

## Agenda – Y Pwyllgor Deisebau

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Lleoliad:

Ystafell Bwyllgora 1 – Y Senedd

Dyddiad: Dydd Mawrth, 4 Ebrill 2017

Amser: 09.00

I gael rhagor o wybodaeth cysylltwch a:

Graeme Francis – Clerc y Pwyllgor

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Rhag-gyfarfod (09.00 – 09.10)

**1 Cyflwyniad, ymddiheuriadau, dirprwyon a datganiadau o fuddiant**  
(Tudalennau 1 – 24)

**2 Deisebau newydd**

**2.1 P-05-738 Deiseb Gyhoeddus ar gyfer Ffordd Osgoi i Ddinas Powys**  
(Tudalennau 25 – 41)

**2.2 P-05-748 Bysiau Ysgol i Blant Ysgol**  
(Tudalennau 42 – 52)

**3 Y wybodaeth ddiweddaraf am ddeisebau blaenorol**

**Addysg**

**3.1 P-05-739 Achub Gwasanaethau TWF**  
(Tudalennau 53 – 58)

**Amgylchedd a Materion Gwledig**

**3.2 P-04-399 Arferion lladd anifeiliaid**  
(Tudalen 59)

**3.3 P-04-433 Teledu Cylch Cyfyng mewn Lladd-dai**  
(Tudalennau 60 – 66)

**3.4 P-04-477 Cefnogi'r Bil Rheoli Cŵn (Cymru)**  
(Tudalennau 67 – 69)

**3.5 P-04-575 Galw i Mewn Pob Cais Cynllunio ar Gyfer Cloddio Glo Brig**  
(Tudalennau 70 – 72)



- 3.6 P-05-717 Sefydlu Hawliau Mynediad Cyhoeddus Statudol i Dir a Dŵr  
Mewndirol at Ddibenion Hamdden a Dibenion Eraill.**  
(Tudalennau 73 – 79)
- 3.7 P-05-747 Cynnal Profion TB ar Wartheg**  
(Tudalennau 80 – 83)
- Prif Weinidog**
- 3.8 P-05-712 Byddai Adran Ewrop o fewn Llywodraeth Cymru yn Sicrhau Llais  
Clir, Strategol ac Atebol i Gymru yn y Trafodaethau Parhaus**  
(Tudalennau 84 – 88)
- Economi a'r Seilwaith**
- 3.9 P-05-731 Gwerthu Tir a Lonydd Mynediad yn Abercwmboi**  
(Tudalennau 89 – 92)
- Gyllid a Llywodraeth Leol**
- 3.10 P-05-740 Deiseb i Warchod Ein Stryd Fawr**  
(Tudalennau 93 – 95)
- Deisebau hirdymor**
- 3.11 P-04-568 Ymchwiliad Cyhoeddus i Fwrdd Iechyd Lleol Prifysgol Abertawe Bro  
Morgannwg**  
(Tudalen 96)
- 3.12 P-04-601 Gwaharddiad Arfaethedig ar Ddefnyddio e-sigaréts Mewn Mannau  
Cyhoeddus**  
(Tudalennau 97 – 98)
- 3.13 P-04-394 Achub ein Gwasanaethau – Ysbyty Tywysog Philip**  
(Tudalennau 99 – 100)
- 3.14 P-04-367 Achub ein Gwasanaethau Ysbyty**  
(Tudalen 101)
- 3.15 P-04-455 Achub adran achosion brys yn Ysbyty'r Tywysog Philip**  
(Tudalen 102)
- 3.16 P-04-431 Preswylwyr Sir Benfro yn erbyn Toriadau I Wasanaethau Iechyd**  
(Tudalennau 103 – 104)
- 3.17 P-04-537 Plannu Coed i Leihau Llifogydd**  
(Tudalen 105)

- 3.18 P-04-505 Uned Anhwylderau Bwyta yng Nghymru  
(Tudalen 106)
- 3.19 P-04-526 Gwnewch Senedd TV yn hygyrch i bobl fyddar  
(Tudalen 107)
- 3.20 P-04-442 Sicrhau cymorth da i blant anabl a'u teuluoedd sy'n agos i'w cartrefi  
(Tudalen 108)
- 3.21 P-04-559 Ymwybyddiaeth mewn Ysgolion Uwchradd o Hunan-niweidio  
(Tudalen 109)
- 3.22 P-04-466 Argyfwng Meddygol – Atal cyflwyno gwasanaeth iechyd o safon is yng ngogledd Cymru.  
(Tudalennau 110 – 112)
- 3.23 P-04-524 Rheolaeth Gynllunio a'r Gymraeg  
(Tudalen 113)
- 4 Sesiwn dystiolaeth – P-05-710 Sicrhau y gall Pobl Anabl Ddefnyddio Trafnidiaeth Gyhoeddus Pryd Bynnag y Bo'i Hangen Arnynt**  
(9.40 – 10.30) (Tudalennau 114 – 120)
- Cymdeithas Llywodraeth Leol Cymru – John Forsey, Priffyrdd, Trafnidiaeth ac Ailgylchu, Cyngor Sir Powys
  - Cymdeithas Llogi Car Preifat Cofrestredig – Steve Wright MBE, Cadeirydd
- 5 Cynnig o dan Reol Sefydlog 17.42(ix) i benderfynu gwahardd y cyhoedd o weddill y cyfarfod**
- 6 Trafod tystiolaeth lafar o dan eitem 4 ar yr agenda.**

Mae cyfyngiadau ar y ddogfen hon

## **P-05-738 Deiseb Gyhoeddus ar gyfer Ffordd Osgoi i Ddinas Powys**

Cyflwynwyd y ddeiseb hon gan V P Driscoll, A R Robertson and R T Harrod ar ôl casglu 3,305 llofnod - 2,572 ar bapur a 733 ar-lein.

### **Geiriad y ddeiseb**

Rydym ni sydd wedi llofnodi isod yn galw ar i Gynulliad Cenedlaethol Cymru annog Lywodraeth Cymru i ddarparu'r cyllid a'r cymorth sydd eu hangen ar gyfer adeiladu Ffordd Osgoi i Ddinas Powys.

### **Etholaeth a Rhanbarth y Cynulliad**

- Bro Morgannwg
- Canol De Cymru

## Ffordd Osgoi Dinas Powys

Y Pwyllgor Deisebau | 4 Ebrill 2016  
Petitions Committee | 4 April 2017

### Papur briffio gan y Gwasanaeth Ymchwil:

Rhif y ddeiseb: P-05-738

Teitl y ddeiseb: Deiseb gyhoeddus o blaid Ffordd Osgoi Dinas Powys

Testun y ddeiseb: rydym ni, sydd wedi llofnodi isod, yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ddarparu'r cyllid a'r cymorth angenrheidiol i adeiladu Ffordd Osgoi Dinas Powys.

### Y cefndir

Mae Llywodraeth Cymru yn gyfrifol am gynnal y [rhwydwaith traffyrdd a chefnffyrdd](#) yng Nghymru. Cyfrifoldeb yr awdurdod lleol (Cyngor Bro Morgannwg yn yr achos hwn) yw cynnal ffyrdd eraill, gan gynnwys yr A4055.

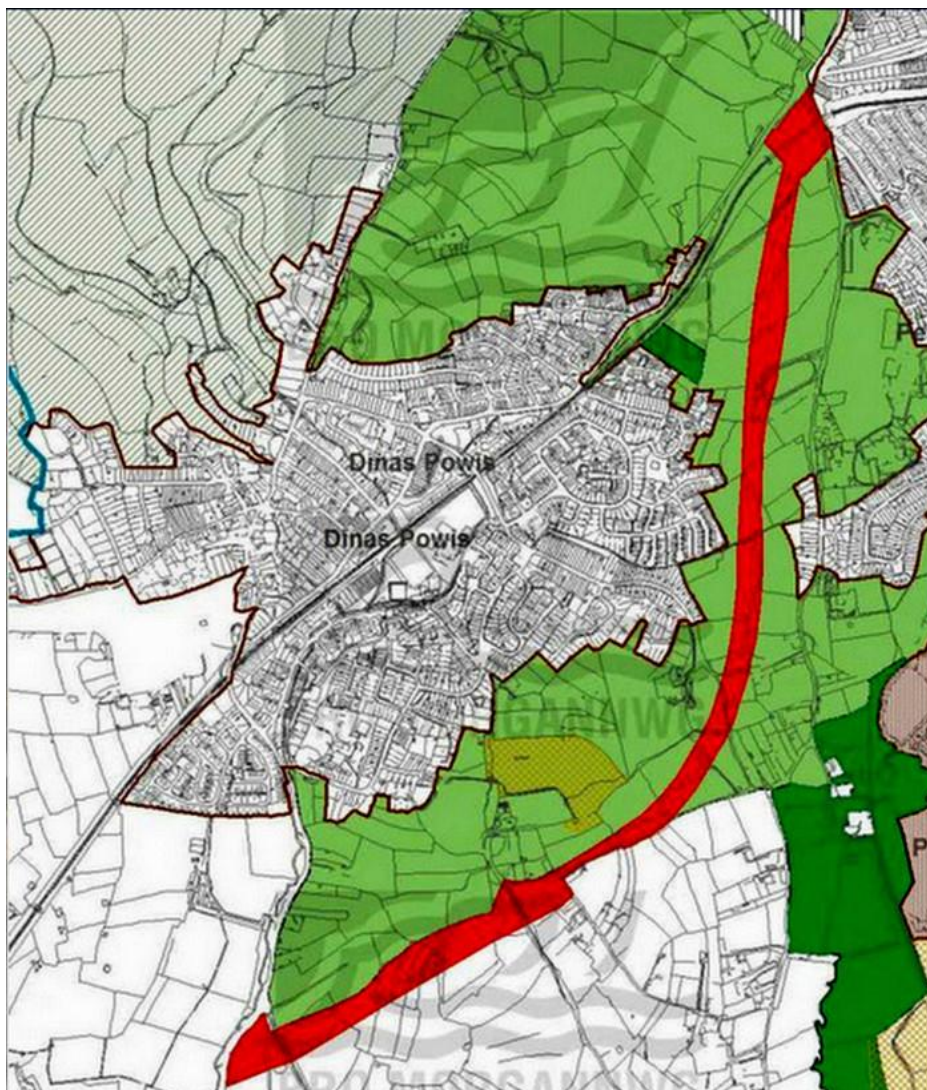
Yr A4055 yw'r brif ffordd sy'n cysylltu Caerdydd a'r Barri, ac mae'n mynd drwy bentref Dinas Powys. Bu [galw](#) ers blynnyddoedd lawer i adeiladu ffordd osgoi i leddfu tagfeydd traffig. Mae'r galw hwn wedi cryfhau eto dros y misoedd diwethaf ers i nifer o ddatblygiadau tai newydd mawr gael eu cymeradwyo yn yr ardal, fel y datblygiadau ar [Cog Road](#), sy'n debygol o arwain at gynnydd pellach yn nifer y ceir sy'n defnyddio'r ffordd. Ar ben hynny, mae cynlluniau ar gyfer [datblygiad tai ychwanegol](#) ar safle'r hen ysgol a byddai hwnnw'n ymwthio ar draws lwybr posibl y ffordd osgoi. Nid yw'r ffordd osgoi wedi'i chynnwys yn y Cynllun Datblygu Lleol (CDLI) nac yng [Nghynllun Cludiant Lleol](#) Bro Morgannwg. Mae'r rhesymwaith dros beidio â chynnwys y ffordd osgoi yn y CDLI wedi'i gynnwys yng [Nghynllun Seilwaith Drafft Bro Morgannwg](#) (Medi 2013):

The Sewta Highway Strategy Study (2008) identifies the A4055 through Dinas Powys as a key problem area of the regional road network as a consequence of the scale of traffic and associated congestion. Barry Waterfront to Cardiff Link Road (Dinas Powys By-Pass) was viewed as having dual benefits, helping to alleviate traffic congestion and improve road safety on the A4055 through Dinas Powys, while having the potential to improve access to the wider road network. Issues at the Cogan Spur and

Merrie Harrier Junctions, following from the proposed Dinas Powys bypass, would however be difficult to overcome.

The Regional Transport Plan (2010) states that the scheme offers positive outcomes and should be subject to further development and evaluation within the investment programme. Whilst the Council supports this scheme in principle, it is considered unlikely that it will come to fruition during the Plan period, given the current economic climate and the Welsh Government's preference to make better use of the existing transport system through the enhancement of public transport routes and provision of new facilities for walking, cycling and rail. Accordingly, the proposed link road / by-pass is not included within the LDP.

Mae llwybr arfaethedig i'w weld ar [wefan ymgyrch Ffordd Osgoi Dinas Powys](#) (mae'r llwybr arfaethedig wedi'i liwio'n coch):



Ysgrifennodd Aelod Cynulliad Canol De Cymru, Andrew RT Davies, at Arweinydd Cyngor Bro Morgannwg ym mis Mai 2016 ynghylch y problemau traffig yn Ninas Powys, gan ddweud ei

fod yn credu y gallai ffordd osgoi liniaru'r problemau. [Ymatebodd](#) y Cynghorydd Peter King, yr Aelod Cabinet dros y Gwasanaethau Adeiladu, Priffyrdd a Chludiant gan nodi:

I can advise you that the Council is of the view that while the provision of a by-pass would partially address through traffic issues within Dinas Powys, it would not address the primary issues which cause the congestion i.e. the constraints imposed by the Merrie Harrier and Barons Court junctions, and would merely transpose the issue to another location. Therefore, the provision of a by-pass scheme is not considered to be required. Furthermore, the area lies outside any designated residential settlement boundary in open countryside where development proposals would be resisted.

Pwysleisiodd fod angen hyrwyddo dulliau eraill o deithio, gan ddweud:

In line with national, regional and local transport policies, the Council is seeking to promote sustainable transport options and is actively promoting walking and cycling schemes between Barry and Cardiff via Dinas Powys and via Sully and Penarth, and bus priority measures along the same corridors. The Council is also requesting that Welsh Government seek a double frequency on the Vale of Glamorgan Railway Line to maximise rail use from Rhoose and the more rural settlements to discourage driving on the main corridors.

Ym mis Rhagfyr 2016, cynhaliwyd [cyfarfod](#) rhwng swyddogion Cyngor Bro Morgannwg a swyddogion Llywodraeth Cymru i drafod y problemau trafndiaeth sy'n effeithio ar Ddinas Powys. Rhyddhawyd datganiad ar y cyd yn dilyn y trafodaethau hynny:

Transport officials from the Council and Welsh Government met on Monday 12 December 2016 to discuss the Dinas Powys transport network.

Council officers explained that they would like to undertake an investigation to establish the transport issues and opportunities at Dinas Powys and Welsh Government officials agreed to consider putting forward a funding request for their Cabinet Secretary's approval.

This study will build upon the policies and proposals set out in the Council's emerging Local Development Plan. The timescale and precise funding amount for this Study has yet to be agreed

Cynhaliodd Cyngor Bro Morgannwg [gyfarfod cyhoeddus](#) ar 13 Mawrth 2017 yn Ninas Powys. Nod y sesiwn oedd archwilio'r problemau traffig ehangach ac ystyried atebion posibl, gan gynnwys y posibilrwydd o adeiladu ffordd osgoi.

## Y camau y mae Llywodraeth Cymru wedi'u cymryd

Nid oes unrhyw gyfyngiadau cyfreithiol i atal Llywodraeth Cymru rhag darparu cyllid ar gyfer cynlluniau priffyrdd y mae awdurdodau lleol yn gyfrifol amdanynt. Yn y gorffennol, mae Llywodraeth Cymru wedi rhoi cymorth ariannol i awdurdodau lleol roi prosiectau trafndiaeth mawr ar waith. Fodd bynnag, yn ystod y blynyddoedd diwethaf, bu newidiadau yn y modd y mae Llywodraeth Cymru yn ariannu cynlluniau o'r fath, a ffrydiau ariannu ar gyfer prosiectau



llai sydd ar gael yn awr. Felly, nid oes gan Lywodraeth Cymru unrhyw broses ffurfiol i awdurdodau lleol wneud cais am grant i roi prosiectau ffyrdd mawr ar waith.

Rhwng 2001 a 2010, roedd gan Lywodraeth Cymru Raglen Grant Trafnidiaeth a oedd yn darparu cyllid i awdurdodau lleol ymgymryd â phrosiectau seilwaith trafndiaeth mawr. Cyhoeddodd Archwilydd Cyffredinol Cymru ei adroddiad, [Prosiectau Trafnidiaeth Mawr](#), yn 2011 a oedd yn disgrifio'r rhaglen grantiau ac yn ystyried gwerth am arian y cynlluniau a roddwyd ar waith.

Mae'r adroddiad yn disgrifio'r grant, a ddyrannodd £829,000,000 at ei gilydd ar gyfer amrywiaeth o brosiectau, gan gynnwys:

- Ffordd Liniaru Porth – Cyngor Bwrdeistref Sirol Rhondda Cynon Taf. Cost: £102 miliwn  
Ar y pryd, hwn oed y prosiect trafndiaeth mwyaf i unrhyw awdurdod lleol yn y DU ei reoli;
- Ffordd Ddosbarthu Ymylol Port Talbot – Cyngor Sir Castell–nedd Port Talbot. Cost: £102m; a
- Ffordd Osgoi Pentre'r Eglwys – Cyngor Bwrdeistref Sirol Rhondda Cynon Taf. Cost: £88 miliwn

Mae'r adroddiad hefyd yn disgrifio sut y newidiodd y dull o ariannu prosiectau rhwng 2009 a 2010 wrth i Lywodraeth Cymru gyfyngu ar geisiadau am grantiau ar gyfer prosiectau mawr, ac eithrio'r prosiectau a oedd eisoes wedi'u cymeradwyo. Dechreuodd ddefnyddio ffrydiau ariannu eraill a grëwyd i hybu Cynlluniau Trafnidiaeth Rhanbarthol. Disodlwyd y Cynlluniau Trafnidiaeth Rhanbarthol gan Gynlluniau Trafnidiaeth Lleol ar ôl diddymu'r Consortia Trafnidiaeth Rhanbarthol.

Mae [Cronfa trafndiaeth leol](#) Llywodraeth Cymru yn rhoi arian i awdurdodau lleol ddatblygu prosiectau trafndiaeth rhanbarthol llai. Er mwyn bod yn gymwys i gael arian gan y gronfa, rhaid i brosiectau:

- Hybu blaenoriaethau economaidd Llywodraeth Cymru ar gyfer swyddi a thwf;
- Darparu mynediad diogel a fforddiadwy i safleoedd cyflogaeth;
- Darparu trafndiaeth ddiogel, sy'n hawdd ei defnyddio, i gyfleusterau a gwasanaethau allweddol;
- Cysylltu cymunedau;
- Hybu dulliau iachach a mwy cynaliadwy o deithio;
- Hyrwyddo *Deddf Teithio Llesol (Cymru) 2013* ; ac
- Ystyried dulliau o ddiogelu grwpiau sy'n agored i niwed.

Mae grantiau ar gael bob blwyddyn ac, yn 2016–17, bydd Llywodraeth Cymru yn dosbarthu grantiau gwerth £17.6 miliwn o'r Gronfa i 38 o gynlluniau mewn 22 o awdurdodau lleol. Yn ôl [Canllawiau ar ddyrannu'r Gronfa Drafnidiaeth Leol](#) (PDF 226KB) ar gyfer 2017–18 "£1.5

miliwn yw yr uchafswm ar gyfer y dyraniad fesul cynllun o'r Gronfa Drafnidiaeth Leol". Cyhoeddwyd [rhestr o'r cynlluniau a gaiff eu hariannu yn 2017-18](#) ar 22 Mawrth 2017.

Yn ei lythyr at Gadeirydd y Pwyllgor, ailadroddodd Ysgrifennydd y Cabinet farn yr awdurdod lleol na fyddai ffordd osgoi'n datrys y problemau sylfaenol sy'n achosi tagfeydd, a dywedodd y byddai'r astudiaeth (roedd y cyfarfod cyhoeddus yn rhan ohoni) yn dod i ben ym mis Ebrill.

## Y camau y mae Cynulliad Cenedlaethol Cymru wedi'u cymryd

Mae materion yn ymwneud â ffordd osgoi Dinas Powys wedi codi sawl gwaith yn y Cyfarfod Llawn ac mewn cwestiynau ysgrifenedig. Mewn ymateb i [gwestiwn](#) gan Andrew RT Davies ym mis Mai 2016 ynghylch y cynigion y byddai Llywodraeth Cymru yn eu cyflwyno i alluogi'r trigolion i deimlo'n hyderus y byddai Llywodraeth Cymru yn cefnogi cais am arian i adeiladu ffordd osgoi, dywedodd y Prif Weinidog:

Rwy'n gyfarwydd â'r darn hwn o ffordd, wrth gwrs, ac mae'n ddarn o ffordd prysur. Mater i Gyngor Bro Morgannwg ei ystyried yw hwn. Ni fyddai'n gefnffordd; byddai'n ffordd sy'n cael ei rhedeg gan yr awdurdod lleol, ond, wrth gwrs, byddem yn hapus i archwilio unrhyw gynigion yr hoffent eu cyflwyno.

Hefyd, gofynnwyd [cwestiwn ysgrifenedig](#) ym Mehefin 2016:

Andrew RT Davies (Canol De Cymru): A wnaiff y Gweinidog gadarnhau pryd oedd y tro olaf y trafododd adran cludiant/priffyrdd Llywodraeth Cymru ffordd osgoi Dinas Powys gyda Chyngor Bro Morgannwg a pha statws, os o gwbl, y bydd y cynllun hwn yn ei gael mewn prosiectau cyfalaf Llywodraeth Cymru yn y dyfodol? (WAQ70280)

Ken Skates: Local authority highway schemes are a matter for the relevant local authority. We understand the local authority does not propose to take forward the scheme at this point.

Ym mis Hydref 2016, codwyd y mater eto yn y Cyfarfod Llawn. Mewn ymateb i [gwestiwn](#) gan Andrew RT Davies ym mis Hydref 2016, pan ofynnodd i Ysgrifennydd y Cabinet a oedd yn gyfarwydd â phroblemau traffig Dinas Powys a'r cynigion a gyflwynwyd, dywedodd hwnnw:

Yes, I am aware of the problem in this particular area, and I've asked officials to liaise more closely with the local authority in an attempt to identify a solution that can be fully funded. We do have a very ambitious programme of infrastructure upgrades across Wales, but I do recognise that Dinas Powys is a unique issue that needs to be resolved. If there's any part that I can play in facilitating a solution, I will happily do so.

Wrth [ymateb i gwestiwn ysgrifenedig arall](#), cyfeiriodd Ysgrifennydd y Cabinet at y cyfarfod rhwng Llywodraeth Cymru a Chyngor Bro Morgannwg ym mis Rhagfyr 2016, gan ddweud:

Although the Dinas Powys by-pass is not included in the emerging Local Development Plan, the local authority has advised that they will give further consideration to the issues involved.

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

Ken Skates AC/AM  
Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith  
Cabinet Secretary for Economy and Infrastructure



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref  
Ein cyf/Our ref KS/00825/17

Mike Hedges AM  
Chair - Petitions Committee

government.committee.business@wales.gsi.gov.uk

16 March 2017

Dear

*Mike,*

Thank you for your letter of 28 February regarding petition P-05-738 on the Dinas Powys Bypass.

We understand that the local authority's view is that the provision of a bypass would not address the primary issues that cause traffic congestion. A bypass for Dinas Powys was not included in the Vale of Glamorgan Council's emerging Local Development Plan (LDP), but they are undertaking an investigation to establish the transport issues and opportunities in the village.

The Vale of Glamorgan Council held a public engagement session on 13 March. Around 120 people attended and provided a lot of feedback for the Council to review. The current timescale is for the study to conclude in April.

*Yours ever,*

*Ken*

**Ken Skates AC/AM**  
Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith  
Cabinet Secretary for Economy and Infrastructure

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[Correspondence.Ken.Skates@gov.wales](mailto: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.

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 32

**BRIEFING PAPER FOR**

Chair and Members of the Petitions Committee

NATIONAL ASSEMBLY OF WALES

**NEED FOR DINAS POWYS BY-PASS**

Roger Pattenden BSc MICE & Rod Harrod

March 2017

For Petitioners:- Rod Harrod, Cllr Andy Robertson, Cllr Vince Driscoll

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6. Proposals

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**1. Introduction**

**A Dinas Powys By-Pass is no longer a need but a necessity. Refusal to build it now will be seen by people across the Vale of Glamorgan and beyond as a blow against the future growth of the South East Wales economy, a danger to health and safety and working against the public interest.**

This vital infrastructure (sometimes referred to as the Barry Waterfront to Cardiff Link Road) has been proposed for nearly 90 years. Escalating developments recently, including 10,000 extra homes planned in the Vale of Glamorgan in the next five years, has made the by-pass essential.

Numerous surveys and studies have been carried out for the Vale of Glamorgan Council during the last five years. All identified escalating traffic congestion along the Dinas Powys corridor. Some intimated towards a by-pass but none were briefed to consider the benefits this road could give. Neither has any concrete proposal or alternative been put into action to alleviate this problem.

The Dinas Powys Transport Network is currently the subject of a Stage 1 Study being carried out by Arcadis for the Vale of Glamorgan Council and initiated by Cabinet Secretary for the Economy and Infrastructure Ken Skates A.M. It is scheduled to go before the Vale Cabinet after the local elections to seek permission for more detailed investigation of the chosen options.

Ken Skates requested his Department and the Council to work jointly to find a solution to what he called the ‘unique’ transport situation in Dinas Powys and come up with a solution that would be fully funded.

It’s been agreed the study will consider the advantages of a by-pass, but it is difficult to understand why the by-pass wasn’t included as part of the Vale’s LDP, that has still not been signed off.

The Council’s Local Transport Plan 2015–2030 identifies a number of Strategic Transport Corridors (STCs) in the Vale. These are shown in Figure 1 in yellow. As their name suggests these routes are considered important to the effective functioning of economic activity in the area.

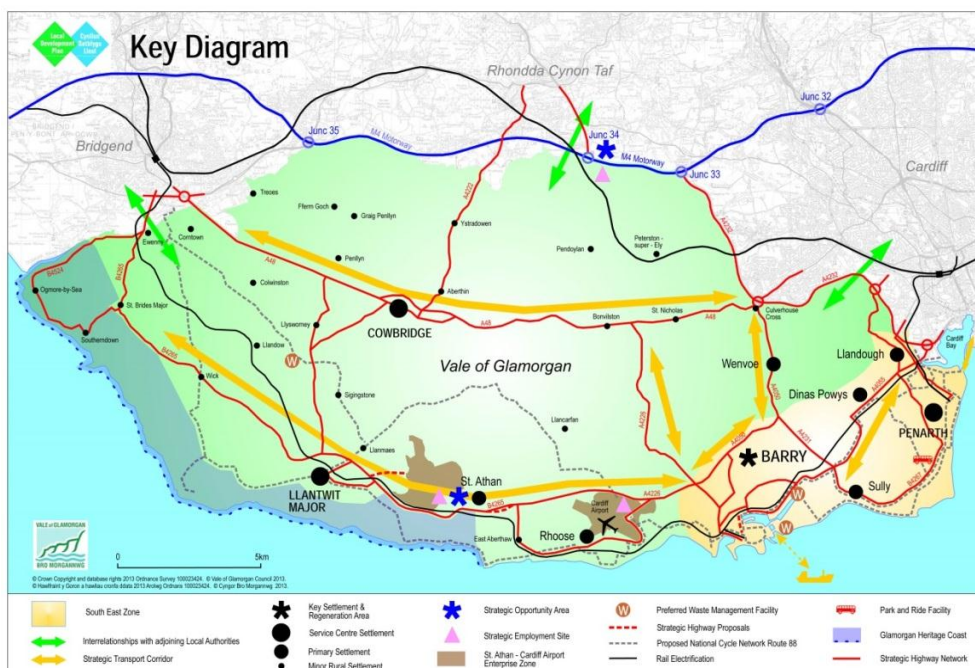


Fig 1 Vale of Glamorgan Strategic Transport Corridors

**FACT**

The Strategic Transport Corridor (STC) through Dinas Powys is the only STC in the Vale not to by-pass the major settlement on its route. Dinas Powys is the largest village in

Tudalen y pecyn 34

Wales next to the largest town (Barry) on one side and the largest city (Cardiff) on the other. Currently, all vehicles travelling along the Dinas Powys (DP) corridor have to pass through instead of around the village.

## **RESULT**

Severe traffic congestion has increased drastically since the first 2,000 homes of a 4,000 home project were built at the Barry Waterfront.

The Vale of Glamorgan Council states in its Deposit Local Development Plan (LDP):–

*5.77 The provision of a strategic highway network is vital to the efficient movement of people and goods throughout the Vale of Glamorgan. The Council will continue to press for improvements to the strategic highway network, with particular emphasis on providing improvements in access to Barry, the Airport and St Athan from the M4. Likewise, all new developments that have an impact on the strategic highway network will be carefully assessed in terms of the need to improve strategic access.*

## **2. The Need for a By-Pass**

### **2.1 Traffic Congestion**

The Vale Council's 2013 Highway Impact Assessment (HIA) by Capita Symonds identified that most main road junctions along the DP corridor, at times over capacity in 2012, would be worse by 2026 with the Merrie Harrier junction predicted to be up to 400% over capacity by then.

For example, predicted 2026 queue lengths at the traffic lights on the A4055 in Dinas Powys are:–

- Murch Road Up to 1080 metres. Despite developers' claims otherwise!
- Millbrook Rd Up to 1336 metres. That would tail back along Millbrook Rd, up Mill Rd and through the old village on Station Rd to rejoin the A4055 eastbound traffic. Total grid-lock!

### **2.2 Limited Road Route Options**

At the Cardiff end of the DP corridor, traffic has just two routes into Cardiff – on the A4055 via Barons Court or on the B4267 via Leckwith Hill.

The A4055 through Dinas Powys is congested at each major junction, particularly the Merrie Harrier. The B4267 through Llandough branches off the A4055 at the Merrie Harrier but its capacity is restricted by vehicle parking permitted along both sides of the road and a 20mph speed limit.

Thus, most traffic heading for Leckwith Hill leaves the A4055 at the entry to Dinas Powys, rat runs through the narrow old village centre to use the unclassified, in part single lane, Pen-Y-Turnpike road to join Leckwith road.

### 2.3 Planned new housing developments in DP corridor

- a) 235 homes planned at top of Murch Crescent (300 in LDP).
- b) 70 homes for the rear of Caerleon Road exiting onto Murch Road.
- c) 50 homes at Cross Common Road.
- d) St Joseph's School land, Sully Road – 70 houses nearing completion.
- e) Sully – 500 houses on Cog Road and 576 houses at Cosmeston.
- f) 4,000 homes at Barry Waterfront and other Barry developments

### 2.4 No proposals for significant additional road capacity up to 2026

The Council excluded a by-pass around Dinas Powys from its LDP. The LDP proposes improvements to the main junctions on the A4055 in the DP corridor but doesn't specify their extent or objective.

**There appears to be no firm plan on the table for infrastructure improvements to reduce worsening traffic congestion along the DP corridor.**

### 2.5 Figures reveal extent of problem

The scale of the worsening traffic congestion situation has not been sufficiently prioritised for major action.

An example is the planned development at Caerleon Road in Dinas Powys. The developer's consultant produced a Traffic Assessment in February 2015 which stated:-

*'Overall, it is considered that traffic generated by the proposed development can be accommodated within the existing highway network **without** significantly increasing delays to existing road users.'*

The key word here is 'significantly.' This and the larger development at the old St Cyres school site **would** significantly increase congestion at the Murch Road junction with Cardiff Road. The developers Traffic Assessment shows it's just within capacity in 2015 but up to 124% over capacity by 2028. In fact the Council's 2013 HIA made a similar prediction but rising to 166% over capacity by 2026.

The consultants representing the potential developer of the St Cyres School site requested the Council to be excused providing an Environmental Impact Assessment (EIA) stating:

*'... it is not felt that there are likely to be **any significant**, adverse impact on the local highway network that would trigger the need for an EIA...' '...Therefore, in the context of the Regulations, an EIA is **not felt** to be required.'*



Despite objections, Officers, acting under delegated powers, decided that an EIA was not necessary.

### 3. Vale Council Proposals

The Council supports more people using sustainable means of transport and the LDP concentrates on proposals to encourage 'modal shift'. We support this objective. However, Ken Skates AM, speaking recently about the M4 Relief Road, while supporting alternative transport, stated that it would only make a small dent in travel figures. Equally, to change people's travel habits to the extent needed to significantly reduce congestion within the Vale Council's LDP period is considered unrealistic, particularly in the DP corridor, as explained below:-

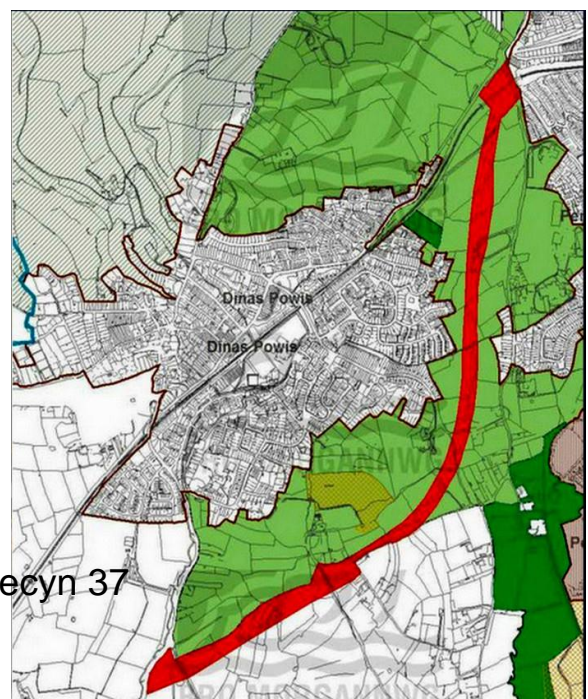
#### 3.1 Roads

The Vale Council's 2013 Highway Impact Assessment (HIA) showed the traffic situation on the main highway network in 2012, predicting the effect of the extra 10,000 houses on traffic and resulting congestion by 2026. But the consultant used the same road network model to analyse 2012 and 2026. The HIA didn't analyse the effect any junction improvements or a by-pass would have on traffic flows.

The Council does recognise increasing traffic problems and benefits of a by-pass in its 2016 Deposit LDP:-

*5.78 The South East Wales Transport Alliance (Sewta) Highway Strategy Study (2008) identifies the A4055 through Dinas Powys as a key problem area of the regional road network as a consequence of the scale of traffic and associated congestion. **Barry Waterfront to Cardiff Link Road (Dinas Powys By-Pass) was viewed as having dual benefits, helping to alleviate traffic congestion and improve road safety on the A4055 through Dinas Powys, while having the potential to improve access to the wider road network.***

*5.79 The Regional Transport Plan (RTP) (2010) states that the scheme offers positive outcomes and should be subject to further development and evaluation within the investment programme. **Whilst the Council supports this scheme in principle, it is considered unlikely that it will come to fruition during the Plan period, given the***



*current economic climate and the Welsh Government's preference to make better use of the existing transport system and highway network via the enhancement of public transport routes and provision of new facilities for walking, cycling and rail. Accordingly, the proposed link road / bypass is not included within the LDP.'*

**Fig 2** Dinas Powys By-Pass Corridor as shown on map on wall in Vale Planning Office and referred to for property searches for over 50 years.

Statements by Ken Skates AM and by the Council do not appear to match up as shown below:-

<b>Ken Skates' statement</b>	<b>Council's Position</b>	<b>Petitioners' View</b>
<p>We understand that the local authority's view is that provision of a by-pass would not address the primary issues that cause traffic congestion.</p> <p><i>Source: 16 March 2017 letter to chair of Petitions Committee</i></p>	<p>Recognises benefit of a by-pass but identifies Merrie Harrier as main bottleneck and reason for omitting it from LDP without considering ways to increase capacity.</p> <p><i>Source: Council's Deposit LDP</i></p>	<p>Merrie Harrier capacity could be increased. By-pass is needed to relieve A4055 through Dinas Powys of adverse effects from severe congestion. <i>By-Pass Steering Group</i></p>

It is hoped that the Council's current Stage 1 Study will identify the need to analyse:-

- a) How the capacity of the Merrie Harrier junction could be increased
- b) The benefits which a by-pass could bring.

### 3.2 Trains

The LDP says little about train travel other than a proposal for electrification of the Vale of Glamorgan line. The Council has recently signed up to the Capital Region City Deal at a cost of £10.2 million.

The line from Barry to Cardiff passes along the DP corridor with stations at Dinas Powys and Eastbrook. At the former there is no car or cycle parking facilities and no safe lay-by for vehicles to drop off passengers. Many potential passengers, including elderly and infirm, live over one mile from either station. At Eastbrook there is a small car park but no undercover cycle parking facilities.

Combined with limited train capacity and frequency, rush hour trains arrive at Dinas Powys from Barry are often full, limiting the number of people who can commute to and from Cardiff by train.

Network Rail's 2016 Welsh Route Study indicates that the Metro Phase 3 work to implement capacity improvements on the Barry to Cardiff line will not start until **after 2020**.

### **3.3 Buses**

The Cardiff bus route along the DP corridor is on the A4055. Penarth buses travel via Cross Common and the Murch but stop before 6.00p.m. and don't run on Sundays. The LDP seeks to increase bus usage through Dinas Powys, but buses are currently delayed by congested traffic –a disincentive to its use.

There is no space for a dedicated bus lane. A relatively short section of bus priority lane from the Eastern edge of Dinas Powys to the Merrie Harrier helps but the only way that present delays to buses can be reduced is by removing much of the traffic. This would require a by-pass.

### **3.4 Cycling and Walking**

The LDP wishes to increase active travel and proposes new cycle ways and footpaths including between Biglis roundabout on the east side of Barry and Dinas Powys. No funding package is in place to negotiate with ten different land owners along the road so it may be years before this becomes reality.

In the same way that buses through Dinas Powys are delayed by traffic congestion, so are cyclists as the A4055 road is too narrow for them to safely overtake congested traffic. The alternative route for cyclists commuting to Cardiff via Pen-y-Turnpike to Leckwith Hill is hilly and unsafe with narrow blind corners which deter most from using it.

To suggest there will be suitable safe facilities for cycling and walking in place during the next five years to take appreciable numbers of people out of their cars is, we suggest, unrealistic.

## **4 The Effects of Worsening Traffic Congestion**

As the planned housing developments are inhabited, traffic in the DP corridor will increase with the following impacts:-

- Adverse effect on the economy.
- Delays to emergency vehicles with potentially life threatening consequences – Llandough Hospital tripled in size in last 4 years.
- Deteriorating health and safety of children at the Infant and Primary school adjoining the A4055.

- Increased pollution particularly from lorries heading for the Barry incinerator and from the extra HGVs heading towards Barry and beyond following the completion of the A4232 into Cardiff Bay.
- Increased accident risk particularly to children being taken to and from the school.
- Disincentive to potential house buyers due to the increasing traffic delays.

## 5 Adequacy of Strategic Highway Network

In a particular area or along a particular corridor, the majority of traffic should be carried on the main roads and without undue delay. The road network within the DP corridor fails on both counts.

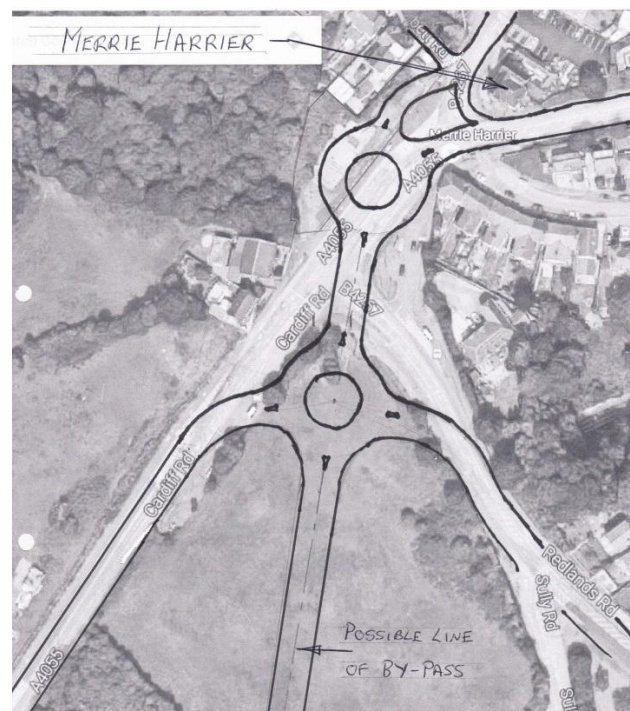
The biggest bottleneck causing delay on the A4055 is at the Merrie Harrier junction where traffic on Redlands Road from Penarth joins the A4055. Partly because of this bottleneck, a large proportion of traffic heading east from Barry doesn't stay on the A4055 but, at peak times on weekday mornings and afternoon rat runs through Dinas Powys village onto the unclassified Pen-y-Turnpike road to reach Leckwith Hill.

## 6 Proposals

**Proposal 1** Despite minimal commitments in the LDP, the Council have given no indication where they will spend money on strategic highway infrastructure. This will potentially incur a huge cost to the economy by letting traffic congestion and its adverse effects escalate.

Our first proposal is for the council to estimate the cost to the local economy of not increasing the strategic highway network capacity in the DP corridor. This can then be used in the cost benefit assessments of improvement proposals.

**Proposal 2** To reduce pinch point congestion at the Merrie Harrier by increasing junction capacity, we suggest a double roundabout arrangement as outlined in Figure 3 opposite. This would not require the demolition of any building.



**Fig 3** Merrie Harrier layout idea. N.B. NHS seek to dispose of land on left side of top roundabout.

**Proposal 3** A Dinas Powys By-pass from Barry Road, Dinas Powys to the Merrie Harrier would reduce traffic volume on the A4055 through the built-up part of Dinas Powys. A spur onto the by-pass from Cog Road, Sully could alleviate pressure from 1,000 new houses on Lower Penarth. A junction on the by-pass connected to the top of Murch Road would provide a second way for Murch traffic, including the new developments, to access the strategic highway network.

Additional benefits of our proposals are:-

- Economic benefits from shorter journey times.
- Less delay for buses travelling along the A4055 through Dinas Powys, encouraging extra use.
- Improved health and safety in Dinas Powys along A4055 including reduction of pollution.
- Better access for the proposed developments and existing residents of Sully and the Murch.

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We'd be happy to discuss any aspect of this Briefing Paper.

Contact: Rod Harrod, (Chair) Dinas Powys By-Pass Steering Group.

# Eitem 2.2

## **P-05-748 Bysiau Ysgol i Blant Ysgol**

Cyflwynwyd y ddeiseb hon gan Lynne Chick ar ôl casglu 1,239 llofnod – 502 ar bapur a 737 ar-lein.

### **Geiriad y ddeiseb**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sicrhau y rhoddir blaenoriaeth i ddiogelwch pob plentyn wrth iddynt deithio yn ôl ac ymlaen i'r ysgol.

Rydym am gael bysiau ysgol penodedig â sedd a gwregys diogelwch i bob plentyn, fel y gall plant deithio yn ôl ac ymlaen i'r ysgol yn ddiogel, ac ni ddylai unrhyw blentyn gael ei orfodi i deithio ar fysiau cyhoeddus gorlawn. Mae'n rhaid rhoi blaenoriaeth i ddiogelwch plant.

Mae gan ein plant yr hawl i deimlo'n ddiogel. Gall bysiau cyhoeddus fynd yn orlawn. Nid oes gennym ddim syniad pwy allai fod yn teithio ar fws cyhoeddus. Bysiau at ddefnydd y cyhoedd yw bysiau cyhoeddus ac nid cludiant i'r ysgol. Nid ydym yn gofyn am wasanaeth di-dâl. Nid ydym yn gofyn am gael rhywbeth am ddim, dim ond tawelwch meddwl bod ein plant yn ddiogel pan fyddant yn teithio yn ôl ac ymlaen i'r ysgol. Rydym yn dysgu ein plant bod pobl ddieithr yn beryglus ac eto mae disgwyl i ni eu hanfon ar fws cyhoeddus yn llawn pobl ddieithr bob dydd.

Bu farw fy merch ar ôl iddi gael ei tharo gan fws cyhoeddus a ddefnyddiodd i deithio adref o'r ysgol. Rwy'n teimlo ei bod hi'n anochel y bydd rhiant arall yn wynebu'r un hunllef â mi os na wneir rhywbeth i sicrhau bod gan blant ddull diogel o deithio yn ôl ac ymlaen i'r ysgol.

### **Gwybodaeth Ychwanegol**

Bydd llawer o bobl yn cofio fy merch Louise a'r ffordd ofnadwy y bu farw. I'r rhai nad ydynt yn cofio, roedd Louise yn 11 oed ac ond megis dechrau yn yr ysgol uwchradd. Roedd fy mhlant yn dibynnu ar fws cyhoeddus oherwydd y pellter i gyrraedd yr ysgol. Ar 19 Mawrth 2001, roeddwn i'n disgwyl i Louise ddod adref o Ysgol Uwchradd Cei Connah ar yr amser arferol, ond roedd y bws yn hwyr y diwrnod hwnnw. Dechreuais boeni, ac wrth i mi adael y tŷ gwelais ffrindiau Louise a ddywedodd wrthyf ei bod hi wedi cael ei tharo gan gerbyd. Rhedais at ben y stryd i weld fy merch brydferth yn ymladd am ei bywyd yn y ffordd, â phlant ysgol gofidus o'i hamgylch. Roeddwn i'n methu â deall beth oedd wedi digwydd. Yn y misoedd

wedyn, daeth i'r amlwg bod y bws yr oedd Louise yn teithio adref arno yn orlawn. Roedd oedolion yn sefyll yn siarad â'r gyrrwr. Soniwyd am wthio, a bod ei bag wedi'i ddal yn y drws neu yn yr olwyn, gan achosi iddi gael ei llusgo o dan y bws yr oedd hi newydd ddod oddi arno. Profwyd bod mannau dall nad oedd modd eu gweld yn y drychau ac roedd hynny wedi cyfrannu at y ddamwain.

Yn dilyn penderfyniad i gau ysgol leol, Ysgol Uwchradd John Summers, mae llawer o rieni wedi siarad â mi am eu pryderon ynghylch diogelwch eu plant wrth deithio ar fysiau cyhoeddus yn ôl ac ymlaen i'r ysgol. Codwyd pwyntiau sydd wedi codi ofn arnaf, felly rwy'n arwain ymgyrch yn enw fy merch er mwyn sicrhau na fydd unrhyw blentyn yn cael ei orfodi i ddefnyddio bysiau trafnidiaeth gyhoeddus fel cludiant i'r ysgol.

### **Etholaeth a Rhanbarth y Cynulliad**

- Alun a Glannau Dyfrdwy
- Gogledd Cymru

## Papur briffio gan y Gwasanaeth Ymchwil:

Rhif y ddeiseb: P-05-748

Teitl y ddeiseb: **Bysiau ysgol i blant ysgol**

Testun y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sicrhau y rhoddir blaenoriaeth i ddiogelwch pob plentyn wrth iddynt deithio yn ôl ac ymlaen i'r ysgol.

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*Bu farw fy merch ar ôl iddi gael ei tharo gan fws cyhoeddus a ddefnyddiodd i deithio adref o'r ysgol. Rwy'n teimlo ei bod hi'n anochel y bydd rhiant arall yn wynebu'r un hunllef â mi os na wneir rhywbeth i sicrhau bod gan blant ddull diogel o deithio yn ôl ac ymlaen i'r ysgol.*

**Gwybodaeth ychwanegol:**

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*arferol, ond roedd y bus yn hwyr y diwrnod hwnnw. Dechreuais boeni, ac wrth i mi adael y tŷ gwelais ffrindiau Louise a ddywedodd wrthyf ei bod hi wedi cael ei tharo gan gerbyd. Rhedais at ben y stryd i weld fy merch brydferth yn ymladd am ei bywyd yn y ffordd, â phlant ysgol gofidus o'i hamgylch. Roeddwn i'n methu â deall beth oedd wedi digwydd. Yn y misoedd wedyn, daeth i'r amlwg bod y bus yr oedd Louise yn teithio adref arno yn orlawn. Roedd oedolion yn sefyll yn siarad â'r gyrrwr. Soniwyd am wthio, a bod ei bag wedi'i ddal yn y drws neu yn yr olwyn, gan achosi iddi gael ei llusgo o dan y bus yr oedd hi newydd ddod oddi arno. Profwyd bod manau dall nad oedd modd eu gweld yn y drychau ac roedd hynny wedi cyfrannu at y ddamwain.*

*Yn dilyn penderfyniad i gau ysgol leol, Ysgol Uwchradd John Summers, mae llawer o rieni wedi siarad â mi am eu pryderon ynghylch diogelwch eu plant wrth deithio ar fysiau cyhoeddus yn ôl ac ymlaen i'r ysgol. Codwyd pwyntiau sydd wedi codi ofn arnaf, felly rwy'n arwain ymgyrch yn enw fy merch er mwyn sicrhau na fydd unrhyw blentyn yn cael ei orfodi i ddefnyddio bysiau trafniadaeth gyhoeddus fel cludiant i'r ysgol.*

## **Bysiau ysgol penodedig**

Mae'r Deisebydd yn galw am **fysiau ysgol penodedig** i bob disgybl ysgol ac yn dweud na ddylai disgyblion ysgol deithio ar drafnidiaeth gyhoeddus. Nid yw'r Deisebydd yn gofyn i'r ddarpariaeth hon fod ar gael yn ddi-dâl.

Mae Llywodraeth Cymru wedi cyhoeddi [Canllawiau Gweithredol ynghylch Teithio gan Ddysgwyr](#) (Mehefin 2014) sy'n diffinio 'cludiant penodedig i ddysgwyr':

"Mae trafniadaeth benodedig i ddysgwyr yn cynnwys bysiau, coetsis, bysiau mini a thacsis. Dyma drafnidiaeth a ddarperir neu sy'n cael ei sicrhau gan gorff perthnasol (awdurdod lleol neu gorff llywodraethu ysgol a gynhelir), yn benodol er mwyn cludo dysgwyr o oed ysgol gorfodol (hynny yw'r rhai rhwng 5 a 16 oed) rhwng y cartref a'r ysgol. Er diben dysgwyr yn unig y mae trafniadaeth benodedig i ddysgwyr. Nid yw'r cyhoedd yn cael defnyddio'r gwasanaeth hwn. "

Gellir defnyddio bysiau gwasanaethau cyhoeddus i gludo dysgwyr rhwng y cartref a'r ysgol, ond cânt eu defnyddio hefyd i gludo aelodau o'r cyhoedd sy'n talu i deithio ar yr un gwasanaeth. Nid wyf wedi gallu dod o hyd i unrhyw ystadegau am nifer y disgyblion sy'n teithio ar gludiant ysgol penodedig neu drafnidiaeth gyhoeddus.

Yn ei ymateb i'r Pwyllgor, dywedodd Ken Skates, Ysgrifennydd y Cabinet dros yr Economi a Seilwaith, mai mater i awdurdodau lleol ei ystyried yw darparu bysiau penodedig i gludo dysgwyr.

## **Safonau gwasanaethau bysiau lleol a'r polisi bysiau lleol**

Mae Llywodraeth Cymru yn ariannu gweithredwyr gwasanaethau bysiau lleol drwy gyfrwng y Grant Cymorth Gwasanaethau Bws (BSSG) a weinyddir gan awdurdodau lleol. Hefyd, yn 2016, cyhoeddodd [Safon Wirfoddol Ansawdd Bysiau Cymru](#), sy'n nodi:

Bydd yn ofynnol i weithredwyr sy'n darparu gwasanaethau bysiau lleol fodloni gofynion craidd Safon Ansawdd Bysiau Cymru i barhau i fod yn gymwys i dderbyn y cyllid cyhoeddus sydd ar gael drwy BSSG.

Er nad yw'r rhain yn cyfeirio at safonau na hyfforddiant i yrwyr bysiau ysgol, maent yn cynnwys gofynion hyfforddi eraill ac yn awgrymu sut y gellir defnyddio cyllid Llywodraeth Cymru i sicrhau canlyniadau polisi'n ymwneud â gwasanaethau bysiau lleol.

Ar hyn o bryd, mae Llywodraeth Cymru yn ymgynghori ynghylch polisi ([Trafodaeth ar y Polisi Gwasanaethau Bws: gwella gwasanaethau bysiau lleol yng Nghymru](#)). Mae hyn yn tanlinellu bod [Mesur Diogelwch ar Gludiant i Ddysgwyr \(Cymru\) 2011](#) yn ei gwneud yn ofynnol i awdurdodau lleol a chyrrff llywodraethu ysgolion a gynhelir sicrhau, erbyn Hydref 2014, fod gwregys diogelwch ar gyfer pob sedd ar **fysiau penodedig a ddefnyddir i gludo dysgwyr**.

### Busnes blaenorol y Cynulliad

Mewn ymateb i bryderon ynghylch nifer y damweiniau'n ymwneud â bysiau sy'n cludo plant, cynhaliodd Pwyllgor Addysg a Dysgu Gydol Oes yr Ail Gynulliad adolygiad polisi o Gludiant Ysgol. Cyhoeddwyd yr adolygiad polisi ym mis Ebrill 2005. Gwnaeth yr adolygiad 30 o argymhellion yn ymwneud ag ymddygiad, egluro cyfrifoldeb, archwilio cofnodion troseddol, asesu risg, materion caffael a chontractau, diogelwch cerbydau a diogelwch disgyblion ar y daith rhwng yr ysgol a'r cartref. Yn dilyn hyn, rhoddodd [Mesur Diogelwch ar Gludiant i Ddysgwyr \(Cymru\) 2011](#) bwerau i Weinidogion Cymru gyflwyno safonau diogelwch penodol ar gyfer **cludiant penodedig i ddysgwyr**. Mae hyn yn cynnwys y dewis i gyflwyno hyfforddiant penodol i yrwyr, teledu cylch cyfyng, hebryngwyr ac asesiad risg gorfodol a gwregysau diogelwch gorfodol ar fysiau penodedig sy'n cludo disgyblion rhwng yr ysgol a'r cartref.

### Arweiniad ynghylch asesu risg cludiant ysgol

Mae Llywodraeth Cymru wedi paratoi [canllawiau anstatudol](#) i helpu awdurdodau lleol a gweithredwyr i gynnal asesiadau risg o gludiant ysgol. Dylid eu defnyddio ar gyfer unrhyw gytundeb gwasanaeth cludiant ysgol. Mae'r canllawiau'n nodi y gellir eu haddasu hefyd i'w defnyddio ar gyfer **gwasanaethau cyhoeddus sy'n cludo disgyblion ysgolion** neu ar gyfer cytundebau i gludo disgyblion sydd â gofynion teithio penodol.

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





Eich cyf/Your ref P-05-748  
Ein cyf/Our ref KS/00783/17  
Mike Hedges AM  
Chair - Petitions Committee

government.committee.business@wales.gsi.gov.uk

28 February 2017

*Dear Mike,*

Thank you for your letter of 24 February regarding a petition on school buses for children.

The provision of home to school transport is a matter for local authorities, and the provision of dedicated learner transport buses in this instance is a matter for the local authority to consider.

Under the Learner Travel (Wales) Measure 2008 ('the 2008 Measure'), primary learners are entitled to free, dedicated home to school transport if they live 2 miles or further from the nearest suitable school while secondary learners are entitled to free transport if they live 3 miles or further from the nearest suitable school. Local authorities decide which school is the nearest suitable school by reference to a range of criteria, such as age, ability, aptitude, including any learning difficulties. Learners are also entitled to free transport if the walked route to school is assessed as unavailable (even if they live below the statutory distance limit from the school).

The Welsh Government believes that the safety of learners is of paramount importance. The Safety on Learner Transport (Wales) Measure 2011 set out that seat belts must be fitted to the seats of all buses used for dedicated learner transport (as of 1 October 2014). Welsh Ministers have issued Guidance on Home to School Transport Risk Assessments. The Welsh Government is also working to review the All Wales Travel Behaviour Code which sets out standards of behaviour which learners must adhere to on the home to school journey to keep them safe.

Public service buses are legally required to meet the national safety standards applicable to that vehicle if they are used on a public highway in the UK.

Bae Caerdydd • Cardiff Bay  
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CF99 1NA

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

[Gohebiaeth.Ken.Skates@llyw.cymru](mailto:Gohebiaeth.Ken.Skates@llyw.cymru)  
[Correspondence.Ken.Skates@gov.wales](mailto: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 48**  
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 ever,*

*Ken*

**Ken Skates AC/AM**

Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith  
Cabinet Secretary for Economy and Infrastructure

**P-05-748 School Buses For School Children - Correspondence from the Petitioner to the Committee, 24.03.17**

Dear Sir/ madam

I received an email from you requesting information to back my petition due in front of the committee 4th April.

Since heading my campaign one of the things that came to light was how commercial bus drives do not have to have crb/DBS checks although they carry children and the vulnerable, I understand the driver would not necessarily have direct contact with children/vulnerable however there is always that chance they are that last passenger on the bus, meaning they would be alone with the driver, this is a great concern.

The need for school buses is a must to ensure our Children's safety, I have attached a couple of photos which shows how unsafe our children are being transported to and from school, I'm sure on viewing these photos you will be as horrified as I am, children stood up while traveling puts children at risk instantly, it also encourages silly behaviour. Just recently a drive was assaulted by a pupil on a public bus used as school transport, there has also been an incident where an emergency door lock was taken off, had a child then lent on the door they could have fallen out of the moving bus. Our children have a right to travel safely and parents need that peace of mind. Our local authorities are offering a free bus to pupils who are moving from John Summers High to Connah's Quay High which is fab news but what about all the other Children who travel to other schools? I never set out to get anything for free, I understand there are budgets, this is about children's safety not a free ride. It seems very unfair come September some will have a school bus and some will not that's just not fair.

I've lived 16 years with the pain of losing my child under the wheels of a public bus used as school transport and believe me it's been the hardest most heartbreaking thing ever, I believe my Daughter would be here today had she been travelling on a dedicated school bus, with seat belts. The over crowding issue would not have occurred of which caused the driver to become distracted by adult members of the public stood up talking to him, and also blind spots due to so many obscuring his view.

I hope that you take my points on board and should you need additional information please feel free to contact me.

Kind regards

Lynne Chick

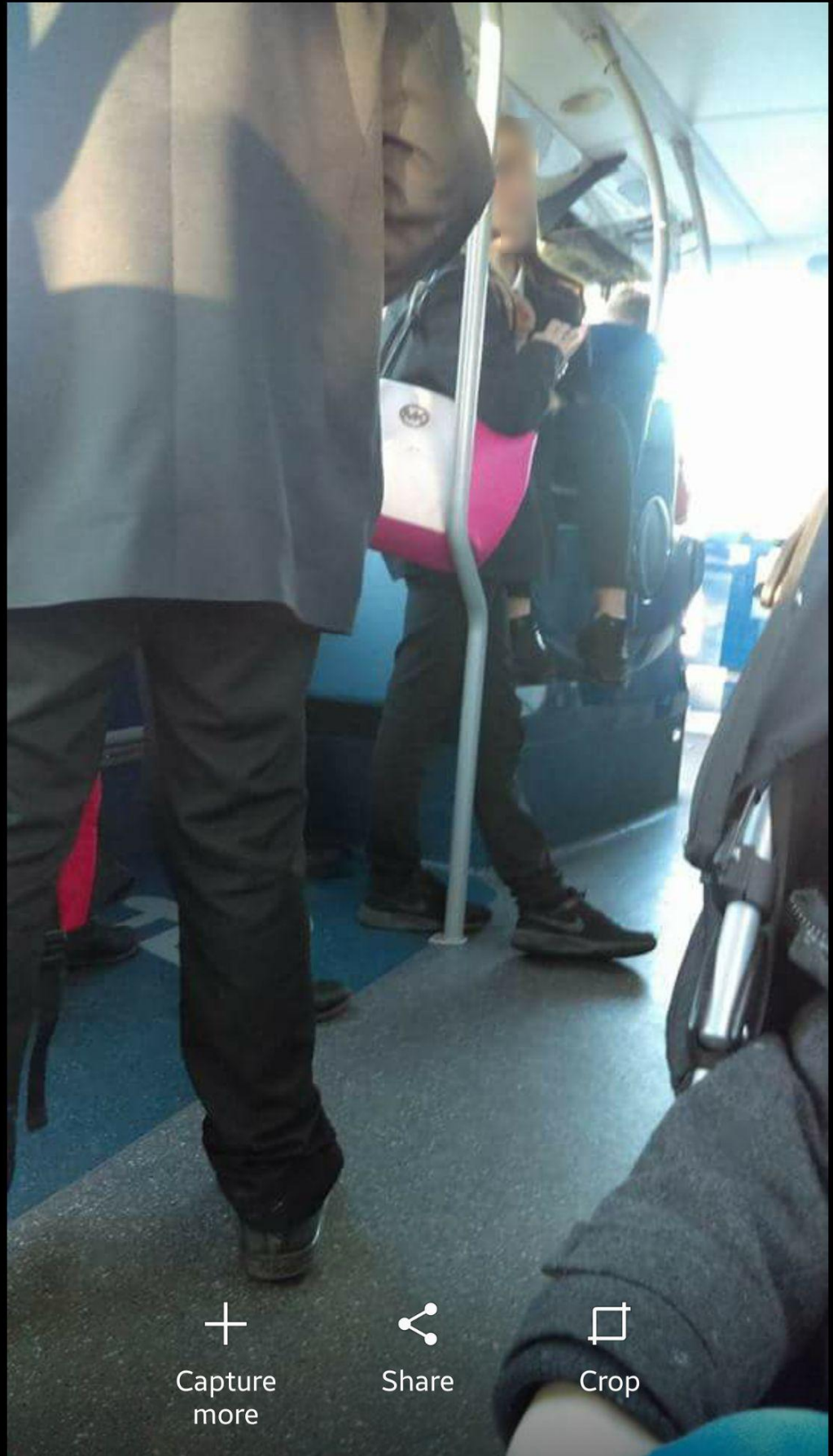
#SchoolBusesForSchoolChildren



Tudalen y pecyn 51

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Tudalen y pecyn 52



## **P-05-739- Achub Gwasanaethau TWF**

Cyflwynwyd y ddeiseb hon gan Cymdeithas yr Iaith ar ôl casglu 912 llofnod.

### **Geiriad y ddeiseb**

Rwy'n galw ar Lywodraeth Cymru, mewn cydweithrediad â Mudiad Meithrin, i ailystyried penderfyniad andwyol y llywodraeth ddiwethaf i ddiddymu prosiect TWF. Yn benodol, rwy'n galw ar y Llywodraeth i weithredu ar frys i:

- wrthdroi'r penderfyniad o dorri £200,000 i'r prosiect sy'n olynu TWF
- adfer parhad o'r cymorth yr oedd TWF yn ei gynnig a oedd yn canolbwyntio ar drosglwyddiad iaith a chefnogi babanod a rhieni newydd yn genedlaethol, hytrach nag yn dameidiol. Byddai hyn yn golygu adfer swyddi i swyddogion gyda phresenoldeb yn Sir Gaerfyrddin, Ceredigion, Sir Ddinbych, Sir Fflint, Gwynedd, Ynys Môn, Sir Fynwy, Tor-faen a Wrecsam.
- sicrhau cyllid ar gyfer gweithgareddau hybu'r Gymraeg i rieni sydd â chysylltiadau â gwasanaethau megis Cymraeg i Oedolion, y Mentrau Iaith, Llyfrgelloedd a Chanolfannau Hamdden, gan gynnwys gweithgareddau sy'n rhoi cymorth i iechyd meddwl ôl-enedigol hefyd.

### **Etholaeth a Rhanbarth y Cynulliad**

- Ceredigion
- Canolbarth a Gorllewin Cymru



Ein cyf/Our ref ARD/00160/17

Mike Hedges AC  
Cadeirydd – Y Pwyllgor Deisebau  
Tŷ Hywel  
Bae Caerdydd  
Caerdydd  
CF99 1NA

SeneddDeisebau@cynulliad.cymru

8 Mawrth 2017

Annwyl Mike,

Diolch am eich llythyr yn dilyn trafodaeth y pwyllgor o ddeiseb P-05-739 'Achub Gwasanaethau Twf', sy'n gofyn am wybodaeth bellach am raglen 'Cymraeg i Blant'.

Mae cefnogaeth leol 'Cymraeg i Blant' yn cael ei gynnig yn yr 14 awdurdod lleol canlynol ar hyn o bryd:

- Conwy
- Powys
- Sir Benfro
- Sir Gar
- Castell Nedd Port Talbot
- Abertawe
- Pen-y-bont
- Bro Morgannwg
- Rhondda Cynon Tâf
- Merthyr Tudful
- Caerdydd
- Caerffili
- Blaenau Gwent
- Casnewydd

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

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

[Gohebiaeth.Alun.Davies@llyw.cymru](mailto:Gohebiaeth.Alun.Davies@llyw.cymru)  
[Correspondence.Alun.Davies@gov.wales](mailto:Correspondence.Alun.Davies@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.

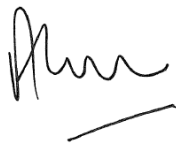
Fe gyhoeddais ar 15 Chwefror y bydd y rhaglen yn cael ei ymestyn o Ebrill 2017 er mwyn cynnig cefnogaeth ym mhob awdurdod lleol ar draws Cymru. Mae Mudiad Meithrin, sy'n darparu'r gwasanaethau lleol ar ein rhan, eisoes wedi cychwyn ar y broses o recriwtio swyddogion ychwanegol er mwyn hwyluso'r ehangu hwn.

Mae'r gefnogaeth genedlaethol a oedd yn cael ei ddarparu gan 'Twf', sydd nawr yn rhan o gyfrifoldebau Llywodraeth Cymru, yn cynnwys:

- hyrwyddo addysg cyfrwng Cymraeg a buddion dwyieithrwydd i rieni plant ifanc, ac annog siaradwyr Cymraeg i drosglwyddo'r iaith i'w plant
- darparu cardiau sgan a ffolderi mamolaeth wedi'u brandio
- gweithio gyda GIG Cymru a phartneriaid eraill cenedlaethol er mwyn rhannu gwybodaeth am addysg cyfrwng Cymraeg a dwyieithrwydd.

Yn ddiweddar, mae hyn wedi cynnwys datblygu 'Dechrau'r Daith at Ddwy Iaith' – canllaw i addysg cyfrwng Cymraeg a dwyieithog, i'w gyhoeddi yng ngwanwyn 2017 – yn ogystal â chydweithio gyda GIG Cymru ar Gofnod Iechyd Personol Plentyn (neu'r 'llyfr coch') er mwyn ymgorffori negeseuon allweddol am ddwyieithrwydd i'r wybodaeth sy'n cael ei ddarparu i rieni newydd.

Yn gywir



**Alun Davies AC/AM**

Gweinidog y Gymraeg a Dysgu Gydol Oes  
Minister for Lifelong Learning and Welsh Language

## **P-05-739 Achub Gwasanaethau TWF – Gohebiaeth – gan y deisebydd at y Cadeirydd**

Annwyl Gadeirydd,

Diolch am y cyfle i gynnig sylwadau ar ohebiaeth y Gweinidog.

Rydym wedi croesawu'r newyddion bod Llywodraeth Cymru yn rhoi rhagor o arian i wasanaethau'r prosiect 'Cymraeg i Blant', sy'n hybu defnydd y Gymraeg yn y teulu. Rydym yn falch bod y Gweinidog wedi gwrando ac wedi penderfynu adfer y gwasanaethau pwysig hyn.

Bu'r prosiect Twf yn rhan bwysig iawn o'r ymdrech i wella defnydd o'r Gymraeg rhwng rhieni a phlant, a buodd destun pryder na fydd unrhyw brosiect yn rhedeg mewn nifer fawr o siroedd. Felly, mae adfer y gwasanaethau hyn ledled y wlad yn newyddion calonogol gan fod trosglwyddiad iaith o fewn y teulu yn faes allweddol er mwyn sicrhau ein bod yn cyrraedd y targed o filiwn o siaradwyr Cymraeg.

Fodd bynnag, rydym yn nodi bod y Llywodraeth, yn y bôn, ddim ond wedi dadwneud y penderfyniad gwallus a wnaed y llynedd i dorri'r gwasanaethau. Credwn felly fod y profiad hwn yn codi cwestiynau ehangach ynghylch cynllunio ariannol strategol hirdymor y Llywodraeth pan ddaw hi at normaleiddio a chynyddu defnydd y Gymraeg.

Diolch eto am ystyriaeth y pwyllgor o'r ddeiseb.

Yr eiddoch yn gywir,

David Williams,

Llefarydd Blynyddoedd Cynnar, Grŵp Addysg, Cymdeithas yr Iaith Gymraeg

Yn rhinwedd paragraff(au) ix o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon

### **P-04-399 Arferion lladd anifeiliaid**

#### **Geiriad y ddeiseb:**

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

**Cyflwynwyd y ddeiseb gan:** Royce Clifford

**Ystyriwyd y ddeiseb am y tro cyntaf:** 19 Mehefin 2012

**Nifer y llofnodion:** 400

## Eitem 3.3

### **P-04-433 : Teledu Cylch Cyfyng mewn Lladd-dai**

#### **Geiriad y ddeiseb**

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

**Prif ddeisebydd:** Animal Aid

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

**Nifer y llofnodion:** 1066

Jane Hutt AC/AM  
Arweinydd y Tŷ a'r Prif Chwip  
Leader of the House and Chief Whip



Llywodraeth Cymru  
Welsh Government

Mike Hedges AM  
Chair - Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

20<sup>th</sup> March 2017

Dear Mike,

I am responding on behalf of the Welsh Government as Lesley is away from the office. We are aware the subject of the use of CCTV in slaughterhouses continues to be much discussed, attracting strong opinion from the public, the meat industry and animal welfare groups. The Safeguarding Animal Welfare at Slaughter Task and Finish Group report which considered the use of CCTV in slaughterhouses from an industry perspective continues to generate much comment from both sides of the debate.

The Cabinet Secretary has asked the publicly appointed Animal Health and Welfare Framework Group as a "next step" in the development of Welsh Government policy in this area to consider the Task and Finish report in their forthcoming meeting. This will be an opportunity for the Framework Group members to provide an independent opinion on not just the report but consider views on the matter from a broad range of standpoints. The feedback will enable the Cabinet Secretary to reflect on a broad range of opinion on whether CCTV is necessary in Welsh slaughterhouses and what possible solutions might be appropriate.

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

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

[Gohebiaeth.Jane.Hutt@llyw.cymru](mailto:Gohebiaeth.Jane.Hutt@llyw.cymru)  
[Correspondence.Jane.Hutt@gov.wales](mailto:Correspondence.Jane.Hutt@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 61



It is hoped to have the Animal Health and Welfare Framework Group feedback by the summer recess. The Cabinet Secretary will write again on the matter when in a position to do so.

Best wishes,  


**Jane Hutt AC/AM**  
Arweinydd y Tŷ a'r Prif Chwip  
Leader of the House and Chief Whip



## **Animal Aid's Response to The Safeguarding Animal Welfare at Slaughter Task and Finish Group Report on CCTV**

Animal Aid has deep concerns over the Task and Finish Group's Report, published in October 2016. There are serious flaws in the methodology, including the reliance on a previous report that came to conclusions for which it offered no evidence. Furthermore, the recommendations and conclusions reached overlook or omit key evidence that negates them. One example is the conclusion reached that slaughterhouses already belong to assurance schemes which require additional welfare checks and audits. This is irrelevant since Animal Aid's evidence gives clear proof that those belonging to high welfare audit schemes were no less likely to have staff abusing animals.

We have a deep concern over the clear partiality of the authors, most of whom are from the very industry being regulated, and from whom we have seen encouragement *not* to comply with the regulators. The one independent body within the Group supports mandatory CCTV but was outnumbered and presumably outvoted by the organisations it is supposed to be regulating. And finally, given that this report was intended to safeguard welfare at the time of slaughter, we are surprised that there are no welfare bodies within the Group.

### **Flawed Methodology**

#### **Number of Breaches**

The authors studied the 'number and type of welfare incidents reported in Welsh slaughterhouses in 2015' in order to come to its conclusions. But Animal Aid can state with confidence that these 52 reported incidents are the tip of an iceberg since in all years we had (covert) CCTV cameras inside slaughterhouses, we detected thousands of abuses where the regulators recorded just a handful. The Group argues against CCTV on the grounds that there are not many breaches, but it is only CCTV can provide evidence of how many breaches there really are.

### **The FAWC Report**

The Task and Finish Group rely heavily on the FAWC report. FAWC is not independent of industry, being made up in part by farmers and slaughtermen. One opponent of mandatory CCTV is FAWC Member Steve Wotton who is also the FBO of the University of Bristol's slaughterhouse.<sup>1</sup> At the most recent audit of his slaughterhouse (June 2016), the FSA found five major non-compliances and several minor ones. It is not difficult to see why he and the other FBOs do not want greater regulatory scrutiny.

Given the industry's extreme reluctance for greater monitoring, it is unsurprising that the FAWC report stopped short of saying CCTV should be made mandatory. It did however list the overwhelming benefits of CCTV:

'CCTV offers a range of benefits in slaughterhouses for the observation and recording of real-time processes, for the recording of individual incidents, for contributing information to the auditing of animal welfare, for aiding the verification of slaughterhouse compliance with legislative and assurance or certification requirements and for the training of slaughterhouse staff.

'CCTV offers the possibility of full-time continuous observation and recording of live animal areas, particularly those where there is a high risk of animal injury or avoidable suffering.

'CCTV can be an important back-up to physical observation, particularly in those small, confined or high risk areas where physical inspection is limited, for example in a stunning area where there is insufficient room for an observer to see the whole procedure.'

With so many benefits, FAWC's statement that CCTV 'did not necessarily lead to better outcomes' is strange, especially as it could offer no evidence either that CCTV did *not* lead to better outcomes. Besides, CCTV is a tool to both detect and deter crime and poor practice. It is self-evident that with an increase in detected abuse, more abuse can be stopped.

The Task and Finish Group's criticism that there could be inconsistencies in analysis of footage is only relevant if there is not an independent body dedicated to monitoring it – something that the 2016 University of Sheffield report calls for.<sup>ii</sup> And in any case, monitoring of CCTV even by each on-site vet would be no more inconsistent than the current system of each vet reporting non-compliances.

### **Flawed Conclusions**

The authors published three conclusions to support the claim that slaughterhouses are well regulated, but in each omit vital information or overlook evidence that shows the current regulatory system has not been effective.

The first is that there are a number of official controls in Welsh slaughterhouses including vets and the Standard Operating Procedures on welfare. But the presence of vets did not stop ten out of eleven slaughterhouses breaching animal welfare laws. Vets cannot be relied upon to be in all places at all times and to see through brick walls. They need tools to help them, which is why the British Veterinary Association supports mandatory CCTV. As for Standard Operating Systems relating to welfare, all slaughterhouses are supposed to have them but six Welsh slaughterhouses – including William Lloyd Williams, one of this report's authors – failed their most recent audit based on this criterion.<sup>iii</sup>

The second is that the BMPA and the BPC have published Guides to Good Practice on protecting animal welfare at the time of killing. However, if the law, the presence of a vet and the designation of an Animal Welfare Officer did not stop abuses, it is unlikely an industry Code will do so. Our evidence shows that abusers know the law and what they should be doing, but they wait until they think no one is watching and then break it with impunity. It is our view that Codes will make little difference and certainly should not be relied upon.

The third flawed conclusion is that many slaughterhouses are members of various assurance schemes, such as Red Tractor and Freedom Foods, and these make additional animal welfare requirements and impose additional audits on abattoirs. However, some of the

worst abuse we filmed was at slaughterhouses accredited under high welfare schemes. Cheale Meats (Elmkirk Ltd), where pigs were punched in the face, beaten excessively and burnt with cigarettes was under the RSPCA's Assurance scheme. Two men were jailed as a result of the (covert) CCTV footage that detected their abuse. And of Tom Lang, a slaughterhouse accredited by the Soil Association, the FSA said: 'We acted quickly when we saw these pictures of animal cruelty. We suspended three slaughterers immediately and we're collating evidence to support a potential prosecution of the slaughterhouse operator and slaughterers. We were all shocked by what we saw in the footage.'<sup>iv</sup> In short, being a member of even the most rigorous audit scheme does nothing to prevent abuse.

The Group singles out specifically the stun / bleed areas and says it does not support the use of CCTV here in particular because 'there are experienced, trained staff who are present and close to the animal, and required to assess the signs of an inadequate stun much more efficiently and quickly than anyone watching on CCTV would be.' What the Group does not take into account is what happens when those trained staff are the ones who are deliberately abusing animals – as was found by Animal Aid's investigations.

### **Flawed Recommendations**

The Group's key recommendation is: 'Based on the number and type of welfare incidents in abattoirs recorded by the FSA in 2015, particularly looking at the split of incidents between abattoirs that already use CCTV and those that do not, and based on the conclusions reached by FAWC in their extensive Opinion, there is simply not sufficient basis on which to make CCTV a mandatory requirement in abattoirs in Wales.'

This is flawed logic on top of flawed logic. Comparing the split of reported incidents between those slaughterhouses that have CCTV and those that don't tells us nothing. It doesn't allow for the discrepancy in the number of slaughterhouses in each group, the throughput of each, the stun / kill method, the species, the presence of a vet, the culture of openness or opaqueness and crucially, it does not tell us if the CCTV was monitored properly or not. Nor does it take into account the deterrent effect of cameras. There are simply too many variables to control for.

In November 2013, Animal Aid discussed with the Minister Alun Davies how to compare the detection rates of slaughterhouses with CCTV and those without. It was agreed then that the only way to do this would be to have covert cameras inside a number of slaughterhouses for a set period, and then make the cameras overt for the same duration. Only then would we be able to compare what happens when workers think they are not being watched and compare it with the same workers when they believe they are being watched. Animal Aid's investigations replicate this. Our footage shows what happens when workers think they are not being watched, and we can compare it to what the FSA, FBO and others saw during that same period. It was Animal Aid's evidence alone that brought the abuses to light, and so it is clear that workers do act differently — and often very badly — when they think they are not being watched.

To reiterate, to simply compare numbers and deduce that the number of incidents in slaughterhouses with and without CCTV were roughly equal is simplistic. But should we go along with the Group's flawed logic, the conclusion it comes to is still wrong. The data it presents shows that 32 incidents were detected where there was CCTV and just 19 where there was none, which indicates that CCTV is doing a good job at detecting problems.

According to these figures, breaches are four times more likely to be detected in slaughterhouses with cameras than in those without, so to then recommend that CCTV is *not* made mandatory based on these figures is extraordinary.

### **Group Members Show a Clear Bias**

The Task and Finish Group is drawn almost entirely from the slaughter industry, and it would have been strange indeed if they had concluded that more stringent regulation was required. The report sets out what they relied upon in order to come to their conclusions. It was not only the flawed figures and the FAWC report (both dealt with above) but crucially *their own experience*. This experience includes advising FBOs *not* to report animal welfare abuses to the regulators if they find them, and to refuse to hand over footage to the FSA when requested.

Instead of asking those being regulated if they would like more regulation, why were the regulators themselves not asked what tools they need? Why was the British Veterinary Association not represented? To omit to include the views of a welfare body is a significant oversight that seriously undermines the credibility of the report. The only independent body represented on this Group was the FSA, whose Chair recently was reported as saying that the 'case for mandatory CCTV has been made'.<sup>v</sup>

### **Conclusion**

The authorship of this report, the data it relies upon and the conclusions it draws lack credibility. The report ends by urging action instead on welfare at transport, which of course we support, but this is not an either / or situation and in this context smacks of an attempt to deflect attention away from the poor practices inside slaughterhouses.

The report is flawed, lacks detail and its bias shines through in every word. We would be disappointed if the Minister took action based on this report without taking into account the full weight of evidence available.

**March 2017**

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<sup>i</sup> <http://www.bris.ac.uk/vetscience/people/stephen-b-wotton/index.html>

<sup>ii</sup> I Rotherham, J Worden & P Cormack, 'Research Report on CCTV Monitoring in Slaughterhouses', Sheffield Hallam University, August 2016

<sup>iii</sup> The others are: 2 Sisters Llangefni, Fairfield Meat Company Ltd, Randall Parker Foods, Usk Vale Poultry and St Merryn Foods

<sup>iv</sup> <http://www.dailymail.co.uk/news/article-1242503/Think-going-organic-lets-eat-meat-clear-conscience-This-shocking-investigation-humane-slaughterhouse-make-think-again.html>

<sup>v</sup> <https://www.fginsight.com/news/case-is-made-for-mandatory-cctv-in-slaughterhouses-16960>

## P-04-477 Cefnogi'r Bil Rheoli Cŵn (Cymru)

### Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i fwrw ymlaen â'r Bil Rheoli Cŵn Cymru.

Rydym ni, sydd wedi llofnodi isod, ac sy'n byw yng Nghymru, yn galw ar Lywodraeth Cymru i fwrw ymlaen â'r Bil Rheoli Cŵn (Cymru) i fynd i'r afael â phroblemau'n ymwneud â chŵn peryglus a bygythiol, ac i beidio â dibynnu ar gynigion tameidiog Llywodraeth y DU sydd wedi'u gosod allan yn ei Bil Ymddygiad Gwrthgymdeithasol drafft. Cafwyd esboniad cychwynol o'r Bil hwn yn y Papur Gwyn "Putting Victims First, More Effective Responses to Anti-social Behaviour".

Cytunwn â Llywodraeth Cymru sy'n dweud yn ei datganiad fod Hysbysiad Rheoli Cŵn yn amlwg yn well na'r holl ddeddfwriaeth bresennol gan nad oes angen mynd ag achosion gerbron y llys ac, felly, mae llai o bwysau ar y pwrs cyhoeddus. Credwn hefyd fod cynigion Llywodraeth y DU, sy'n cynnwys pedwar dull gorfodi gwahanol, sef-

- gwaharddebau i atal niwsans annoyance;
- gorchmynion ymddygiad troseddol
- pwerau gwasgaru
- hysbysiadau amddiffyn cymunedol

yn llawer rhy gymhleth, trwsogl a biwrocraataidd ac y byddant yn arwain at oedi. Rhaid gwneud cais i'r llys cyn rhoi dau ohonynt ar waith - gwaharddebau a gorchmynion ymddygiad troseddol.

Credwn fod yr un Hysbysiad Rheoli Cŵn cynhwysfawr a gynigir i Gymru yn ddull llawer iawn gwell ac rydym yn annog Llywodraeth Cymru i lunio deddf sy'n seiliedig ar y cysyniad hwn yn unol â'r bwriad gwreiddiol. Rydym yn tynnu sylw Llywodraeth Cymru at y canlynol: (i) casgliadau hynod feirniadol Pwyllgor Dethol Tŷ'r Cyffredin ynghylch adroddiad Pwyllgor yr Amgylchedd, Bwyd a Materion Gwledig, sef 'Rheoli Cŵn a Lles' sy'n dweud bod cynigion Llywodraeth y DU yn 'rhy syml' ac yn 'resynus o annigonol'. Mae'r Pwyllgor hefyd yn argymhell bod DEFRA a'r Swyddfa Gartref yn cyflwyno Hysbysiadau Rheoli Cŵn a (ii) y ffaith bod y cyrff sydd wedi uno yn yr ymgyrch, sef

undebau, elusennau anifeiliaid, yr heddlu a milfeddygon hefyd yn anfodlon ar y cynigion.

**Prif ddeisebydd:** Cyng. Dilwar Ali

**Ysytirwyd am y tro cyntaf gan y Pwyllgor:** 30 Ebrill 2013

**Nifer y llofnodion :** 1119

**P-04-477 Support for the Control of Dogs (Wales) Bill - Correspondence  
from the petitioner to the clerking team, 28.03.17**

Dear Kathryn,

Thank you for contacting me, my apologies for late response.

My meeting with Cabinet Secretary, Lesley Griffiths was cancelled due to her urgent commitments, I am waiting for the meeting to be re-scheduled.

I would like to request that petition committee hold my petition until I have had my meeting.

Regards

Dilwar Ali



## Eitem 3.5

### **P-04-575 Galw i Mewn Pob Cais Cynllunio ar Gyfer Cloddio Glo Brig**

#### **Manylion:**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i alw i mewn pob cais cynllunio ar gyfer cloddio glo brig dros gyfnod o ddeg mlynedd neu sydd dros 350 hectar o faint gan fod goblygiadau'r datblygiadau hyn yn bellgyrhaeddol ac yn hirsefydlog gydag effeithiau y tu hwnt i'r ardal leol.

**Prif ddeisebydd** United Valleys Action Group

**Ysytirwyd am y tro cyntaf gan y Pwyllgor:** 15 Gorffennaf 2014

**Nifer y llofnodion:** 130 – Casglodd ddeiseb gysylltiedig a oedd yn ymwneud â chais cynllunio penodol dros 6500 o lofnodion

Lesley Griffiths AC/AM  
Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig  
Cabinet Secretary for Environment and Rural Affairs



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-04-575  
Ein cyf/Our ref LG/00475/17

Mike Hedges AM  
Chair - Petitions Committee  
National Assembly for Wales  
Ty Hywel  
Cardiff Bay  
Cardiff  
CF99 1NA

government.committee.business@wales.gsi.gov.uk

7 March 2017

Dear Mike

Thank you for your letter, on behalf of the Petitions Committee, in which you ask for an update on the circumstances relating to the petition from the United Valleys Action Group. The petition calls upon the National Assembly for Wales to urge the Welsh Government to call in all opencast mining planning applications.

My predecessor, Carl Sargeant, the former Minister for Natural Resources wrote to the Petitions Committee in November 2014 setting out the Welsh Government's position on the petition. The letter, which I have attached for information, sets out the Welsh Government's policy on calling-in planning applications and specifically applications for the mining and working of minerals. I can confirm the Welsh Government's policy has not changed since.

Regards  
Lesley

**Lesley Griffiths AC/AM**  
Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig  
Cabinet Secretary for Environment and Rural Affairs

Bae Caerdydd • Cardiff Bay  
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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 71**

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-04-575 Call in all Opencast Mining Applications - Correspondence from the Petitioner to the Committee, 28.02.17**

**Response to Ministers letter for Petitions Committee**

The demand for coal is reducing so quickly due to market demand and the world reduction in coal use for power stations that opencast coal is no longer required in the long term, UVAG stand by their petition that all opencast mine applications over 10 years or 350 hectares in size should be called in by the Welsh Government.

Here in Wales there are numerous abandoned and mothballed opencast sites because the demand for coal is falling, Aberthaw power station can no longer use the low volatile coal found in South Wales, some of these opencast sites will not have the restoration done and it will be left to the Welsh Government or Local Authorities to find the finance to complete the sites, if there is no finance available then the sites will be left abandoned, some with a massive dangerous big hole in the ground, this it is a very worrying situation.

There are large opencast mine planning applications in progress at the moment where the Welsh Government should intervene.

Given that opencast mining and coal markets are changing very quickly and in light of the above, UVAG would like the petition to go to Plenary for debate by all parties with the view of implementing the petition.

Terry Evans UVAG

### **P-05-717 Sefydlu Hawliau Mynediad Cyhoeddus Statudol i Dir a Dŵr Mewndirol at Ddibenion Hamdden a Dibenion Eraill.**

Cyflwynwyd y ddeiseb hon gan Waters of Wales – WoW ar ôl casglu 3,045 llofnod ar lein a 433 llofnod bapur – cyfanswm =3,478.

#### **Geiriad y ddeiseb**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i weithredu Bil i sefydlu hawliau mynediad statudol cyhoeddus i dir a dŵr mewndirol at ddibenion hamdden a dibenion eraill. Dylai'r Bil hwn ymgorffori hawliau a chyfrifoldebau mynediad ar gyfer y cyhoedd yn yr un ffordd ag y mae Deddf Diwygio Tir (yr Alban) 2003 yn annog defnydd cydweithredol o'r awyr agored ar gyfer gweithgareddau hamdden iach ac isel eu heffaith. Rhaid i'r Bil ymgorffori hawliau mordwyo cyhoeddus ar gyfer dŵr mewndirol, a chaniatáu mynediad at ddŵr ac ar hyd dŵr. Rhaid iddo gael gwared ar y diffyg eglurder cyfreithiol a'r cyfyngiadau sy'n gweithredu fel rhwystr i chwaraeon a gweithgareddau hamdden, yn ogystal â'r gwaith o hyrwyddo Cymru fel lle sy'n croesawu gweithgareddau hamdden iach, twristiaeth a gweithgareddau anturus ar bob lefel o gyfranogiad a mwynhad.

#### **Gwybodaeth ychwanegol**

Bwriad Deddf Cefn Gwlad a Hawliau Tramwy 2000 (i) oedd darparu mynediad cyhoeddus mawr ei angen i gefn gwlad. Cyn gweithredu'r ddeddf hon, fodd bynnag, roedd hi eisoes wedi colli llawer o'r manteision cyhoeddus a fwriadwyd. Er enghraifft, roedd yn ceisio gwahardd y cyhoedd o ddŵr mewndirol. Roedd y ddeddf yn gymhleth, yn ddrud, ac yn methu â darparu'r mynediad i dir a dŵr sydd ei angen ar y cyhoedd yn gyffredinol. Roedd ymarfer mapio'r ddeddf ar ei phen ei hun wedi costio bron i £8 miliwn i fynd i'r afael ag anghenion y ganran fach o'r cyhoedd sydd am gael mynediad i ardaloedd yr ucheldir. Cymerodd Llywodraeth Cymru gyfrifoldeb dros y mater hwn yn 2009 (ii), ac eto, ar ddiwedd 2015, nid yw mynediad i dir at ddibenion hamdden yn diwallu anghenion y cyhoedd yn gyffredinol, ac nid oes cynnydd wedi'i wneud o ran y mater o fynediad i ddŵr. I'r gwrthwyneb,

mewn rhai achosion, mae mentrau costus sydd wedi'u cymeradwyo a'u cefnogi gan Lywodraeth Cymru wedi arwain at lai o fynediad i ddŵr mewndirol. Mae dwy Lywodraeth Cymru yn olynol wedi cydnabod yr angen am newid, ond maent wedi dewis proses sy'n cynnal y sefyllfa bresennol. Mae Llywodraeth Cymru ei hun wedi cyfaddef bod y broses 3-blynedd, sydd wedi costio o leiaf £2.4 miliwn, wedi methu â chyrraedd y nod. Yn hytrach, mae'r broses hon yn amlwg wedi lleihau cyfleoedd—er enghraifft, o ran mynediad i ddŵr mewndirol. Rhoddodd yr Alban ddatrysiad parhaol ar waith drwy ddeddfwriaeth diwygio tir (iv) am gost ddeddfwriaethol o £200,000, gyda chost derfynol o tua £3 miliwn, gan gynnwys cost ymgyrch deledu ac addysg gyhoeddus (v).

i) Deddf Cefn Gwlad a Hawliau Tramwy 2000

<http://www.legislation.gov.uk/ukpga/2000/37/contents/enacted> [Opens in a new browser window]

ii) (Adroddiad Ymchwiliad Byr y Pwyllgor Deisebau ar fynediad ar hyd dŵr mewndirol, Mawrth 2009

[https://dl.dropboxusercontent.com/u/62377602/Welsh\\_Government\\_Letter\\_RefTOJG0126513\\_16Oct2013.pdf](https://dl.dropboxusercontent.com/u/62377602/Welsh_Government_Letter_RefTOJG0126513_16Oct2013.pdf) [Opens in a new browser window]

iii) (Deddf Diwygio Tir (yr Alban) 2003

<http://www.legislation.gov.uk/asp/2003/2/contents/enacted> [Opens in a new browser window]

iv) BIL DIWYGIO TIR (YR ALBAN) – NODIADAU ESBONIADOL (A DOGFENNAU ATODOL ERAILL)

[http://www.scottish.parliament.uk/S1\\_Bills/Land%20Reform%20%28Scotland%29%20Bill/b44s](http://www.scottish.parliament.uk/S1_Bills/Land%20Reform%20%28Scotland%29%20Bill/b44s) [Opens in a new browser window]

## Etholaeth a Rhanbarth y Cynulliad

- Mynwy
- Dwyrain De Cymru

Lesley Griffiths AC/AM  
Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig  
Cabinet Secretary for Environment and Rural Affairs



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref LG/00453/17

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7 March 2017

Dear Mike

Thank you for your letter of 23 February, regarding the forthcoming consultation on proposals relating to access and outdoor recreation.

It is my intention to develop proposals on access to the outdoors for recreation which are best suited to the cultural and physical landscape of Wales. Whilst we can learn from approaches used in other countries, including the Scottish approach called for in the petition, I believe it is necessary to acknowledge Wales already has some established rights of public access to areas of open country and paths. It is from this position I intend to develop proposals to enhance the type and variety of land and water available for a wider range of outdoor recreation activities and to reduce the associated administrative burden.

Work is underway to develop the proposals, but there is currently no formal timetable for consultation.

Regards  
Lesley

**Lesley Griffiths AC/AM**

Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig  
Cabinet Secretary for Environment and Rural Affairs

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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 75**

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.



Contact: [admin@watersofwales.org.uk](mailto:admin@watersofwales.org.uk)

## **Waters of Wales – WoW response to letter to Petitions Committee from the Welsh Government Minister for Environment and Rural Affairs dated 7 March 2017**

We refer to the Minister's welcome acknowledgement in a statement on 13<sup>th</sup> February, that Wales needs a better and fairer approach to public access for outdoor recreation; that the current system is too complex and burdensome; that the law needs to reflect current recreational needs and be more flexible to changes in demand and participation; and the need to establish clarity.

We acknowledge that public rights of access to the countryside have been the subject of injustice and conflict for centuries. However, following devolution, the issue has been successfully addressed within Great Britain, and given that Welsh Government took ownership of this issue in 2009, following an earlier petition, it is disappointing that in Wales we are no further forward.

We consider that the Minister's letter does not address the petition, for the reasons outlined below.

**Minister Comment:** *"It is my intention to develop proposals on access to the outdoors for recreation which are best suited to the cultural and physical landscape of Wales."*

### **WoW Response: The solution has already been identified.**

The petitions committee stated in its recommendations in 2009:

**"A new statute would ensure everyone has access to inland water in Wales and on an equal footing; it would provide clarity, certainty and permanence and we believe that the Land Reform (Scotland) Act 2003 provides a basis from which a unique model may be developed."**<sup>i</sup>

The Welsh Assembly sustainability committee made an unexplained departure, at a very late stage in their 2009 Inquiry, from the recommendations of the petitions committee. Welsh Government launched an alternative process based on Government-sponsored negotiations for voluntary agreement, despite evidence from previous Welsh Government sponsored pilot projects that this approach had consistently failed to deliver sustainable public access<sup>ii</sup>. The new project cost the taxpayer approximately £3m over 5 years for water-based activity alone, before Welsh Government acknowledged that the process had not delivered. Welsh Government later launched a green paper consultation which was delayed several times before the findings were uploaded to the Welsh Government website shortly before the Welsh Assembly election in May 2016 and left "to inform the next Government".

**Minister Comment:** *"I believe it is necessary to acknowledge Wales already has some established rights of public access to areas of open country and paths."*

**WoW Response: Identified as an 'Issue of Equity and Social Justice' by the Petitions Committee of 2009, public rights have yet to be properly addressed.**

It is important to highlight that previous legislation in this area, starting in 1884 with the first presentation of the 'Freedom to Roam' Bill<sup>iii</sup>, catalysed by the Kinder Trespass of 1932, and (nearly 70 years later) leading to CRoW, was directed to restoring the 'right to roam' taken from the people by the Inclosure Acts.

While the ramblers had the law against them, the Inclosure Acts did not affect the existing public right of navigation, and the record shows that people have freely enjoyed the waters of Wales for activities such as swimming, boating and skating. Challenges to people enjoying the water came later, and have never been tested in the courts. The problem was exacerbated by 'governing bodies' entering into negotiations for 'permission' without first establishing that permission was needed, in the hope of avoiding conflict and to secure sites for organised activity based on limited ranges of user groups that matched the needs of the governing bodies as opposed to those of the public at large.

When Welsh Government was formally requested to obtain a definitive statement of the legal situation it stated that it was unable to do so<sup>iv</sup> and has yet to divulge the legal advice it received about the status of the existing public right of navigation.

Environment Agency Wales (as was) stated in 2005: ***"Of course it is open to individuals or organisations to assert a right they believe they have, and were any such rights to be challenged to seek their confirmation via a legal process."***

Given that the cost of a court case would be prohibitive to members of the public, this advice is unhelpful, and the potential for conflict is obvious. We are surprised that this course of action is highlighted as a form of resolution. The history of conflict on the River Dee alone was outlined in a previous submission from WoW to this Petitions Committee. It is significant that the River Dee is among those on which large amounts of taxpayers' money have recently been spent on Welsh Government sponsored 'voluntary agreements'<sup>v</sup>.

***Minister Comment:*** *"It is from this position I intend to develop proposals to enhance the type and variety of land and water for a wider range of outdoor recreation activities and to reduce the administrative burden."*

**WoW Response:**

History, spanning three centuries, and taking us into 2017, has shown that trying to secure access piecemeal, whether in terms of location, activity of user-group, cannot deliver the access needed by the public; now, or sustainably for the future.

Following the Kinder Trespass, recognised as the catalyst for land reform legislation, it took nearly 25 years to open the first national trail and nearly 70 years for CRoW to be enacted.

We are still discussing this today because CRoW was rendered unfit for its intended purpose by stripping the original draft of many of its intended public benefits. The mapping exercise alone for CRoW cost nearly £8m, to address the needs of the small percentage of the public who want to access upland areas, and even this seeks to exclude rather than enable many existing forms of sustainable recreation on 'access' land.



In Wales, we have seen the difficulty and expense of achieving the Wales Coastal Path; and many 'coastal' or 'river' walking routes have sections distant from the water due to the difficulty of negotiating access by voluntary agreement.

The evidence submitted for the 2008 petition, and in the paper '[Failure to secure public access to the countryside, including inland water, by voluntary agreement, and the need to legislate](#)' which was submitted to the committee previously, demonstrates that previous Welsh Government exemplar projects for inland water have failed to increase, and in some cases led to less public access.

Other countries have succeeded where Wales and England have failed by starting with a presumption in favour of public access for sustainable, non-motorised, recreation and applying exclusions or management arrangements only where the need for such is demonstrated.

**Minister Comment:** *"Work is underway to develop the proposals but there is currently no formal timetable for consultation."*

**WoW Response: The issue has already been subject to consultation.**

We recognise the desire to consult widely, but it must also be recognised that since Welsh Government took ownership of the issue in 2009<sup>vi</sup> this matter has already been the subject of two inquiries and a green paper consultation, the results of which were "left on the table to inform the next government" (i.e. the present one).

We question why a further consultation is proposed, without any indication of content of timetable. In the public interest, the need for consultation must be balanced against the need to swiftly resolve the long-standing uncertainty and conflict whilst delivering value for money for the public purse.

Whilst there are numerous vested interests ranging from land and riparian owners, limited interest groups and national governing bodies, we feel that it is important that Welsh Government takes positive action for the public to future-proof access to the countryside of Wales.

We understand and sympathise with the reluctance of Welsh Government to take progressive action to establish public rights in the face of the powerful and influential lobby against public access. However, the experience of other countries, most recently Scotland, shows us that the short-term pain of doing so leads to the long-term gain of equity, public well-being, and an end to the conflict which can mar everyone's peaceful enjoyment of the countryside.

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<sup>i</sup> Petitions Committee Report [Access along Inland Water](#) April 2009

<sup>ii</sup> Exemplar Projects review in Canoe Wales evidence to Petitions Committee 2009 and 'Splash' funded projects.

<sup>iii</sup> Land Reform Timeline, attached.

<sup>iv</sup> Email trail between WoW and Petitions Service 19-20 Feb 2015

<sup>v</sup> In 2012/2013 Splash funding (£10,312) was awarded to the Welsh Dee Partnership to establish access arrangements on an 8 mile stretch of the River Dee between Glyndyfrdwy Bridge and Llangollen town weir for participants of paddle sport. In 2013/2014 a further application for Splash funding (£23,000) was awarded to support stakeholder engagement, infrastructure improvements, and match funding in support of a River Liaison Officer.

<sup>vi</sup> Welsh Government 'Splash' funded projects.

## Land Reform Timeline

### **1884 Freedom to Roam Bill introduced**

Attempts to restore the right to roam began in 1884 when James Bryce MP introduced the first Parliamentary bill for a right to roam. The bill was re-introduced every year until 1914 and failed each time.<sup>i</sup>

### **1932 Mass Trespass on Kinder Scout, Five Ramblers Imprisoned**

About 400 ramblers set off from Bowden Bridge quarry on Sunday April 24 in 1932. About halfway up William Clough, the trespassers scrambled up towards the Kinder plateau and came face-to-face with the Duke of Devonshire's gamekeepers.

A few weeks later in 10,000 ramblers – the largest number in history – assembled for an access rally in the Winnats Pass, near Castleton, and the pressure for greater access continued to grow.<sup>ii</sup>

### **1939 Access to the Mountains Act<sup>iii</sup>**

**16 years later** – route of Pennine Way agreed

**24 years later** – Official opening of the Pennine Way, the very first National Trail

**61 years later** – Countryside and Rights of Way (CRoW) Act 2000<sup>iv</sup>

**2000 onwards.** General acknowledgement that CRoW has failed to deliver for many user-groups throughout Great Britain.

### **1999 Transfer of powers in devolved matters to Scottish Parliament**

### **2003 Land Reform (Scotland) Act**

### **2006 Government of Wales Act**

### **2008 Petition for Land Reform in Wales.**

Petitions Committee recommendation in favour.

Welsh Government embarks on alternative process which failed to deliver.

### **2016 Second Petition for Land Reform in Wales**

### **2017 Wales...**

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<sup>i</sup> <http://www.ramblers.org.uk/get-involved/campaign-with-us/past-campaigns/right-to-roam-crow.aspx>

<sup>ii</sup> <http://kindertrespass.com/index.asp>

<sup>iii</sup> [http://hansard.millbanksystems.com/lords/1939/jun/06/access-to-mountains-bill#S5LV0113P0\\_19390606\\_HOL\\_261](http://hansard.millbanksystems.com/lords/1939/jun/06/access-to-mountains-bill#S5LV0113P0_19390606_HOL_261)

<sup>iv</sup> [http://www.legislation.gov.uk/ukpga/2000/37/pdfs/ukpga\\_20000037\\_en.pdf](http://www.legislation.gov.uk/ukpga/2000/37/pdfs/ukpga_20000037_en.pdf)

# Eitem 3.7

## **P-05-747 Cynnal Profion TB ar Wartheg**

Cyflwynwyd y ddeiseb hon gan Nigel Bowyer ar ôl casglu 309 llofnod.

### **Geiriad y ddeiseb**

Yr ydym ni, sydd wedi llofnodi isod, yn gwrthwynebu cynnig gan Lywodraeth Cymru i ostwng y cyfnod amser ar gyfer cynnal y profion TB arferol ar wartheg mewn ardaloedd penodol yng Nghymru o 12 mis i 6 mis.

Yr weithred y deisebir amdani: tynnu'r cynig hwn yn ôl, a chynnal y status quo.

### **Etholaeth a Rhanbarth y Cynulliad**

- Mynwy
- Dwyrain De Cymru

Lesley Griffiths AC/AM  
Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig  
Cabinet Secretary for Environment and Rural Affairs



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-05-747  
Ein cyf/Our ref LG/00349/17

Mike Hedges AM  
Chair - Petitions Committee  
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government.committee.business@wales.gsi.gov.uk

23 February 2017

Dear Mike

Thank you for your letter of 14 February regarding a petition opposing the proposal to implement a 6 monthly TB testing policy for cattle herds in certain parts of Wales.

A consultation on a refreshed TB Eradication Programme closed on 10 January. The consultation sought views on a number of proposals, including the measures to be deployed as part of a regional approach to TB eradication in Wales. One proposed measure was the change from annual herd testing to six monthly testing for all herds in High TB Areas, areas defined according to TB incidence. Another proposal was to six monthly test high risk herds (as identified by set criteria) in Low and Intermediate TB Areas.

In areas of high TB incidence and in herds which are of higher risk of becoming infected, it is of paramount importance to get a step ahead of the disease, find it quickly and stop it spreading, both within the herd and to other herds. A stringent and robust testing regime is, therefore, an essential component of an eradication programme. This is why I felt it was necessary to consult on an enhanced routine testing regime in those herds which are at greatest risk of having a TB breakdown.

Bae Caerdydd • Cardiff Bay  
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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.

Tudalen y pecyn 81

A substantial number of representations were received in response to the consultation and I will carefully be considering these responses before making further decisions on the way forward. I will be making a statement on the refreshed TB eradication Programme in early May.

Regards  
Lesley

**Lesley Griffiths AC/AM**

Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig  
Cabinet Secretary for Environment and Rural Affairs

**P-05-747 TB Testing of Cattle – Correspondence from the Petitioner to the Committee, 29.03.17**

Petitions Committee  
Chamber and Commerce Service  
National Assembly for Wales  
Cardiff

29 March 2017

Dear Sir

I am delighted that the Petitions Committee have considered my petition regarding the proposed six monthly Tb testing of cattle. I am also pleased that I have the opportunity to respond to the Cabinet Secretary's letter to the Committee but I can only say that I was very disappointed its content.

There was a failure to address the objective of the petition, which was to point out the problems that six monthly testing will cause. Most farmers try to incorporate a test into their work regime so that it causes the least disruption to the stock and involve the least amount of time. Her proposals for six monthly testing will, inevitably, increase costs to farm businesses, increase stress on the stock, have health and safety implications for those carrying out the test, and cause logistical problems in gathering stock when a test falls when the animals are at grass.

The Cabinet Secretary must be aware of these difficulties from the responses to the consultation, but has not addressed them in her response to my petition. Everyone shares her ambition to eradicate Tb in Wales. Figures released by her office show that 9,975 cattle were slaughtered in 2016. The badger found dead survey shows that in my own county of Monmouthshire 20% of those badgers tested were infected. Therefore the only conclusion that can be drawn from this is that the current regime isn't fully effective, and it is unreasonable to load more testing onto farmers whilst ignoring the reservoir in the wildlife. Many farmers have stated that they will stop keeping cattle if six monthly testing is implemented, which cannot be good for the industry in the long term, or those businesses that rely on agriculture for their income, and surely it is the responsibility of Welsh Government to consider this in any new policy.

Yours faithfully

Nigel Bowyer

## Eitem 3.8

### **P-05-712 – Byddai Adran Ewrop o fewn Llywodraeth Cymru yn Sicrhau Llais Clir, Strategol ac Atebol i Gymru yn y Trafodaethau Parhaus**

Cyflwynwyd y ddeiseb hon gan Tegid Roberts, ar ôl casglu 22 llofnod ar lein

#### **Geiriad y ddeiseb**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i greu Adran Ewrop fel mater o frys, â'r dasg o ddeall a datblygu strategaeth ar gyfer ymgysylltiad parhaus Cymru â'r UE a'n perthynas â phartneriaid yn Ewrop yn y dyfodol.

Ers y refferendwm i adael yr Undeb Ewropeaidd, mae ymateb Llywodraeth y DU wedi bod yn araf ac yn amwys – cafodd uned o fewn swyddfa'r Cabinet ar gyfer gadael yr UE ei gynnig yn wreiddiol ac yna'i ddisodli gan swydd newydd, sef Gweinidog dros adael yr UE, rôl sy'n ymddangos i fod â diffyg amcanion clir, ac sy'n cael ei arwain gan AS sydd wedi treulio'r 20 mlynedd diwethaf ar y meinciau cefn.

Yng Nghymru, mae ymateb Llywodraeth Cymru wedi bod yn dawel a dweud y lleiaf, ac mae'n bryd nawr bod Cymru ei hun yn cymryd camau fel bod y trafodaethau rhwng y DU a gweddill yr UE yn esmwyth a bod gan Gymru – buddiolwr net o aelodaeth â'r UE – rôl bendant wrth lunio ein perthynas gyda'r UE yn y dyfodol. Fel y mae pethau ar hyn o bryd, mae Lloegr a'r Alban yn dominyddu'r holl drafodaethau gyda'r UE ehangach. Heb gynllun gweithredu strategol penodol gan Lywodraeth Cymru, mae'r sefyllfa hon yn debygol o barhau.

Dylai fod gan yr Adran hon Ysgrifennydd Cabinet cryf sydd â phrofiad o weithio yn Ewrop ac sy'n gallu gweithio ar draws yr holl adrannau. Dylai'r Ysgrifennydd gael cefnogaeth gan bwyllgor trawsbleidiol i graffu ar bob maes ymgysylltu presennol ac i helpu i lunio ein perthynas â'r UE yn y dyfodol. Dylai'r pwyllgor hwnnw, yn ei dro, gael cyngor gan grŵp o gynghorwyr arbenigol allanol o'r sectorau cyfreithiol, economaidd, busnes, amaethyddol, diwylliannol ac academaidd.

Byddai Adran Ewrop o fewn Llywodraeth Cymru yn sicrhau llais clir, strategol ac atebol i Gymru yn y trafodaethau parhaus. Rydym hefyd angen llais cryf yn Ewrop ar ôl gadael yr UE i sicrhau ein bod yn parhau i elwa a chyfrannu at y meysydd yr ydym eisoes yn cymryd rhan ynddynt ac yn datblygu perthynas gyda'r UE yn y sectorau nad ydym yn hyn o bryd yn ymwneud yn llawn â hwy.



Mike Hedges AC  
Cadeirydd y Pwyllgor Deisebau  
Cynulliad Cenedlaethol Cymru

9 Mawrth 2017

Annwyl Mike,

**Parthed: Deiseb P-05-712 Byddai Adran Ewrop o fewn Llywodraeth Cymru yn Sicrhau Llais Clir, Strategol ac Atebol i Gymru yn y Trafodaethau Parhaus**

Diolch am eich llythyr ynghylch rôl Llywodraeth Cymru yn y trafodaethau sydd ar y gweill ynghylch ymadawiad y Deyrnas Unedig â'r Undeb Ewropeaidd.

Fel Pwyllgor, rydym wedi bod yn gyfrifol am ymchwilio i'r "goblygiadau i Gymru yn sgil gadael yr Undeb Ewropeaidd" a sicrhau bod "buddiannau Cymru yn cael eu diogelu yn ystod y broses adael". Er mwyn cyflawni ei gylch gwaith, mae'r Pwyllgor wedi cynnal nifer o sesiynau tystiolaeth lafar gyda'r Prif Weinidog, Carwyn Jones AC, a chydag Ysgrifennydd y Cabinet dros Gyllid a Llywodraeth Leol, Mark Drakeford AC, sy'n cynrychioli Llywodraeth Cymru ar Gyd-bwyllgor y Gweinidogion ar Negodiadau'r UE.<sup>1</sup>

Hyd yma, mae'r Pwyllgor wedi cynnal pedair sesiwn dystiolaeth gyda'r Prif Weinidog neu Ysgrifennydd y Cabinet. Mae rhestr o'r dyddiadau a lincs i drawsgrifiadau'r sesiynau hyn i'w gweld yn Atodiad A.

Yn ystod y sesiynau hyn, cododd aelodau'r Pwyllgor nifer o faterion, gan gynnwys:

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<sup>1</sup> Mae'r Cyd-bwyllgor Gweinidogion yn dwyn gweinidogion ynghyd o Lywodraeth y DU, Llywodraeth Cymru, Llywodraeth yr Alban a Gweithrediaeth Gogledd Iwerddon

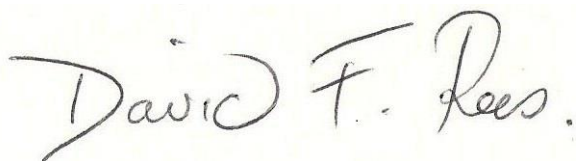


- sut y mae Llywodraeth Cymru yn diogelu buddiannau Cymru yn y negodiadau;
- capasiti ac adnoddau Llywodraeth Cymru ar gyfer mynd i'r afael yn effeithiol â'r heriau a'r cyfleoedd yn sgil gadael yr UE;
- y dystiolaeth sy'n sail i rai o safbwyntiau polisi Llywodraeth Cymru ar adael yr UE (fel y nodir yn 'Diogelu Dyfodol Cymru');

Hefyd cyhoeddodd y Pwyllgor ei adroddiad ar y goblygiadau i Gymru yn sgil gadael yr Undeb Ewropeaidd. Roedd rhan un o'r adroddiad yn edrych ar rai o'r themâu allweddol sy'n codi i Gymru. Roedd rhan dau yn edrych yn fanwl ar ymateb Llywodraeth Cymru i adael yr UE, gan gynnwys cysylltiadau rhynglywodraethol, llais Cymru yn y negodiadau a rôl Cynulliad Cenedlaethol Cymru o ran gwaith craffu.

Wrth edrych ymlaen, bydd y Pwyllgor yn parhau i ddwyn Gweinidogion perthnasol Llywodraeth Cymru a Llywodraeth y DU i gyfrif, ac yn benodol yn craffu ar ddatblygiad strwythurau Llywodraeth Cymru ynghylch gadael yr UE wrth i'r broses fynd rhagddi.

Yn gywir



David Rees AC

Cadeirydd y Pwyllgor Materion Allanol

Croesewir gohebiaeth yn Gymraeg neu'n Saesneg.

We welcome correspondence in Welsh or English.



## Atodiad A

Dyddiad	Tyst(ion)	Trawsgrifiad
12 Medi 2016	Y Gwir Anrhydeddus Carwyn Jones AC – Prif Weinidog Cymru	<a href="#">Gweld trawsgrifiad fel HTML</a> (1 77 KB)
	Des Clifford – Llywodraeth Cymru Piers Bisson – Llywodraeth Cymru	
7 Tachwedd 2016	Y Gwir Anrhydeddus Carwyn Jones AC, Prif Weinidog Cymru	<a href="#">Gweld trawsgrifiad fel HTML</a> (370 KB)
	Piers Bisson, Llywodraeth Cymru Andrew Slade, Llywodraeth Cymru	
23 Ionawr 2017	Mark Drakeford AC – Ysgrifennydd y Cabinet dros Gyllid a Llywodraeth Leol	<a href="#">Gweld trawsgrifiad fel HTML</a> (1 36 KB)
	Paul Harrington – Llywodraeth Cymru Des Clifford – Llywodraeth Cymru	
6 Chwefror 2017	Y Gwir Anrhydeddus Carwyn Jones AC – Prif Weinidog Cymru	<a href="#">Gweld trawsgrifiad fel HTML</a> (1 69 KB)
	Desmond Clifford – Llywodraeth Cymru	



## P-05-731- Gwerthu Tir a Lonydd Mynediad yn Abercwmboi

Cyflwynwyd y ddeiseb hon gan Sue Waterson ar ôl casglu 66 llofnod bapur

### **Geiriad y ddeiseb**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i atal gwerthu'r tir a'r ffordd fynediad y tu ôl i eiddo 1 i 67 Park View Terrace, Abercwmboi hyd nes y ceir sylwadau gan y gymuned leol, a hyd nes y caiff opsiynau eraill eu hystyried. Mae'r gwerthiant hwn yn mynd rhagddo heb hysbysu nac ymgynghori â'r bobl hynny a gaiff eu heffeithio gan werthiant o'r fath.

### **Etholaeth a Rhanbarth y Cynulliad**

- Cwm Cynon
- Canol De Cymru

Ken Skates AC/AM  
Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith  
Cabinet Secretary for Economy and Infrastructure



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-05-731  
Ein cyf/Our ref KS/00770/17

Mike Hedges AM  
Chair - Petitions Committee

[government.committee.business@wales.gsi.gov.uk](mailto:government.committee.business@wales.gsi.gov.uk)

13 March 2017

Dear

*Mike,*

Thank you for your further letter of 23 February regarding the sale of land to the rear of Park View Terrace, Abercwmboi.

My officials met with the petitioner, Sue Waterson, in January 2017 to discuss the issue and the options available regarding the sale of the land. During the meeting, Mrs Waterson submitted a proposal to acquire the lane and adjoining land on behalf of local residents. However, it was advised that the land would not be sold, until discussions with the local authority had been concluded.

The letter sent to Vikki Howells AM on the 26 October, stated that my officials were in discussions with more than one party on the potential sale for the site, which was the case at the time. At the time of the letter sent to the Petitions Committee on 7 December, the primary discussions on the sale of the land were with the local authority and any other options had been put on hold.

I can confirm the access lane to the rear of the properties is an adopted highway which protects the route as a right of way.

Yours sincerely

*Ken*

**Ken Skates AC/AM**  
Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith  
Cabinet Secretary for Economy and Infrastructure

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[Correspondence.Ken.Skates@gov.wales](mailto: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 90**  
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-05-731 Land & Access Lane Sale at Abercwmboi – Correspondence from the Petitioner to the Committee, 22.03.17

I have amended my earlier email to provide more detail.

Thank you for your recent communication.

I note that the Minister confirms the detail of the letter I originally PDF for the committee that his department were in discussion with "interested parties", up to & including, October 2016 for the sale of *land & access lane*. Yet this land & lane did not appear on SpaceCymru as being available, no notices were displayed on the land. We only heard about a proposed sale because one of the "interested parties" was making claims about what would happen when they purchased the land & lane. How did these "interested parties" become aware the the land & lane were available? Is there a select & privileged list of "interested parties" that have priority? This is hardly indicative of open & transparent government.

I can confirm that I have met with Gareth Porter, an official for Ken Skates Office, at *my* request. He told me that his office was under no obligation to consult with residents who are directly & materially affected by the proposed land & lane sale. I endeavor, at my own expense, to distribute information & update sheets to all the households in the row. It should not be assumed that this can replace our elected representatives seeking the opinions of residents & hearing first hand how decisions made behind closed doors impact on individuals & families. If the land was fenced to the curb the lane is not wide enough for a car to turn into a garage or hard-standing. Particularly hard hit would be the elderly disabled residents who, denied access to the rear of their properties, would not be able to park on the main road where parking is at a premium.

During my meeting with Gareth Porter several ideas were discussed, including our suggestion that interested residents could individually purchase plots to the rear of their properties in order to preserve access to garages & hard standings.

Mr Porter proposed that RCT could be offered a strip of land running parallel to the access road thus offering the same protection. I understood that this would be raised during the primary discussions with the local authority. This would be the *ideal* option as it incurs no costs to residents. Abercwmboi is a very underprivileged, low wage, area and not all residents are in a position to consider purchasing the land to the rear of their house. I do not recall any offer, by us, to buy the lane as we had discovered it is an adopted highway.

Mr Porter said that he would keep me updated but I have not had any correspondence from him. I have contacted Mr Porter for further information and await a reply.

Thank you for your consideration,

Sue Waterson

## **P-05-740 Deiseb i Warchod Ein Stryd Fawr.**

Cyflwynwyd y ddeiseb hon gan Sally Stephenson ar ôl casglu 939 llofnod ar lein â 729 llofnod papur.

### **Geiriad y ddeiseb**

Rydym ni, sydd wedi llofnodi isod, yn credu bod cynllun rhyddhad ardrethi trosiannol Llywodraeth Cymru yn annigonol o ran diwallu anghenion busnesau yr effeithir arnynt gan ailbrisiadau diweddaraf adeiladau, ac rydym yn galw ar Lywodraeth Cymru i ddatblygu pecyn o fesurau rhyddhad ardrethi parhaol i ysgafnhau'r pwysau ariannol ar fusnesau bychain.

### **Etholaeth a Rhanbarth y Cynulliad**

- Bro Morgannwg
- Canol De Cymru



Mark Drakeford AM/AC  
Ysgrifennydd y Cabinet dros Gyllid a Llywodraeth Leol  
Cabinet Secretary for Finance and Local Government



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-05-740  
Ein cyf/Our ref MD-00144-17

Mike Hedges AM  
Chair - Petitions Committee  
National Assembly for Wales  
Ty Hywel  
Cardiff Bay  
Cardiff  
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11 March 2017

Dear Mike,

Thank you for your letter of 23 February regarding the High Street Rates Relief Scheme.

With reference to how the High Street Relief will be allocated, my officials have worked closely with Local Authorities to develop this scheme, the details of which I announced in my statement on 17 February. Funding will be allocated to Local Authorities based on the estimated number of eligible ratepayers per authority area. Local Authorities will then administer the scheme and provide relief to eligible ratepayers. Ratepayers can contact their individual Local Authorities to find out what support they may be entitled to.

In relation to the non-domestic rates statistics requested, the Valuation Office Agency (VOA) produces statistics on the number of businesses in different rateable value bands for both England and Wales. Attached is a link to where these statistics can be found:  
<https://www.gov.uk/government/statistics/non-domestic-rating-stock-of-properties>

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[Correspondence.Mark.Drakeford@gov.wales](mailto:Correspondence.Mark.Drakeford@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 94

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.

Please note that the information for 2017 is not yet available. However, your petitioner may wish to contact the VOA at [statistics@voa.gsi.gov.uk](mailto:statistics@voa.gsi.gov.uk) to see what information the organisation is able to provide.

Best wishes,

Mark

**Mark Drakeford AM/AC**

Ysgrifennydd y Cabinet dros Gyllid a Llywodraeth Leol  
Cabinet Secretary for Finance and Local Government

## Eitem 3.11

### **P-04-568 Ymchwiliad Cyhoeddus i Fwrdd Iechyd Lleol Prifysgol Abertawe Bro Morgannwg**

#### **Geiriad y ddeiseb:**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i gynnal ymchwiliad cyhoeddus llawn er mwyn ymchwilio i'r pryderon difrifol a godwyd ynghylch safonau gofal ym Mwrdd Iechyd Lleol Prifysgol Abertawe Bro Morgannwg a'r modd y mae'r bwrdd yn ymdrin â chwynion—materion sydd wedi achosi cymaint o niwed a dioddefaint y gellid eu hosgoi i gleifion mewn ysbytai sy'n cael eu gweinyddu gan y Bwrdd a'i gyrff rhagflaenol, ac i berthnasau sy'n galaru—ac, lle bo hynny'n briodol, i ddwyn y prif weithredwr a'r tîm rheoli i gyfrif.

**Prif ddeisebydd ABMU VICTIMS' SUPPORT GROUP**

**Ysytirwyd am y tro cyntaf gan y Pwyllgor: 01 Mehefin 2014**

**Nifer y llofnodion: 87 a'r lein a 778 llofnod papur. Cyfanswm 865**

## **P-04-601 Gwaharddiad Arfaethedig ar Ddefnyddio e-sigaréts Mewn Mannau Cyhoeddus**

### **Manylion**

Rydym yn galw ar Lywodraeth Cymru i beidio â bwrw ymlaen â'u gwaharddiad arfaethedig ar ddefnyddio e-sigaréts mewn mannau cyhoeddus caeedig, mannau cyhoeddus sylweddol gaeedig, a gweithleoedd yng Nghymru. Ni all y cynnig hwn, os caiff ei weithredu, ond arwain at ostyngiad yn y nifer a fydd yn defnyddio e-sigaréts a chynnydd yn y nifer a fydd yn ysmegu sigaréts.

### **Gwybodaeth ychwanegol:**

Mae 100,000 o bobl yng Nghymru yn defnyddio e-sigaréts eisoes. Mae'r rhain yn ysmegu llai o sigaréts neu nid ydynt yn ysmegu sigaréts o gwbl; dylai hyn fod yn achos dathlu, nid yn achos pryder. Yn ôl arolwg a gynhaliodd y BBC yn ddiweddar, mae 62% o'r cyhoedd yn gwrthwynebu gwahardd defnyddio e-sigaréts yn gyhoeddus. Yn Sbaen, lle gwaharddwyd defnyddio e-sigaréts yn gyhoeddus, bu gostyngiad o 70% yn y defnydd o e-sigaréts a chynnydd yn y nifer a oedd yn ysmegu. Rydym yn ofni y bydd yr un peth yn digwydd yng Nghymru os bydd Llywodraeth Cymru yn rhoi eu gwaharddiad arfaethedig ar waith. O gofio y bydd hysbysebu a hyrwyddo e-sigaréts yn cael ei wahardd yn fuan ar ôl pasio'r Gyfarwyddeb Cynhyrchion Tybaco, ble fydd ysmygwyr yn cael gwybodaeth am e-sigaréts, yn enwedig os ydynt yn cael eu gwahardd mewn mannau cyhoeddus? Mae angen i ysmygwyr weld pobl yn defnyddio e-sigaréts yn gyhoeddus, mae angen iddynt fedru mynd at y rhai sy'n defnyddio e-sigaréts i siarad â nhw a chael rhagor o wybodaeth ac yna dewis defnyddio sigaréts mwy diogel, gobeithio

**Prif ddeisebydd:** Simon Thurlow

**Ysytiriwyd am y tro cyntaf gan y Pwyllgor:** 7 Hydref

**Nifer y llofnodion:** 1,196 llofnod a'r lein

**P-04-601 Proposed Ban on the Use of e-cigarettes in Public Places –  
Correspondence from the Petitioner to the Clerk of the Committee, 24.03.17**

Hi Graeme,

Many thanks for your email.

Yes, I agree with you. My Petition served its purpose as it helped to bring pressure to bear on the then Health Minister – Mark Drakeford – and assisted in bringing the shortcomings of his arguments for proposing a ban on eCigarettes in Public Places to the forefront. So much so, that the subject proved to be the key factor in the failure of the Public Health (Wales) Bill during the last Assembly.

I am fully aware that the proposed ban has been dropped from the new version of the Public Health (Wales) Bill currently going through Stage 2 of the legislative process, and I am delighted that this is the case.

Therefore, I am happy that this petition has served its purpose. That said, I remain mindful of recent comments by the Chief Medical Officer – Dr Frank Atherton – on the subject and I can assure you that I will oppose, with renewed vigour, any future attempt to pursue a ban of these devices should they consider doing so.

I wish to place on record my thanks to the previous Petitions Committee for their consideration, patience and efforts in assisting my Petition to ask the questions of Mark Drakeford, which he continually failed to answer satisfactorily or with conviction. I believe it played a major role in successfully defeating the proposals for banning eCigarettes in Public Places. I am aware that some members of the previous Petitions Committee are no longer AMs, but I assume that you still have some means of contacting them to pass on my thanks – regardless of whether they opposed or supported my petition.

Very Best Regards,  
Simon

## **P-04-394 Achub ein Gwasanaethau - Ysbyty Tywysog Philip**

### **Geiriad y ddeiseb:**

Rydym ni, pobl Llanelli, y dref â'r boblogaeth fwyaf yn ardal Hywel Dda, yn mynnu bod Ysbyty Tywysog Philip yn cael ei adfer yn Ysbyty Cyffredinol Dosbarth cwbl weithredol, a bod llawfeddygaeth ddewisol fawr yn dychwelyd yno, gan gynnwys llawfeddygaeth gastroberfeddol, fasgwlaidd, ac ym meysydd wroleg, gynecoleg a thrawma. Byddai hynny wedi'i gefnogi gan y 5 gwely Uned Therapi Dwys gwreiddiol, a fyddai wedi'u staffio'n llawn, ac a fyddai'n cefnogi Adran Damweiniau ac Achosion Brys wedi'i staffio'n llawn, y byddai arbenigwyr ymgynghorol yn ei harwain, gan ddarparu cymorth i'r meddygon.

**Cyflwynwyd y ddeiseb gan:** Rhwydwaith Gweithredu Tywysog Philip

**Ystyriwyd y ddeiseb am y tro cyntaf:** 29 Mai 2012

**Nifer y llofnodion:** tua 24,000

**P-04-394 Save our Services – Prince Philip Hospital  
Correspondence from the Petitioner to the Committee, 27.02.17**

Dear Jessica,

In response to the letter from Mike Hedges A.M.re: Petition P-04-397, Prince Phillip Hospital, LLANELLI. I will share the following with you.

1. The SOSPPAN Campaign group has disbanded.
2. The Judicial Review found that the Hywel Dda LHB's consultation process was adequate.
3. The resignations of key members of the LHB, for one reason or another, led to a new LHB and a much improved approach. Consultation and the inclusion of SOSPPAN has in no small way, helped to create the innovative FRONT OF HOUSE approach at Prince Phillip.
4. This "Clinician Led" approach, recognised and accepted by SOSPPAN is the best possible outcome, despite it being a compromise i.e. not a full A&E, it seems to be working well.
5. With regard to the Petition— I have the following observations. I am mindful that this is owned by the thousands who signed it. Clearly, the demands there-in have not been met, despite the fact that SOSPPAN has accepted a compromise. On balance, it is my personal opinion that in the interest of fairness and common justice to those who signed, the decision for further consideration must, therefore rest with your committee.

Kindest regards,  
Bryan Hitchman.

## **P-04-367 Achub ein Gwasanaethau Ysbyty**

### **Geiriad y ddeiseb:**

- Rydym ni, y rhai sydd wedi llofnodi isod, am weld ein HOLL wasanaethau iechyd lleol yn cael eu cynnal a'u diogelu yn Ysbyty'r Tywysog Phillip.
- Rydym yn gwrthwynebu'r bwriad i israddio'n hysbyty.
- Gofynnwn i'r Gweinidog Iechyd a Llywodraeth Lafur Cymru adolygu'u cynlluniau fel mater o frys.

**Prif ddeisebydd:** Rhydwyn Ifan

**Ystyriwyd gan y Pwyllgor am y tro cyntaf:** 28 Chwefror 2012

**Nifer y deisebwyr:** Tua 9,000 o lofnodion



## Eitem 3.15

**P-04-455 : Achub adran achosion brys yn Ysbyty'r Tywysog Philip**

**Geiriad y ddeiseb:**

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

**Prif ddeisebydd:** Angharad Howells

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

**Nifer y llofnodion:** 1038

## **P-04-431 : Preswylwyr Sir Benfro yn erbyn toriadau i wasanaethau iechyd**

### **Geiriad y ddeiseb**

Mae SWAT (Tîm Gweithredu i Achub Ysbyty Llwynhelyg) wedi brwydro i gadw gwasanaethau gofal iechyd eilaidd diogel, effeithiol a hygyrch i bobl Sir Benfro ers 2005.

Ar ran SWAT, galwaf ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sicrhau bod y cynlluniau ar gyfer darparu Gofal Iechyd Eilaidd, y mae ymgynghoriad yn cael ei gynnal arnynt ar hyn o bryd yn ardal Bwrdd Iechyd Lleol Hywel Dda, yn cynnal y lefel bresennol o wasanaethau sydd ar gael yn Ysbyty Llwynhelyg. Nid yw'r 14,000 o bobl a lofnododd y deisebau a ddosbarthwyd i'ch swyddfa gan SWAT yn cytuno â'r opsiwn a ffefrir, sef bod Bwrdd Iechyd Lleol Hywel Dda yn canoli'r rhan fwyaf o wasanaethau cleifion mewnol yn safle Glangwili. Mae'n eithaf clir i bobl Sir Benfro a thu hwnt sydd wedi llofnodi'r deisebau hyn, os oes yn rhaid canoli gwasanaethau, mai Ysbyty Llwynhelyg yw'r safle y dylid ei ffafrio. Byddai hyn yn sicrhau darparu gwasanaeth gofal iechyd eilaidd teg, hygyrch, diogel a chynaliadwy i ardal gyfan Bwrdd Iechyd Lleol Hywel Dda tra byddai canoli gwasanaethau yn safle Glangwili yn rhoi pobl Sir Benfro o dan anfantais ddifrifol.

**Prif ddeisebydd:** Tîm Achub Ysbyty Llwynhelyg

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

**Nifer y llofnodion:** Casglwyd deiseb gysylltiedig tua 14,000 o lofnodion. Casglodd deiseb gysylltiedig tua 14,000 o lofnodion. O'r 14,000 llofnod, casglwyd dros 10,000 o lofnodion ar gyfer deiseb a oedd yn galw'n benodol am achub Uned Gofal Arbennig Babanod Llwynhelyg, a 4,000 o lofnodion ar gyfer deisebau a oedd yn galw am ddiogelu'r holl wasanaethau yn Ysbyty Llwynhelyg.



## **P-04-537 Plannu Coed i Leihau Llifogydd**

### **Geiriad y ddeiseb:**

Rydym yn galw ar y Cynulliad Cenedlaethol i annog Llywodraeth Cymru i leihau'r risg o lifogydd i filoedd o gartrefi drwy'r wlad drwy gefnogi plannu o leiaf 10 miliwn coeden dros y pum mlynedd nesaf, gan greu perthi, lleiniau coed a mannau coediog wedi'u targedu yn y mannau gorau ar gyfer amsugno'r dŵr ac arafu dŵr ffo. Byddai plannu'r coed hyn yn cyfrif tuag at nod bresennol Llywodraeth Cymru i blannu 100,000 hectar o goed i amsugno carbon deuocsid o'r awyrgylch.

**Prif ddeisebydd:** Coed Cadw

**Ysytirwyd am y tro cyntaf gan y Pwyllgor:** 18 Chwefror 2014

**Nifer y llofnodion:** 2708

# Eitem 3.18

## **P-04-505 Uned Anhwylderau Bwyta yng Nghymru**

### **Geiriad y ddeiseb:**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i roi gwybod i Lywodraeth Cymru am yr angen brys i ddarparu uned anhwylderau bwyta arbenigol yng Nghymru.

### **Gwybodaeth ychwanegol:**

Hoffem weld uned anhwylderau bwyta arbenigol yn cael ei hadeiladu yng Nghymru i leihau'r pwysau a'r anghyfleustra o orfod teithio mor bell o aelodau'r teulu a chyfeillion drwy orfod mynd i Loegr i gael triniaeth. Yn 2007, cydnabu'r Llywodraeth nad oedd triniaeth arbenigol ar gael yng Nghymru a bod angen i'r sefyllfa hon newid, ond bum mlynedd yn ddiweddarach rydym yn dal i aros am y newid hwnnw. Gwn o brofiad personol pa mor anodd yw bod mewn ysbyty mor bell o gartref, a chredaf y byddai cael uned anhwylderau bwyta yng Nghymru yn gwneud y broses o gael triniaeth ac o wella yn rhwyddach i ddiodefwr o Gymru.

**Prif ddeisebydd:** Keira Marlow

**Ysytirwyd am y tro cyntaf gan y Pwyllgor:** 8 Hydref 2013

**Nifer y llofnodion :** 526

## **P-04-526 Gwnewch Senedd TV yn hygyrch i bobl fyddar**

### **Geiriad y ddeiseb:**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i ddarparu gwasanaeth isdeitlo ac iaith arwyddion pan fydd dadleuon a thrafodion y Cynulliad yn cael eu darlledu ar y teledu, er mwyn i'r 300,000 o bobl sydd â byddardod a nam ar y clyw yng Nghymru ddilyn y broses ddemocrataidd fel pobl eraill.

**Prif ddeisebydd:** Mervyn James

**Ysytirwyd am y tro cyntaf gan y Pwyllgor:** 21 Ionawr 2014

**Nifer y llofnodion:** 25

## Eitem 3.20

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

### **Geiriad y ddeiseb:**

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

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

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

**Prif ddeisebydd:** Scope Cymru

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

**Nifer y llofnodion:** 2,606

### **P-04-559 Ymwybyddiaeth mewn Ysgolion Uwchradd o Hunan-niweidio**

#### **Geiriad y ddeiseb:**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sefydlu rhagor o raglenni addysgol (yn benodol mewn Ysgolion Uwchradd) i leddfu camddealltwriaeth llawer o bobl o beth yw hunan-niweidio.

Mae hwn yn fater cynyddol ymysg pobl ifanc yng Nghymru ac, yn ôl arolwg gan y BBC, mae 43% o bobl yn adnabod rhywun sydd wedi hunan-niweidio. Yn yr un arolwg, cofnodwyd bod 41% o bobl yn credu bod hunan-niweidio yn weithred hunanol

Gwybodaeth ychwanegol: Oherwydd nifer digamsyniol yr achosion o hunan-niweidio ymysg pobl ifanc yn eu harddegau yng Nghymru, credaf y dylid hybu ymwybyddiaeth a hygyrchedd am y pwnc. Pam y dylai person ifanc ddiodef yn dawel? Dyna pam yr wyf yn credu y dylem ni, fel gwlad, ddarparu deunyddiau mwy sylweddol i ddiodefwr allu cael cymorth am ddim i frwydro yn erbyn hunan-niweidio.

**Prif ddeisebydd:** Eleanor Price

**Ysytirwyd am y tro cyntaf gan y Pwyllgor:** 17 Mehefin 2014

**Nifer y llofnodion:** 12



## Eitem 3.22

**P-04-466 Argyfwng Meddygol – Atal cyflwyno gwasanaeth iechyd o safon is yng ngogledd Cymru.**

**Geiriad y ddeiseb:**

Rydym ni sydd wedi llofnodi isod yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sicrhau nad yw'r cynigion yn ymgynghoriad Bwrdd Iechyd Prifysgol Betsi Cadwaladr, Mae Gofal Iechyd yng Ngogledd Cymru yn Newid yn arwain at ddarpariaeth iechyd o safon is a marwolaethau a dioddefaint dianghenraid.

Bydd y cynigion yn cael effaith andwyol ar y rhan fwyaf o feysydd darpariaeth iechyd a gwasanaethau brys ac ni ellir galw'r cynigion yn welliant mewn unrhyw ffordd, fel yr honnir. Mae'r gwasanaeth iechyd yng Nghymru eisoes yn mynd â'i ben iddo, a bydd yn wynebu chwalfa lwyr os caiff y cynigion hyn eu rhoi ar waith ar eu ffurf bresennol. Mae cynigion ymgynghori presennol Bwrdd Iechyd Prifysgol Betsi Cadwaladr ar ofal iechyd yng ngogledd Cymru yn ymddangos yn andwyol i'r ddarpariaeth iechyd gyffredinol ac i ddiogelwch ein cymunedau. Mae hygyrchedd, darpariaeth pelydr-X, mân anafiadau, iechyd meddwl, y gwasanaeth ambiwlans, y gwasanaeth tu allan i oriau a gallu meddygon teulu i ddarparu gwasanaeth integredig yn mynd i gael eu taro'n benodol gan y cynigion – gan eu bod yn cyferbynnu'n llwyr â gweledigaeth Llywodraeth Cymru yn y dogfennau Law yn Llaw at Iechyd, Gosod y Cyfeiriad a Cyflenwi Gwasanaethau Gofal Brys – ymddengys ei bod hefyd yn mynd yn groes i'r "compact" a gyhoeddodd y Gweinidog Iechyd ar 25 Medi 2012.

**Prif ddeisebydd:** Mike Parry

**Ysytirwyd am y tro cyntaf gan y Pwyllgor:** 19 Mawrth 2013

**Nifer y llofnodion:** 306

Yn rhinwedd paragraff(au) ix o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon

## P-04-524 Rheolaeth Gynllunio a r Gymraeg

### Geiriad y ddeiseb:

Rydym ni, y rhai sydd wedi llofnodi isod, yn galw ar Gynulliad Cenedlaethol Cymru, tra bydd yn ystyried y Bil Diwygio Cynllunio, i gynnwys darpariaeth i wneud y defnydd o arwyddion dwyieithog yn ofyniad cyfreithiol mewn amodau cynllunio ar gyfer pob adeilad newydd yng Nghymru y bydd y cyhoedd yn cael mynediad iddo, drwy dalu neu beidio.

### Gwybodaeth ychwanegol :

Dros hanner can mlynedd ar ôl i Gymdeithas yr Iaith Gymraeg ddechrau ar ei hymgyrch dros ddwyieithrwydd yng Nghymru, mae'r sector preifat yn parhau i fethu â chydymffurfio o bell ffordd. Mae angen deddfwriaeth er mwyn sicrhau bod y sector yn cydymffurfio â Pharagraff 13 o Nodyn Cyngor Technegol 20. Ni ddylai ymgyrchoedd unigol, fel yr ymgyrch Premier Inn, fod yn ofynnol oherwydd mae angen polisi cyffredinol sy'n trin y Gymraeg yn gyfartal yn y sector preifat

**Prif ddeisebydd:** Owain Arfon Jones

**Ysytiriwyd am y tro cyntaf gan y Pwyllgor:** 21 Ionawr 2014

**Nifer y llofnodion:** 123

# Eitem 4

Yn rhinwedd paragraff(au) ix o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon