr Coch a fydd yn gwella diogelwch ar y ffyrdd ar hyd yr A494 yn ogystal â sicrhau'r manteision o ran yr amgylchedd ac iechyd a nodwyd eisoes.

Cyflwynwyd cais am lôn ddringo wrth i'r Llwybr Coch fynd i fyny Bryn Helygain ar ôl yr Ymgynghoriad Cyhoeddus ac ymrwymais i ystyried hwn yn ystod y broses o ddatblygu'r dyluniad cychwynol. O'r gwaith modelu traffig a wnaed fel rhan o'r astudiaeth i ddewis y llwybrau, rhagwelir y bydd traffig yn cynyddu ar yr A55 i'r gorllewin o Laneurgain o ganlyniad i'r Llwybr Coch. Caiff rhagor o asesiadau manwl eu cynnal er mwyn penderfynu a oes angen rhagor o gapasiti. Bydd hyn yn cynnwys asesiad economaidd er mwyn cadarnhau a fydd unrhyw lonydd ychwanegol yn rhoi gwerth am arian ac yn cynnig manteision y gellir eu dangos o ran iechyd a'r amgylchedd.

6. O ran y dystiolaeth a gyflwynwyd bod angen amrywiaeth ehangach o ymyriadau nad ydynt yn ymwneud â phriffyrdd yn ardal y cynllun hwn (er enghraifft, o ran rheilffyrdd, bysiau a theithio llesol), pa ystyriaeth a roddwyd i gyflawni'r rhain, a sut mae unrhyw un ohonynt yn cael ei ddatblygu?

Cyhoeddwyd y Weledigaeth ar gyfer y Metro ym mis Mawrth 2017, sy'n canolbwyntio'n rhannol ar greu hybiau trafndiaeth integredig mewn safleoedd cyflogaeth allweddol ledled y gogledd ac ardal ehangach Mersi a'r Ddyfrdwy. Lleolir yr hybiau hyn ym Mangor/Menai, Bae Colwyn/Llandudno/Conwy, Abergele/y Rhyl/Llanelwy, Wrecsam, ac ardaloedd Glannau Dyfrdwy. Mae'n ymwneud â chreu gwell cysylltedd o fewn yr hybiau, rhyngddynt ac wrth deithio i ac o'r hybiau. Mae cwmpas cychwynol y gwaith wedi canolbwyntio ar ddatblygu cysyniad hwb integredig yng Nglannau Dyfrdwy, sy'n cwmpasu rheilffyrdd, bysiau, teithio llesol, a gwelliannau i'r ffyrdd. Felly, bydd integreiddio Metro Gogledd Cymru a'r Llwybr Coch yn sicrhau gwell cysylltedd wrth deithio ar y bws, y rheilffyrdd a'r ffyrdd a thrwy deithio llesol ledled y rhanbarth a thros y ffin, gan weithio gyda phartneriaid yng Ngogledd-orllewin Lloegr a fydd yn arwain at sicrhau twf economaidd ledled y gogledd.

Yn ystod y tair blwyddyn ariannol ddiwethaf, dyfarnwyd dros £12.3m o gyllid i Gyngor Sir y Fflint ar gyfer cynlluniau sy'n cefnogi'r gwaith o gyflwyno Metro Gogledd-ddwyrain Cymru. Mae'r cyllid yn cefnogi cynlluniau i wella seilwaith Teithio Llesol a bysiau ym Mharc Diwydiannol Glannau Dyfrdwy, seilwaith blaenoriaethu bysiau a seilwaith arall ar gyfer bysiau ar goridor yr A548/B5129 rhwng ffin Sir Ddinbych a Queensferry a hefyd seilwaith teithio llesol yn Nhreffynnon a Dyffryn Maes Glas. Bydd y cynlluniau hyn yn gwella mynediad i Barc Diwydiannol Glannau Dyfrdwy a thu mewn iddo a'r Ardal Fenter ehangach, gan gysylltu cymunedau â swyddi a gwasanaethau.

Mae swyddogion yn gweithio gyda Chyngor Sir y Fflint a Trafnidiaeth Cymru i helpu i gyflwyno Partneriaeth Bysiau o Ansawdd ar lwybrau bysiau craidd sy'n cysylltu Sir y Fflint â Sir Ddinbych a Chaer. Y nod yw sicrhau rhwydwaith bysiau mwy sefydlog o ansawdd uchel

gyda system docynnau ar gael sy'n cynnwys gweithredwyr lluosog. Cafodd Trafnidiaeth Cymru ei gomisiynu i ddatblygu cynlluniau ar gyfer gorsaf integredig yn Shotton a gorsaf newydd i Barc Glannau Dyfrdwy, gan weithio mewn partneriaeth â Network Rail a Chyngor Sir y Fflint. Bwriedir i'r gwaith o nodi opsiwn a ffefrir ar gyfer Parc Glannau Dyfrdwy gael ei gwblhau erbyn y Nadolig ac ar gyfer Gorsaf Shotton erbyn gwanwyn 2020. Bwriedir ymgynghori â'r rhanddeiliaid lleol fel rhan o'r gwaith hwn a bydd rhagor o fanylion ar gael maes o law.

Yn hollbwysig, mae datblygu coridor Sir y Fflint fel prif wythien y Metro yn cynnig cyfle i baru buddsoddiad sylweddol â'r weledigaeth sydd wedi cael cefnogaeth pobl a chyflymu'r broses o sicrhau canlyniadau'r Metro.

7. Sut mae'r cynllun yn cydymffurfio â Pholisi Cynllunio Cymru 10, yn enwedig o ran coetir hynafol.

Cefndir: Y brif ddogfen sy'n nodi canfyddiadau astudiaeth Cam 2 WelTAG sy'n ymwneud â'r amgylchedd a bioamrywiaeth yw Adroddiad yr Arfarniad Amgylcheddol, yn enwedig Pennod 8 ar Fioamrywiaeth. Cafodd hwn ei gwblhau a'i gyhoeddi ym mis Chwefror 2017, cyn cyhoeddi PCC 10 ym mis Rhagfyr 2018. Mae adroddiad yr astudiaeth yn nodi un ardal o goetir hynafol, sef Coetir Leadbrook sydd hefyd yn Safle Bywyd Gwyllt Lleol, nifer o goetiroedd eraill ac amrywiaeth eang o safleoedd o ddiddordeb bioamrywiaeth ledled ardal yr astudiaeth ar gyfer y ddau opsiwn.

Noda'r adroddiad 'The Red Option crosses Leadbrook Wood LWS approximately through the centre of the LWS. The road would cross the LWS on a viaduct approximately at the level of the adjacent fields, thereby minimising the loss of ground-level habitat in the steep-sided ravine. At this preliminary stage the assessment assumes the potential impacts would be a gap of approximately 30 m wide in the woodland canopy, the permanent loss of habitat where any bridge supports are to be placed, as well as temporary loss of habitat to facilitate works. The LWS is also likely to support bats, and so the gap in the canopy may result in severance of commuting routes both during construction and when the road is in use. Increases in noise, light and air pollution may also have a significant impact on the woodland and the species it supports, including potentially bats, during the operational phase of the Red Option. '...if this option is taken forward then detailed surveys of this area of woodland should be undertaken to understand the potential impacts of the proposed scheme fully. Specifically, surveys should look at the plant species present within areas of proposed works, and detailed species surveys should be undertaken to establish how the woodland is used by mobile species... Impacts on the Lead Brook watercourse and associated species should also be considered and avoided or mitigated.'

Ym mis Rhagfyr 2017 cyhoeddwyd yr adroddiad ar raglen arolygu ar gyfer pathewod yn y coetir hwn. Ni ddaethpwyd o hyd i unrhyw dystiolaeth o bathewod yng nghoetir Leadbrook.

PCC10 a Choetir Hynafol. PCC yw'r brif ffynhonnell a'r ffynhonnell awdurdodol o bolisi cynllunio cenedlaethol, y mae awdurdodau cynllunio lleol yn paratoi eu Cynlluniau Datblygu Lleol yn unol ag ef. PCC 10 (Rhagfyr 2018) yw'r argraffiad diweddaraf o Bolisi Cynllunio Cymru, ac mae'n ystyried Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015. Mae'n amlinellu polisiâu ar bob pwnc allweddol o ran defnydd tir, ac mae wedi'i ategu gan Nodiadau Cyngor Technegol, Cylchlythyrau a Llythyrau Egluro Polisi. Llunnir argraffiad 10 o PCC i roi arweiniad ar ddatblygiadau drwy nodi'r fframwaith polisi cynllunio cenedlaethol i'w ddilyn gan y system cynllunio datblygu. Nid yw PCC10 yn gwneud unrhyw ymgais i roi arweiniad uniongyrchol ar y ffordd y caiff cefnffyrdd newydd neu wedi'u gwella eu darparu neu eu dylunio; mae'n rhoi arweiniad ar y cynlluniau datblygu lleol ar gyfer defnydd tir y

mae'r rhwydwaith ffyrdd yn eu gwasanaethau, ac yn cadarnhau y dylid defnyddio proses WeITAG i asesu prosiectau trafndiaeth.

12. Prif amcan PCC yw sicrhau bod y system gynllunio'n cyfrannu at ddatblygu cynaliadwy ac yn gwella llesiant cymdeithasol, economaidd, amgylcheddol a diwylliannol Cymru, yn unol â gofyn Deddf Gynllunio (Cymru) 2015, Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 a deddfwriaeth allweddol arall. Mae system gynllunio sy'n gweithio'n dda yn hanfodol i ddatblygu cynaliadwy ac i sicrhau lleoedd cynaliadwy. (Darn o PCC10)

Mae paragraff 6.4.26 o PCC10 yn nodi y dylai coetir hynafol a choetiroedd lled-naturiol 'gael eu gwarchod rhag datblygiad a fyddai'n arwain at eu colli neu eu dirywio oni bai bod buddiannau cyhoeddus arwyddocaol a chilir o wneud hynny;' ac wrth ystyried y prosiect hwn bydd angen pwysu a mesur rhwng colli coetir hynafol a choetir lled-naturiol neu ddirywiad yn eu cyflwr a buddiannau cyhoeddus y prosiect. Bydd angen hefyd bwysu a mesur rhwng effeithiau amgylcheddol y Llwybr Coch a'r Llwybr Glas, wrth ddewis Opsiwn a Ffefrir.

8. Yr awgrym bod lleoliad y digwyddiadau ymgynghori wedi ffafrio trigolion Glannau Dyfrdwy, y bydd effeithiau negyddol posibl y Llwybr Coch yn cael llai o effaith uniongyrchol arnynt.

Cynhaliwyd yr Ymgynghoriad Cyhoeddus dros gyfnod o 12 wythnos. Yn ystod y cyfnod hwn, gellid gweld yr holl wybodaeth a oedd ar gael yn yr arddangosfeydd i'r cyhoedd ar Dudalennau'r Ymgynghoriad ar wefan Llywodraeth Cymru; roedd y wybodaeth hon ar gael i unrhyw un. Roedd copïau papur o ddeunydd yr arddangosfeydd ar gael hefyd mewn swyddfeydd cyngor lleol, ac mewn llyfrgelloedd. Darparwyd rhif ffôn a chyfeiriad e-bost ar gyfer yr astudiaeth i bobl gysylltu â thîm yr astudiaeth a defnyddiwyd y cyfleusterau hyn gan 100 o bobl. Cynhaliwyd pum arddangosfa fel rhan o'r Ymgynghoriad Cyhoeddus yn ystod y cyfnod ymgynghori a rhoddwyd cyhoeddusrwydd i'r digwyddiadau hyn drwy lythyrau, posteri a datganiadau i'r wasg yn ardal yr astudiaeth. Hefyd, cyhoeddodd y wasg leol erthyglau yn ystod y cyfnod ymgynghori a rhoddodd BBC Gogledd-ddwyrain Cymru sylw iddo mewn rhaglenni teledu ac ar-lein o'r cychwyn. Daeth 1,842 o bobl i'r digwyddiadau a chafwyd 2,536 o ymatebion gan y cyhoedd ac ymgynghoreion statudol; sef yr ymateb mwyaf i ymgynghoriad gan Lywodraeth Cymru.

Ar y cychwyn, cynhaliwyd pedwar diwrnod o arddangosfeydd cyhoeddus mewn dau leoliad ym mis Mawrth 2017; dau ddiwrnod yr un yng Nghlwb Cymdeithasol Ewloe a Choleg Cambria, Cei Connah, Kelsterton. Bob dydd, roedd y digwyddiadau ar agor o 10am tan 8pm. Cafodd y lleoliad yng Nghei Connah ei ddefnyddio hefyd yn ystod yr Arddangosfa Gwybodaeth i'r Cyhoedd ac roedd yn agos i ardaloedd preswyl ar hyd tua chanol y Llwybr Coch. Roedd y Clwb Cymdeithasol yn lleoliad newydd a ddewiswyd am nad oedd y Ganolfan Hamdden a ddefnyddiwyd yn ystod yr Arddangosfa Gwybodaeth i'r Cyhoedd ar gael ac am fod sylwadau negyddol wedi'u gwneud yn y gorffennol am bellter yr ystafell arddangos o'r fynedfa. Roedd gan y Clwb Cymdeithasol gyfleusterau parcio da ac roedd yn agos i ardaloedd preswyl sy'n agos i ganol y Llwybr Glas. Yn dilyn cais gan Lywodraeth Cymru, cynhaliwyd pumed arddangosfa yn Llaneurgain ar 10 Mai 2017 (Campws Llaneurgain, Prifysgol Glyndŵr Wrecsam) a oedd hefyd ar agor o 10am tan 8pm. Roedd y lleoliad hwn yn agos i ddiwedd y Llwybr Coch. Anfonwyd llythyr yn amlinellu'r opsiynau ac yn rhoi gwahoddiad i ddod i'r arddangosfeydd ym mis Mawrth i 4,980 eiddo yn ardal yr astudiaeth. Roedd yr eiddo a nodwyd tua 500m o linell ganol y Llwybr Coch neu'r Llwybr Glas. Anfonwyd llythyrau i 793 eiddo arall, yn hysbysu'r aelwydydd o'r arddangosfa yn Llaneurgain. Roedd y ddau lythyr yn cynnwys dolen i wefan yr astudiaeth. Roedd tair o'r pum arddangosfa gyhoeddus a gynhaliwyd yn agos i'r Llwybr Coch.

Gofynnodd yr holiadur a oedd ar gael yn ystod yr ymgynghoriad i ymatebwyr roi eu cod post a dangosodd hynny fod ymatebion wedi dod o bob rhan o'r rhanbarth. Yn Adroddiad yr Ymgynghoriad, cafodd codau post ymatebwyr eu plotio yn erbyn y Llwybr a ddewiswyd ganddynt a'u mapio a chafodd sylwadau ar y naill Llwybr a'r llall eu nodi'n glir.

Gobeithiaf y bydd hyn yn ymdrin â phob un o'r pwyntiau a godwyd gan y pwyllgor.

Yn gywir,

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

Ken Skates AC/AM

Gweinidog yr Economi a Thrafnidiaeth
Minister for Economy and Transport



Our ref: CX19-199

Your ref:

Chester Road,
Buckley
Flintshire CH7 3AJ

Ebost/Email:

Ffôn/Phone:

Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

For the attention of: Janet Finch-Saunders AC/AM

28 October 2019

Dear Mrs Finch-Saunders,

RE: PETITION P-05-886 STOP THE RED ROUTE (A55/A494 CORRIDOR)

Thank you for your letter of 16 October 2019 regarding the above petition.

You have written to us in respect of the above scheme proposals and petition, specifically:

1. For our views on the scheme;
2. The environmental concerns raised by the petitioners, including impact on emissions and local environmentally protected areas, particularly ancient woodland; and,
3. How NRW has/will engage with, or be involved in, the development of the project.

We have previously provided advice on the scheme, in response to consultation, in 2017 (copies of letters 13 July and 15 August 2017 attached). This advice was focused on the following reports:

- A55/A494/A548 Deeside Corridor Improvement: WeITAG Key Stage 2 Report;
- Environmental Impacts Assessment Screening – Blue and Red Option;
- Assessment of Implications on European Sites.

The above reports, as well as our responses, focused on both the red and blue routes that were under consideration at that time. We note that the red route is the only route now under consideration. We commented on the potential effects on relevant matters, including ecological receptors, that are included on our consultation topic list, *Development Planning Advisory Service: Consultation Topics*, which is published on our [website](#).

This scheme would be expected to be subject of both a detailed Environmental Impact Assessment and a Habitats Regulation Assessment in order to understand the nature and significance of effects. To date we have been involved in providing the applicant with information to support their initial assessment work. Significantly more detail will be required to be submitted to support a formal application for consent. As a result, we are not able to provide you with a reasoned view of the scheme at this time. We understand that the latest timetable for the project, as indicated on Welsh Government's website¹, is that the preliminary scheme design, the Environment Statement and draft Orders will be prepared by 2020/21. We also note that the 'statutory process' is due to take place in 2022/2023, which we understand to be under the Highways Act. As a consultee in the consenting process, we will provide formal comments on the application as part of the statutory process referred to on the Welsh Government website.

Environmentally Protected Areas

The red route has the potential to affect the following European/Nationally protected ecological sites:

- Dee Estuary Site of Special Scientific Interest (SSSI)
- Dee Estuary Ramsar Site
- Dee Estuary Special Protection Area (SPA)
- Dee Estuary Special Area of Conservation (SAC)
- River Dee and Bala Lake SAC
- Afon Dyfrdwy (River Dee) SSSI
- Deeside and Buckley Newt Sites SAC
- Buckley Claypits and Commons SSSI

The special features of these protected sites can be found on our [website](#).

SACs, SPAs and Ramsar sites are European sites which are protected under the provisions of the Conservation of Habitats and Species Regulations (2017). These Regulations require the developer to provide information to the competent authority (the consenting body) who would be required to undertake a Habitats Regulations Assessment (HRA) to support the decision-making process.

On 21 July 2019 the developer provided its Assessment of Implications on European Sites (AIES) which presented its screening assessment of likely significant effects on European sites (i.e. Stage 1 of the HRA). In our response on 15 August 2019, we advised that significant effects could not be ruled out for the above named European sites.

As required under the Conservation of Habitats and Species Regulations 2017, where significant effects cannot be ruled out then an Appropriate Assessment (i.e. Stage 2 of the HRA) will need to be undertaken. We have yet to be consulted on the applicant's Statement

¹ <https://gov.wales/a55-a494-a548-flintshire-corridor-overview>

to Inform the Appropriate Assessment which presents the developer's conclusion with respect to adverse effects on the integrity of European Sites.

In order to assist the applicant in preparation of its assessments we also provided the following specific advice:

- That the cumulative /indirect impacts associated with maintenance of the Dee Bridge would need to be assessed in the Statement to Inform the Appropriate Assessment.
- The assessment would need to consider indirect impacts on the Deeside & Buckley Newt Sites SAC owing to the required upgrade of the A55/A494 interchange.
- We also provided specific air quality advice – see *Emissions* section below.

In summary, we consider that effects of the development on the above named SSSIs, SACs, SPA and Ramsar sites will need to be fully assessed in the Environmental Statement and (in the case of the European sites) within the Statement to Inform the Appropriate Assessment.

Ancient woodland

The features of the Deeside and Buckley Newt Sites SAC include Habitats Directive Annex 1 woodland (Old Sessile oak woods with *Ilex* and *Blechnum*). We note that ancient semi-natural woodland could be affected by the proposal. This habitat could be Annex 1 woodland, however we note that there has not been a comprehensive assessment of Annex 1 woodland in this area of Flintshire.

We consider that impacts on Annex 1 habitat should be assessed in the Environmental Statement.

Emissions

Our advice in relation to emissions and air quality is focused specifically on effects on ecological protected sites.

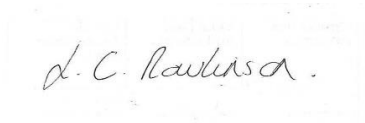
In relation to protected sites, the Assessment of Implications on European Sites (AIES) concluded that likely significant effect could not be ruled out. In our response, on 13 August 2017, we advised that, prior to undertaking detailed modelling with respect to air quality, that features of sites within the relevant traffic air pollution screening distance (200m) should be assessed. Sensitive features are habitats or species that could be affected by traffic pollutants such as NO_x, SO₂ and the conversion of NO_x to nitrogen deposition. We identified that the saltmarsh feature of the Dee Estuary SAC should be considered in the applicant's Statement to Inform the Appropriate Assessment.

We expect air quality effects on all protected sites (including SSSIs and European sites) to be fully assessed in the Environmental Statement and the Statement to Inform the Appropriate Assessment.

We have highlighted above our engagement with the developer in terms of initial advice given and would expect to provide formal comments on the application as part of the statutory process referred to on the Welsh Government website, as mentioned earlier, including advice on the Environmental Statement and the Statement to Inform the Appropriate Assessment as the project is developed.

If you have any queries on the above, please do not hesitate to contact us.

Yours sincerely

A handwritten signature in black ink, reading "L. C. Rawlinson". The signature is written in a cursive style and is positioned above a faint, rectangular stamp or watermark.

Lyndsey Rawlinson
Head of North East Wales Operations



**Cyfoeth
Naturiol
Cymru
Natural
Resources
Wales**

Ein cyf/Our ref: CAS-36666-W6N1
Eich cyf/Your ref: A55A494A548 ESSR

Ebost/Email: north.planning@cyfoethnaturiol.cymru
Ffôn/Phone: 03000 65 5240

15/08/2017

By Email Only: [REDACTED]

Er Sylw / For the attention of: [REDACTED]

Annwyl / Dear Mr [REDACTED],

Road improvements to A55/A494/A548 Environmental Screening and Scoping Report (ESSR): Key Stage 2

Thank you for consulting NRW about the above, which was received on the 21st of July 2017. We received the following documents for review:

- Environmental Impacts Assessment Screening- Blue and Red Option
- Assessment of Implications on European Sites

For clarity, the letter has been set into topics relevant to NRW's remit and within those topics, comments on the specific documents submitted are set out.

Protected Sites and Species

Assessment of Implications on European Sites (AIES)

For clarity NRW believe that a statement confirming that works are required in respect of Dee Bridge replacement and A55/A494, whichever option is progressed, is needed as part any plan to improve the existing infrastructure. Regarding Table 5.1, we believe that there is a typographical error, in respect of Deeside & Buckley Newt Sites and for the red option this should be amended to: "Significant effects cannot be ruled out".

For the purposes of Regulation 61 of the Conservation of Habitats and Species Regulations 2010 (as amended), it is considered that there are likely to be significant effects on the following European Sites, considered within this report, either alone or in combination with other plans and projects:

- The Dee Estuary SAC, SPA, Ramsar – Blue and Red Route.
- River Dee and Bala Lake SAC – Blue and Red Route.

- Deeside & Buckley Newt Site SAC – Blue and Red Route.

Blue Route

We have no comment about the AIES in respect of protected sites and species for the blue route.

Red route

- River Dee Special Area of Conservation (SAC).

Cumulative /indirect impacts associated with maintenance of Dee Bridge need to be listed and assessed.

- Deeside & Buckley Newt Sites Special Area of Conservation (SAC).

Cumulative /indirect impacts associated with the upgrade of the A55/A494 need to be listed and assessed.

EIA Screening

The screening for both routes does not confirm the full range of species/habitats to be subject to assessment. No reference has been made to long term management and surveillance. Neither has reference to incidental capture and killing as set out within the Habitats Directive, Article 15 (Council Directive 92/43/EEC) been made.

There is a need to consider the indirect impacts on the River Dee SAC owing to the required replacement of the River Dee Bridge and a need to consider indirect impacts on the Deeside & Buckley Newt Sites SAC owing to required upgrade of the A55/A494 interchange. There is also a need to consider cumulative impacts and in-combination effects of the Dee Bridge renewal as an indirect effect for the red route A949/A55.

Air Quality

We note that an appropriate assessment will be conducted as part of the proposal as the screening for Likely Significant Effects on European Protected Sites cannot be ruled out.

NRW would recommend that prior to undertaking modelling with respect to air quality, that features of the sites are within the relevant traffic air pollution screening distance (200m) and if those features are sensitive to the traffic pollutants (NO_x, SO₂ etc and the conversion of NO_x to nitrogen deposition). This is relevant to both potential routes and in particular, the Red route and the Dee Estuary SAC as there is potential for the salt marsh feature to be within the screening distance.

Landscape

Blue Route

The screening report identifies potential for different elements of the landscape and townscape, from substantial adverse effects, to slight beneficial effects. This route option

would affect local landscape and townscape character and visual amenity either side of an existing road corridor.

From this, we infer the scale of the proposal would result in significant effects which warrant assessment under the EIA Regulations.

In relation to our landscape planning remit, there are no statutory designated landscapes within the vicinity of this option, so we will have no further comments to make on the landscape effects of any subsequent preferred route option.

This route option (should it become a preferred option) should look to realise the cultural benefits gained from the experience of landscape. The scheme's landscape design objectives should look to support landscape perceptions through views, sense of place, and scenic interest that can help to create a positive experience of North East Wales. This is alongside traditional highway scheme considerations about mitigation - reconnecting the disturbed landscape, screening and reflecting local character.

Some examples include:

- Views of the Dee Estuary and the Wirral Peninsular
- Views of the wooded valley, fieldscapes and intricate landforms next to the Afon Conwy Valley
- Extensive areas of Wild flowers along some cuttings

Red Route

The screening report identifies potential for different elements for the landscape and townscape, from substantial adverse effects, to neutral effects. This route option would affect local landscape and townscape character and visual amenity either side of sections of new/ existing road corridor.

From this, we infer the scale of the proposal would result in significant effects which warrant assessment under the EIA Regulations.

In relation to our landscape planning remit, there are no statutory designated landscapes within the vicinity of this option, so we will have no further comments to make on the landscape effects of any subsequent preferred route option.

This route option (should it become a preferred option) should look to realise the cultural benefits gained from the experience of landscape. The scheme's landscape design objectives should look to support landscape perceptions through views, sense of place, and scenic interest that can help to create a positive experience of North East Wales. This is alongside traditional highway scheme considerations about mitigation - reconnecting the disturbed landscape, screening and reflecting local character.

Geoscience

Our previous comments, as set out in NRW's letter to AECOM, dated 13 July 2017 (and copied at the end of this memo), remain valid. In addition to those comments we make the following points:

Section 3.68 (blue option) and Section 3.73 (red option) highlights that “Disturbance of potentially contaminated soils, sediments, and waters posing a potential risk to construction workers, groundwater, soils and geology”. Disturbance of potentially contaminated soils could cause a risk to surface waters as well as groundwater. The Scoping Report should be amended to ensure that all controlled waters are included in the Environmental Impact Assessment.

Table 3.1 (both options): ‘The Airfields’ is highlighted as an area that would potentially be affected by the development, with Air Quality being identified as a specific receptor. Given the historical use of the Airfields, there is potential for contaminated soils and/or groundwater to exist in this part of the development area. Therefore, we would expect the EIA to include an assessment of the likely effects from disturbance of the potentially contaminated soils and/or groundwater.

Where any infiltration of water is proposed, it will be necessary to assess the potential impacts on the quality and quantity of the underlying groundwater and propose appropriate mitigation measures where necessary.

Natural Resources Wales recommends that developers should:

1. Follow the risk management framework provided in CLR11, Model Procedures for the Management of Land Contamination, when dealing with land affected by contamination.
2. Refer to the Environment Agency’s [‘Guiding Principles for Land Contamination’](#) for the type of information that we require in order to assess risks to controlled waters from the site. The Local Authority can advise on risk to other receptors, such as human health.
3. Refer to our [groundwater protection](#) advice on www.gov.uk

Flood Risk

Blue Route – Water Environment

We have considered this section of the EIA Screening report and advise that further consideration of how the on-line improvements to the A494 and A55 could impact water bodies in vicinity of the project, is required. For example, it may be necessary to realign Queensferry Drain Pumping Station to allow for widening of the A494. It would be beneficial to have some discussion within the screening report to show how the water features in this location could be modified as part of the scheme, taking into account NRW’s general opposition to the culverting of watercourses.

This section of the EIA screening recognises the need for a Flood Consequences Assessment (FCA) to be produced. This is welcomed. It is for the FCA to identify the key flood risks to, and arising from, the proposed development and also to establish appropriate mitigation measures to ensure that the flooding consequences can be acceptably managed over the development lifetime in accordance with TAN15: Development & Flood Risk. We recommend that discussion is included within the EIA screening report on how the effects of climate change could affect the scheme over its development lifetime. Further guidance is available on Welsh Government’s website at:

<http://gov.wales/topics/planning/policy/policyclarificationletters/2016/cl-03-16-climate-change-allowances-for-planning-purposes/?lang=en>

NRW has numerous sources of flood risk information, including hydraulic and hydrological modelling, which could be obtained for use in assessing tidal and fluvial flood risks affecting the project area. This information can be requested directly from NRW. Further guidance is available on our website:

<http://www.naturalresources.wales/evidence-and-data/access-our-data/?lang=en>

Flood Risk Activity Permit

The parts of the bridge between left and right bank MHWS (Mean High Water Springs) are likely to need a Marine Licence (this may include some of the riverside parts of the flood defence embankments but is not likely to include the entire structures). Note any new bridge piers in the river channel would be subject to Marine Licensing requirements. Please direct any queries about Marine Licensing to the team at marinelicensing@cyfoethnaturiolcymru.gov.uk.

Any work on the Dee *floodplain* could need a Flood Risk Activity Permit under the Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2016, along with all works affecting the main rivers Daisy Bank Farm Drain, Queensferry Drain and Queensferry Drain pumping station. We will be able to clarify which elements of the work will need a Permit once more detailed plans/designs are available.

Any works to the A494 *bridge* would not need a Flood Risk Activity Permit (government works in relation to a bridge are excluded under paragraph 10, Part I of Schedule 23ZA of the Regulations), but we are very keen to work closely with you on the design plans for the bridge because they have potential to adversely affect the flood defence embankments which protect the community of Queensferry.

Red Route – Water Environment

The red route affects greenfield and undeveloped land, and introduces large areas of new impermeable areas. In order to ensure that the rates of surface water runoff and surface water volumes are sustainably managed, we would recommend that the reference is made to the Lead Local Flood Authority's (Flintshire County Council) surface water drainage guidance, which is available on their website at:

<http://www.flintshire.gov.uk/en/PDFFiles/Planning/Adopted-SPGNs/SPGN-No-29.-Management-of-Surface-Water-for-New-Development.pdf>

We would advise that this section of the EIA Screening confirms that a detailed Flood Consequences Assessment will also be produced to support and inform development proposals. It is for the FCA to identify the key flood risks to, and arising from the proposed development, and also to establish appropriate mitigation measures to ensure that the flooding consequences can be acceptably managed over the development lifetime in accordance with TAN15: Development & Flood Risk. We recommend that discussion is

included within the EIA screening report on how the effects of climate change could affect the scheme over its development lifetime. Further guidance is available on Welsh Government's website at:

<http://gov.wales/topics/planning/policy/policyclarificationletters/2016/cl-03-16-climate-change-allowances-for-planning-purposes/?lang=en>

NRW has numerous sources of flood risk information, including hydraulic and hydrological modelling, which could be obtained for use in assessing tidal and fluvial flood risks affecting the project area. This information can be requested directly from NRW. Further guidance is available on our website:

<http://www.naturalresources.wales/evidence-and-data/access-our-data/?lang=en>

This route also has the potential to affect numerous "ordinary" and "main river" watercourses and their flood plains, and bespoke Flood Risk Activity Permits may be required from Natural Resources Wales for works and/or structures affecting "main river", their floodplains, and flood defence infrastructure.

For both, or either option we would be pleased to discuss the scope of the FCA as the project progresses. When considering the impact of proposed highway infrastructure on flooding both to the highway and elsewhere, the FCA should include (but not necessarily be limited to) assessment of:

- * the effect of any change to existing bridges/new bridge design
- * appropriate sizing for new culverts
- * assessment of any changes to flood risk resulting from changes (e.g. upsizing) to existing culverts
- * assessment of flooding in the event bridges and culverts become blocked
- * assessment of any proposed river realignment(s)
- * any impacts on overland flow routes
- * proposed mitigation measures if adverse impacts are identified

These assessments should consider the flood risks up to the 0.1% AEP fluvial and 0.1% AEP *plus climate change* tidal events (including with a breach of the tidal defences).

Our comments above only relate specifically to matters that are included on our checklist "Natural Resources Wales and Planning Consultations" (March 2015) which is published on our website: (<https://naturalresources.wales/media/5271/150302-natural-resources-wales-and-planning-consultations-final-eng.pdf>) We have not considered potential effects on other matters and do not rule out the potential for the proposed development to affect other interests, including environmental interests of local importance. The applicant should be advised that, in addition to planning permission, it is their responsibility to ensure that they secure all other permits/consents relevant to their development.

Yours Sincerely,

Charlotte Hawksworth

**Development Planning Adviser/ Cynghorydd Cynllunio Datblygu
DPAS/GCCD**



**Cyfoeth
Naturiol
Cymru
Natural
Resources
Wales**

Ein cyf/Our ref: CAS-34643-H9M9
Eich cyf/Your ref: A55A494A548 ESSR
Llwyn Brain,
Ffordd Penlan
Parc Menai
Bangor
Gwynedd LL57 4DE

Ebost/Email: [REDACTED]
Ffôn/Phone: [REDACTED]

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[REDACTED]
[REDACTED]
[REDACTED]

13/07/2017

I sylw / For the attention of: [REDACTED]

Dear Sir,

PROPOSAL: Road Improvements o A55/A494/A548 Environmental Screening and Scoping Report (ESSR) : WeITAG Key Stage 2

LOCATION: A55/A494/A548

Thank you for consulting Cyfoeth Naturiol Cymru / Natural Resources Wales about the above, which was received on the 9th of June 2017.

Natural Resources Wales has been consulted on the document titled: "A55/A494/A548 Deeside Corridor Improvement: Key Stage 2 WeITAG Key Stage 2 Report" which assess the identified options for this proposal under Economic, Environment and Social Factors, for comment. We note that many of our comments provided within our previous response dated 4th of December 2015, are still applicable at this stage of the WeITAG process and have been included here for reference.

We note that later we will be consulted on an Environmental Impact Assessment Screening Report and Stage 1 Screening Assessment of the Implications of the scheme on European Sites.

Route options

From the information provided to date NRW understands that the proposal at present considers two potential options/routes for road improvements/ developments namely the 'Red Package' and the 'Blue Package'.

Red Package

The red package would entail road improvements to the A548 and the construction of a new road with two lanes in each direction, between the A55 and A548. This route would have an approximate length of 13km that would include some online improvement.

Blue Package

The blue package would entail the widening of the A55/A494 route, replacement road bridge crossing the River Dee, junction improvements including the Ewloe interchange, removal and modification of junctions, 3 lanes in each direction and is an approximate length of 9.8km.

In response to the information provided to date Natural Resources Wales have the following comments:

Costings

With regard to costing of the proposal in the context of nature conservation, we have the following comments:

NRW note that costings have been submitted for red and blue routes however we consider that the following should also be included as material issues associated with project costings:

Costings for both options should include the acquisition and long term operational costs (operational costs in this case include management, surveillance and wardening). The red route is likely to require substantive acquisition of land for compensation and this requirement does not appear to have been critically or effectively considered. If the red route is progressed, the identified cost should include costs relating to the replacement of the Dee Bridge and the A55/A494 interchange- clarification of the whether this has been included is required.

Geoscience

Based on the information submitted to date we have the following comments:

Section 7.9 states that the effect on groundwater has been assessed in a qualitative manner via a desk based study. We support this approach at early stages of a project, and agree that it should be followed up by an intrusive investigation at a later stage. We have not seen the desk top study so cannot comment further.

Within Section 9 the risk to soils (including the underlying principal aquifer) are briefly considered which is appropriate for this stage. However, it is not known how this conclusion was reached and we will require further clarification on this and we look forward to reviewing further information at a later stage.

As part of any road improvements Environmental Impact Assessment and Environmental Statement should include the following investigations and assessments to determine the potential impacts to controlled waters.

a) **Water Feature Survey** – see “requirements for water features survey” below.

- b) **Preliminary Risk Assessment (PRA)** – the proposed route may pass through potential areas of land contamination from previous and historical use. The requirements for a PRA are outlined in CLR11 and “Guiding Principles for Land Contamination (EA, 2010 and adopted by Natural Resources Wales).
- c) **Method Statements** – to include pollution prevention measures and drainage management plans for surface waters and groundwaters.

The developer must undertake a preliminary site assessment, which should include the following:

1. Identification of all water features both surface and groundwater (ponds, springs, ditches, culverts etc.) within a 500 metres radius of the site.
2. Use made of any of these water features. This should include the construction details of wells and boreholes and details of the lithology into which they are installed;
3. An indication of the flow regime in the spring or surface water feature, for example whether or not the water feature flows throughout the year or dries up during summer months;
4. Accessibility to the spring/well;
5. This information should be identified on a suitably scaled map (i.e. 1:10,000), tabulated and submitted to Natural Resources Wales. It would be useful for the developer to photograph each of the identified water features during the survey.

Based on the results of the survey the applicant must assess the likely impacts from the development on both quantity and quality of the surface water and groundwater. This should take into consideration both the preferred methods of construction and the assumed hydrogeology in the vicinity of the development.

Natural Resources Wales may require identified groundwater features to be monitored during the proposed workings. We would therefore recommend that the survey be undertaken as soon as possible to enable the developer to carry out suitable baseline monitoring prior to the commencement of workings at the site.

Flood Risk

Blue Route

Paragraph 7.11.7 indicates that the proposed A494 widening at Queensferry may require a diversion of Queensferry Drain and Daisy Bank Farm Drain, which are both designated as a “main river”. We have previously advised that the Queensferry Drain Pumping station may also require realignment to allow for the widening of this section of the A494 within the relatively narrow corridor available in this section. There is no discussion of this within the report, and we are unsure as to whether this is an oversight, or whether the project team do not consider that the scheme will require the relocation of the pumping station. Further clarification of this is recommended within the report. In addition, we had anticipated that there would be some “high level” options presented within the report to show how the water features in this location could be modified as part of the scheme, taking into account our opposition to the culverting of watercourses.

We have also previously advised that the Stage 2 Study should identify those areas where the stability and serviceability of existing flood defence embankments could be affected by the proposed works, so that potential issues could be considered at an early stage. It appears that the current Stage 2 Study has not considered this.

Section 9 “Water Environment” makes a commitment to undertake a detailed Flood Consequences Assessment (FCA), although there is little clarification about when this will be completed. We do not necessarily agree that it is appropriate, at this stage, to state that “all other flood risks are considered to be slight/neutral”. It is for the FCA to identify the key flood risks to, and arising from the proposed development, and to establish appropriate mitigation measures to ensure that the flooding consequences can be acceptably managed over the development lifetime in accordance with TAN15: Development & Flood Risk. If flood risk issues are identified at a later stage, we will respond accordingly. We have previously indicated that the carriageway widening in vicinity of the River Dee and its floodplain, has the potential to displace flood waters, which could adversely affect flood risk elsewhere. This requires detailed assessment at the appropriate stage. We had anticipated that there would be detailed and quantitative assessments carried out at this stage of the project, so that there was an understanding of the potential flood risk implications associated with this option.

Marine Licencing

The parts of the bridge between left and right bank MHWS (Mean High Water Springs) are likely to need a Marine Licence (this may include some of the riverside parts of the flood defence embankments but isn't likely to include the entire structures). Note any new bridge piers in the river channel would be subject to Marine Licensing requirements. Please direct any queries about Marine Licensing to the team at marinelicensing@cyfoethnaturiolcymru.gov.uk.

Flood Risk Activity Permit

Any work on the Dee *floodplain* could need a Flood Risk Activity Permit under the Environmental Permitting (England and Wales) (Amendment) (No. 2) Regulations 2016, along with all works affecting the main rivers Daisy Bank Farm Drain, Queensferry Drain and Queensferry Drain pumping station. We'll be able to clarify which elements of the work will need a Permit once more detailed plans/designs are available.

Any works to the A494 *bridge* would not need a Flood Risk Activity Permit (government works in relation to a bridge are excluded under paragraph 10, Part I of Schedule 23ZA of the Regulations), but we welcome the opportunity to work closely with you on the design plans for the bridge because they have potential to adversely affect the flood defence embankments which protect the community of Queensferry.

Red Route

We welcome the commitment to undertake a detailed Flood Consequences Assessment (FCA) to support and inform the proposals although there is little clarification about when this will be completed. We do not necessarily agree that it is appropriate, at this stage, to state that “all other flood risks are considered to be slight/neutral”. It is for the FCA to identify the key flood risks to, and arising from the proposed development, and also to

establish appropriate mitigation measures to ensure that the flooding consequences can be acceptably managed over the development lifetime in accordance with TAN15: Development & Flood Risk. If flood risk issues are identified at a later stage, we will respond accordingly. It is also important to note that due to the limitations of our Flood Map information, which does not include catchments less than 3km², there may be unquantified flood risk associated with watercourses along the route which will also need to be addressed with site specific hydraulic assessment as part of any FCA.

This route also has the potential to affect numerous “ordinary” and “main river” watercourses and their flood plains, and bespoke Flood Risk Activity Permits may be required from Natural Resources Wales for works and/or structures affecting “main river”, their floodplains, and flood defence infrastructure.

For both the red and blue options, we would be pleased to discuss the scope of the FCA as the project progresses. When considering the impact of proposed highway infrastructure on flooding both to the highway and elsewhere, the FCA should include (but not necessarily be limited to) assessment of:

- the effect of any change to existing bridges/new bridge design
- appropriate sizing for new culverts
- assessment of any changes to flood risk resulting from changes (e.g. upsizing) to existing culverts
- assessment of flooding in the event bridges and culverts become blocked
- assessment of any proposed river realignment(s)
- any impacts on overland flow routes
- proposed mitigation measures if adverse impacts are identified

These assessments should consider the flood risks up to the 0.1% AEP fluvial and 0.1% AEP *plus climate change* tidal events (including with a breach of the tidal defences).

Protected Sites

SACs are European sites, protected under the provisions of the Conservation of Habitats and Species Regulations (2010) and the Countryside and Rights of Way Act 2000.

Proposals with potential to affect a Special Area of Conservation must be subject to special scrutiny under Regulation 61 of the Conservation of Habitats and Species Regulation 2010 (as amended) (hereafter referred to as the Habitats Regulations). Regulation 61(2) requires the developer to provide the information the competent authority may reasonably require for the Habitats Regulations Assessment (HRA).

The application site is located within the environs of the following statutory sites:

- *Dee Estuary Site of Special Scientific Interest (SSSI)*
- *Dee Estuary Ramsar Site*
- *Dee Estuary Special Protection Area (SPA)*
- *Dee Estuary Special Area of Conservation (SAC)*

- *River Dee and Bala Lake Sites Special Area of Conservation (SAC)*
- *River Dee Site of Special Scientific Interest (SSSI)*
- *Deeside & Buckley Newt Sites Special Area of Conservation and Special Site of Scientific Interest (SAC/SSSI)*
- *Buckley Claypits and Commons Site of Special Scientific Interest (SSSI)*

Assessments

We note that features of the Deeside & Buckley Newt Sites SAC include Annex 1 woodland. NRW are of the view that ancient semi-natural woodland could be affected by the proposal. This woodland could be Habitats Directive 1 Annex 1 woodland though we note that there has not been a comprehensive assessment of Annex 1 woodland in this area of Flintshire. Studies undertaken to inform the earlier road improvement schemes identified Annex 1 woodland along Alltami Brook. Therefore, NRW consider that the presence of Annex 1 Woodland should be included as a material component part of habitat assessments.

In addition to SPA features, NRW recommend bird assessments should include all Birds Directive Annex 1 species.

European Protected Species

We consider that several European protected species, such as bats, otter or great crested newt, have the potential to be adversely affected by each of the proposed schemes during construction and operational phases of the scheme. These species are subject to protection under the provisions of Section 9 of the Wildlife and Countryside Act 1981 (as amended) and Regulation 41 of The Conservation of Habitats and Species Regulations 2010 (as amended)

Based on the report submitted we have the following comments:

NRW are of the view that the proposals are likely to cause significant implications on European sites. Impacts associated with the A494/A55 interchange upgrade and new Dee bridge will occur whichever route is progressed as there will be a requirement to upgrade these features irrespective of whichever option is progressed.

NRW are of the view that the red route is likely to cause much more significant ecological damage; this view considers required upgrades to the Dee Bridge and A55/A494 junction.

- Great Crested Newts

NRW understand that Great Crested Newt (GCN) surveys have been carried out in 2017. Results suggest the presence of low and medium sized populations. Given the dry winter and spring, we consider that not all individuals within a given population will have returned this year. Consequently, caution needs to be applied when assessing population sizes this year.

Landscape

The proposed A55/ A494/A548 Deeside corridor improvement options are at their closest some 6km to the east of the Clwydian Range and Dee Valley AONB and some 3km to the south east of Holywell Common & Halkyn Mountain Landscape of Outstanding Historic Interest. We consider the blue route located within an area of established development including urban and road infrastructure is unlikely to have significant effect upon views from landscapes within our remit.

The red route option to the northeast of Northop could however introduce noticeable change within views from the edge of the Holywell Common & Halkyn Mountain Landscape of Outstanding Historic Interest, as a result of introducing new linear feature within an area currently perceived to comprise farmland with relatively minor rural development. Road traffic movement and lighting (depending on extent and design) could also have a bearing upon visibility.

Assessment of Landscape and Townscape

We accept the use of DMRB Vol 11 which is the definitive methodology for the assessment of road schemes and use of GLVIA3 for the assessment of Landscape and Townscape effects.

GLVIA3 section 2.10 sets out how Green Infrastructure (GI) can be considered within LVIA. Confirmation of how the Landscape and Townscape assessment and scheme design will specifically address GI will be required.

We note that Welsh Transport Planning and Appraisal Guidance WeTAG June 2008 recommends at 7.7.21 “the qualitative impacts will be summarised using a seven-point scale for determining their significance”. This differs to the 3 point scale proposed within Environmental Screening and Scoping report.

We have the following concerns with the use of a 3 point assessment of effects scale:

- Of the 3 point scale - Substantial, Moderate and Slight, only Substantial is presently described as being significant
- Significant effects under the EIA regulations are a material consideration
- Significant effects are given weight and factored into scheme design iteration and mitigation proposals
- Other effects are given less or no weight

We therefore consider the very high threshold at which ‘significant’ effects would be identified has the potential to allow considerable impacts upon the local environment and visual amenity of local communities to take place.

Clarification of the thresholds at which effects would be significant in EIA terms will be required. We recommend the use of either a 5 or 7 point assessment scale to allow a finer grain in the assessment of effects; or a reworded 3 point scale and statement in the assessment report noting that Moderate assessed effects could also be significant. It is our view that where a number or cluster of Moderate effects are identified, it suggests a proposed development is at odds with its landscape/visual context.

Environment Management Considerations

Rivers, Watercourses and Sensitive Receptors and Water Framework Directive

All river and stream crossings should be designed to minimise disruption to the watercourse and maintain a natural bed to the watercourse. Where culverts are required to accommodate other wildlife e.g. otters, bats etc. these should not compromise other requirements.

Under the Water Framework Directive all waterbodies must meet good states or good ecological potential by 2027. The planned red route crosses through/passes near three waterbodies (Leadbrook, Kelsterton Brook and the River Dee). The proposed blue route also goes through/passes near three waterbodies (Leadbrook, Sandycroft drain and the River Dee). Initial monitoring by NRW has already recorded failures for invertebrates in Leadbrook. You must ensure that your scheme does not cause any deterioration to any of the waterbodies it passes through. Pollution prevention measures must be in place before construction begins and the scheme must be designed so that surface water runoff from the scheme does not pose any long-term issue.

Navigation

In respect of the blue option concerning the A494 bridge crossing at Queensferry, the project should at an early stage demonstrate to NRW as the Conservancy Authority for the Dee Estuary that the existing passage conditions for vessels navigating the Estuary will be maintained, both during:

- (I) All construction phases;
- (II) Post construction; and
- (III) Maintenance.

If the northern (Red route) is selected, we suggest any remediation works to the existing bridge will need to be identified.

Drainage and Pollution Prevention

A full pollution prevention and mitigation plan must be produced, agreed with NRW and implemented prior to commencement of the main construction works for Corridor Improvements scheme.

Responsibility for preventing pollution during the construction works rests with those in control of the site. Please see Pollution Prevention Guidance 6 which covers best practices for preventing pollution at Construction & Demolition sites, link given below.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/290139/pmh_o0412bwfe-e-e.pdf

The drainage system for the Deeside Corridor Improvements should utilise the management and treatment of run-off as close to source as possible. To achieve this soft Sustainable Drainage Systems (SuDS) should be utilised wherever possible. This could

be using filter strips, swales, over the edge drainage, retention ponds and detention basins these will also assist with balancing of run-off from the drainage.

The drainage system must include pollution containment as part of the primary design. Envirodrain or similar continuous kerb drainage systems provide a practical solution in some situations. Whilst these function well as drainage conduits, if they are utilised then the system must have suitable pollution control measures incorporated into the design as sealing the system in the event of an incident is not feasible.

When designing the drainage system for the road it must be designed to maintain catchment separation i.e. not take run-off from one catchment and drain it to another.

Material management

The scheme design should endeavour to achieve a balanced use of materials over the whole scheme to minimise any waste generation. If excess material is generated then management could be thorough identifying other developments where these may be utilised, this being done prior commencement of works on site. This will allow the consideration of other materials management options such as the CL:AIRE or aggregates protocols.

Storage of materials during the construction period must be planned and properly managed to ensure that any silt laden runoff does not enter any watercourse.

A comprehensive materials management plan should be produced for the scheme including waste management.

Water and environment monitoring plan

A water and environment monitoring plan should be produced and agreed with NRW with appropriate implementation commencing prior to commencement of works on site.

Incident reporting

Any incident that may result in pollution of a watercourse must be reported immediately to Natural Resources Wales on the incident hotline 0800 807060 providing, date, time, location, description of incident, impact or potential impact, any mitigation already implemented along with a contact name and phone number

Please do not hesitate to contact us if you wish to discuss our comments further or if we can be of any further assistance to you.

Yn gywir / yours faithfully.

Charlotte Hawksworth

**Development Planning Adviser/ Cynghorydd Cynllunio Datblygu
DPAS/GCCD**

P-05-886 Stop the Red Route (A55/A494 corridor), Correspondence – Iceland (at Deeside Industrial Park) to Committee, 11.11.19

The General Importance of the Scheme

It has long been regarded that congestion of the existing A494/A55 route is intolerable. It has also been noted that congestion reaches its peak during the summer, particularly on bank holiday weekends reducing valuable income to the whole North Wales area.

It is a fundamental necessity that additional capacity is provided through the Deeside area. It is also a fundamental requirement to improve access to Deeside Industrial Park and widen the catchment area for the workforce required to support the businesses within the Deeside Industrial Park.

The single route from the M56 to the A55 corridor has all too frequently become impassable due to accidents or breakdowns. An alternative to the existing which could be used in such an event is the obvious solution.

Issues raised by the Petition

- (1) The alternative (Blue) Route is through a heavily populated area of housing. It cannot be right to increase traffic flow through such an area whereas the Red Route has a very limited number of houses along the whole route. The Blue Route is already subject to speed limitations to improve air quality which would only be made worse by increased traffic flow.
- (2) This is incorrect. The existing bridge on the A494 needs to be replaced as it has reached the end of its serviceable life.
- (3) As already stated the replacement of the existing bridge is not conditional on either the Red or Blue Route. I fundamentally disagree with the point regarding increased congestion on the hill out of Northop towards Holywell. The Red Route clearly shows increased numbers of lanes and capacity. The reference to the cost related to the A494 improvement is incorrect as explained previously.
- (4) Congestion at its worst is when traffic joins the A494 before Deeside Industrial Park and continues through to the proposed Northop junction. I do not understand how the survey can be under-represented.
- (5) I fundamentally disagree with this comment.
- (6) The best way to reduce CO₂ emissions is to reduce congestion and standing traffic. The additional route as provided by the Red Route option will achieve that aim.



By email.

12th November 2019.

Dear Janet,

Thank you for your letter dated 16 October 2019 in relation to the Petition P-05-886 to Stop the Red Route (A55/A494 corridor).

I have received several letters from members of the public in the last two years and I have tried to help them use the Well-being of Future Generations Act directly in conversations with public bodies by referring them to:

- My report, [Transport fit for future generations](#);
- My frameworks that provide prompts for carrying out sustainable development; and
- The relevant well-being objectives and steps of the Welsh Government and the Flintshire Public Service Boards.

I would like to begin by clarifying that the Well-being of Future Generations Act does not give me the ability or the resources to intervene in specific decisions. However I have identified both transport and decarbonisation as being key areas of focus for my office and the work I have undertaken to date in this area has wide applicability to transport decisions being taken across Wales

Considering the case that has been made around significant road building schemes I was concerned that the previous Welsh Transport Appraisal Guidance was not aligned with the requirements of the Well-being of Future Generations Act. I, therefore, provided advice to and worked directly with the Welsh Government to amend this guidance, which has now been published as [WelTAG 2017](#). Unfortunately, since the launch of the new guidance, we have received a number of letters about different road proposals where people feel that WelTAG and the Act were not fully considered or the consideration they were given was only a formality and retro-fitted to a pre-determined solution.

As a follow up on my work with the Welsh Government in the rewriting of WelTAG, I have chosen a few examples to verify implementation. While this scheme was not one of the examples I have looked at, my conclusions should be equally relevant to the Red Route (A55/A494 corridor) proposal. My findings from the schemes that I did look at are that I need to see more elements and much clearer evidence of how projects:

- apply of the five ways of working to consideration of possible solutions to ensure the needs of future generations are considered;
- maximise contribution to the well-being goals;
- evidence that Transport is the best solution;
- align project objectives and options to the relevant well-being objectives and steps;
- re-assurance at Stage 1 that the project will not damage any of the objectives or goals;
- clear statement that the work done at Stage 1 enables the Public Body to be sure that they will not compromise the ability of future generations to meet their needs

I have said the building of new roads is a solution of the past that often creates more traffic and pollution in the long-term and that the current approach to transport is no longer fit for our future generations. We need a modal shift towards more sustainable alternative if we want to achieve the national well-being goals, as well as the carbon reduction targets set out in [A Low Carbon Wales](#) and the Committee on Climate Change's [Net Zero](#) report.

This issue is particularly relevant in Wales where emissions from transport have increased rather than reduced in recent years. This has happened in a context in which the average CO2 emissions per km travelled by new vehicles has been reducing by around 3% per year. The reason for the net rise in emissions is that the total number of kilometers travelled by all motor vehicles in Wales reached a record high in 2018, and rose 9% over the 2012-2017 period. Wales has the lowest rate of uptake of ultra-low emissions vehicles in the UK, at 0.2% against an average of 0.5%.¹ Given these issues the surface transport sector should be a key focus area for the WG in its drive towards rapid decarbonisation.

My report, [Transport fit for future generations](#) explored alternative methods, such as improved public transport systems, which could unlock multiple benefits for current and future generations. The report is designed to show how the Well-being of Future Generations Act should be applied to solve congestion using the M4 Relief Road as an example. The underlying research and conclusions can and should be applied to other proposals, including the Red Route (A55/A494 corridor) scheme.

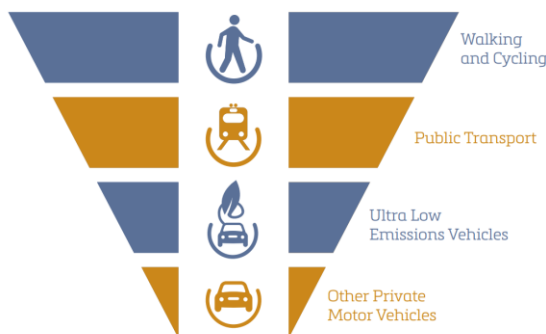
Because of the numerous application issues that were raised with me, I have recently written to the Minister for Economy and Transport, Ken Skates, to inform him of the issues raised with me and to advise that Welsh Government does not release funding for schemes that have not correctly

implemented WelTAG in Stage One. I attach this letter for your consideration. I have received a response from the minister, which is also attached. I strongly believe the Welsh Government must require comprehensive and demonstrable application of WelTAG before releasing any funds and I am currently concerned that this is not the case. I am due to meet with the Minister this week where I will follow this up.

You might also like to know that in response to the climate emergency declared by Welsh Government, I have also produced a [10-point plan](#) to fund the climate emergency. This includes a separate section on Transport and calls for Welsh Government to increase investment in active travel and the funding of public transport.

Finally, I would also point you to the latest edition of [Planning Policy Wales](#) which included a sustainable transport hierarchy, which placed private motor vehicles at the bottom:

Figure 8: The Sustainable Transport Hierarchy for Planning



Thank you again for seeking my views on this matter. I hope that you will find the above information useful.

Yours Sincerely



Sophie Howe

23 July 2019

FAO: Minister for Economy & Transport Ken Skates
cc: Deputy Minister for Economy & Transport Lee Waters

Dear Ken

Welsh Transport Appraisal Guidance (WelTAG) 2017

We were pleased to work with you and your officials to update the Welsh Transport Appraisal Guidance (WelTAG) which was published in December 2017. The Guidance ensures that the Well-being of Future Generations Act is considered throughout the WelTAG process, for example:

*"The purpose of Stage One is to understand the issues of concern, explore the context and to present a wide list of possible solutions, sufficient to be able to decide whether there are any solutions within the transport sector that are worth pursuing and to select a short list of options for more detailed consideration. The key feature of this step is the **application of the five ways of working** to the consideration of possible solutions, to ensure the **needs of future generations are considered**, and understand how well they help public bodies to **meet the well-being objectives and maximise their contribution to each of the seven goals**. It provides the opportunity to review whether there are non-transport or cross-cutting solutions".*

Following publication, we agreed to work with your officials to support the implementation of the new Guidance, as updating the Guidance alone will not ensure the new ways of thinking and working are applied. We agreed that we would provide support to a small number of WelTAG schemes and provide constructive feedback on how the Guidance was being applied. To date my team has

- Contributed to the review group for Llandeilo WelTAG scheme (Stage 1);
- Provided advice on other WelTAG Stage 1 reports (Haverfordwest);
- Had discussions with Welsh Government officials, Vale of Glamorgan council and members of the local community about the M4-A48 scheme.

We wrote to WelTAG users including Welsh Government, local authorities and all the main consultants in April 2019 to ask for feedback on how the new Guidance is being used and I am very disappointed to say that we only received one response (from Mott McDonald). We supported two Welsh Government workshops that took place in May 2019 of this year to outline the expectations of the Guidance and to discuss any good practice and barriers around implementation.

During these workshops we also highlighted how Planning Policy Wales (PPW 10) has been updated to show how the planning system should facilitate the delivery, decarbonisation and improvement of transport infrastructure in a way which reduces the need to travel, particularly by private vehicles, and supports and increases the use of active and sustainable transport. And also the recent Welsh Government Plan [Prosperity for All: A Low Carbon Wales](#), which outlines how the Welsh Government has committed to decarbonise transport through reducing reliance on the private car and supporting a modal shift to walking, cycling and public transport. As you know delivering this

objective will not only make an important contribution to decarbonisation, but will also improve air quality, increase physical activity, improve the health of the nation and realise many of the goals of the Well-being of Future Generations Act. We also know this modal shift is essential if Welsh Government are to deliver their statutory targets on reducing carbon emissions in the transport Sector as set out in *Low Carbon Wales: a 79% decrease in the next 30 years* will require everyone to play their part, and as an area of focus for my office, I will be looking closely at what progress is being made.

We receive regular correspondence from members of the public about transport and the application of WelTAG, particularly on specific schemes (e.g. within the Vale of Glamorgan, but also in Caerphilly and north Wales).

During the last 12 months, based on feedback from a range of stakeholders and practitioners, it has become apparent that the Guidance is not being applied as intended and also there appears to be a significant lack of capacity within Welsh Government to support implementation and the capacity buildings that's required. The key issues for me are:

- The system in which WelTAG is being used is flawed: it is often used when specific schemes or solutions (e.g. roads or bypasses) have already been identified; when a WelTAG study is commissioned the Guidance is retrofitted, rather than allowing people to take a more holistic and integrated approach to seeking solutions to transport issues;
- Because the current Transport strategy has not been updated since 2008 those working in the transport profession are relying on documents such as the National Transport Finance Plan and the Wales Infrastructure Investment Plan which commit funding to specific schemes (e.g. WIIP project pipeline of infrastructure projects was updated in June 2018 and commits funding for approximately 15 road-based projects). This reinforces the view that the starting point for the WelTAG assessment is already defined and is usually road based which leads people to focus on road-based solution but also means that the Guidance cannot be applied properly;
- The Act and new Guidance requires a different way of thinking and way of working and I don't feel there has been sufficient support or capacity building for Public bodies and consultants to help them understand the new requirements;
- To this end, I have not seen sufficient evidence that Stage 1 is being applied properly
 - I have seen insufficient evidence that users are applying (which is different to just considering) the five ways of working when considering possible solutions and understand how well these solutions help public bodies to meet the well-being objectives and maximise their contribution to each of the seven goals.
 - Consultants are publishing separate "WFG reports" as part of the WelTAG process and these indicate that they are considering the impact of solutions on the ways of working and relevant well-being objectives, which is the wrong way round as the ways of working and objectives should be used to *generate* the solutions.

- Finally there doesn't seem to be a mechanism to share learning or best practice on implementing the new Guidance.

My advice on this particular point is that if WelTAG is not used properly and particularly at Stage 1 the Welsh Government should withhold funding for further stages.

As you know the Assembly Economy, Infrastructure and skills committee report (State of Roads, October 2018) included several recommendations on WelTAG which were accepted by Welsh Government. They highlighted the fact that ensuring the Guidance is understood and followed by public bodies, and their contractors, will be key to its success and recommended Welsh Government should ensure support is available for this.

In your response you mention that Welsh Government is already working with the Future Generation's office to develop a programme of support sessions to ensure the toolkit is understood and where necessary, is refined. We supported the design and delivery of two workshops for practitioners in May but my view is that this will not be sufficient to embed the cultural change required both within the public sector clients and private sector consultants. Ongoing capacity building is needed and whilst I am keen to support the ongoing roll out of this work due to the large remit and limited resources of my office we do not have capacity to continue to deliver this work on an ongoing basis without additional resources.

The second recommendation was to ensure that every new road project should be subject to challenge to ensure the Well-being of Future Generations Act has been rigorously applied in the scheme, and that Welsh Government should audit a small selection of projects to assess the extent to which is this happening. My office is not involved in this work and would be keen to receive further details of this audit. As I mentioned above I am keen to see the Government taking a systematic approach to auditing how WelTAG has been applied and refusing to allocate funding where it has not been applied effectively.

The new WelTAG guidance, if applied properly, can support Welsh Government and Public Bodies to achieve a whole range of outcomes that would improve the well-being of people and communities across Wales. I am concerned that as it currently stands the lack of understanding and robust monitoring of its application means that this is not happening. I would be keen to hear your views and discuss options you are putting forward to ensure the new Guidance is understood and applied correctly.

Yours sincerely,



Future Generations Commissioner for Wales
Comisiynydd Cenedlaethau'r Dyfodol Cymru

Ken Skates AC/AM
Gweinidog yr Economi a Thrafnidiaeth
Minister for Economy and Transport



Llywodraeth Cymru
Welsh Government

Sophie Howe
Future Generations Commissioner for Wales
Market Chambers
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Cardiff
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Commissioner@futuregenerations.wales

15 August 2019

Dear Sophie

Thank you for your letter of 25 July regarding the implementation of the Welsh Transport Appraisal Guidance (WelTAG) 2017.

We were pleased to work with you and your team to lead the way in Wales in embedding the Well-Being of Future Generations Act and the five case model for better business cases, with best practice in transport appraisal. This approach ensures that our transport interventions give us the best value for money in maximising our contribution to the well-being goals.

I agree that the success of the guidance will be in the way that it is applied. The Well-being of Future Generations Act and WelTAG 2017 represent a step change in the way we work and make decisions for the people of Wales now and in the future. We are taking forward the recommendations of the Assembly Economy, Infrastructure and Skills Committee Report (State of the Roads, October 2018). We recently hosted two well attended WelTAG workshops, which we were pleased your team was able to support. These workshops brought WelTAG users together to discuss their experiences and examples of best practice. It is our intention to set up a WelTAG Community of Practice and hold more workshops and training sessions to provide ongoing support to WelTAG users and enable the sharing of learning and best practice.

My officials have identified key themes where WelTAG users require further support and guidance. Supplementary guidance is being drafted on engagement and consultation and also how to apply the Well-being of Future Generations Act at each stage of the process. My officials are currently considering the schemes that will be subject to a WelTAG audit and the nature of the audit. I am happy for my officials to meet with your team to discuss the proposals.

My officials have been working with WeITAG users on several studies to assist with the implementation of WeITAG 2017. Your team has provided input on some of these, which has been welcomed. My officials identified high risk studies where closer scrutiny would be required. These were a study in Chepstow and the air quality improvement plans being undertaken by Caerphilly and Cardiff Councils. My officials invited your team to provide input but unfortunately the offer was declined.

We have embedded the WeITAG process in our local transport grants application process to ensure that the schemes receiving Welsh Government grant funding have demonstrated how they are delivering the well-being goals and objectives and are developed using the five ways of working.

Since the publication of WeITAG 2017 we have started shifting towards a corridor / area based approach to the early stages of WeITAG. For example our emerging Metro Enhancement Framework, which takes a corridor based approach to considering future transport interventions in the south Wales Metro area. I will be providing further detail on this in the autumn.

In recognition that there were ongoing studies and schemes being developed when WeITAG 2017 was published, we issued supplementary guidance on transitional arrangements alongside the main WeITAG 2017 toolkit. The transitional guidelines require that schemes that were already being taken forward through WeITAG 2008 move over to WeITAG 2017 at an appropriate stage in their development. This includes reflecting on whether stages that have already been undertaken need updating to take account of the latest legislation and policy including the Well-being of Future Generations Act.

I recognise the importance of the Wales Transport Strategy in setting the strategic direction for transport in Wales. I am committed to updating the Wales Transport Strategy.

Yours sincerely



Ken Skates AC/AM
Gweinidog yr Economi a Thrafnidiaeth
Minister for Economy and Transport

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

P-05-886 Stop the Red Route (A55/A494 corridor), Correspondence – North Wales Mersey Dee Business Council to Committee, 04.12.19

In relation to Janet's recent request for our views on the Red Route (A55/A494 corridor), please see below our feedback/response:

The existing road infrastructure on the A55 / A494 is one of the main arterial access points into North Wales and is very frequently congested for a variety of reasons e.g. volume of traffic, broken down vehicles or accidents blocking one or both lanes of the carriageway .

This congestion then has negative knock on effects for the local commuter traffic (originating in both England and Wales), through Tourism traffic (North Wales has around 30 million tourism visits a year) and HGV traffic heading to and from our International Port of Holyhead. These negative knock on effects damage our regional economy and result in lost productivity and growth in both the immediate, medium and longer term, especially for the numerous businesses operating in the immediate vicinity e.g. Deeside Industrial Zone.

We are therefore, with the detail we currently have available, broadly supportive of the Red Route, as this major road improvement scheme would increase substantially the resilience of transport infrastructure in our current road network. The lack of resilience currently in our major transport infrastructure is a significant issue for the North Wales economy and our local businesses, especially for the pivotal cross-border connectivity between North Wales and North West England.

Before we can be 100% supportive of this particular road improvement scheme though, we would need to understand some of the detail from the Business Case for the investment, including:

1. The current and forecasted traffic usage and congestion in the area.
2. The negative impacts economically and from a health perspective e.g. air pollution, of the current and forecasted congestion.
3. The options appraisal (differing options for solving the issues in points 1 & 2) that resulted in opting for the red route. Options appraisals for solving the issues on capacity and resilience, should also include looking at investment options in public transport as part of the solution.
4. Detail that the red route option will offer the capacity/resilience we need, based on the traffic forecasts.
5. If the red route would not cover all the capacity/resilience we need for the foreseeable future, how does this investment coupled with other planned investments e.g. in Public Transport, work together to provide the capacity and increased resilience we need.

6. The overall carbon emissions impact of the scheme – so the balance between the additional carbon expended in its construction and the loss of carbon sinks VS. the carbon saved from congestion reduction and improvements in air quality.

If the overall carbon emissions for the scheme mean net additional carbon/Greenhouse Gases (GHG's), then what are the carbon/GHG mitigation schemes that would commence before construction starts (e.g. afforestation / tree planting) and continue during and after its construction, to offset these additional net GHG emissions. We have a UK wide legally binding target of net zero carbon emissions by 2050, so major infrastructure investments moving forward have to take this into account

7. As the finer details on the exact design of the red route are not available, we are not able to comment on the negative or positive impacts on the biodiversity of the area.

Should you have any questions at all, please do not hesitate to contact us.

Many thanks.

P-05-886 Stop the Red Route (A55/A494 corridor), Correspondence – Petitioner to Committee, 29.01.20

Petitioners Response: P-05-886 - Pwyllgor Deisebau 21.01.20 / Petitions Committee 21.01.20

We thank the committee for the opportunity to respond to correspondence arising from our evidence session in front of the committee in October 2019. We apologise in advance for the rushed nature of this response and that we have not been able to cover all aspects of the discussion.

In considering the correspondence provided we would like to make the following comments:

- A) In his response to the committee, the minister makes the admission that the WelTAG process was carried out pursuant to WelTAG 2008 i.e. before the 2017 revision. Furthermore, there is no indication that the advent of WelTAG 2017 has had any demonstrable impact on the evolution of the scheme.

This point is also raised in the correspondence between the minister and the Future Generations Commissioner, Sophie Howe. She highlights that the way in which WelTAG has been carried out by the Welsh Government in this case (and in a number of others) means that it has effectively retro-fitted the process to an already-made decision to go ahead with one of two highway options. In his response the minister hints that old schemes will move over to WelTAG 2017 “*at an appropriate stage*”. However, he provides no indication of (a) when this will happen, (b) what the definition of an ‘old scheme’ is, and (c) which stage is deemed “*appropriate*”?

We note that the overarching “plan” stage of the evolution of this project, the Wales Transport Plan (WTP), is somewhat out of date, having being published in 2008. We welcome the fact that the minister commits himself to “updating” the WTP. We are, however, disappointed to note that again he fails to set out a timetable as to when this update will take place.

We argue that it is timely for the Welsh Transport Plan to be fully updated in the light of new thinking in transport over the past 12 years and *inter alia* the Well-being of Future Generations (Wales) Act 2015. **We call for this to take place before any further work is done on the Red Route scheme.**

We also note that Sophie Howe raises concerns that the new provisions of the Well-being of Future Generations Act, in terms of “ways of working”, have not been adhered to in generating highway-only options such as this one. We are disappointed that the minister has failed to answer this criticism in his response, instead choosing to name-check various workshops and training days which the Welsh Government has funded. We also note that Sophie Howe recommends that no proposed transport schemes should be funded unless they have gone through a fit for purpose WelTAG (which by definition would have to be Well-being Future Generations Act-compliant). **On the basis of this information we argue that the scheme has not gone through a ‘fit for purpose’ WelTAG, and so cannot be funded within present day Welsh Government legislation.**

B) With regard to traffic modelling the minister provides no further evidence to build confidence that the abnormalities of traffic flow (in particular the seasonality of the flow) have been accurately forecast by the traffic model on which the route selection was based. To the contrary the minister acknowledges the flaws in the traffic modelling by conceding that: "If a decision is made to progress with the scheme further, the traffic modelling and economic appraisal for the preferred option will be updated to take account of current guidance and traffic growth". **Given this admission we are concerned that the original consultation and consequent decision was based on poor information and so should be revisited.**

C) Further, an issue the minister often raises in his support of the Red Route is air quality on the A494. We note from recent press coverage that this issue appears to have been solved by the minister. In quoting interim data on the 5th October 2019 the minister stated that the first 12 months of the 50 mph speed limit on the A494 in Deeside has shown a significant reduction in NO₂ levels. He also stated that "we believe that as a result of putting the average speed cameras in, we will see further reduction in nitrogen dioxide." [BBC and Deeside.com].

He then goes on to state "and so for the shorter term, at least, whilst we undergo the transition to ultralow emission vehicles we need to do something". **This is clear indication of the pace of technological change and underlines the need for an up to date review the Red Route decision in which the impacts of rapidly emerging technological developments are considered.**

D) In point (4) of his response to the committee, the minister states that non-car alternatives to the two highway options were examined primarily at the "Planning Stage". However this was in 2010. Given the £300 million price tag attached to this project, and the major advances in traffic management, such as the development of smart technology in the 10 year period since the non-car alternatives were considered **a serious question is raised regarding value for money of this project.**

E) With regard to the additional works requested by both panels at the October evidence session, i.e. a Halkyn Hill crawler lane and safety work on the Ewloe Interchange, we note the minister's states there are no plans to "realign and rationalise the existing junctions or to remodel the Ewloe interchange". **Given a key objective (4) of the Dee corridor plan is to improve safety at this junction this omission suggests that the project as it currently stands is highly unlikely to meet its stated objectives.**

F) The minister responded to statements from both parties at the evidence session regarding the general state of public transport in North Wales with a reiteration on his "North Wales Metro", which by definition is an integrated public transport system. He states that small amounts of money are so far committed to the scheme (approx. 4% of the estimated Red Route cost) and outlines the limited progress made. Furthermore, in our view he fails to show the contribution of the Red Route to the North Wales Metro.

As local residents, we should like to draw the attention of the committee to the reality of public transport in North East Wales: over the past 3 year we have lost a number of valued local bus services, including the X28 in 2019, which linked Flint, Northop, Mold and

Wrexham. The frustration of Flintshire residents at the decline of local services has very recently been highlighted in a petition to your committee (P05-899: Buses for people not profit) which calls for bus services to be run to meet the needs for local people.

The situation on the railways is not much better, with the systematic cutting of North Wales Coast commuter time train services stopping at Flint and Shotton stations. The frustration of local commuters is currently highlighted by a further petition to your committee (P04-627: Improve commuter train services for North East Wales residents). The minister talks of improvements to Shotton Station, however he fails to point out that at peak times less than one train an hour stops at Shotton on the Holyhead-Chester line!

- G) The minister in his response to the committee once again repeats his previous correspondence regarding the geographic spread of the consultation responses. However he continues to fail to actually provide quantitative evidence to counter our concern that the consultation events favoured residents of Deeside, despite respondents' postcodes being collected as part of the consultation questionnaire. He clearly has the information at hand so we wonder why he hasn't made it available.
- H) We note the escalating costs of the Red Route proposal recently quoted in the media (Deeside.com 16/11/2019), based on the Wales Infrastructure Investment Plan. This put the new figure at £300 million (an increase of £44.6 million over the 2017 consultation figure) due to "inflation" and the omission of VAT in the original estimate. As this figure is now larger than the estimated cost of the Blue Route we wonder how this may have impacted the consultation outcome.

We are concerned to read in the correspondence from Natural Resources Wales (13/07/17) which states that: "The Red Route is likely to require substantive acquisition of land for compensation and this requirement does not appear to have been critically or effectively considered. If the Red Route is progressed, the identified costs should include costs relating to the replacement of the Dee Bridge and the A55/A494 interchange – clarification of whether this has been included is required." **These concerns re-missing costs was raised in 2017. We expect that these costs have now been added to the estimate and request an updated figure for the cost of the Red Route.**

- I) We note that of all of the Deeside companies approached for their views on the Red Route only one response has been received, from Iceland. This lack of response suggests that support of the Red Route is weak amongst those companies, and provides no evidence to support the claim made by the North Wales Ambitions Board Representative, at the evidence session, that Deeside traffic congestion creates difficulties in workforce recruitment. The Iceland response provided little more than a personal opinion with no quantitative evidence in support.

With Best Wishes,

Tom Rippeth on behalf of the petitioners.

P-05-778 Amddiffyn Cyllyll Môr ar Draeth Llanfairfechan

Cyflwynwyd y ddeiseb hon gan Vanessa L Dye ac ystyriwyd am y tro cyntaf gan y Pwyllgor yn ystod Hydref 2017, ar ôl casglu 225 o lofnodion ar-lein a 234 ar bapur – cyfanswm o 459 lofnodion.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i wneud y canlynol:

- comisiynu astudiaeth ymchwil i ganfod cyflwr gwelyau'r cyllyll môr a'u hyfywedd fel adnodd naturiol hirdymor, a rhoi moratoriwm ar waith ar gyfer pysgota cyllyll môr hyd nes y gall yr ymchwil adrodd ar ei ganfyddiadau;
- cadarnhau tymor 'caeëdig' ar gyfer cynaeafu cyllyll môr sy'n cyd-fynd â'r tymor silio h.y. mis Mai i fis Medi;
- llunio rheoliadau yn ogystal â'r maint glanio lleiaf o 10cm i gynnwys cwotâu penodol y mae unigolion yn cael eu casglu; a
- chyflwyno deddfwriaeth a rheoliadau i amddiffyn y cyllyll môr ar draeth Llanfairfechan.

"Mae'r cynaeafu ar raddfa fawr o gyllyll môr ar draeth Llanfairfechan wedi bod yn destun pryder i lawer o drigolion a chadwraethwyr ers nifer o flynyddoedd." (Cyf: llythyr at Lesley Griffiths AC, Ysgrifennydd y Cabinet gan Janet Finch Saunders AC 28 Gorffennaf 2017.)

Ar hyn o bryd yr unig reolaeth reoliadol ar gyllyll môr yw bod yn rhaid iddynt fod â maint glanio lleiaf cyfreithiol o 10cm, ac mae gwiriadau sy'n ymwneud â rheoli'r hyn sy'n dod yn rhan o'r gadwyn fwyd. Mae llawer o drigolion yn pryderu am y diffyg ymddangosiadol o weithdrefnau a/neu reoliadau sy'n llywodraethu'r broses o gasglu cyllyll môr yn enwedig o ran dynodi tymor 'caeëdig' yn ystod silio, y cwotâu a ganiateir, a'r angen am gynnal gwaith ymchwil ar y cyllyll môr i ganfod yr effaith ar yr ecosystem a'r amgylchedd lleol.

Ers 2013 nodwyd gan nifer o ffynonellau fod cyllyll môr yn cael eu cynaeafu mewn niferoedd mawr o draeth Llanfairfechan. Mae tystiolaeth i gefnogi'r

honiad hwn wedi cael ei dogfennu ar sawl achlysur yn y cyfryngau cymdeithasol. Mae cais diweddar ar Hysbysfwrdd Llanfairfechan ar gyfer unrhyw luniau neu fideos o'r rheini sy'n casglu cyllyll môr yn dangos yn glir bod nifer fawr o bobl yn ymwneud â'r gweithgarwch hwn. Mae'r broses o gasglu'r cyllyll môr fel arfer yn digwydd ar ôl llanw uchel.

Gwybodaeth ychwanegol

Dyma rywfaint o gefndir hanesyddol am y mater hwn. Yn 2013 amlygwyd y cynaeafu gan bapur newydd Weekly News gan Tom Davidson pan nodwyd fod 'criw o dros 100 o bobl yn cynaeafu llawer iawn o gyllyll môr...' Roedd pryderon hefyd fod gweithwyr anghyfreithlon yn cael eu hecsbloetio a bod y cyllyll môr yn cael eu pysgota at ddibenion masnachol. Ar y pryd, dywedodd un o'r trigolion ei fod 'wedi gweld golygfeydd tebyg yn ymwneud â nifer cynyddol o gasglwyr yn ystod yr ychydig wythnosau diwethaf. Mae'r trigolion yn flin oherwydd y nifer fawr o gynaeafwyr gydag ofnau y gallai'r cynefin lleol gael ei ddifrodi yn anadferadwy, gyda channoedd o gyllyll môr yn cael eu casglu oddi ar y traeth yn rheolaidd.'

Er bod yr ofnau o ran bod y casglwyr yn cael eu defnyddio fel rhan o gaethwasiaeth fodern a'r pysgod cregyn yn dod yn rhan o'r gadwyn fwyd wedi cael eu tawelu gan ymdrechion parhaus yr heddlu a'r Asiantaeth Safonau Bwyd, mae canlyniadau amgylcheddol y broses gyson a systematig o gasglu cyllyll môr yn parhau i fod yn broblem fawr, a all effeithio ar fywyd adar môr ac eraill yn yr ardal, ynghyd ag achosi newidiadau posibl yn y dwysedd o dywod ar y traeth. Mae rhai pryderon ynglŷn â'r tywod yn ansefydlog mewn mannau a gallai pobl sy'n anghyfarwydd â'r traeth yn hawdd fynd i drafferthion e.e. mae rhai o'r casglwyr yn cynaeafu'r cyllyll môr gryn bellter i ffwrdd oddi wrth ddiogelwch y tir.

Mae wedi bod yn eithaf diraddiol a rhwystredig i ddinasyddion cyffredin wylio'r ysbeilio o adnodd amgylcheddol ac yn cwestiynu pam mae sefydliadau sydd â chylch gwaith i warchod yr amgylchedd yn ymddangos i gael eu llyffetheirio oherwydd y diffyg gweithdrefnau/deddfau priodol. Mae hyn yn syndod o gofio bod traeth Llanfairfechan wedi'i dynodi'n Safle o Ddiddordeb Gwyddonol Arbennig, Ardal Gwarchodaeth Arbennig ac Ardal Cadwraeth Arbennig. 2013. Mae'n rhaid bod rheoliadau o fewn y cyrff hyn o

wybodaeth i fanteisio arnynt fel ffynhonnell i ddiogelu'r anghydbwysedd hwn
mewn ecosystem o'r fath?

Etholaeth a Rhanbarth y Cynulliad

- Aberconwy
- Gogledd Cymru

Lesley Griffiths AC/AM
Gweinidog yr Amgylchedd, Ynni a Materion Gwledig
Minister for Environment, Energy and Rural Affairs



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-778
Ein cyf/Our ref LG/00021/20

Janet Finch-Saunders AM
Chair of the Petitions Committee

Government.Committee.Business@gov.wales

 January 2020



Thank you for your letter of 6 January, regarding the extension of the razor clam fishery closure on Llanfairfechan Beach and any work relating to the species.

As you may be aware, the Llanfairfechan razor clam bed was subject to heavy gathering between 2013 and 2017 which lead to concerns the bed was being fished unsustainably. Existing fisheries legislation sets a minimum capture size of 100mm but no limit on the amount an individual may gather.

At the time, advice was also received from Bangor University stating the unregulated overexploitation of adult razor clams, which make up the vast majority of catches and act as the brood-stock for future generations, could lead to stock collapse. In the absence of any evidence of recruitment or any contrary evidence from a quantitative survey, it was deemed prudent to close the Llanfairfechan bed to allow stock recovery.

Officials are awaiting the results of a genetic profiling study commissioned by the Welsh Government which is being carried out by Aberystwyth University. The work will describe the genetic structure and habitat preferences of razor clam populations in Welsh waters, including those at Llanfairfechan. A map illustrating sample areas and any areas of connectivity will also be produced.

Further work is planned for 2020 to improve our understanding of sustainable levels of harvesting the intertidal bed, the presence of a subtidal bed and its ability to support the intertidal fishery. The results from these studies will inform future management decisions relating to razor clam exploitation in Wales.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 306

We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

The studies will also improve our understanding of the vulnerability of particular razor clam stocks to gathering activities, such as at Llanfairfechan, and which management measures may be most appropriate to help ensure sustainable fishing practices. The fishery closure will therefore need to continue until the status of the stock is better understood and confidence is such it can support a sustainable fishery.

Regards
Lesley

Lesley Griffiths AC/AM

Gweinidog yr Amgylchedd, Ynni a Materion Gwledig
Minister for Environment, Energy and Rural Affairs

**P-05-778 Protect the Razor Clams on Llanfairfechan Beach, Correspondence –
Petitioner to Committee, 23.01.20**

Dear Petition Committee Members

Re: Protect the razor clams on Llanfairfechan Beach

Thank you for the opportunity to comment on the letter from Lesley Griffiths AC/AM. The Minister for Environment, Energy and Rural Affairs makes a significant point when it is noted that:

“Existing fisheries legislation sets a minimum capture size of 100mm but no limit on the amount an individual may gather”. This point clearly highlights a deficit in current legislation protecting the razor clams and leads me to reiterate for the Committee members the key reasons for the petition being raised ie.that the Welsh Government:

- ratify a ‘closed’ season for the harvesting of razor clams aligned to the spawning season i.e. May to September;
- draw up regulations in addition to the minimum landing size of 10cm to include set quotas that individuals are allowed to take; and
- bring forward legislation and regulations to protect the razor clams on Llanfairfechan beach.

It is pleasing to report that judging by the comments made on the local Facebook page that the residents of Llanfairfechan are encouraged by the continuing closure of the razor beds. Hopefully this action will provide additional time for the razor clam beds to recover and allow time for the extensive study of the tidal environment and razor clam population to take place.

I hope these comments may be included/raised at the February Meeting of the Petition Committee.

Once again thank you for your ongoing interest and actions on resolving this important local issue.

Yours sincerely

Vanessa L Dye(Mrs)

P-05-876 Amddiffyn rhywogaethau rhestredig Coch ac Amber yng Nghymru

Cyflwynwyd y ddeiseb hon gan Chris Evans, ar ôl casglu cyfanswm o 173 lofnodion.

Geiriad y ddeiseb:

Yn ddiweddar, mae wedi dod i'n sylw bod Cyfoeth Naturiol Cymru wedi bod yn rhoi trwyddedau i ganiatáu lladd rhywogaethau sy'n ymddangos ar restrau Coch ac Amber yr RSPB yng Nghymru, a hynny ar sail braidd yn annilys o bryd i'w gilydd, fel "diogelu bwyd gwartheg" a "diogelu'r awyr". Mae dulliau eraill yn bodoli i wasgaru adar heb fod angen eu lladd.

Mae pob rhywogaeth sydd wedi'u rhestru'n Goch mewn perygl difrifol o ddifodiant yng Nghymru, felly mae angen gwella lefel yr amddiffyniad er mwyn atal rhagor o ddirywiad i'n bioamrywiaeth naturiol.

Mae gan reolwyr Cyfoeth Naturiol Cymru safbwynt anthropocentrig o ran yr amgylchedd naturiol, ac felly nid ydynt yn addas i'r diben pan fo mater yn ymwneud ag amddiffyn yr amgylchedd a bioamrywiaeth.

Rydym ni, drwy lofnodi isod, yn dadlau nad yw Cyfoeth Naturiol Cymru yn llwyddo i amddiffyn yr amgylchedd naturiol a bioamrywiaeth yng Nghymru.

Rydym yn mynnu y dylai hawl Cyfoeth Naturiol Cymru (neu unrhyw gorff arall) i roi trwyddedau i ganiatáu lladd unrhyw rywogaethau Coch neu Amber rhestredig gael ei dynnu'n ôl ar unwaith, a bod angen i'r rheolwyr ystyried safbwynt llai anthropocentrig mewn perthynas â'r holl faterion sy'n ymwneud â'r amgylchedd a bioamrywiaeth.

Gwybodaeth ychwanegol:

Etholaeth a Rhanbarth y Cynulliad

- Gŵyr
- Gorllewin De Cymru



Ein cyf/Our ref:
Eich cyf/Your ref:P-05-876

Government Buildings
Arran Road,
Dolgellau,
Gwynedd,
LL40 1LW

Ebost/Email:
Ffôn/Phone:

4th December 2019

Dear Janet Finch-Saunders

Petition P-05-876 Protection of Red & Amber listed species in Wales

Thank you for your letter of 20th November 2019, relating to the above petition.

You will be aware on the 7th October 2019 NRW revoked five General Licence (GL001-004 and 016) and issued four new General Licences (GL001, 002, 004 and 016). They have been developed as a proportional way of regulating frequent and common activities where there is a clear need, based on evidence, to control certain species of wild birds.

In preparation of the 2020 Wild Bird Licensing Review NRW are currently undertaking scoping to determine timing, structure, evidence gaps and method of evidence gathering required to support the review. Once the scope of the licensing review has been formalised and agreed I will send you our proposed delivery plan.

In addressing your second point on how the importance of biodiversity will be considered, you may have noted:

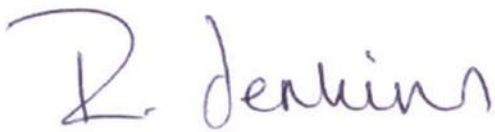
- all red and amber-listed Birds of Conservation Concern that were referenced on the revoked General Licences as listed above were removed when the new GL001, 002 and 004 were issued, this included Herring Gull, Great black-backed Gull, Black headed Gull, Lesser Black-backed Gull and Lapwing;
- all wild bird species that showed evidence of a long-term marked decline in range and/or abundance in Wales, that is, a decrease of more than 25% between 1994-2017 were removed when the new GL001, 002 and 004 were issued, this included rook;
- where an individual application is made for a specific licence circumstance NRW will continue to assess the evidence base of that application and the conservation

status of the species concerned before consent is issued for lethal control as regulated through the individual licensing process.

The 2020 NRW bird licensing review will continue to assess the proportional safeguarding of all wild birds and especially red and amber-listed Birds of Conservation Concern in Wales. To fully understand the views of the Petitions Committee we would welcome the opportunity to meet and discuss.

Should you need any further clarification please do not hesitate to contact me.

Yours sincerely

A handwritten signature in purple ink that reads "R. Jenkins". The signature is written in a cursive style with a large initial "R".

Ruth Jenkins

**P-05-876 Protection of Amber and Red Listed species in Wales, Correspondence
– Petitioner to Committee, 23.01.20**

Good morning,

Many thanks for the reply.

I thank NRW for the response and am pleased that the species mention have been removed from the list.

I would however wish to have sight of the new general licences issued (including the species that are included) and sight of the decision making process that NRW use in individual licencing, to make a full judgement on whether the issues that I have raised have been adequately addressed.

The letter does nothing to allay my concerns regarding the anthropocentric nature of thinking at NRW.

Kind regards
Chris Evans

P-05-873 – Gwersi Cymraeg am ddim i bobl Cymru

Cyflwynwyd y ddeiseb hon gan Sheryl Callard, ar ôl casglu cyfanswm o 95 lofnodion.

Geiriad y ddeiseb:

Pan oeddwn yn iau, cefais fy amddifadu o'r hawl i astudio fy iaith frodorol yn yr ysgol ac, oherwydd hynny, nid wy'n siarad fy iaith frodorol heddiw. Rwyf i, a chynifer o bobl eraill o'm cenhedlaeth, a hyd yn oed y genhedlaeth iau, yn cael eu hamddifadu o'r modd i siarad Cymraeg oherwydd nad oedd addysgu'r Gymraeg mewn ysgolion yn llwyddiannus gyda hwy yn y gorffennol. Dyna pam rwy'n gofyn i Lywodraeth Cymru wneud iawn am gamweddau'r gorffennol, a dangos gwir arweinyddiaeth i ymladd dros fy hawl i ddysgu fy iaith fy hun drwy ddarparu dosbarthiadau ac adnoddau Cymraeg am ddim. Rydym yn gofyn i Weinidog y Gymraeg gefnogi'r cynnig hwn ac ariannu'r dosbarthiadau fel y caf i, a llawer o bobl eraill a gafodd eu hamddifadu o'r iaith, y cyfle i'w siarad unwaith eto. Byddai hyn yn cyd-fynd yn llwyr â chynllun Llywodraeth Cymru i gyrraedd ei nod, sef Miliwn o Siaradwyr Cymraeg erbyn 2050, a byddai'n rhoi sbardun i bobl ail-afael yn eu diwylliant a'u mamiaith unwaith eto. Gofynnwn i'r Llywodraeth weithio gydag asiantaethau gwahanol i ddarparu'r gwersi hyn i bobl mewn ardaloedd gwahanol a thrwy drefnu i'r gwasanaethau dysgu fod ar gael i bobl ar y we. Hefyd i ddarparu llyfrynnau a phapurau i bobl wahanol o gefndiroedd gwahanol yng Nghymru er mwyn cael cyfle i ddysgu'r iaith.

A fyddech cystal â sicrhau hyn i bobl Cymru sy'n awyddus i adennill eu diwylliant a'u hiaith frodorol?

Gwybodaeth ychwanegol:

Etholaeth a Rhanbarth y Cynulliad

- Gogledd Caerdydd
- Canol De Cymru



Eich cyf/Your ref P-05-873
Ein cyf/Our ref EM/05797/19

Janet Finch-Saunders AC
Aelod Cynulliad dros Aberconwy
Cadeirydd – Pwyllgor Deisebau
Cynulliad Cenedlaethol Cymru
Tŷ Hywel
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14 Ionawr 2020

Annwyl Janet,

Diolch am eich llythyr ynglŷn â deiseb P-05-873 – ‘Gwersi Cymraeg am ddim i bobl Cymru’.

Mae sefydlu'r Ganolfan Dysgu Cymraeg Genedlaethol wedi cynnig cyfle i gysoni nifer o agweddau o'r rhaglen Dysgu Cymraeg, gan gynnwys ffioedd dysgu. Mae'r trefniadau newydd o £90 fesul cwrs prif ffrwd eisoes ar waith ac yn llwyddo i sicrhau cysondeb a thegwch i bob dysgwr ar draws Cymru.

Er nad yw cynnig cyrsiau Dysgu Cymraeg am ddim i oedolion yn un o'r 10 newid trawsnewidiol a nodir yn 'Cymraeg 2050', mae'r Ganolfan wedi gweithio'n agos iawn gyda'r darparwyr i greu Cynllun Cymraeg i Bawb. Mae'r cynllun yn cynnig yr un cyfleoedd i alluogi oedolion i ddysgu p'un ai eu bod wedi colli'r Gymraeg ers gadael ysgol, angen gloywi er mwyn ennyn hyder, neu efallai yn ddysgwyr newydd.

Mae strwythur cyson o ran gostyngiadau ar gyfer ffioedd dysgu yn ei le, gan gynnwys gostyngiad o 40% i fyfyrwyr ac unigolion ar fudd-daliadau, a gostyngiad o hyd at 100% (h.y. cynnig cyrsiau rhad ac am ddim) ar gyfer rhai cyrsiau.

Mae gan y Ganolfan Gronfa Ariannol Wrth Gefn sy'n cynnig cymorth ariannol i ddysgwyr Cymraeg. Mae'n cynnig cymorth tuag at amrywiaeth o gostau, gan gynnwys costau gofal plant a chostau teithio, er mwyn lleihau'r rhwystrau sy'n atal unigolion rhag mynd ati i

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

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ddysgu. Mae'r Ganolfan hefyd wedi buddsoddi mewn datblygu darpariaeth sy'n gwneud dysgu Cymraeg yn hwylus i mwy o bobl, gan gynnwys mwy o gyrsiau dysgu cyfunol a darpariaeth ar-lein sy'n galluogi pobl i ddysgu ar unrhyw adeg gyda llai o angen i deithio.

Gan fod y Gymraeg bellach yn bwnc gorfodol i blant oedran ysgol, bydd gan bob dysgwr rywfaent o wybodaeth o'r Gymraeg erbyn iddynt adael y system addysg yn 16 oed, gan roi sylfaen da iddynt adeiladu arni pe dymunent.

Hyderaf fod y wybodaeth uchod yn egluro'r camau sydd ar waith i sicrhau bod dysgu Cymraeg yn fforddiadwy i gymaint o bobl ag sy'n bosib.

Yn Gywir,

A handwritten signature in blue ink, appearing to read 'M. E. Morgan'.

Eluned Morgan AC/AM

Gweinidog y Gymraeg a Chysylltiadau Rhyngwladol
Minister for International Relations and the Welsh Language

Eitem 3.26

P-05-883 – Wythnos Genedlaethol Hanes Cymru

Cyflwynwyd y ddeiseb hon gan Phil Rowe, ar ôl casglu cyfanswm o 86 lofnodion.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sefydlu Wythnos Genedlaethol Hanes Cymru.

Y nod yw creu a hybu wythnos o ddathlu a chofnodi'n hanesyddol-gywir hanes Cymru sy'n esgor ar ddysgu a chyfleoedd addysgol. Byddai'r hyn a addysgir yn fwy onest na hanes 'lân' Prydain a gafodd cynifer ohonom yn yr ysgol, ac ni fyddai'n amcanu i roi unrhyw ogwydd i'r wybodaeth gan ffafrio unrhyw barti.

I herio'r ffantasiau hanesyddol-anghywir sydd i'w cael ynghylch stereoteip Cymru, a sut y daeth i fod yn hierarchiaeth Prydain yn y cyfnod sydd ohoni.

Drwy ddeall ein hanes go iawn, hybu pwysigrwydd yr iaith Gymraeg a diwylliant Cymru, lle Cymru yn y Brydain fodern, a thrwy gyflwyno trafodaethau ynghylch sut y dylem geisio sicrhau bod hynny'n cael ei ddeall nid yn unig o fewn Cymru, ond hefyd o fewn y gwledydd eraill ar ynysoedd Prydain ac yng ngweddill y byd.

Gwybodaeth ychwanegol:

Mae nifer o bobl yng Nghymru (gan gynnwys fi fy hun) yn cael ein magu â thybiaethau anghywir ynghylch sut y daeth Cymru i fod, a'r 'hiliau' sydd i'w cael ar ynysoedd Prydain.

Bydd dealltwriaeth ddyfnach o bwy ydym a sut y cyrhaeddom lle yr ydym heddiw yn ein rhoi mewn gwell sefyllfa i ystyried lle yr ydym am fod yn y dyfodol.

Etholaeth a Rhanbarth y Cynulliad

- Castell-nedd
- Gorllewin De Cymru



Eich cyf/Your ref: P-05-883
Ein cyf/Our ref: DET/06172/19

Janet Finch-Saunders AC
Cadeirydd, y Pwyllgor Deisebau
Cynulliad Cenedlaethol Cymru
Tŷ Hywel
Bae Caerdydd
Caerdydd
CF99 1NA

14 Ionawr 2020

Annwyl Janet Finch-Saunders AC,

Deiseb P-05-883: Wythnos Genedlaethol Hanes Cymru

Diolch am eich llythyr dyddiedig 16 Rhagfyr 2019 yn cynnwys sylwadau gan ddeisebydd ynghylch y sylwadau gwreiddiol a wnaed gennyf i mewn ymateb i'r ddeiseb uchod.

Cefais lythyr y deisebydd yn ddiddorol ac, fel y dywedais yn fy llythyr blaenorol, mae Llywodraeth Cymru wedi ymrwymo i nifer o fentrau i gefnogi'r gwaith hwn. Fodd bynnag, rwyf yn cydnabod efallai y bydd cyfle i hyrwyddo'r gwaith hwn yn ehangach, gan sicrhau naratif ehangach ar weithgareddau neu fentrau presennol a phosibl sy'n gysylltiedig â hanes Cymru.

Byddaf yn mynychu cyfarfod y Grŵp Amgylchedd Hanesyddol yn ystod hanner cyntaf 2020, a thrafodaf y ddeiseb â'r gwaith o hyrwyddo hanes Cymru â'r grŵp. Mae'r grŵp wedi cael ei sefydlu i fod yn fforwm lefel uchel i ystyried problemau a chyfleoedd sy'n gysylltiedig â'r amgylchedd hanesyddol mewn modd strategol, ac i hyrwyddo ffyrdd cyffredin o weithio. Mae'r grŵp yn cynnwys cynrychiolwyr o'r prif sefydliadau yng Nghymru sydd â diddordeb yn yr amgylchedd hanesyddol.

Yn ogystal, mae ymgyrchoedd sy'n benodol i'r sector hwn, sef Archwiliwch eich Archif bob mis Tachwedd, a Gŵyl Amgueddfeydd Cymru sy'n cael ei chynnal yn ystod wythnos olaf mis Hydref. Mae archifau ac amgueddfeydd yn cymryd rhan yn yr ymgyrchoedd hyn, sydd â'r nod o godi ymwybyddiaeth o'n hanes ni a'i hyrwyddo ymhlith cynulleidfaoedd newydd.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 318
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Rwy'n credu fy mod eisoes wedi dweud ei bod yn hanfodol bod pob dysgwr yng Nghymru yn cael y cyfle i ddysgu am hanes ein gwlad. Mae hanes Cymru yn rhan bwysig o raglen astudio bresennol Cyfnodau Allweddol 2 a 3 ar Hanes. Gall dysgwyr ystyried digwyddiadau hanesyddol o safbwynt lleol, cenedlaethol a byd-eang, a datblygu eu sgiliau, eu gwybodaeth a'u dealltwriaeth hanesyddol drwy ddysgu am amrediad o gyd-destunau hanesyddol.

Ein cenhadaeth genedlaethol yw codi safonau, codi cyrhaeddiad pob plentyn a sicrhau bod gennym system addysg sy'n destun balchder cenedlaethol a hyder y cyhoedd. Y newid mwyaf yw cwricwlwm newydd ar gyfer ysgolion cynradd a meithrinfeydd nas cynhelir a ariennir, a disgyblion Blwyddyn 7 mewn ysgolion uwchradd, yng Nghymru o fis Medi 2022. Wedyn bydd y cwricwlwm yn cael ei gyflwyno fesul blwyddyn mewn ysgolion uwchradd.

Wrth wraidd y gwaith o gynllunio'r cwricwlwm newydd mae pedwar prif ddiben allweddol. Un o'r dibenion allweddol hyn yw y bydd pob plentyn a pherson ifanc yng Nghymru yn ddinesydd byd-eang a chanddo agwedd foesegol a gwybodus, gan sicrhau eu bod yn gwybod am ddiwylliant, cymuned a hanes Cymru a'i lle yn y byd ehangach.

Bydd y cwricwlwm newydd yn symud i ffwrdd o ddysgu rhestrau o 'destunau' neu 'gynnwys' penodol. Fodd bynnag, byddwn ni'n gweithio gydag ymarferwyr i gomisiynu adnoddau newydd a fydd yn cyfeirio at ddigwyddiadau a thestunau allweddol yn hanes Cymru a'r byd. Bydd hyblygrwydd y cwricwlwm newydd yn galluogi athrawon i gyflwyno gwersi mewn ffyrdd mwy creadigol sy'n fwy addas ar gyfer y dysgwyr y maent yn eu dysgu.

Mae'n bosibl hefyd eich bod yn gwybod bod y Gweinidog Addysg wedi gofyn i Estyn gynnal adolygiad thematig o'r ffordd mae hanes Cymru yn cael ei ddysgu mewn ysgolion. Ar hyn o bryd mae swyddogion addysg yn gweithio gydag Estyn i gytuno ar gylch gwaith yr adolygiad, a phan fydd Estyn wedi cwblhau'r adolygiad bydd y canfyddiadau'n cael eu cyhoeddi.

Yn ogystal, mae swyddogion addysg wedi cynnal adolygiad yn ddiweddar o'r holl adnoddau sydd ar gael ar hyn o bryd i ategu'r gwaith o addysgu hanes Cymru mewn ysgolion. Bydd y broses o gomisiynu rhagor o adnoddau i ategu'r gwaith o addysgu'r cwricwlwm newydd yn cael ei lywio gan ganlyniadau adolygiad Estyn ac ein gwaith gyda phartneriaid.

Yn olaf, mae'n bosibl eich bod yn gwybod i Bwyllgor Diwylliant, y Gymraeg a Chyfathrebu y Cynulliad Cenedlaethol gynnal ymchwiliad i'r ffordd mae hanes, diwylliant a threftadaeth Cymru yn cael eu dysgu ar 14 Tachwedd 2019 – rwyf wedi atodi'r ddolen i'r adroddiad *Addysgu Hanes, Diwylliant a Threftadaeth Cymru mewn ysgolion* a oedd yn cynnwys wyth argymhelliad.

<https://www.assembly.wales/laid%20documents/cr-ld12870/cr-ld12870%20-w.pdf>

Ymatebodd y Llywodraeth ar 23 Rhagfyr ac rwy'n deall y bydd y mater yn cael ei drafod yn y Cyfarfod Llawn ar 15 Ionawr.

Yn gywir,



Yr Arglwydd Elis-Thomas AC/AM

Y Dirprwy Weinidog Diwylliant, Chwaraeon a Thwristiaeth
Deputy Minister for Culture, Sport and Tourism
Tudalen y pecyn 319

Eitem 3.27

P-05-818 Cyflwyno Cofrestr o Lobïwyr yng Nghymru

Cyflwynwyd y ddeiseb hon gan Centre for Welsh Studies – Think Tank, ar ôl casglu 55 o lofnodion.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i gyflwyno Cofrestr Statudol ar gyfer Lobïwyr yng Nghymru.

Mae'r ddeiseb hon yn dilyn camau a gymerwyd yn yr Alban ac Iwerddon tuag at sicrhau bod lobïo gwleidyddol yn fwy agored.

Mae lobïo yn weithgaredd dilys a gwerthfawr. Mae'n rhan hanfodol o ddemocratiaeth iach. Gall y geiriau lobïo a lobïwr gael eu dehongli'n negyddol, gan awgrymu fod bargeinion yn cael eu taro y tu ôl i ddrysau caeedig. Y gwir amdani yw po fwyaf o leisiau sy'n ceisio llywio meddylfryd y Llywodraeth a'r Cynulliad yng Nghymru, y mwyaf y bydd gwleidyddion yn cael gwybod beth yw barn pobl wrth iddynt ddeddfu, datblygu polisiau newydd a chyflawni gwaith craffu. Am y rheswm hwnnw, ac ar sail yr egwyddor o fod yn agored ac yn hygyrch, sydd wrth wraidd y Cynulliad, dylid mynd ati'n weithredol i annog lobïo. Mae'n gadarnhaol pa mor agored, hygyrch a pharod i ymgysylltu yw'r Cynulliad a'r Llywodraeth eisoes. Ni ddylid cymryd unrhyw gamau a fyddai'n newid hynny neu'n achosi i bobl beidio â chysylltu â gwleidyddion yn glân ag unrhyw fater.

Etholaeth a Rhanbarth y Cynulliad

- Dyffryn Clwyd
- Gogledd Cymru