

Agenda – Y Pwyllgor Deisebau

Lleoliad: I gael rhagor o wybodaeth cysylltwch a:
Ystafell Bwyllgora 1 – y Senedd Graeme Francis – Clerc y Pwyllgor
Dyddiad: Dydd Mawrth, 19 Medi 2017 Kath Thomas – Dipwrwy Glerc
Amser: 09.00 0300 200 6565
SeneddDeisebau@cynulliad.cymru

Briff yr Aelodau

1 Cyflwyniad, ymddiheuriadau, dirprwyon a datganiadau o fuddiant

2 Deisebau newydd

2.1 P-05-769 Canolfan Trawma Difrifol De Cymru – Caerdydd ac Abertawe
(Tudalennau 39 – 43)

2.2 P-05-770 Ailagor gorsaf Drenau Crymlyn
(Tudalennau 44 – 54)

2.3 P-05-772 Na i Gylch Haearn arfaethedig Castell y Fflint
(Tudalennau 55 – 58)

3 Y wybodaeth ddiweddaraf am ddeisebau blaenorol

Deisebau a gafodd eu gohirio o'r cyfarfod ar 11 Gorffennaf 2017

Economi a'r Seilwaith

3.1 P-05-692 Adeiladu Cofeb Mamieithoedd Rhyngwladol ym Mae Caerdydd
(Tudalennau 59 – 61)

3.2 P-05-737 Achubwch ein bws
(Tudalennau 62 – 63)

3.3 P-05-716 Cludiant am Ddim ar y Trenau i Ddisgyblion Ysgol gyda Threnau
Arriva Cymru
(Tudalennau 64 – 66)



3.4 P-04-688 Gorsaf Bêr Tata Steel ym Mhort Talbot
(Tudalennau 67 – 69)

3.5 P-05-690 Arwynebu Ffordd A40 Rhaglan-Y Fenni
(Tudalennau 70 – 71)

3.6 P-05-740 Deiseb i Warchod Ein Stryd Fawr
(Tudalennau 72 – 77)

Llywodraeth Leol

3.7 P-05-726 Rhoi Rhyddhad Ardrethi i Awdurdodau Lleol ar gyfer Cyfleusterau Hamdden a Diwylliannol
(Tudalennau 78 – 81)

Gymunedau a Phlant

3.8 P-05-734 Gwahardd Codi Ffioedd Asiant Gosod ar Denantiaid
(Tudalennau 82 – 83)

3.9 P-05-751 Cydnabod achosion o Ddieithrio Plentyn oddi wrth Riant
(Tudalennau 84 – 87)

3.10 P-05-711 Sicrhau bod Anghenion Pobl Anabl am Addasiadau i Dai yn cael eu Diwallu'n Ddigonol
(Tudalennau 88 – 89)

Diweddariad diwethaf

Prif Weinidog

3.11 P-05-712 – Byddai Adran Ewrop o fewn Llywodraeth Cymru yn Sicrhau Llais Clir, Strategol ac Atebol i Gymru yn y Trafodaethau Parhaus
(Tudalennau 90 – 95)

Economi a'r Seilwaith

3.12 P-04-667 Cylchfan ar gyfer Cyffordd yr A477A4075
(Tudalennau 96 – 99)

3.13 P-05-701 Gwelliannau i Ddiogelwch y Ffordd ar Hyd Cefnffordd yr A487 Rhwng Aberteifi ac Aberystwyth, i Gynnwys Mannau Pasio
(Tudalennau 100 – 101)

3.14 P-05-714 Cynnwys Gorsaf ar Gyfer Mynachdy a Thal-y-bont fel Rhan o Unrhyw Gynnig ar Gyfer Metro Caerdydd
(Tudalennau 102 – 111)

3.15 P-05-738 Deiseb Gyhoeddus ar gyfer Ffordd Osgoi i Ddinas Powys
(Tudalennau 112 – 117)

**3.16 P-05-755 Galw ar Lywodraeth Cymru i sicrhau bod yr A48 ger Trelales,
Broadlands a Merthyr Mawr yn ddiogel i holl ddefnyddwyr y ffyrdd ac i
gerddwyr**
(Tudalennau 118 – 120)

Iechyd

**3.17 P-05-732 Amseroedd Aros Annerbyniol ar gyfer Cleifion y GIG yn Adran
Damweiniau ac Achosion Brys WrecsamYsbyty Wrecsam Maelor**
(Tudalennau 121 – 124)

3.18 P-05-736- Darparu Gwasanaethau Iechyd Meddwl Mwy Hygyrch
(Tudalennau 125 – 128)

3.19 P-05-754 Diffyg cymorth i blant ag anableddau mewn argyfwng
(Tudalennau 129 – 131)

Amgylchedd a Materion Gwledig

**3.20 P-05-766 Dylid Gwneud Opsiwn Fegan yn Orfodol Mewn Ffreuturiau
Cyhoeddus**
(Tudalennau 132 – 133)

**3.21 P-05-750 Ar gyfer eitemau untro: cyflwyno System Dychwelyd Ernes ar gyfer
cynwysyddion diodydd a sicrhau y gellir compostio cynwysyddion bwyd
cyflym a'r offer sy'n gysylltiedig â hwy**
(Tudalennau 134 – 137)

Addysg

3.22 P-05-760 Atal TGAU Cymraeg gorfodol
(Tudalennau 138 – 141)

**4 Cynnig o dan Reol Sefydlog 17.42(ix) i benderfynu gwahardd y
cyhoedd o weddill y cyfarfod**

**5 Ystyried yr adroddiad ddrafft – P-05-710 Sicrhau y gall Pobl
Anabl Ddefnyddio Trafnidiaeth Gyhoeddus Pryd Bynnag y Bo'i
Hangen Arnynty**

(Tudalennau 142 – 176)

Mae cyfyngiadau ar y ddogfen hon

P-05-769 Canolfan Trawma Difrifol De Cymru – Caerdydd ac Abertawe

Cyflwynwyd y ddeiseb hon gan Hywel Ap John Griffiths, ar ôl casglu 69 o lofnodion ar-lein.

Geiriad y ddeiseb:

Rydym yn galw ar Lywodraeth Cymru i ddarparu canolfannau trawma difrifol yn Ysbyty Treforys, Abertawe yn ogystal ag Ysbyty Athrofaol Cymru, Caerdydd yn hytrach na dim ond ar un safle.

Etholaeth a Rhanbarth y Cynulliad

- Dwyfor Meirionnydd
- Canolbarth a Gorllewin Cymru

Papur Briffio ar gyfer y Pwyllgor Deisebau

Rhif y ddeiseb: [P-05-769](#)

Teitl y ddeiseb: **Canolfan Trawma Difrifol De Cymru – Caerdydd ac Abertawe**

Geiriad y ddeiseb: Rydym yn galw ar Lywodraeth Cymru i ddarparu canolfannau trawma difrifol yn Ysbyty Treforys, Abertawe yn ogystal ag Ysbyty Athrofaol Cymru, Caerdydd yn hytrach na dim ond ar un safle.

Mae gwaith ar y gweill i ddatblygu gwasanaethau trawma yng Nghymru. Fel y nodwyd yn ymateb Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon i'r ddeiseb, mae Cydweithrediaeth Iechyd GIG Cymru wedi bod yn datblygu cynigion ar gyfer rhwydwaith trawma difrifol, gan gynnwys canolfan trawma difrifol, i gwmpasu de Cymru, gorllewin Cymru a de Powys (y Canolfan Trawma Difrifol yn Ysbyty Athrofaol Brenhinol Stoke sy'n darparu gwasanaeth ar gyfer cleifion yng ngogledd Cymru).

Mae Ysbyty Treforys Abertawe ac Ysbyty Athrofaol Cymru Caerdydd ill dau wedi cyflwyno cynlluniau ar gyfer canolfan trawma difrifol. Ers hynny, [adroddwyd](#) bod y Gydweithrediaeth wedi argymhell, yn seiliedig ar adroddiad panel arbenigol annibynnol, mai yng Nghaerdydd y dylai'r ganolfan trawma difrifol fod, ac mai uned drawma fwy a ddylai fod gan Ysbyty Treforys yn Abertawe, a hynny yn rhan o rwydwaith trawma difrifol ehangach. Bydd byrddau iechyd yn ystyried yr argymhellion yr hydref hwn. Deellir y bydd y cynigion yn destun ymgynghoriad cyhoeddus.

Cefndir

Defnyddir y term 'trawma difrifol' i ddisgrifio anafiadau difrifol ac, yn aml, anafiadau lluosog a allai rhoi bywyd yn y fantol.

Mae tystiolaeth bod canlyniadau yn sylweddol well i gleifion trawma difrifol sy'n cael eu trin mewn canolfan sy'n arbenigo mewn trawma difrifol. Tîm amlddisgyblaeth o glinigwyr sy'n staffio'r canolfannau hyn, ac mae ganddynt y cyfleusterau arbenigol sydd eu hangen i drin cleifion ac arnynt anafiadau difrifol, lluosog.

Mae'r [adroddiad interim](#) o fis Gorffennaf 2017 ar yr adolygiad o iechyd a gofal cymdeithasol yng Nghymru yn pwysleisio bod canoli cyfleusterau ar gyfer rhai mathau o ofal arbenigol – fel bod arbenigedd ac offer yn cael eu defnyddio'n fwy effeithiol – yn gwella ansawdd gofal.

The evidence is strongest for stroke, trauma, and heart attack services, even if this means patients travelling further to receive care.

Mae [Best Configuration of Hospital Services for Wales – Quality and Safety](#) (adroddiad Longley), a gyhoeddwyd yn 2012, yn trafod y dystiolaeth parthed canolfannau trawma difrifol arbenigol (gw. tudalennau 12 – 19), gan gyfeirio at waith a wnaed gan Goleg Brenhinol y Llawfeddygon a nododd y canlynol:

- mae datganoli'r gofal i ganolfannau trawma arbenigol rhanbarthol yn gostwng cyfradd y marwolaethau o 25% a hyd yr arhosiad o 4 diwrnod;
- mae canolfannau sy'n delio â swmp mawr o achosion trawma yn gostwng cyfradd marwolaethau o anafiadau difrifol hyd at 50%;
- yn anad dim, yr amser a gymer rhwng yr anaf yn digwydd a chael y llawdriniaeth derfynol sy'n penderfynu'r canlyniad mewn trawma difrifol (nid yr amser i gyrraedd yr adran argyfwng agosaf);
- mae cleifion trawma difrifol sy'n cael eu trin yn y lle cyntaf mewn ysbytai lleol yn 1.5 hyd at 5 gwaith mwy tebygol o farw na chleifion a gludir yn uniongyrchol i ganolfannau trawma;
- **gallai un ganolfan fel arfer wasanaethau poblogaeth o 3–4 miliwn.** [Sef, yn fras, cynifer â phoblogaeth Cymru].

Yn 2012, cafodd gwasanaethau trawma difrifol ledled Lloegr eu hailgyflunio yn rhwydweithiau trawma rhanbarthol yn seiliedig ar ganolfannau trawma difrifol dynodedig. Yn 2016, ar ôl i ofal trawma yn Lloegr gael ei ranbartholi, canfu [astudiaeth](#) fod yr holl ddangosyddion ansawdd gofal wedi gwella. Er nad oedd gwahaniaeth amlwg o ran marwolaethau, mae tystiolaeth o wledydd eraill yn awgrymu y gallai buddion pellach ddod yn amlwg ar ôl i'r system trawma aeddfedu rhywfaint.

Vaughan Gething AC/AM
Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon
Cabinet Secretary for Health, Well-being and Sport



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-769
Ein cyf/Our ref VG/01970/17

David John Rowlands AM
Chair, Petitions Committee
National Assembly for Wales
Cardiff Bay
CF99 1NA

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

18 August 2017

Dear David,

Thank you for your letter of 31 July as chair of the Petitions Committee about Petition P-05-769 South Wales Major Trauma Centre - Cardiff and Swansea.

The NHS Wales Health Collaborative has been developing proposals for the establishment of a major trauma network, including a major trauma centre, to cover the region of south Wales, west Wales and south Powys.

The Collaborative convened an independent panel, comprising representatives from across major trauma services, to assist in identifying a preferred option for the location and development of a major trauma centre. Panel members were invited on the basis of their national and international reputations as experts in trauma care and the development of trauma systems. All have been involved in the development of regional major trauma systems.

The panel's report has been submitted to the Collaborative, which intends to make recommendations for consideration by the individual health boards by early autumn. It will then be for those health boards to make decisions through their own internal governance mechanisms. I understand there is likely to be a period of public consultation and engagement on any proposals for the major trauma network, before any final decisions are made.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

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

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

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

Tudalen y pecyn 42

As I have set out, there is an evidence-led NHS process on the major trauma network and centre. I cannot, and will not, get drawn into commenting on this petition, as it is possible that I will have to determine a final decision and commenting may prejudice my position. Any decision I may make would potentially be reviewable in the courts.

Yours sincerely,

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

Vaughan Gething AC/AM

Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon
Cabinet Secretary for Health, Well-being and Sport

Eitem 2.2

P-05-770 Ailagor gorsaf Drenau Crymlyn

Cyflwynwyd y ddeiseb hon gan Michael Davies, ar ôl casglu 208 o lofnodion ar-lein.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ailagor gorsaf drenau Crymlyn. Rydym yn credu y gallai Crymlyn fod yn ganolfan drafnidiaeth gyhoeddus bwysig. Byddai ei lleoliad allweddol yn cynnig pwynt cyfnewid ar gyfer sawl dull teithio rhwng gwasanaethau rheilffordd llinell Glynebwy ar ei newydd wedd a phrif lwybr y bysiau cyflym rhanbarthol drwy ganol y cymoedd. Mae safle'r orsaf yn gyfleus ar gyfer y rhwydwaith priffyrdd, ac mae ganddo faes parcio mawr a lle i fysiau. Mae modd cyrraedd llwybrau cerdded a beicio o'r safle. Nodwn fod y llygredd aer ar un o'r strydoedd yng Nghrymlyn gyda'r gwaethaf y tu allan i Lundain a bod angen gwella cysylltiadau trafndiaeth gyhoeddus er mwyn gwella iechyd y cyhoedd. Rydym yn annog Llywodraeth Cymru i asesu'r achos dros ailagor gorsaf drenau yng Nghrymlyn ac i ystyried ei hychwanegu at y rhestr flaenoriaethau nesaf o gynigion ar gyfer gorsafydd newydd yng Nghymru.

Etholaeth a Rhanbarth y Cynulliad

- Islwyn
- Dwyrain De Cymru

Deiseb: Ailagor Gorsaf Drenau Crymlyn

Y Pwyllgor Deisebau | 19 Medi 2017
Petitions Committee | 19 September 2017

Papur briffio gan y Gwasanaeth Ymchwil:

Rhif y ddeiseb: [P-05-770](#)

Teitl y ddeiseb: Ailagor Gorsaf Drenau Crymlyn

Testun y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ailagor gorsaf drenau Crymlyn. Rydym yn credu y gallai Crymlyn fod yn ganolfan drafnidiaeth gyhoeddus bwysig. Byddai ei lleoliad allweddol yn cynnig pwynt cyfnewid ar gyfer sawl dull teithio rhwng gwasanaethau rheilffordd llinell Glynebwy ar ei newydd wedd a phrif lwybr y bysiau cyflym rhanbarthol drwy ganol y cymoedd. Mae safle'r orsaf yn gyfleus ar gyfer y rhwydwaith priffyrdd, ac mae ganddo faes parcio mawr a lle i fysiau. Mae modd cyrraedd llwybrau cerdded a beicio o'r safle. Nodwn fod y llygredd aer ar un o'r strydoedd yng Nghrymlyn gyda'r gwaethaf y tu allan i Lundain a bod angen gwella cysylltiadau trafndiaeth gyhoeddus er mwyn gwella iechyd y cyhoedd. Rydym yn annog Llywodraeth Cymru i asesu'r achos dros ailagor gorsaf drenau yng Nghrymlyn ac i ystyried ei hychwanegu at y rhestr flaenoriaethau nesaf o gynigion ar gyfer gorsafoedd newydd yng Nghymru.

Cefndir

Isadeiledd a gwasanaethau rheilffyrdd

Maes nas datganolwyd yw buddsoddi yn seilwaith y rheilffyrdd; mae'r prif bwerau a dyletswyddau statudol yn perthyn i'r Ysgrifennydd Gwladol dros Drafnidiaeth. Fodd bynnag, o dan *Ddeddf Rheilffyrdd 2005* ('Deddf 2005') mae gan Lywodraeth Cymru bwerau i fuddsoddi yn seilwaith y rheilffyrdd, gan gynnwys gorsafoedd.

Ar hyn o bryd, nid yw masnachfreiniau rheilffyrdd yn faes datganoledig. Serch hynny, cyfrifoldeb Llywodraeth Cymru yw rheoli masnachfaint Cymru a Gororau o ddydd i ddydd, gan gynnwys cyllido gwasanaethau yng Nghymru ("gwasanaethau Cymru'n unig"), a'r

gwasanaethau hynny sy'n dechrau neu'n terfynu yng Nghymru ("gwasanaethau ar gyfer Cymru").

Yn ogystal â buddsoddi mewn seilwaith, mae Deddf 2005 yn galluogi i Lywodraeth Cymru fuddsoddi mewn gwaith i wella gwasanaethau rheilffyrdd. Gallai hyn gynnwys unrhyw gostau sy'n gysylltiedig ag amserlennu i drenau alw yng ngorsaf Crymlyn. Mae'n werth nodi, fodd bynnag, bod ychwanegu at y gorsafoedd y bydd trenau yn galw ynddynt yn cael effaith ar amserlen ac amseroedd teithio y gwasanaethau hynny.

Mae Llywodraeth Cymru a Llywodraeth y DU ar hyn o bryd yn trafod datganoli pwerau gweithredol ar gyfer caffael y fasnachfaint rheilffordd nesaf i Gymru o 2018. Disgwylir i bwerau gael eu datganoli yn hydref 2017 ac mae Llywodraeth Cymru wedi cychwyn ar y gwaith o [gaffael masnachfaint nesaf Cymru a'r Gororau](#).

Gorsaf Crymlyn

Mae Crymlyn ar linell Rheilffordd Cwm Ebwy rhwng gorsaf Glynebwy a Chaerdydd Canolog. Ar hyn o bryd, mae Trenau Arriva Cymru yn cynnal gwasanaeth bob awr ar y llinell hon. Caewyd gorsaf Lefel Isel Crymlyn yn y 1960au.

Yn 2010, cynhaliodd Capita Symonds asesiad [Canllawiau Gwerthuso Cludiant Cymru](#) (WelTAG) o *Ebbw Valley Railway, Future Phases* ar gyfer y Gynghrair Trafnidiaeth De Ddwyrain Cymru (SEWTA) sydd bellach wedi'i ddiddymu. Ystyriodd yr asesiad orsafoedd newydd ar gyfer Cwm, Crymlyn, Abertyleri, Pye Corner a gorllewin Casnewydd. Casglodd Capita Symonds fod y gymhareb budd a chost ar gyfer gorsaf newydd yng Nghrymlyn yn gymedrol, a'i bod yn perfformio yn dda yn yr arfarniad WelTAG yn gyffredinol, wrth gynnwys gorsaf newydd yn Pye Corner a gwasanaethau ychwanegol, ac y dylid bwrw ymlaen â hi.

O ran ehangu cyrhaeddiad y rhwydwaith rheilffyrdd, mewn [adroddiad gan Jacobs ar strategaeth rheilffyrdd SEWTA](#), a gyhoeddwyd yn 2013, nodwyd:

There are few quick wins in terms of new stations that could be built on existing lines in the SEWTA area. Options are Pye Corner and / or Crumlin and Ebbw Vale Town on the Ebbw Vale Line.

Mae [Cynllun Datblygu Lleol Mabwysiedig](#) Cyngor Bwrdeistref Sirol Caerffili yn darparu ar gyfer diogelu'r tir ar gyfer gorsaf newydd yng Nghrymlyn, gan nodi, "Byddai sefydlu'r orsaf hon o fudd i'r prif safle cyflogaeth yn Oakdale".

Bargen Ddinesig a Metro Caerdydd

Sefydlwyd [Awdurdod Trafnidiaeth Prifddinas–Ranbarth Caerdydd](#) (CCRTA) o dan Fargen Ddinesig Prifddinas–Ranbarth Caerdydd i gydlynu cynllunio trafndiaeth a buddsoddi yn rhanbarth y Fargen Ddinesig (yn cynnwys Crymlyn). Mae'r Awdurdod "wedi mynd ati i ddatblygu Cynllun Trafnidiaeth Rhanbarthol Strategol", a bydd yn "adolygu ac yn blaenoriaethu cynlluniau drafft presennol yng ngoleuni'r Fargen Ddinesig". Mae hefyd "yn

gweithredu o ddifri' â Llywodraeth Cymru a Thrafnidiaeth Cymru ynglŷn â chyd-ddylunio cynlluniau Metro De-ddwyrain Cymru”.

Rhwydwaith trafndiaeth gyhoeddus integredig arfaethedig Llywodraeth Cymru ar gyfer y Cymoedd a Chaerdydd yw'r Metro. Mae Llywodraeth Cymru yn dweud ei fod yn rhaglen hirdymor sy'n cael ei ddatblygu fel y gellir ei ymestyn yn raddol. Yn ei [phamffled Metro](#) diweddaraf, dywed Llywodraeth Cymru y bydd Metro Cam 2 (2017–23) yn “canolbwyntio ar foderneiddio craidd Trenau'r Cymoedd a rhwydwaith rheilffyrdd ehangach De Cymru”. Er nad yw llinell Glynebwy ymhlith llinellau craidd y Cymoedd, mae'r pamffled yn nodi os na chaiff ei chyflwyno yn ystod Cam 2, gellir ystyried nifer o orsafoedd rheilffyrdd trwm ychwanegol [gan gynnwys Crymlyn].

Camau gweithredu Llywodraeth Cymru

Gorsafoedd newydd

Mae [Cynllun Cyllid Trafnidiaeth Cenedlaethol](#) (CCTC) Llywodraeth Cymru yn ymrwmo i ddatblygu meini prawf asesu a chan ddefnyddio'r meini prawf hynny, rhestr wedi'i blaenoriaethu o orsafoedd newydd i'w hystyried ymhellach (mewn perthynas â sicrhau cyllid gan y diwydiant rheilffyrdd). Rhestrir Crymlyn yn y Cynllun Cyllid Trafnidiaeth Cenedlaethol fel orsaf a asesir fel rhan o'r broses hon (Cyfeirnod CCTC RI10). O ran cyflwyno Cam 2 o'r Metro, mae gorsaf Crymlyn wedi'i chynnwys ar restr o welliannau seilwaith arfaethedig a fydd yn destun “astudiaethau ymarferoldeb, datblygu achos busnes a darparu ateb/opsiwn sy'n cael ei argymhell” rhwng 2017 a 2020 (Cyfeirnod CCTC CCRM10f).

Ysgrifennodd Ysgrifennydd y Cabinet dros yr Economi ac Isadeiledd [at holl Aelodau'r Cynulliad ar 26 Ebrill 2017](#) (PDF 231KB) yn rhoi'r wybodaeth ddiweddaraf am y canlynol:

- dull tair cam Llywodraeth Cymru ar gyfer blaenoriaethu cynigion ar gyfer gorsafoedd trenau newydd yng Nghymru; a
- rhestr wedi'i blaenoriaethu o orsafoedd a fydd yn destun asesiad pellach o dan gamau 2 a 3.

Ni chynhwyswyd gorsaf Crymlyn ar rhestr gorsafoedd blaenoriaeth yr Ysgrifennydd Cabinet.

Yn dilyn cwestiwn i'r Prif Weinidog ar y [broses ar gyfer asesu cynigion ar gyfer gorsafoedd trenau newydd](#) ar 16 Mai 2017, ysgrifennodd Ysgrifennydd y Cabinet at holl Aelodau'r Cynulliad [yn rhoi diweddariad pellach](#) ar 6 Mehefin 2017 yn nodi:

Y gorsafoedd rhanbarthol a gafodd eu dewis ar gyfer eu hasesu [yng Ngham 2] yw'r rheini gafodd y sgoriau uchaf ar draws yr holl feini prawf [WelTAG a Llesiant].

Yn ei lythyr at y Cadeirydd ynglŷn â'r ddeiseb hon, dywedodd yr Ysgrifennydd Cabinet fod Llywodraeth Cymru, yn niffyg cyfrifoldeb am gyllido buddsoddi yn seilwaith y rheilffyrdd, yn defnyddio ei phwerau i hwyluso'r gwaith o ddatblygu gorsafoedd trenau er mwyn “cryfhau

gallu cynigion ar gyfer gorsafoedd i elwa ar alwad am geisiadau am gyllid [Llywodraeth y DU]”. Ynghylch gorsaf Crymlyn, dywedodd:

Whilst working on Stage 3 we will also assess the next batch of stations on the Stage 1 list. We anticipate commencing this work in early 2018. Our initial assessment is that Crumlin Station scored well against the transport case criteria. As the assessment process is an on-going and iterative one, Crumlin will eventually be assessed along with other stations on our list.

Camau gweithredu Cynulliad Cenedlaethol Cymru

Yn dilyn ymateb gan Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith i gwestiwn ar fuddsoddiad yn rhwydwaith y rheilffyrdd yn y [Cyfarfod Llawn ar 21 Mehefin 2017](#), dywedodd Steffan Lewis:

Mae Ysgrifennydd y Cabinet, fel y crybwyllwyd eisoes, wedi cyhoeddi rhestr o'i flaenoriaethau ar gyfer adeiladu gorsafoedd newydd, ac roeddwn yn synnu nad oedd Crymlyn ymhlith y gorsafoedd blaenoriaethol hynny, o ystyried y lleoliad allweddol y mae'n ei ddarparu ar gyfer cyfnewidfa amlfoddol a'i botensial fel canolbwynt beicio a cherdded pellter hir hefyd-yn yr ardal, fel y gŵyr Ysgrifennydd y Cabinet, sy'n cynnwys y stryd sydd â'r llygredd aer gwaethaf yn unrhyw le yn y DU y tu allan i Lundain.

Rwy'n deall bod ei adnoddau'n gyfyngedig a bod nifer o ffactorau'n cystadlu, ond efallai nad yw'r meini prawf presennol ar gyfer pennu gorsafoedd blaenoriaethol mor hollgynhwysol ag y gallent fod.

Wrth ymateb i ddatganiad ar bolisi a deddfwriaeth o ran yr amgylchedd hanesyddol yn y [Cyfarfod Llawn ar 4 Gorffennaf 2017](#), dywedodd Rhianon Passmore y byddai'n hoffi gweld “yr orsaf reilffordd yn cael ei hailgyflwyno yng Nghrymlyn, er mwyn agor ein cymunedau yn y Cymoedd”. Wrth drafod gorsaf tref Glynebwy a'r estyniad llinell gysylltiedig yn y [Cyfarfod Llawn ar 5 Gorffennaf 2017](#), dywedodd Rhianon Passmore:

Mae'r orsaf yng Nglynebwy yn dangos sut y gellir ymestyn y rheilffordd yn rhan o ryngwyneb trafnidiaeth strategol, cyfannol ac amlfoddol [...].

Rwy'n gadarn iawn fy marn y dylai Crymlyn gael gorsaf reilffordd rhyw ddydd.

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



Eich cyf/Your ref P-05-770
Ein cyf/Our ref KS/02791/17

David John Rowlands AC
Cadeirydd y Pwyllgor Deisebau

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

18 Awst 2017

Annwyl David

Diolch ichi am eich llythyr dyddiedig 31 Gorffennaf ynglŷn â Deiseb P-05-770 i ailagor Gorsaf Reilffordd Crymlyn.

Er inni ofyn i fwy o feysydd gael eu datganoli i Gymru, Llywodraeth y DU sy'n parhau i ysgwyddo'r cyfrifoldeb am gyllido seilwaith y rheilffyrdd. Rydym, fodd bynnag, yn defnyddio ein pwerau i hwyluso datblygiad y gorsafoedd rheilffyrdd. Drwy wneud y gwaith hwn, rydym yn creu sefyllfa lle mae gan orsafoedd gynigion yn barod iddynt fedru elwa ar alwadau am geisiadau am gyllid.

Mae fy llythyrau diweddar at Aelodau'r Cynulliad yn esbonio'r broses yr ydym yn ei dilyn i asesu safleoedd posibl. Rydym bellach wedi cychwyn ar gam cyntaf y rhaglen waith hon, a'r gorsafoedd rhanbarthol a gafodd eu dewis i'w hasesu ymhellach yw'r rheini a gafodd y sgoriau uchaf ar draws yr holl feini prawf. Ar ôl i'r safleoedd blaenoriaeth hyn gael eu hasesu yng Ngham 2, bydd y rheini sy'n debygol o gyflwyno achos busnes cadarn yn symud ymlaen at Gam 3 lle y bydd y cynnig yn cael ei ddatblygu yn fanylach.

Wrth weithio ar Gam 3, byddwn hefyd yn asesu'r grŵp nesaf o orsafoedd sydd ar restr Cam 1. Rhagwelwn y byddwn yn dechrau'r gwaith hwn yn gynnar yn 2018. Yn ein hasesiad cychwynnol, sgoriodd Gorsaf Crymlyn yn dda ar sail y meini prawf ar gyfer achos trafndiaeth. Gan fod y broses asesu yn un barhaus ac ailadroddol, bydd Crymlyn yn cael ei asesu yn y pen draw ynghyd â'r gorsafoedd eraill sydd ar y rhestr.

Yn gywir

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Gohebiaeth.Ken.Skates@llyw.cymru
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.

**P-05-770 Reopen Crumlin Railway Station – Correspondence from the
Petitioner to the Committee, 31.08.17**

Dear Kayleigh Imperato,

Thank you for the information and opportunity to expand on this petition.

I'm attaching further information as requested.

It is a brief document taken from several sources outlining the case for the re-opening of a train station in Crumlin.

I hope the committee find it useful when they consider my petition.

I'd also like to take this opportunity to invite the committee or a representative from amongst them to come to Crumlin to see the site itself.

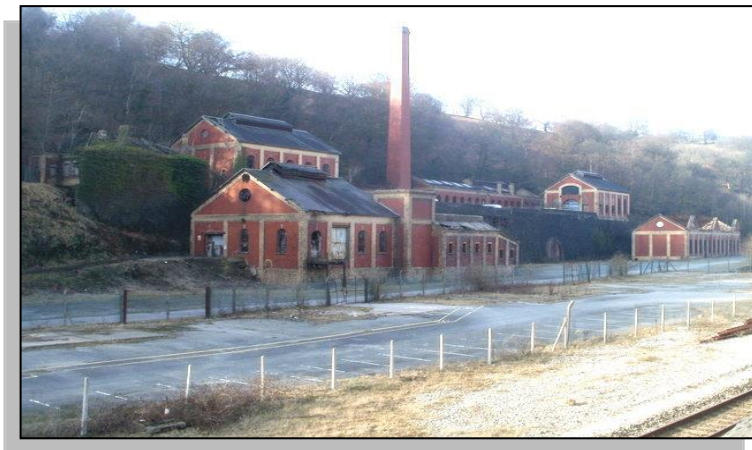
Yours,

Cllr Mike Davies

Re:- Reopening Crumlin Train Station

The re-opening of a train station in Crumlin has been under consideration for many years. The scheme originally developed by SEWRTA to re-open the Ebbw Valley railway for passenger services did include a new station at Crumlin but this was not taken forward at that time as the resources available were focussed on providing the core valley rail service. Since that time the South East Wales Metro scheme (SESM) has been fully developed, now including a number of cross valley links and connections. Crumlin's key location clearly provides the main multi-modal interchange point between the enhanced Ebbw lines rail services and the main mid-valley Regional Bus Rapid Transport Route. Unlike most of the other stations on this line whose overall footprints are severely restricted, the proposed Crumlin station benefits from being situated away from the location of the original Crumlin low level station site and on the Old Navigation Colliery Site instead. This location has space for a full multi-modal interchange with adequate capacity for bus dwell time and a substantial car park with good access to the main highway network. It also has good highway access to the existing major employment locations of Oakdale and Croespenmaen business parks. Addressing the infrastructure issues at Crumlin and enhancing public transport would also allow consideration of a sustainable solution to the blight of air pollution in the locality with it having the most air polluted community outside of London.

The reopening of the train station would not only enhance transport options but would also provide the catalyst for regeneration of the whole site. Navigation Colliery is a landmark group of buildings over a century old located in Crumlin, Caerphilly. Built between 1907 and 1911, the site was designed as a "model colliery", benefitting from high quality construction materials and cutting edge machinery. It was one of the first collieries in Wales to be made primarily out of brick rather than stone. Although the mine ceased production in 1967, the pit head buildings and chimney stack are still standing and strikingly dominate the valley landscape.



The colliery site is a mixture of 15 Grade II and Grade II* listed buildings and structures set over 4HA of land. CADW regard the site as the most important group of colliery buildings in Wales, describing them as "*a nearly complete colliery complex of national importance*".

The buildings are gradually deteriorating from environmental conditions. Many of these once proud buildings are now in a

state of advanced disrepair and urgent regeneration action is needed before nature claims the site forever.

A fully restored and regenerated Colliery site, with the buildings brought back into beneficial use, has the potential to be a truly transformative project with significant social, cultural and economic benefits to its surrounding rural communities and neighbouring regions.

The Navigation site is currently under the ownership of the South Wales Building Preservation Trust (SWBPT) who acquired the lease in 2011, supported by a local community Trust, Glofa Navigation Cyf, and the Friends of the Navigation community group. A project working group,

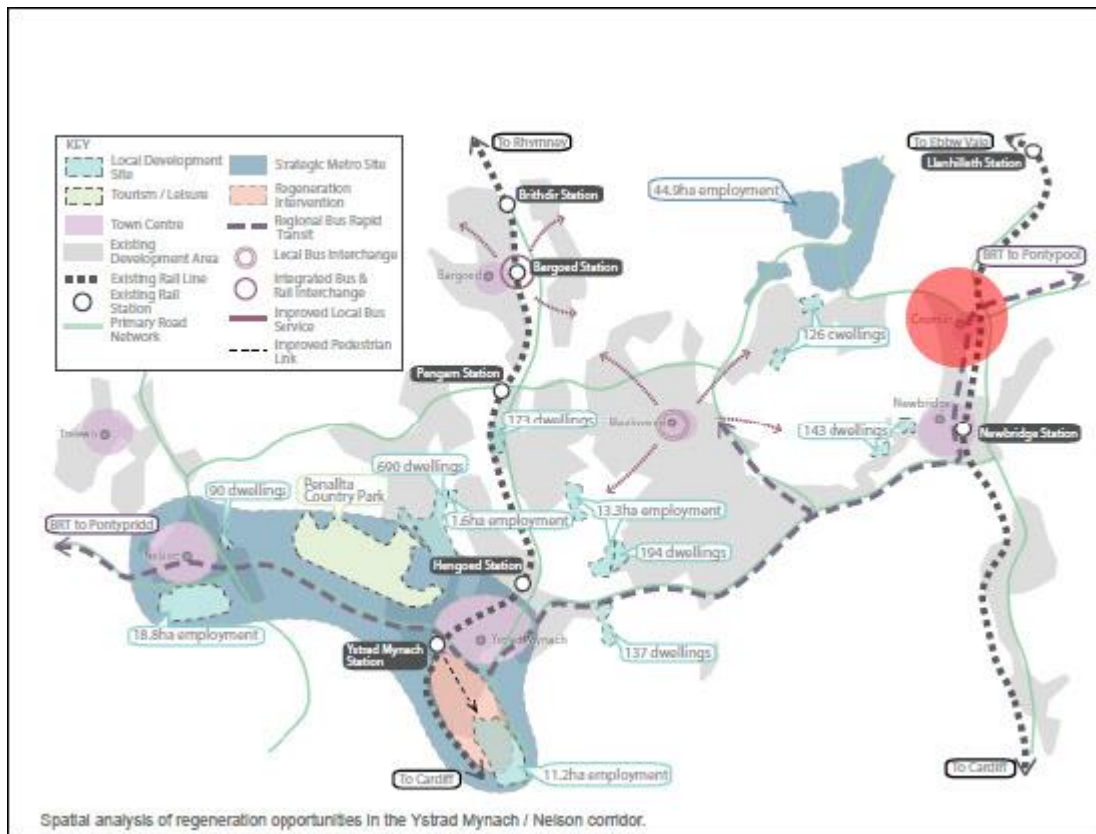
including Caerphilly County Borough Council's Urban Renewal Team, Cardiff Metropolitan University and the Prince's Regeneration Trust has been convened to work alongside SWBPT, Glofa and the Friends group to develop and drive forward a restoration Action Plan for the site.

The site could become a thriving centre for tourism and leisure. It's historical significance and the proximity to biking and walking opportunities makes it an ideal location for developing a range of leisure facilities, including accommodation and exhibition space. Crumlin would be seen as a place to visit and enjoy and not just a location to travel from.

The project also has the potential to significantly contribute to each of the 4 main themes outlined in the Cardiff Capital City Region strategic vision "Powering the Welsh Economy".

- *Connectivity: Deliver an integrated infrastructure which allows an effective, efficient and sustainable movement of people, goods and information, regionally, nationally and internationally.*
- *Skills: Our Region and our people are recognised globally for having the skills for life that meet the needs of our businesses and our communities.*
- *Innovation and growth: Support a thriving business community with international recognition, driven by an entrepreneurial culture and leading academic research.*
- *Identity: Build a vibrant and internationally recognised Cardiff Capital Region synonymous with quality of life.*

The Valleys Metro is a priority backbone project within the City Region strategy and the 2013 "Metro Impact Study" sets out the potential regeneration opportunities arising from the Metro routes and hubs, focussing on a number of key spatially targeted areas of investment, including the Ystrad Mynach Corridor as well as delivering benefits to nearby Blaenau Gwent and Torfaen. (Crumlin area indicated by red circle in image below)



Crumlin's key location provides the main multi-modal interchange point between the enhanced Ebbw Valley Rail (EVR) lines rail services and the main mid-valley Regional Bus Rapid Transport route (BRT). The proposed park and ride facility, if progressed, would be constructed within the southern end of the colliery site, which would place the project directly within a key strategic regional transport hub - unlocking significant investment and regeneration opportunities.

Previous feasibility studies identified a range of options to take the forward to design and implementation stage with a suite of mixed use options including arts, creative industries, heritage, cultural and learning, as set out below:

- Residential;
- Commercial / Industrial Floorspace;
- Office Accommodation;
- Hotel;
- Bunkhouse Accommodation
- Pub / Restaurant;
- Children's Play Space;
- Museum;
- Tourism / Heritage;
- Recreation Space / Trails;
- Community / Education;
- Artist Studios & Exhibition Space.

If the infrastructure issues were addressed, including the creation of a train station, some of the vacant land could be sold for development. This, coupled with the renewable energy plans for the site, have the potential to provide sustainable housing. The site also has the potential to be self-sufficient in green energy and possible become a net exporter via a proposed hydro-electric scheme being taken forward by the community interest company Crumlin Hydro CBC. There is also the potential for heat extraction from the South Wales Coalfield.

In addition, representatives from Cardiff Metropolitan University have identified the colliery site and buildings as a possible location for a regional Building Academy, with significant potential to establish itself as a flagship destination for innovation, research and educational provision.

It is considered that due to the size of the Navigation Colliery Complex and the buildings within it, accommodating one single use on the site would be difficult and may not present the most viable and sustainable option for the site.

Given the vast potential floor-space afforded by the Colliery buildings and the surrounding 4HA of land, the site, once restored, has the potential to accommodate a wide range of end uses across a variety of sectors.



Due to the size of the complex and the need to be pragmatic in approach, it is considered that a mix of the uses considered would create the most viable and sustainable site going forward. In order to realise some capital receipt from the site to assist in the renovation / conversion of the historic buildings, one possible option could

be to offer at least part of the site to the market for subsequent development.

In light of the huge potential of the site, and the range of economic activities and sectors the buildings could accommodate, future investment may be secured from a variety of sources:

- Heritage Lottery Fund
- Big Lottery Fund
- Coalfields Regeneration Trust
- European Structural Investment Funds
- Landfill Tax Scheme
- CADW
- Trusts and Foundations
- Welsh Government
- Private Sector

P-05-772 Na i Gylch Haearn arfaethedig Castell y Fflint

Cyflwynwyd y ddeiseb hon gan Gerwyn David Evans, ar ôl casglu 11,091 o lofnodion ar-lein.

Geiriad y ddeiseb:

Rydym ni, sydd wedi llofnodi isod, yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i wrthod y cynlluniau arfaethedig o adeiladu Cylch Haearn y tu allan i Gastell y Fflint gan ein bod yn ymwybodol iawn o arwyddocâd hanesyddol Edward I a'i Gylch Haearn, a ddefnyddiwyd i ddarostwng a llethu ein pobl.

Rydym o'r farn bod hyn yn arbennig o amharchus i bobl Cymru a'n hynafiaid sydd wedi brwydro yn erbyn gorthrymder, darostyngiad ac anghyfiawnder am gannoedd o flynyddoedd.

Gofynnwn ichi ailfeddwl y penderfyniad i adeiladu'r heneb hon a defnyddio'r arian ar gyfer rhywbeth arall.

Etholaeth a Rhanbarth y Cynulliad

- Rhondda
- Canol De Cymru

Deiseb y Cylch Haearn

Y Pwyllgor Deisebau | 19 Medi 2017
Petitions Committee | 19 September 2017

Papur briffio gan y Gwasanaeth Ymchwil:

Teitl y ddeiseb: Na i Gylch Haearn arfaethedig Castell y Fflint

Testun y ddeiseb:

"Rydym ni, sydd wedi llofnodi isod, yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i wrthod y cynlluniau arfaethedig o adeiladu Cylch Haearn y tu allan i Gastell y Fflint gan ein bod yn ymwybodol iawn o arwyddocâd hanesyddol Edward I a'i Gylch Haearn, a ddefnyddiwyd i ddarostwng a llethu ein pobl.

Rydym o'r farn bod hyn yn arbennig o amharchus i bobl Cymru a'n hynafiaid sydd wedi brwydro yn erbyn gorthrymder, darostyngiad ac anghyfiawnder am gannoedd o flynyddoedd.

Gofynnwn ichi ailfeddwl y penderfyniad i adeiladu'r heneb hon a defnyddio'r arian ar gyfer rhywbeth arall."

Cefndir

Ar 21 Gorffennaf, [cyhoeddodd](#) Llywodraeth Cymru ei chynlluniau ar gyfer prosiect £630,000 yng Nghastell y Fflint a'r blaendraeth, gan gynnwys gosod cerflun o'r enw y Cylch Haearn. Cafodd y dyluniad hwn ei ddewis gan banel o Lywodraeth Cymru a Chyngor Celfyddydau Cymru, yn dilyn cystadleuaeth am gynigion ar gyfer cysyniad celfyddydol i ddathlu Blwyddyn Chwedlau Llywodraeth Cymru.

Byddai'r Cylch Haearn yn costio £395,000 a gallai fod hyd at 7 metr o uchder a 30 metr o led. Dywedodd y Llywodraeth Cymru y byddai'n cael ei gerfio gyda "geiriau a dywediadau priodol a fydd yn cael eu datblygu gan y gymuned leol". Byddai ymwelwyr yn gallu cerdded ar hyd y cerflun a mwynhau golygfeydd o'r castell ac ar draws yr aber.

Dywedodd George King Architects, a ddyluniodd y Cylch Haearn:

Mae'r cerflun yn symboleiddio coron rydlyd enfawr yn cynrychioli'r berthynas agos rhwng breniniaethau canoloesol Ewrop a'r cestyll a adeiladwyd ganddynt. Mae ffurf ansicr y cerflun, gyda'i hanner wedi'i gladdu o dan y ddaear, a'r hanner arall yn ymwthio i'r awyr, yn adlewyrchu natur

anefydlog y goron. Mae ei leoliad yng Nghastell y Fflint yn nodi'r fan enwog lle y trosglwyddwyd y goron o un llinach ganoloesol i un arall, fel y disgrifiodd Shakespeare yn Richard II. Castell y Fflint yw'r lleoliad yr ildiodd Richard II y goron i Harri IV, digwyddiad pwysig a ddylanwadodd ar hanes Prydain ac Ewrop.

Maent yn ymhelaethu:

Mae'r Cylch Haearn wedi'i gynllunio'n ofalus i weithio ar sawl graddfa. O bell, mae ei ffurf drawiadol ac eiconig yn ymdebygu i arteffact hynafol enfawr sydd wedi golchi ar lan aber Afon Dyfrdwy. Mae ei faint a'i ffurf ddeinamig, wedi'u hategu gan oleuadau LED, yn golygu y daw'n adnabyddus iawn yn nhirlun yr ardal. Fodd bynnag, wrth i chi agosáu at y cerflun daw'n amlwg bod y darn yn fwy na cherflun. Mae tramwyfa wedi'i cherfio allan o'r cylch mawr, gan ganiatáu i ymwelwyr deithio ar hyd ei gylchedd. Mae'r llwybr graddol yn eich codi uwchben y ddaear, gan gynnig golygfeydd o'r aber a Chastell y Fflint. Wrth edrych yn fanylach, gallwch weld cerfiadau cywrain ar hyd ochrau'r dramwyfa. Mae un ochr cyfan i'r llwybr yn cynnwys dyfyniad eiconig o Richard II gan Shakespeare wrth i'r brenin ystyried ildio ei orsedd.

Ar yr ochr arall, mae'r llwybr yn troi'r cylch yn gwmpawd mawr, gydag enwau a chyfeiriad y cestyll eraill sy'n rhan o'r Cylch Haearn, a manylion am eu straeon a chwedlau eu hunain sy'n creu cysylltiad rhyngddynt a'r Fflint i annog ymwelwyr i ymweld â'r cestyll eraill yn y cylch.

Ymateb

Cafodd cyhoeddiad Llywodraeth Cymru gryn dipyn o feirniadaeth (er enghraifft, yr [erthygl](#) hon ar wefan Nation.Cymru, a'r ddeiseb sydd ynghlwm). Roedd y feirniadaeth yn canolbwyntio ar y canfyddiad bod y Cylch Haearn arfaethedig yn dathlu'r 'Cylch Haearn' o gestyll yr adeiladodd Edward I fel rhan o'i ymgyrch filwrol yng Nghymru. Ar 26 Gorffennaf, dywedodd Ken Skates AC, Ysgrifennydd y Cabinet dros yr Economi a'r Seilwaith:

Rydym wedi gwrandao ac yn cydnabod cryfder y teimladau ynghylch y gosodiad celf arfaethedig yng Nghastell y Fflint ac yn teimlo ei bod yn briodol inni gymryd saib ac adolygu'r cynlluniau ar gyfer y cerflun. Gan weithio'n agos gyda phartneriaid lleol, byddwn yn parhau i weithio ar gynigion ar gyfer datblygiadau yn y Fflint, gan gynnwys adolygu cyfleusterau newydd i ymwelwyr.

Ar 7 Medi, [cyhoeddodd](#) Llywodraeth Cymru na fyddai'n bwrw ymlaen â cherflun y Cylch Haearn. Dywedodd Ken Skates AC:

Rydyn ni'n cydnabod bod y cynnig ar gyfer cerflun y Cylch Haearn wedi rhannu barn ac yn dilyn cyfarfodydd hynod adeiladol a chynhyrchiol â rhanddeiliaid lleol, rydym wedi penderfynu peidio â bwrw ymlaen â'r dyluniad dan sylw. Byddwn yn defnyddio'r arian oedd wedi'i neilltuo ar gyfer y gwaith celf i gynnal yr uwchgynllun ehangach ar gyfer y blaendraeth, yn unol â barn pobl leol. Bydd hynny'n cynnwys buddsoddi cyfalaf mewn nifer o brosiectau yn yr ardal a chynnal nifer o ddigwyddiadau a gweithgareddau i gynyddu dealltwriaeth o hanes y Castell ac arwyddocâd y blaendraeth. Fel Cyngor Sir y Fflint a Chyngor Tref y Fflint, rydym am roi blaenoriaeth uchel i ddatblygu'r uwchgynllun.”

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

P-05-692 – Adeiladu Cofeb Mamieithoedd Rhyngwladol ym Mae Caerdydd

Cyflwynwyd y ddeiseb hon gan Mohammed Sarul Islam ar ôl casglu 16 llofnod.

Geiriad y ddeiseb

Rydym ni sydd wedi llofnodi isod yn galw ar Gynulliad Cenedlaethol Cymru i gymell Llywodraeth Cymru i adeiladu cofeb leithoedd Rhyngwladol ym Mae Caerdydd ar gyfer pawb sy'n caru mamieithoedd ledled y byd.

Gwybodaeth ychwanegol

Cafodd plac ei osod gan Arglwydd Faer Caerdydd yn 2012 ym Mharc Grange Moor, Bae Caerdydd. Ond o ganlyniad i ddiffyg cyllid ni chafodd ei hadeiladu.

Etholaeth a Rhanbarth y Cynulliad

- Gorllewin Caerdydd
- 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

Ein cyf/Our ref KS/01864/17
Mike Hedges AM
Chair - Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

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

17 June 2017

Dear

Thank you for your letter regarding a petition to build an International Mother Languages Monument at Cardiff Bay. I recall similar correspondence from Mohammed Sarul Islam last year and I am aware of the petition to build an International Mother Languages Monument in Cardiff Bay. We are, however, in a similar position to last year where there are currently no funding streams available which could accommodate this request. It is also unclear from the petition whether there is wider community support for the monument.

I know the Leader of the House and Chief Whip recently attended a Gala Dinner, hosted by the International Language Monument Project Committee. In his letter Mr Islam refers to a financial commitment from Welsh Labour to support the monument. Ms Hutt's Private office has confirmed that, while she indicated at the event that she was supportive of the initiative in principle, she did not commit to any financial support for it from the Welsh Government.

The Welsh Government is continuing to deliver against our Community Cohesion Programme, including through the work of eight Regional Community Cohesion Co-ordinators who are active and engaged at a local level with partners across communities. We recognise the importance of diversity and working with partners to increase engagement and break down any perceived barriers. Our approach is underpinned by the goals set out in the Wellbeing of Future Generations (Wales) Act around a Wales of cohesive communities and a Wales of vibrant culture and thriving Welsh language.

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400
Gohebiaeth.Ken.Skates@llyw.cymru
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 60
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-05-692 Welsh Assembly to Build a International Mother languages Monument at Cardiff Bay – Correspondence from the Petitioner to the Committee, 05.07.17

Dear Chairman,
Petition Committee
NAW

I refer to your recent correspondence from Mr Ken Skates AM. First of all, as I mentioned in my previous email that leader of the assembly did mention in her speech at City Hall on 21st February that the Welsh Government will support to build this project technically and financially. You may be aware that the International Language Monument represents International Mothers Language day. UNISCO has granted and recognised to celebrate this event internationally. Many countries in the world have been celebrating this occasion as well and it has become a part of the community world-wide. Wales is the communities of a community. I believe we have a wider range of support from all diverse communities in Cardiff. Many schools and local organisations also celebrate IMLD widely. It becomes a part of the educational aspect in Wales. However, in terms of financial support from the Welsh government, my project committee are asking for £65,000 funding from the Welsh Assembly. I will really appreciate it if the minister will come up with £50,000. The project committee will generate £15,000.

Look forward to hearing from you,
Many thanks

Mohammed Sarul Islam
Joint chair
International Language Monument project committee.

Eitem 3.2

P-05-737- Achubwch ein bus.

Cyflwynwyd y ddeiseb hon gan Patricia Threadgill ar ôl casglu 60 llofnod.

Geiriad y ddeiseb

Newydd ddod i ddeall heddiw bod y bus rydw i'n ei ddefnyddio'n rheolaidd o Gilfach Goch i Bontypridd yn diflannu. Ym mis Ionawr 2016 dywedodd Llywodraeth Cymru ei bod wedi ymrwmo i wella ansawdd gwasanaethau bus lleol a'u gwneud yn fwy hygyrch. Mae pobl hŷn, pobl dlotach a phobl ag anableddau yng Ngilfach Goch sy'n defnyddio'r bus hwn, a gall wneud y gwahaniaeth rhwng teithio o le i le a theimlo'n gaeth. Felly achubwch y 150 i BONTYPRIDD !!!!

Etholaeth a Rhanbarth y Cynulliad

- Ogwr
- Gorllewin De Cymru

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

1 St David's Road
Cwmbrân
Torfaen
NP44 1PD

T 01633 838856
F 01633 865299

stagecoachbus.com



Our Ref: NW/arw MH/AM
16th June 2017

Dear Mr. Hedges,

Re: Petition P-05-737 Save our Bus

I refer to your letter of 5th June 2017 in which you refer to Bus Users Cymru and a customer survey undertaken by Stagecoach post the change of bus Service 150 of October 2016.

As you know the nature of the petition is with regard to curtailment of the 150 bus service in the Rhondda so that it ceased to serve Pontypridd, terminating at Porth instead. There are already 11 buses per hour between Porth and Pontypridd with excellent connectivity from the Service 150 onto other Services in Porth for Pontypridd.

The South Wales Metro project at its heart will feature connectivity from one mode to another providing connectivity across South East Wales. The change for Service 150 is no different in this regard than to the Metro connectivity principles.

The purpose of the customer survey post the change to service is to determine the customer reaction to the change, if it is in line with expectations from analysing usage data prior to the change and to assess customer experience in general.

When asked for what purpose is the customer using the bus, 27 out of 210 responses replied that they wanted the link to Pontypridd reinstating.

64% of respondents were accepting of the frequency change.

65% of respondents either were accepting of the onward connection arrangement or it did not concern them as Pontypridd is not their destination.

The survey results reflect the customer demand for Pontypridd prior to the changes in October 2016.

It is therefore the case that the original reasons for change remain valid;

- Bus Service 150 provides a direct contribution and is not profit making.
- Declining revenues place the Service 150 at risk.
- The level of patronage for Pontypridd is disproportionate to the level of resource required to serve Pontypridd.
- The focus of our alteration is to achieve a sustainable service between Gilfach Goch and Porth with excellent onward connections by bus and train.

I hope the foregoing is of assistance.

Yours sincerely,

Nigel Winter
Managing Director

Eitem 3.3

P-05-716 – Cludiant am Ddim ar y Trenau i Ddisgyblion Ysgol gyda Threnau Arriva Cymru

Cyflwynwyd y ddeiseb hon gan Elin Tuckwood ar ôl casglu 637 llofnod ar wefan e- ddeiseb amgen.

Geiriad y ddeiseb

Yma yn y DU mae gennym hawl i addysg am ddim, felly oni ddylem gael cludiant diogel, am ddim yn ôl ac ymlaen i'r ysgol? Yr ateb i hyn yw 'dylem'. Am nifer o flynyddoedd mae Trenau Arriva Cymru wedi bod yn darparu cludiant am ddim ar y trenau i ddisgyblion Ysgol Gyfun Treorci, ac mae hyn yn fantais enfawr i'r rhai sy'n byw y tu allan i'r dalgylch. Fodd bynnag, mae hyn wedi newid yn ddiweddar ac maent bellach wedi galw ar bob disgybl i brynu tocyn trê'n i fynd yn ôl ac ymlaen i'r ysgol ac mae prisiau'r rhain yn amrywio rhwng £19.95 a £32.90 fesul tymor ysgol. Gall hyn fod yn gostus iawn i rai rhieni sydd â mwy nag 1 plentyn, ac nid yw'r ysgol yn gallu helpu rhieni gyda'r arian hwn oherwydd bod y tocynnau yn cael eu darparu drwy gwmni Trenau Arriva Cymru. Mae Trenau Arriva wedi dweud mai diogelwch yw'r rheswm am hyn, ond mae'r plant sydd â'r tocynnau trê'n dynodedig o flaen rhwystr metal "amddiffynnol" yn agosach at ymyl y platfform, a'r plant nad oes ganddynt docynnau yn y man caeedig bach o fewn y rhwystr hwn, gan achosi mwy o berygl mewn gwirionedd oherwydd bod lle mor fach yn orlawn. Trwy gael cludiant am ddim ar y trenau unwaith eto bydd pob disgybl yn gallu cael cyfle teg i gael addysg a bydd yn gallu mynd ymlaen i wneud yr hyn y mae'n dymuno'i gyflawni mewn bywyd. Byddwn i gyd yn cael ein trin yn gyfartal ac ni fydd arian yn bryder mawr i neb..

Etholaeth a Rhanbarth y Cynulliad

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



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref KS/01870/17
Mike Hedges AM
Chair - Petitions Committee

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

21 June 2017

Dear

Thank you for your letter of 23 May following consideration of my response of 20 September 2016 regarding petition P-05-716.

I appreciate the concerns expressed by the petition organiser concerning the safety of pupils and can assure you that passenger safety is of paramount importance to both the Welsh Government and Arriva Trains Wales. The risk assessment to which Arriva Trains Wales refer too in their response to the petitioner have been undertaken to ensure the safety of passengers. My officials have discussed this issue with Arriva Trains Wales and they confirm that this is a matter they take extremely seriously and have committed to do everything in their power to ensure the safety of pupils using Treorchy Station.

I understand the concerns that free rail travel has been taken away. However I have been assured by Arriva Trains Wales that the arrangements now in place are the same as those for other schools with significant numbers of pupils using rail services. I have previously advised that the Learner Travel (Wales) Measure 2008 places a requirement on local authorities to provide free transport to learners of compulsory school age (5-16) who live more than two miles from their nearest suitable primary school or more than three miles from their nearest suitable secondary school.

Yours sincerely,

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400
Gohebiaeth.Ken.Skates@llyw.cymru
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 65

P-05-716 Free School Transport for all Children in Wales – Correspondence from the Petitioner to the Committee, 03.07.17

RE: Petitioners response

To whom it may concern,

Although safety measurements and implications are continuously mentioned in responses I once again do not see any safety aspects taking place, which goes against all what Arriva Train proposed what the charged train service would give to the pupils, although the act states that children living within 3 miles of their nearest suitable school is in place I have not seen any child living in this distance away from Treorchy comprehensive receive this free transport and I reiterate that pupils who live this distance away are not eligible for bus passes so the train is the only means of transport as for some families it is physically impossible to take their children back and forth to school all day. From personal experience I find the staff on the train station to be very rude and ill-mannered and it is disappointing to see that the money Arriva gain from the passes does not go towards making sure their staff treat pupils with respect, the staff are not very courteous to those who buy the tickets on the station placing barriers in front of them before they even have a chance to board the train which is particularly unfair as these pupils may not be able to afford the passes once again putting a strain on families as they may have to collect their children from the station as a result of them being disallowed to board the train

I hope you take into consideration my concerns expressed

Yours sincerely,

Elin Tuckwood

P-04-688 – Gorsaf Bêr Tata Steel ym Mhort Talbot

Cyflwynwyd y ddeiseb hon gan Peter Bamsey ar ôl casglu 531 llofnod.

Geiriad y ddeiseb

Rydym ni, sydd wedi llofnodi isod, yn galw ar Lywodraeth Cymru i ddefnyddio pob dull sydd ar gael iddi, gan gynnwys dulliau ariannol, i gefnogi'r gwaith o gwblhau'r orsaf bêr newydd sydd wedi'i chynllunio ar gyfer gwaith dur Port Talbot. Bydd adeiladu'r orsaf hon yn creu swyddi a phan fydd yn weithredol, bydd yr orsaf yn lleihau allyriadau, yn lleihau costau rhedeg Tata ac yn helpu i ddiogelu swyddi hollbwysig yn yr ardal.

Etholaeth a Rhanbarth y Cynulliad

- Aberafan
- Gorllewin De Cymru

P-04-688 TATA Steel Port Talbot Power Plant – Correspondence from the Petitioner to the Committee, 05.07.17

Dear Kathryn,

I would certainly recommend that the petition be pursued, it is as relevant [today](#) as it was when first presented to the petitions committee.

With the current situation of uncertainty in the steel industry every consideration on securing the future of the Port Talbot plant has to be of paramount importance. I am very concerned at Tata's reluctance to invest in the plant, it does not bode well for the long term future. Rather than 'fire fight' with the current aging power plant, it has to be a better option to invest in a new modern environmentally efficient plant. Whilst the main object of the power plant is to supply 'blast' to the furnaces, the electricity produced is a bonus supplying the site and any surplus being exported to the national grid. What a win, win situation that would be.

I am alarmed and dismayed that Tata has shown little faith in the loyal workforce and fear that without this investment the works only has a short term future! Only last year Tata announced that if the Port Talbot works made £200m profit that they would invest in the works, [today](#) I haven't heard of any large investment! Tata stated that they would look at the two furnace operation on site after five years, why such a short term? Does Tata intend to close the 'heavy end' after the five years has expired? This would probably explain the lack of investment at present. Again I say, the investment of a power plant has to be pursued for the immediate and long term future of Tata Port Talbot.

Regards

Mr Bamsey

Correspondence from Bethan Jenkins, AM to the Petitions Committee, 05.07.17

Dear Petitions Committee members,

I would second the content of this email from the petitioner Peter Bamsey, and say that this issue is still very much relevant and important.

I would be more than happy to come in to the committee alongside Peter Bamsey to provide the committee with evidence on this matter.

We cannot let the issue of investment fall down the political agenda. The plans for the power plant were drawn up years ago now, and this is a much needed project for the long term future progress of the steel works in my region,

Regards,

Bethan Jenkins, AM

Eitem 3.5

P-05-690 – Arwynebu Ffordd A40 Rhaglan–Y Fenni.

Cyflwynwyd y ddeiseb hon gan Sara Jones ar ôl casglu 22 llofnod.

Mae'r ddeiseb wedi casglu 142 o lofnodion ar wefan e- ddeiseb arall.

Geiriad y ddeiseb

Mae'r ddeiseb hon yn galw ar Lywodraeth Cymru i newid yr hen arwyneb concrit ar ffordd yr A40 o Rhaglan i'r Fenni, am darmac tawel (Whispering Tarmac).

Mae'r Cynllun Gweithredu ynghylch Sŵn (2013–18) yn nodi y dylid rhoi blaenoriaeth i'r ffordd hon, ar ôl derbyn yr ymatebion i'r ymgynghoriad ac ar ôl gwneud y mesuriadau. Er hynny, ni chafwyd unrhyw gynnydd er gwaethaf galwadau parhaus gan drigolion, y Cynghorydd Sir lleol, yr Aelod Cynulliad a'r Aelod Seneddol.

Rydym ni, sydd wedi llofnodi isod, yn nodi y dylid rhoi'r flaenoriaeth gyntaf i'r ffordd hon, o ystyried y pryderon niferus a godwyd gan y cyhoedd a chynrychiolwyr a'i bod wedi'i nodi o dan Gynllun Gweithredu ynghylch Sŵn presennol Llywodraeth Cymru.

Etholaeth a Rhanbarth y Cynulliad

- Mynwy
- Dwyrain 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
Ein cyf/Our ref KS/01977/17
Mike Hedges AC
Cadeirydd y Pwyllgor Deisebau

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

21 Mehefin 2017

Annwyl Mike

Diolch ichi am eich llythyr dyddiedig 2 Mehefin ynghylch Deiseb P-05-690: Arwynebu Ffordd A40 Rhaglan-y Fenni. Diolch hefyd am anfon ataf sylwadau diweddaraf y deisebwyr a Nick Ramsay AC.

Fel yr eglurwyd mewn ymatebion blaenorol, nid yw oes yr A40 wrth y lleoliad hwn wedi dod i ben, ac ar hyn o bryd nid oes cynlluniau i osod wyneb newydd arni. Serch hynny, yn y flwyddyn ariannol bresennol bydd gwaith yn dechrau i gynllunio mesurau lliniaru sŵn ar gyfer rhan Blaenoriaeth 1 o gylchfan ffordd yr A40/Brynbuga. Disgwylir gweithredu yn 2018/19, gan ddibynnu ar y cyllid sydd ar gael ac yn unol â blaenoriaeth y cynlluniau eraill yn y rhaglen. Fel arfer mae mesurau eraill, megis gosod ffensys sŵn, yn lleihau sŵn yn y tymor hir yn well na gosod wyneb newydd a all fod yn llai effeithiol dros amser.

Adolygir y rhestr flaenoriaeth bresennol hefyd yn ystod y flwyddyn ariannol hon ar ôl cynnal arolwg sŵn newydd o'r rhwydwaith traffyrdd a chefnffyrdd. Mae'n bwysig nodi, felly, y gallai blaenoriaethau newid a gallai rhannau newydd o gefnffordd ddod yn rhan o'r rhaglen.

Yn gywir,

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Gohebiaeth.Ken.Skates@llyw.cymru
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.

Eitem 3.6

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
CF99 1NA

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

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>

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Gohebiaeth.Mark.Drakeford@llyw.cymru
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.

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 73

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 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

David J. Rowlands AM
Chair of The Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

4 July 2017

Dear Mr Rowlands,

Petition to Protect Our High Street - Business Rates

I have received the letter from Mark Drakeford, dated 11 March 2017, in response to the above petition. Apologies it has taken me a while to reply.

As you know, this petition is part of a wider campaign calling on the Welsh Government to

- 1) help SMEs facing astronomical increases in their business rates bills following the introduction of the new rateable values in April 2017;
- 2) develop a package of permanent rate-relief measures from April 2018 to alleviate the financial pressure on small businesses in Wales.

Alongside the covering letter which I presented when I formally handed over the petition on Wednesday 18 January, and my letter to the Petitions Committee on 8 February 2017, I would be grateful if the following points would also be considered by the Committee when you meet on Tuesday 11 July.

1) Rateable values have been increased dramatically

Following the revaluation of the rateable value of commercial properties across the UK, many Welsh businesses have been hit with an astronomical increase in their rateable value. Rural market towns, such as Cowbridge and Monmouth, appear to have been hardest hit and this could seriously threaten the long term viability of many businesses.

2) The Welsh Government has not increased the threshold for SBRR

Business rates is a tax which has been fully devolved from Westminster to the Welsh Government. Until recently, business rates in Wales were calculated in broadly the same way as they were in England. However from 1 April the situation changed, and not in Wales' favour.

From 1 April 2017, the UK Government **doubled** the threshold below which small businesses are exempt from business rates from £6k to £12k, and introduced tapered relief for those valued between £12k and £15k.

Unfortunately the Welsh Government has chosen not to implement this policy, meaning that all small businesses in Wales valued between £6k and £12k **are still paying rates whilst their counterparts in England are rates-free.**

Those businesses valued between £12k and £15k are paying the full amount since, unlike in England, they do not benefit from any tapered rates relief at all.

To put it simply, from 1 April 2017 small businesses are worse off in Wales under the devolved Welsh Government than they would be if they were under Westminster. The situation is even worse when compared to Scotland, where the SBRR threshold has been raised to £15k. SMEs in Wales are being left behind.

3) Welsh Labour's broken manifesto promise

During the Welsh Assembly elections last year, one of Welsh Labour's six manifesto pledges was "to cut taxes for ALL small businesses". Now they are in government, they are doing the exact opposite. Business rates is the only tax which the Welsh Government has the power to change, yet for many it is being increased dramatically. This is wholly unacceptable.

4) Analysis of business rates bands in Wales compared to England

Mark Drakeford claims that three-quarters of businesses in Wales will receive some form of relief. I have previously requested (and am still waiting for) the data to back up this claim. We would like to know, for 2016/17 and from 2017 onwards, how many businesses in Wales fall into the different rate bands - less than £6k, £6k-£12k, £12k-£15k, £15k-£51k, more than £51k - and how that compares to England.

The minister's last letter directed us to statistics on the VOA website to answer these questions, but he advised that the information for 2017 is not yet available. If this is the case, how can he possibly know that three-quarters of rate payers in Wales will receive some form of relief?

5) High Street Rates Relief Scheme for 2017/18

Following significant lobbying last autumn from towns and businesses across Wales, Mark Drakeford agreed to support high street businesses facing increased business rates bills with a one-off £10m 'High Streets Rates Relief' scheme for 2017/18.

Whilst we welcome this additional support, it was incredibly frustrating and disappointing that having announced the new scheme in mid-December, it took the Welsh Government far too long to decide how to actually allocate the money and provide the necessary implementation guidance to the Local Authorities. Rates bills therefore had to be issued in March without any mention of the funding, with many businesses having to pay massively increased bills whilst they waited for the details of the new scheme to be announced. The relief was finally allocated three months later when bills had to be re-issued. This was a waste of taxpayers' money and placed unnecessary financial stress on small businesses. The funding should have been ready for the new financial year.

6) Additional financial support announced for business rates

Responding to pressure from businesses across the UK, the Chancellor announced in the Spring Budget significant additional support for business rates. Wales will have received a share of this through the Barnett Formula, as well as the additional £200m. Please can you advise how this money will be used to support business rates in Wales this year?

7) Business rates from 1 April 2018 onwards

The High Street Rates Relief scheme is only in place for this financial year (2017/18). We do not know what will happen next year. As it currently stands, the HSRR scheme will

disappear, leaving just the transitional relief scheme which will see rates bills increasing significantly every year for the next three years.

Mark Drakeford has committed to reviewing the business rates scheme in Wales from 1 April 2018, however we have not yet seen any proposals. Businesses cannot plan properly or make investment decisions whilst there is such uncertainty hanging over us, especially in the current economic climate. Business rates must be resolved as a matter of urgency.

8) Small businesses are the backbone of the Welsh economy

In 2015, SMEs in Wales accounted for 99.4% of private sector business and 61% of employment – equating to 673,600 employees. The vast majority are ‘micro-businesses’ like mine (with nine employees or fewer), which qualify for SBRR. If every small business in Wales employed just one more member of staff, it would wipe out unemployment across Wales. Imposing a significant and unfair additional regional tax burden has the real potential to put many of us out of business and create further unemployment.

9) Involving businesses to shape future direction

There are many small business owners and representatives, particularly in Cowbridge and Monmouth, who have been fully engaged in this campaign and thoroughly understand the issues facing SMEs. Myself, David Cummings (Chairman of Monmouth and District Chamber of Trade and Commerce) and Ben Cottam (FSB Wales) have all offered our help, advice and experience to the Welsh Government to shape the development of a new permanent Small Business Rates Relief scheme which will benefit all small businesses across Wales. As yet that offer has not been taken up.

We are concerned that a new SBRR scheme is being developed without input from the business community and, just like with the transitional relief scheme and the High Street Rates Relief scheme, it will be presented later this year as a “done deal” with no real opportunity for consultation.

We do hope that you will listen to our concerns and encourage the Welsh Government to take us up on our offer in order to help support, protect and encourage business in Wales.

Yours sincerely,

Sally Stephenson
Director

Eitem 3.7

P-05-726 – Rhoi Rhyddhad Ardrethi i Awdurdodau Lleol ar gyfer Cyfleusterau Hamdden a Diwylliannol

Cyflwynwyd y ddeiseb hon gan Ryan Dansie, ar ôl casglu llofnodion

Geiriad y ddeiseb

Oherwydd y pwysau cynyddol ar gyllidebau, mae awdurdodau lleol yng Nghymru yn ystyried creu ymddiriedolaethau elusennol i gymryd drosodd y gwaith o redeg gwasanaethau cyhoeddus fel llyfrgelloedd a chanolfannau hamdden.

Y brif fantais o drefniant o'r fath yw'r rhyddhad ardrethi y byddai gan elusen hawl i'w gael. Mae hyn gyfystyr â symud arian o'r gronfa ganolog o ardrethi annomestig ac i gyllideb yr awdurdodau. Nid oes unrhyw arian cyhoeddus yn cael ei arbed yn gyffredinol, er bod gorbenion sy'n gysylltiedig â sefydlu trefniadau o'r fath a all gynnwys gwneud taliadau i ymgynghorwyr preifat arbenigol.

Mae Cyngor Sir Penfro ar fin dechrau'r broses o greu elusen i gymryd drosodd y gwaith o redeg yr holl wasanaethau hamdden a diwylliannol yn y sir gyfan. Mae bron yn anochel y bydd awdurdodau lleol eraill yng Nghymru yn gwneud yr un peth er mwyn ymdrin â'r pwysau amhosibl ar eu cyllidebau eu hunain.

Rwy'n galw ar Lywodraeth Cymru i newid y rheolau rhyddhad ardrethi fel bod yr holl gyfleusterau hamdden a diwylliannol a gaiff eu rhedeg gan awdurdodau lleol yn cael eu hystyried yn yr un modd ag elusen. Os na chaiff hyn ei wneud, collir yr incwm ardrethi busnes hwn o hyd drwy greu'r ymddiriedolaethau elusennol hyn, ond byddwn yn colli rheolaeth ar ein gwasanaethau cyhoeddus yn ddiangen yn y broses.

Dylid cael gwared ar y cymhelliant diangen hwn i allanoli ein gwasanaethau hamdden a diwylliannol pwysig. Er nad oes unrhyw ddata ar gael ar hyn o bryd, gellir damcaniaethu y byddai'r gymhareb cost a budd ariannol a fyddai'n deillio o'r buddsoddiad hwn mewn seilwaith yn y rhanbarth yn gadarnhaol, ac rydym yn gobeithio y bydd y Llywodraeth o leiaf yn ystyried y cynnig hwn.

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



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref MD/00388/17

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

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

// June 2017

Dear *Mike*,

Thank you for your letter of 24 May, enclosing further correspondence from Ryan Dansie regarding local authority funding and the petition proposing that the Welsh Government should give rates relief to local authorities for leisure and cultural facilities.

I appreciate the concerns raised regarding the challenges faced by local authorities in Wales, who are supported through a range of funding sources including specific grants, council tax, reserves and income from fees and charges, in addition to Welsh Government funding provided through the local government settlement. Financial planning within each individual local authority needs to take account of all of these and the needs and priorities of the local area.

The Welsh Government will also continue to work with local government to ensure that each authority makes the most effective and efficient use of all the resources available to it. There is clear evidence of the scope for local authorities to deliver administrative efficiencies and redirect the savings towards front-line services. The proposals set out in the White Paper on Local Government Reform are designed to build resilience and to support renewal in local government and equip local authorities with the tools they need to:

- address the ongoing financial challenges faced by public services;
- build a model of prudent public service delivery, which recasts the role and relationship between services and citizens; and
- support the delivery of better outcomes for citizens and enable the improvement of local areas.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400
Gohebiaeth.Mark.Drakeford@llyw.cymru
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 80

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.

Following the White Paper consultation on local government reform, I am continuing to work with local government to develop proposals for a resilient and renewed local government. Enhanced regional working will provide resilience in staffing and finance and enable the design of services at the scale necessary for them to face financial challenges. Local government does not need to wait to pursue these opportunities.

I recognise that leisure centres provide a vital service to local communities and I am aware that some local authorities have, or are considering, outsourcing these services this is in the remit of each individual local authority. The potential reduction in non-domestic rates is only one of a number of factors and drivers taken into account when considering adopting such an approach. Alternative forms of service delivery can have many potential benefits, such as reduced running costs and the provision of better or more community focussed services.

It is also important to recognise that whilst non-domestic rates liabilities for local authority owned leisure centres and cultural facilities are payable by individual local authorities, these authorities are in turn funded by the non-domestic rates raised in Wales. As non-domestic rates collected are redistributed in full to authorities via the local government settlement on an adult population basis, any relief scheme considered would not result in the simple netting-off of the rates liability for each premise in question. There would be complex issues relating to the even distribution of funding to local authorities, particularly given the variable approach taken to alternative forms of service delivery. In addition, if reduced non-domestic rates revenue was collected as a result of any such relief, there would be a commensurate reduction in the funding available to local authorities for the provision of local services.

As I mentioned in my previous correspondence, I am keen to explore how the non-domestic system could operate in future years and I am considering the potential mechanisms for improvement whilst also ensuring that the system is fair and meets the needs of the people in Wales I welcome the views of all interested parties in relation to this .

Best wishes,

Mark

Mark Drakeford AM/AC

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

Eitem 3.8

P-05-734- Gwahardd Codi Ffioedd Asiant Gosod ar Denantiaid.

Cyflwynwyd y ddeiseb hon gan Shelter Cymru ar ôl casglu 328 llofnod.

Geiriad y ddeiseb

Rydym ni sydd wedi llofnodi isod yn galw ar y Cynulliad Cenedlaethol i annog Llywodraeth Cymru i roi terfyn ar yr arfer annheg o godi ffioedd asiant gosod ar denantiaid.

Yn gynharach eleni, bu cefnogwyr ymgyrch Shelter Cymru siopa yn gwsmeriaid cudd i asiantau gosod ledled Cymru a chanfuont nad yw mwy na hanner (55%) yn hysbysebu ffioedd ar eu gwefannau fel sy'n ofynnol yn ôl y gyfraith. Canfu'r astudiaeth y gallai tenant dalu rhwng £39.99 a £480 am yr un gwasanaeth, gan ddibynnu pa asiant oedd eu landlord wedi dewis ei ddefnyddio.

Y realiti yw nad oes y fath beth â dewis i ddefnyddwyr gyda ffioedd tenantiaid, ac mae perygl gwirioneddol bod tenantiaid a landlordiaid yn gorfod talu dwywaith am yr un gwasanaeth. Rydym yn credu y dylai Cymru ddilyn esiampl yr Alban a gwahardd ffioedd i denantiaid. Mae'r sector rhentu preifat yn yr Alban yn dal i ffynnu ac mae tri chwarter o asiantau'r Alban yn dweud bod y gwaharddiad heb gael unrhyw effaith, neu wedi cael effaith gadarnhaol, ar eu busnes.

Mae asiantau gosod Cymreig yn mwynhau twf mewn busnes oherwydd Rhentu Doeth Cymru, sy'n annog landlordiaid llai i gofrestru ag asiantau. Fodd bynnag, mae ffioedd gosod gormodol yn gwthio tenantiaid i ddyled a'i gwneud yn fwy anodd i awdurdodau lleol atal digartrefedd. Gweithredwch yn awr i roi bargaen deg i'r nifer cynyddol o rentwyr preifat yng Nghymru.

Etholaeth a Rhanbarth y Cynulliad

- Gorllewin Abertawe
- Gorllewin De Cymru

Carl Sargeant AC/AM
Ysgrifennydd y Cabinet dros Gymunedau a Phlant
Cabinet Secretary for Communities and Children



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref CS/00765/17

Mike Hedges AM
Chair - Petitions Committee
97 Pleasant Street
Morrison
Swansea
SA6 6HJ

Mike.Hedges@assembly.wales

20 June 2017

Dear

Thank you for your email of 23 May asking if there is there an update on government action regarding letting agent fees.

I am considering this issue in the round to include all fees on tenants: letting agent fees, landlord fees and fees charged by any third party to tenants. My officials have already commissioned research to further inform us about the practice of charging fees to tenants and the impact it currently has. The findings of this research are expected by September. We will shortly be launching a consultation exercise aimed at landlords, letting agents, tenants and other stakeholders.

The findings of this research and consultation will inform our actions, including legislative proposals.

Yours sincerely

Carl Sargeant AC/AM
Ysgrifennydd y Cabinet dros Gymunedau a Phlant
Cabinet Secretary for Communities and Children

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Gohebiaeth.Carl.Sargeant@llyw.cymru
Correspondence.Carl.Sargeant@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 83

Eitem 3.9

P-05-751 Cydnabod achosion o Ddieithrio Plentyn oddi wrth Riant

Cyflwynwyd y ddeiseb hon gan Families Need Fathers Both Parents Matter Cymru ar ôl casglu 2,058 llofnod – 752 ar bapur a 1,306 ar-lein.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cymru i berswadio Llywodraeth Cymru i ddiogelu plant a phobl ifanc Cymru drwy gydnabod yn ffurfiol fod unrhyw un sy'n 'Dieithrio Plentyn oddi wrth Riant' yn cam-drin plentyn yn emosiynol. Rydym yn galw ymhellach ar Lywodraeth Cymru i gymryd camau penodol i leihau'r effaith a gaiff achosion o Ddieithrio Plentyn oddi wrth Riant ar blant a'u teuluoedd.

Gwybodaeth Ychwanegol

Rydym yn cynnig bod Llywodraeth Cymru yn cymryd y camau a ganlyn:

- Cydnabod bod unrhyw un sy'n 'Dieithrio Plentyn oddi wrth Riant' yn cam-drin plentyn yn emosiynol ac, wrth ddiffinio'r term, dylid cynnwys y diffiniad a gafwyd gan y Weinyddiaeth Gyfiawnder (paragraff 1) yma <https://petition.parliament.uk/petitions/164983>)
- Comisiynu ac ariannu hyfforddiant gorfodol i weithwyr proffesiynol gan gynnwys staff y Gwasanaethau Cymdeithasol a Cafcass Cymru (ond nid dim ond y rhain), i'w helpu i adnabod achosion o Ddieithrio Plentyn oddi wrth Riant ac i sicrhau eu bod yn gwybod am y trefniadau sydd ar waith i ddiogelu plant rhag niwed.
- Sefydlu ac ariannu ymgyrch genedlaethol i roi gwybodaeth i blant a'u teuluoedd a'u dysgu am y cysyniad o Ddieithrio Plentyn oddi wrth Riant a'r niwed y mae'n ei achosi.
- Rhoi dyletswydd ar Weinidogion Cymru i gymryd camau i ddiogelu plant rhag cael eu cam-drin a'u niweidio drwy eu Dieithrio oddi wrth Riant.

Dyma sut y diffiniwyd 'Dieithrio Plentyn oddi wrth Riant' gan y Weinyddiaeth Gyfiawnder:

'In cases where parents are separated, parental alienation refers to a situation in which one parent (usually the parent with whom the child lives) behaves in a way

which creates anxiety in the child, so that it appears the child is opposed to living or spending time with the other parent.'

Daw'r diffiniad hwn o'r paragraff cyntaf yn ymateb y Llywodraeth i ddeiseb Mr. Darren Towill sydd i'w gweld yn: <https://petition.parliament.uk/petitions/164983>
Mae CAF/CASS Lloegr eisoes wedi cydnabod bod unrhyw un sy'n dieithrio plentyn oddi wrth riant yn euog o gam-drin y plentyn hwnnw. Mewn erthygl yn y Telegraph ar-lein, dyddiedig 12 Chwefror, 2017, dywedodd Anthony Douglas, Prif Weithredwr CAF/CASS, fod Dieithrio Plentyn oddi wrth Riant yn sicr gyfystyr ag esgeuluso neu gam-drin plentyn, o ran ei effaith bosibl. <http://www.telegraph.co.uk/news/2017/02/12/divorced-parents-pit-children-against-former-partners-guilty/>

Etholaeth a Rhanbarth y Cynulliad

- Gorllewin Caerdydd
- Canol De Cymru

Carl Sargeant AC/AM
Ysgrifennydd y Cabinet dros Gymunedau a Phlant
Cabinet Secretary for Communities and Children



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-751
Ein cyf/Our ref CS/00733/17

Mike Hedges AC
Cadeirydd y Pwyllgor Deisebau
Cynulliad Cenedlaethol Cymru,
Tŷ Hywel
Bae Caerdydd
Caerdydd
CF99 1NA

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

23 Mehefin 2017

Annwyl Mike,

Diolch am eich llythyr dyddiedig 18 Mai wedi i'r Pwyllgor Deisebau ystyried fy ymateb i'r ddeiseb 'Cydnabod Achosion o Ddieithrio Plentyn oddi wrth Riant' yn ei gyfarfod dyddiedig 9 Mai. Rwyf wedi nodi bod aelodau o'r Pwyllgor a noddwr y ddeiseb, Families Need Fathers Both Parents Matter Cymru, wedi mynegi anffodlonrwydd gyda'm hymateb yn y llythyr amgaeedig.

Mae CAF/CASS Cymru a'i ymarferwyr yn deall yn llawn bod modd i blant ddioddef niwed emosiynol pan fo un rhiant yn troi'r plentyn yn erbyn y llall. Rwyf yn siŵr y byddwch yn gwybod bod diogelu ac amddiffyn plant yn nodweddion sylfaenol ar fframwaith hyfforddiant gweithwyr cymdeithasol ac mae Fframwaith Addysg a Dysgu Proffesiynol Parhaus (CPEL), yn rhoi'r wybodaeth a'r sgiliau sydd eu hangen ar ymarferwyr i weithio mewn sefyllfaoedd cymhleth. Mae achosion cyfraith breifat yn aml yn cynnwys anghydfod rhwng rhieni ynghylch trefniadau plant; mae gweithwyr cymdeithasol ac ymarferwyr, fel gweithwyr proffesiynol, yn brofiadol wrth ymdrin ag anghydfodau sy'n amrywio o ran eu difrifoldeb. Mae gweithwyr cymdeithasol yn cael eu goruchwylio gan uwch staff yn eu sefydliadau. Mae hyn yn cynnig lefel ychwanegol o sicrwydd i gefnogi arferion diogel a chadarn.

Mae nifer o wahanol arfau ar gael i ymarferwyr CAF/CASS Cymru wrth eu gwaith. Un o'r rhain yw'r Rhestr Wirio Aseiad Lles Plant a'r Glasoed (CAWAC). Mae'r Rhestr Wirio hon wedi'i dilysu'n academiaidd, ac mae holl ymarferwyr CAF/CASS Cymru yn derbyn hyfforddiant achrededig yn ei chylch. Datblygwyd y Rhestr Wirio i asesu'r effaith seicolegol ar blant sy'n byw mewn amgylchedd lle mae gwrthdaro rhwng y rhieni (pan fo'r gwrthdaro'n digwydd yn aml, yn ddwys ac yn arwain at ganlyniad anfodddhaol). Mae'r Rhestr Wirio hefyd yn helpu i adnabod sefyllfaoedd lle mae atebion y plentyn yn dangos iddo gael ei ddylanwadu'n negyddol yn erbyn rhiant.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Gohebiaeth.Carl.Sargeant@llyw.cymru
Correspondence.Carl.Sargeant@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 86

Er mwyn cydnabod pwysigrwydd y mater hwn, mae 'gelyniaeth ddifaddeuant' wedi'i gynnwys fel maes ymarfer yng nghynllun dysgu a datblygu CAF/CASS Cymru. Mae'r cynllun dysgu a datblygu yn cael ei adolygu a'i adnewyddu'n flynyddol. Nid yw data a gesglir gan CAF/CASS Cymru yn manylu ynghylch themâu neu ymddygiadau penodol; felly nid oes gwybodaeth am nifer yr achosion o elyniaeth ddifaddeuant ar gael.

Fy marn i, a barn Rhwydwaith Cyfiawnder Teuluol Cymru, yw bod y fframwaith rheoleiddiol a chyfreithiol presennol yn cynnwys darpariaethau i ddelio'n briodol ac yn effeithiol â'r ymddygiadau hyn. Prif ganolbwynt y llys teulu bob tro wrth wneud penderfyniadau yw lles y plentyn.

Yn gywir



Carl Sargeant AC/AM

Ysgrifennydd y Cabinet dros Gymunedau a Phlant
Cabinet Secretary for Communities and Children

Eitem 3.10

P-05-711 – Sicrhau bod Anghenion Pobl Anabl am Addasiadau i Dai yn cael eu Diwallu'n Ddigonol

Cyflwynwyd y ddeiseb hon gan Whizz-Kidz, Cardiff Ambassador Club, ar ôl casglu 30 llofnod ar lein a 95 llofnod bapur – cyfanswm o 125 llofnod

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ymrwymo i sicrhau nad oes yn rhaid i bobl anabl yng Nghymru aros mwy na thair blynedd i gael yr addasiadau hanfodol i'w tai / y tai y mae arnynt eu hangen, ac i weithio gydag awdurdodau lleol i sicrhau bod staff sy'n ymdrin ag achosion tai ag addasiadau wedi cael hyfforddiant digonol a'u bod yn atebol am sicrhau bod anghenion unigol yn cael eu diwallu.

Gwybodaeth ychwanegol

Mae rhai o'r Llysgenhadon Ifanc yng nghlwb Whizz-Kidz Caerdydd wedi brwydo'n hir i gael eu hanghenion o ran tai wedi'u diwallu. Mae llawer o anghysondeb wrth fynd i'r afael ag achosion ac mae un person ifanc yn y grŵp wedi methu byw gyda'r teulu ers dros saith mlynedd am nad oes tŷ addas ar gael. Credwn fod hyn yn annerbyniol, a gyda rhagor o gysondeb ac atebolrwydd wrth fynd i'r afael ag achosion a gwell hyfforddiant i staff, gallai'r sefyllfa wella.

Etholaeth a Rhanbarth y Cynulliad

- N/A

P-05-711 Ensure Disabled People's Housing Adaption Needs Are Adequately Met – Correspondence from the Petitioner to the Committee, 06.07.17

Dear Kathryn,

Thank you for your follow-up correspondence.

We are delighted that the new framework *ENABLE – Support for independent living*, which simplifies the processes for adaptations in the home, is being rolled out for a better home environment for disabled people. We are also pleased that your frontline staff and delivery team will be trained to serve the best possible care and support to help meet the needs of individuals.

As it stands, we are satisfied with the relevant actions and policies implemented by the Cabinet.

In the meantime, we will pass this on to our service users and ask for their feedback on the new framework, and we are confident the Cabinet will welcome their feedback too.

Many thanks for receiving our petition and informing us of changes to meet the needs of disabled people at home.

Regards

Jo

Eitem 3.11

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 eisoed 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.



Eich cyf/Your ref: P-05-712
Ein cyf/Our ref:FM -/00584/17

David Rowlands AM
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

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

3 July 2017

Dear David,

I am writing in response to Mike Hedges' letter of 18 May, written in his capacity at the time of Chair of the Petitions Committee, requesting my response to specific comments raised by Tegrid Roberts in relation to a petition by him to the National Assembly for Wales Petitions Committee. His petition calls for a Welsh Government Department for Europe to ensure a clear, strategic and accountable voice for Wales in ongoing negotiations on the UK's departure from the European Union (EU). My response to each comment raised by Mr Roberts is set out below:

- 1. I would like to know how many staff have been allocated full time to the Brexit project in Wales as there is a danger that it could be under resourced. Brexit will touch many of the devolved areas the Welsh government and Welsh Parliament concern themselves with. They also have direct interaction at the Brussels level.**

The Welsh Government took early action following the referendum to establish a dedicated European Transition Team which leads the development of strategic policy and co-ordinates Welsh Government directorate work on Brexit. The team currently comprises 17 staff, and was built on what was an existing small EU Policy Branch. The new team works closely with the existing team in Brussels, who are working on transition matters in addition to conducting ongoing EU business. We see a continuing important role for the team in Brussels, in particular as negotiations with EU partners develop, though we do not yet know details of how the negotiations will be conducted and what our involvement in them will be. Within Legal Services, a small legal team has also been established since the referendum to support EU Transition work. More broadly, Welsh Government directorates are prioritising existing resources for dealing with specific Brexit issues. A wide range of staff are working on issues related to European transition alongside delivery of the overall programme for government, and specific commitments within it, as set out in Taking Wales Forward. As such it is impossible to separately identify numbers or costs of all staff working directly on European transition. There is, though, substantial staff resource committed across wide work areas including Environment and Rural Affairs, Welsh European Funding Office, and Economy and Infrastructure.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400
YP.PrifWeinidog@llyw.cymru • ps.firstminister@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.

- 2. I am still concerned that a dedicated Minister has not been allocated to a specific Brexit department. Mark Drakeford though extremely able is also responsible for other important areas of government in Wales.**

I am satisfied at this point that the structures we have set up are appropriate and flexible enough to meet the enormous challenges presented by leaving the European Union. The Cabinet Secretary for Finance and Local Government, Mark Drakeford AM, has played an influential role on the Joint Ministerial Committee (EU Negotiations) which for all its frustrations remains the main forum for the Devolved Administrations to take our issues on Brexit directly to the UK Government. He has also chaired our European Advisory Group, through which we have benefitted from advice from a range of individuals with extensive relevant expertise. It is not just the Cabinet Secretary for Finance and Local Government who is involved. Other Cabinet Secretaries and Ministers lead on the Brexit aspects of their respective portfolios and all Welsh Government Directorates are appropriately involved in this work.

- 3. I would like to better understand if the WG has done a detailed SWOT analysis of Brexit as the report you have forwarded does not cover this most basic of analysis.**

The White Paper Securing Wales' Future focused on a number of strategic areas where potential impacts of Brexit were identified as particular risks. These potential risks included: the loss of access to the single market and possible consequences related to international trade; reducing the access to workers and skills needed for businesses and public services as a result of restrictions to migration from the EU/EEA; cuts to the levels of funding available to Wales for rural development, regional economic development and other areas as a result of the loss of funding currently received from the EU; constitutional issues and the risk of a 'power grab' from the UK Government; the threat of removing or watering down social and environmental protections; and the potential 'cliff edge' if transitional arrangements are not put in place at an early stage of the negotiations.

These reflected early work undertaken by policy departments last year to ensure our preparedness for the inter-governmental discussions in the UK aimed at developing a UK negotiating position. This analysis resulted in the development of six strategic priorities – reflecting our assessment of cross-cutting risks and opportunities, and taking account of known vulnerabilities and also strengths in Wales – through consideration at the Cabinet Sub-Committee on European Transition. This work did not end with the publication of the White Paper, and continues to develop and be refined. As such, the analysis and evidence underpinning our position is more advanced than a crude 'SWOT' analysis.

We are undertaking a fresh risk assessment exercise as we move into the next phase of the work following the triggering of Article 50 and the start of the negotiations with EU partners, and have committed to share further information with the External Affairs and Additional Legislation Committee once this exercise is complete.

4. Given that the JMC process has been shown to be flawed by evidence given by Prof Drakeford to the Brexit Parliamentary select committee how does the WG expect relations between the WG and the UK Brexit departments to work in future.

I have stressed on a number of occasions to the Prime Minister and others that we must be fully involved in forming the UK's negotiating position, and Ministerial colleagues and officials have been equally clear with their UK Government counterparts. We remain committed to seeking common ground and a collectively agreed negotiating position for the UK as the negotiation phase of our exit from the EU progresses but there is still a need for considerable clarification and discussion on a range of points. This will include our involvement in the direct EU negotiations.

We have made it clear that we must be a part of these negotiations in particular within devolved areas of competence in Wales. Our position is that we should have a seat at the table at the negotiation on devolved matters and observer status at the negotiations as a whole.

On 15 June I launched a policy document, *Brexit and Devolution*, which provides a blueprint for renewing the UK's constitutional arrangements post-exit. The Devolved Administrations and UK Government (UKG) will need to find new ways of working together to enable agreements to be reached on common approaches or 'frameworks' in areas where this is achieved now through our membership of the EU. Crucially, this must be through agreement, not imposition by UKG. Existing inter-governmental mechanisms are not fit-for-purpose to enable such agreements to be reached, nor to resolve disagreements or disputes.

The document sets out a number of proposals to support this, including: criteria for identifying where new UK frameworks relating to devolved areas may be appropriate; developing new ways to seek agreement on areas where reserved powers and devolved powers are inter-connected, and devolved administrations have a strong interest in UKG policy responsibilities; and the creation of a new 'UK Council of Ministers' involving the UKG and the three devolved administrations to provide the forum for discussing and agreeing frameworks, which would then be binding.

5. Given that Brexit and the great repeal bill now introduces a further challenge to the Welsh Assembly sovereignty on devolved matters how will the department mitigate these.

I wrote to the Prime Minister after the General Election asking for urgent clarification of her intentions in respect of the so-called Great Repeal Bill. In particular, whether as a part of any Bill, the UK Government will seek to modify the devolution settlements. I have made clear repeatedly the Welsh Government's willingness to work with the UK Government and the other devolved administrations to establish new policy frameworks on matters hitherto governed by EU regulation where such frameworks are necessary to prevent the introduction of friction within our own internal market. If the UK Government attempt to take powers to *impose* frameworks in respect of matters within devolved competence, or to place new and continuing constraints on the National Assembly's legislative competence in this regard we will have no choice but to oppose such steps.

Our preferred option remains a UK Repeal Bill which properly recognises and protects the devolution settlement; we will continue to argue this forcefully in bilateral discussions with the UK Government and in the Joint Ministerial Committee. We have however also been considering the issue of our own legislation. It would be premature to bring forward such legislation before we have sight of the Repeal Bill, but if we are not satisfied when we see the Bill that the UK Government has fully taken on board our concerns, then we will have to look further at other options, including our own legislation.

I hope this response is of use in setting out the Welsh Government's position and approach on issues related to this petition. I will continue to make regular oral and written statements to the Assembly to update on the Welsh Government's work to secure the best outcome for Wales as the UK withdraws from the EU.

Yours sincerely

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

CARWYN JONES

Eitem 3.12

P-04-667 – Cylchfan ar gyfer Cyffordd yr A477/A4075

Cyflwynwyd y ddeiseb hon gan Cyngor Tref Sir Benfro ar ar ôl casglu 115 Llofnod

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i gael gwared ar Gyffordd Mynegbost yr A477/A4075 a rhoi cylchffordd yn ei lle – nid yw'r trefniadau presennol wedi datrys y problemau ar y rhan beryglus hon o'r ffordd.destun mesurau arbennig.

Etholaeth a Rhanbarth y Cynulliad

- Gorllewin Caerfyrddin a De Sir Benfro
- Canolbarth a Gorllewin 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-04-667
Ein cyf/Our ref KS/06711/16

David Rowlands AM
government.committee.business@wales.gsi.gov.uk

21 July 2017

Dear

David,

Further to my letter of 21 October last year regarding Petition P-04-667: Roundabout for the A477/ A4075 junction, I am writing to provide you with an update.

We have now received the Stage 4 Safety Audit report, however, we have some further details to discuss with the original designer before the audit process is completed.

The improvements at this junction have all been designed and constructed in accordance with standards and guidance set out in the Design Manual for Roads and Bridges. The original concerns from RSA1-3 have been resolved, however, the report highlighted some unusual vehicle manoeuvres at the junction and we need to understand why these actions are occurring.

Therefore, we will be undertaking further surveys at the junction to monitor and consider what further action, if any, is required.

*Yours ever,
Ken*

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Gohebiaeth.Ken.Skates@llyw.cymru
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 97

P-04-667 Roundabout for the A477/ A4075 Junction – Correspondence from the Petitioner to the Committee, 31.08.17

Good Morning Kayleigh

I would be grateful if you could forward the comments below at the meeting of Friday 1st September.

Comments from Councillor Keith Nicholas: The problem with the junction is that when tankers are waiting to cross the junction and waiting to join the carriageway towards Carmarthen the carriageway heading to Pembroke Dock is blocked.

With a Petrochemical refinery close by using a high volume of petrol tankers this is clearly dangerous especially when travelling up the hill towards the fingerpost the junction is hidden for a fair distance.

Comments from Councillor Rose Blackburn: When looking towards the right, the main road has a dip which gives the impression that the main road is clear.

The island is not wide enough. If the lorry cab is there, the trailer is blocking half of the main road.

Comments from Councillor Dennis Evans: There was a line in the attached letter which mentioned “unusual vehicle manoeuvres” I can only assume that refers to the central part of the junction which in the opinion of many that it is not wide enough for some of the bigger / longer lorries to get fully into the space provided. This is obviously a safety issue because the speed generated on that section of the road can be excessive.

Another safety concern is the absence of any lighting. At night the junction is pitch black so the installation of lights will undoubtedly help. In my opinion the junction should be changed into a roundabout.

Comments from Councillor Aden Brinn: With regard to your email relating to the Fingerpost the concerns have already been addressed in our petition. Nothing has changed, the area is still one of danger for motorists and can be resolved by the introducing of a roundabout there. . I do not have statistics of accidents etc but the police would be able to assist in this regard.

Pembroke Town Council is still under the impression that this junction is very dangerous and is an accident waiting to happen, and whilst there may not be a fatality recorded at this precise junction, there has been plenty of near misses. The lack of visibility whilst a large vehicle is entering out onto the main road, with traffic coming at you at speed is very dangerous and the only way forward for the safety of road users would be to install a roundabout there, therefore reducing speed and increasing the visibility.

Kind Regards

Suzie Thomas
Town Clerk – Pembroke

Eitem 3.13

P-05-701 – Gwelliannau i Ddiogelwch y Ffordd ar Hyd Cefnffordd yr A487 Rhwng Aberteifi ac Aberystwyth, i Gynnwys Mannau Pasio.

Cyflwynwyd y ddeiseb hon gan Maldwyn Lewis ar ôl casglu 99 llofnod ar lein a 750 llofnod bapur

Geiriad y ddeiseb

Yn dilyn digwyddiadau niferus ar hyd cefnffordd yr A487 yn enwedig rhwng Aberteifi ac Aberystwyth, cyflwynaf ddeiseb i Cynulliad Cymru i wneud gwelliannau ar hyd y ffordd arfordirol hon, yn cynnwys manau pasio mewn amrywiol leoliadau, er mwyn lliniaru traffig yn cronni y tu ôl i gerbydau araf. Rwyf o'r farn y byddai cael manau pasio wedi'u lleoli mewn lleoedd strategol yn lleihau rhwystredigaeth gyrrwyr a chymryd risgiau wrth geisio goddiweddyd cerbydau eraill.

Pan fydd y gefnffordd hon rhwng Abergwaun a Chaerdybi wedi'i chau o ganlyniad i ddigwyddiad, mae'r dargyfeiriad ar hyd isffyrdd a all fod yn hunllefus, yn enwedig pan fydd Cerbydau Nwyddau Trwm, bysiau a choetsis yn cwrdd â'i gilydd wrth ddod o gyfeiriadau gwahanol.

Etholaeth a Rhanbarth y Cynulliad

- Ceredigion
- Canolbarth a Gorllewin 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-05-701
Ein cyf/Our ref KS/02141/17

David John Rowlands AC
Cadeirydd y Pwyllgor Deisebau

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

14 Gorffennaf 2017

Annwyl David

Diolch am eich llythyr dyddiedig 19 Mehefin ynghylch Deiseb P-05-701 Gwelliannau Diogelwch ar y Ffyrdd ar hyd Cefnffordd yr A487 rhwng Aberteifi ac Aberystwyth, i gynnwys Mannau Pasio.

Caiff yr holl safleoedd a restrwyd yn fy llythyr dyddiedig 2 Mawrth eu hystyried fel rhan o'r Adolygiad o Derfynau Cyflymder. Dyma astudiaeth dros dair blynedd sy'n edrych ar bob agwedd ar ddiogelwch ar y ffyrdd ar draws Cymru. Caiff canlyniadau'r gwaith a gynhelir eleni o adolygu oddeutu 200 o safleoedd eu defnyddio ar gyfer trefnu rhaglen waith dros y blynyddoedd nesaf. Bydd y gwaith sydd â blaenoriaeth yn cychwyn yn 2018/19.

Mae cam cyntaf y broses ddichonoldeb sydd ynghlwm wrth y rhaglen Mannau Cul bron wedi'i gwblhau. Mae ffordd yr A487 wedi'i chynnwys yn rhaglen Canolbarth Cymru ar gyfer cyfleoedd diogel i oddiweddyd, lle y byddwn yn ystyried y safleoedd mwyaf priodol i'w gwella.

Bydd rhagor o fanylion penodol ar gael ar ôl i ni gwblhau'r adolygiad ar ddechrau 2018. Bydd modd i ni hysbysu Cyngor Sir Ceredigion yn ogystal ynghylch y safleoedd a fydd yn cael eu cynnwys yn y rhaglen Mannau Cul.

Yn gywir

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Gohebiaeth.Ken.Skates@llyw.cymru
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 101

Eitem 3.14

P-05-714 – Cynnwys Gorsaf ar Gyfer Mynachdy a Thal-y-bont fel Rhan o Unrhyw Gynnig ar Gyfer Metro Caerdydd.

Cyflwynwyd y ddeiseb hon gan Dr Ashley Wood ar ôl casglu 137 llofnod bapur.

Geiriad y ddeiseb

Yr ydym ni, sydd wedi arwyddo isod, yn galw ar Gyngor Caerdydd a Llywodraeth Cymru i gyflwyno cynlluniau i gynnwys gorsaf ar gyfer Mynachdy a Thal-y-bont fel rhan o unrhyw gynnig ar gyfer Metro Caerdydd.

Etholaeth a Rhanbarth y Cynulliad

- Gogledd Caerdydd
- Canol De Cymru



Eich cyf/Your ref P-05-714
Ein cyf/Our ref KS/02140/17

David J Rowlands AM
Chair - Petitions Committee

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

12 July 2017

Dear

David,

Thank you for your letter of 19 June regarding the committee's consideration of petition P-05-714 for a new station in Gabalfa to be included as part of the Stage 1 Assessment on New Rail Stations Prioritisation and, if further, separate, consideration will be given to potential links to the South Wales Metro in the area covered by the petition.

A methodology has been developed for assessing proposals for new rail stations which can be applied in a cost effective and proportionate way. The assessment methodology follows a three stage approach. Therefore the costly work of producing detailed cost estimates, and timetable modelling for new station proposals is only undertaken for our highest priorities.

The first stage in this work programme has now been undertaken. The regional stations identified for further assessment were the ones that scored the highest across all the criteria tested. A new station at Gabalfa was given consideration in the sifting process and scored well against the criteria

I have enclosed a copy of the Stage 1 Assessment Report on New Rail Stations Prioritisation which includes the transport case assessment criteria.

The stage two assessments will look in more detail at the strength of the financial and economic case for a new railway station, including advice from Network Rail on deliverability. This is an on-going and iterative process and once the assessment of the priority list is completed there will be an opportunity to then consider the next group of regional stations.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

Gohebiaeth.Ken.Skates@llyw.cymru
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.

The South Wales Metro is designed so it can grow to make it even more accessible to passengers. At its core, the Metro is about faster and more frequent services on an extendable network to link communities that are currently poorly served by regional public transport. As the Metro grows, areas that are not currently served will be able to access the network.

Although we do not presently have any plans to include a Mynachdy and Talybont station as part of the South Wales Metro proposals, Metro Phase 3 will see future rail extensions and further bus integration measures to extend the reach of the Metro to deliver a truly joined up regional network that will enable a wide range of benefits.

A handwritten signature in blue ink, appearing to read 'Ken Skates', with a stylized flourish above the name.

Ken Skates AC/AM

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

P-05-714 Include a Mynachdy and Talybont Station as Part of the Cardiff Metro Proposal – Correspondence from the Petitioner to the Committee, 30.08.17

Dear Kayleigh,

Thank you for your e-mail, our response to the correspondence is below. Please let me know if you would like me to clarify any points.

We are disappointed that there are not any plans to include a Mynachdy Talybont station as defined in this petition (P-05-714) as part of the South Wales metro proposals. Although we take a positive view that a new station in the Gabalfa area has been included in the Stage 1 Assessment Report on New Rail Station Prioritisation and was scored well, although not sufficiently to meet the transport case criteria to progress to stage 2 at this time. We would hope that the proposed Gabalfa station, given its scoring, will be included in the next batch of regional station for consideration and ultimately prove successful.

Further to this, we would like the the 'Mynachdy-Talybont' site proposed in this petition to be considered for the location of any future station in the Gabalfa area. Noting:

- o Its proximity to the Llys Talybont Student residences, with the potential to provide direct transport link to the main university campus at Cathays which will contribute to sustainable transport goals.
- o Its proximity to University Hospital of Wales (5 to 10 minute walk) with existing pedestrian and cycle links to this location. The UHW site is not currently served by a station on this line, a station would provide a sustainable transport alternative to car use for staff and patients travelling from the valleys and north Cardiff. It is likely to help alleviate the parking and traffic problems on the site and congestion on local roads.
- o Increasing congestion along the north road corridor linking the City Centre, the north of Cardiff and onward into the valleys. A station at this location would provide a non-road based alternative and helping alleviate traffic and dependence on road transport.
- o The reduction and loss of localised bus services servicing the Mynachdy and Gabalfa estates over recent years.

o The existing National Rail land adjacent to the railway line at this location that potentially could be used for a station.

Regards,

Ashley

Eitem 3.15

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

P-05-738 Public Petition for the Dinas Powys By-Pass – Correspondence from the Vale of Glamorgan Council to the Chair, 10.07.17

For the attention of Mr Mike Hedges

Dear Sir

Petition P-05-738 Public Petition for the Dinas Powys By-Pass

Thank you for your letter dated 19th June 2017 in respect of the petition for the Dinas Powys By-pass.

I can advise you that the current position on this matter is as detailed below.

The Dinas Powys by-pass was originally proposed in the late 1970s and a by-pass route protected in the former South Glamorgan Structure Plan (1977) and in the Vale of Glamorgan Council's Adopted Unitary Development Plan 1996-2011. However, the route was not included as protected in the current Local Development Plan 2011-2026. Notwithstanding this fact, I do consider that the route identified in previous development plans for a Dinas Powys bypass is still largely protected as a consequence of the area to the east of Dinas Powys, having been designated as a Green Wedge in the approved Local Development Plan. This designation seeks to prevent the coalescence of the settlements of Dinas Powys, Penarth and Sully and as a result, land would be available should a scheme be brought forward for a new road.

It is considered that whilst the provision of a by-pass would address through traffic congestion issues on Cardiff Road within Dinas Powys, any scheme should also seek to address the primary issues which cause the congestion itself. A key issue in this regard is the constraint imposed by the Merrie Harrier and Barons Court junctions, which impact on the ability of traffic to flow in a west-east direction along Cardiff Road and beyond. The provision of a by-pass alone, without wider consideration of traffic flows at the Merrie Harrier and Barons Court junctions and would merely transpose the traffic problem to another location.

The Council has been awarded funding by Welsh Government to undertake a study of the Dinas Powys Transport Network in January 2017 and a WelTAG Stage One assessment has been carried out by the Council's chosen consultants Arcadis Consulting Limited. That report is due to be considered by the Council's Cabinet in late July 2017. At this meeting consideration will be given to approve options to take forward the issue of the Dinas Powys Transport Network to WelTAG Stage Two

Report. The Council has also been awarded funding from Welsh Government in 2017 to undertake the WelTAG Stage Two work. It is expected that subject to Cabinet approval in late July that this piece of work will be completed in Spring 2018. A further report will be presented to Cabinet in Spring 2018 with recommendations for a way forward, and potentially a further funding request to progress solutions for Dinas Powys to WelTAG Stage Three. The options being considered involve all modes of transport to improve the Network.

I hope that this appraises you of the current situation and please do contact me if I can be of any further assistance on this matter.

Yours sincerely

Cllr John Thomas
Leader
The Vale of Glamorgan Council

P-05-738 Public Petition for the Dinas Powys By-Pass – Correspondence from the Petitioner to the Committee, 31.08.17

Response to communication from Cllr John Thomas, Leader of Vale of Glamorgan Council to the Petitions Committee:

Petition P-05-738 Public Petition for the Dinas Powys By-Pass

The response from Vale of Glamorgan Leader, Cllr John Thomas is both noted and appreciated.

We are particularly pleased to note that, despite the route of the by-pass being protected by the:

- a.) Former South Glamorgan Structure Plan(1977)
- b.) Unitary Development Plan (1996 – 2011)

it was not included in the Local Development Plan developed by the previous administration and signed off in June 2017, Cllr Thomas still considers that the ‘route is still largely protected’ and that ‘land would be available should a scheme be brought forward for a new road.’

We agree that the constraints imposed by the Merrie Harrier and Barons Court junctions need to be addressed as a primary issue associated with any road work improvement on the traffic situation along the Dinas Powys traffic corridor. That is why we have offered our own re-modelling of the Merrie Harrier junction as a suggested proposal to the Council.

It involves replacing the current sets of traffic lights with two roundabouts, one at the junction of Redlands Road and Cardiff Road, Dinas Powys and the other beneath the Merrie Harrier public house. It would not require the demolition of any houses but may require some of the currently vacant land of the former petrol station.

We pressed the former Administration in the Vale to purchase this land (£160,000) but agents acting for the owners, the NHS, were told the Vale wasn’t interested and anyway didn’t have the money. This was just prior to the Vale spending £400,000 on a wide pavement from the Merrie Harrier to the entrance of Llandough Hospital.

The land was eventually sold to a developer in April 2017 and it’s understood they are planning to submit an application to build a small row of houses on the site, regardless of access. We are pleased, however, to note in correspondence to us

from Cllr John Thomas, Leader of the Council that, if needed, the site can be purchased under a Compulsory Purchase Order.

At the Cabinet Meeting of the Vale Council on 31st July, as flagged in the Leader's email, the Cabinet received the WelTAG Stage One assessment from the appointed consultants, Arcadis Consulting Limited.

There are several points arising from that meeting that we've felt necessary to draw to the Council's attention:

1. Reference was repeatedly made both in the Arcadis report and the report to Cabinet from within the Council to the content of the WelTAG 2016 report. However the reports then referred to a Review Group that had been put in place. But this process only exists in the WelTAG 2017 draft document and has never been used by any other project.

It implied, at page eight of the document (attached) that the Review Group should assess each of the options presented, make the necessary decisions and take the actions needed at the end of that WelTAG stage.

After considerable inquiries we discovered that Officials compiled the Review Group.

Cllr Thomas has since confirmed that the decision of all stages of WelTAG will be made by the Cabinet and not the Review Group.

2. The composition of the Review Group includes representatives of WAG and the Vale Council plus Network Rail, Arriva Trains, local bus companies and Sustrans. We have requested that our member Roger Pattenden B.Sc MICE would be accepted to represent the 72% car commuters and work drivers from the area. We were told no pressure group could hold a position but at present our Vale Councillors are challenging this decision as those listed above are also pressure groups for the interests they represent.

The Cabinet decided to refer the matter of the way forward to Stage 2 to the Scrutiny Committee for Environment and Regeneration for further discussion and advice. It is due to form part of the Agenda of the meeting to be held on September 14. Representatives of our Steering Group are hoping to register to address the Committee, which is also to receive a presentation from Arcadis Consulting.

3. There's been a further complication surrounding proposed applications for housing on two sites, one by Barratt Homes for 230 houses on the site of the former St Cyres School and the other, for 70 houses by United Welsh Housing at the rear of Caerleon Road. Consultants for both developers have stated their intention of having both their construction vehicles and eventual home-owners using Murch Road from the already officially over-capacity A4055 Cardiff Road traffic lights next to Dinas Powys Junior School.

Our understanding is that these developments could fall foul of several parts of the recently adopted Local Development Plan (LDP). We are hoping in the circumstances these developments will be postponed until they can use an entrance onto the proposed By-pass that would, regardless of route, pass between the St Cyres site and Sully Road.

I trust this brings matters up to date and that your Members will agree to keep a watching brief on the situation.

Yours

Rod Harrod

Also for Petitioners Vince Driscoll & Andy Robertson

Dinas Powys By-Pass-Steering Group

Eitem 3.16

P-05-755 Galw ar Lywodraeth Cymru i sicrhau bod yr A48 ger Trelales, Broadlands a Merthyr Mawr yn ddiogel i holl ddefnyddwyr y ffyrdd ac i gerddwyr

Cyflwynwyd y ddeiseb hon gan Ian Spiller ar ôl casglu 997 llofnod.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i sicrhau bod yr A48 ger Cylchfan Ewenni, Merthyr Mawr, Broadlands a Threlales yn ddiogel i holl ddefnyddwyr y ffyrdd ac i gerddwyr.

Mae llawer o ddamweiniau yn digwydd ar yr A48 ym Mhen-y-bont ar Ogwr. Lladdwyd dau berson dros y flwyddyn ddiwethaf, ac mae gormod o fân ddamweiniau yn digwydd i geir, cerddwyr a beicwyr sy'n defnyddio'r ffordd hon, yn ogystal â damweiniau a fu bron â digwydd.

Er hyn, mae'r A48 o Island Farm yn parhau i fod yn ffordd lle gellir teithio ar gyflymder o 60 mya, ac mae llwybr beicio Broadlands yn gorffen yn Newbridge Fields.

Rydym yn galw am:

- ostwng y terfyn cyflymder o 60 mya i 40 mya ar unwaith
- man croesi diogel ar yr A48 o warchodfa natur Newbridge Fields/Craig-y-Parcau ar lwybr Merthyr Mawr
- llwybr cerdded/beicio estynedig i alluogi ein plant i gerdded i'r ysgol yn ddiogel
- gwaith ymchwil i opsiynau i atal pobl rhag anwybyddu'r cyfarwyddyd i beidio â throï i'r dde ar gyffyrdd Merthyr Mawr, er enghraifft ynys ganolog.

Rhaid sicrhau bod arian ar gael ar unwaith i atal rhagor o drychinebau.

Ymunwch â'r ymgyrch heddiw. Faint o deuluoedd eraill fydd yn gorfod gweld eu bywydau'n cael eu dinistrio cyn y bydd camau'n cael eu cymryd?

Gwybodaeth Ychwanegol

Nid oes unrhyw fannau croesi diogel o'r llwybrau cerdded cyhoeddus sy'n cysylltu gwarchodfa natur Newbridge Fields/Craig-y-Parcau â chefn Broadlands ac ymlaen i lwybr dynodedig Merthyr Mawr.

Disgwylir i blant Broadlands gerdded ar ffordd lle gellir teithio ar gyflymder o 60 milltir yr awr er mwyn cyrraedd Ysgol Brynteg, neu groesi'r ffordd honno, gan beryglu eu bywydau bob dydd.

Nid yw rhai gyrwyr yn talu sylw i'r arwyddion sy'n eu gorchymyn i beidio â throï i'r dde yng nghyffyrdd Merthyr Mawr, ac mae hyn yn creu peryglon ychwanegol i ddefnyddwyr eraill.

Mae Cyngor Bwrdeistref Sirol Pen-y-bont ar Ogwr wedi cysylltu'r broses o gyflwyno gwelliannau â'r datblygiad hir-ddisgwyliedig yn Island Farm.

Etholaeth a Rhanbarth y Cynulliad

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

P-05-755 Call on Welsh Government to make the A48 safe for all road users and pedestrians at Laleston, Broadlands and Merthyr Mawr – Correspondence from the Petitioner to the Committee, 1.06.17

Many thanks for your reply.

As another child was knocked off their bike last week on the same stretch of the a48 I consider that any action other than to implement these improvements is negligent.

I would welcome the petitions committee attending the location to see the situation for themselves.

Kind Regards

Ian Spiller

Laleston Community Councillor

P-05-732- Amseroedd Aros Annerbyniol ar gyfer Cleifion y GIG yn Adran Damweiniau ac Achosion Brys Wrecsam/Ysbyty Wrecsam Maelor.

Cyflwynwyd y ddeiseb hon gan Charles Dodman ar ôl casglu 14 llofnod.

Geiriad y ddeiseb

Rwy'n galw ar Gynulliad Cymru i drafod a gweithredu mesurau i fynd i'r afael ag amseroedd aros annerbyniol ar gyfer pobl Cymru yn Adran Damweiniau ac Achosion Brys Wrecsam/Ysbyty Wrecsam Maelor. Mae pobl Cymru yn ymddangos yn ddigalon ac wedi'u tanseilio oherwydd y sefyllfa annerbyniol hon.

Etholaeth a Rhanbarth y Cynulliad

- Wrecsam
- Gogledd Cymru

Vaughan Gething AC/AM
Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon
Cabinet Secretary for Health, Well-being and Sport



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-732
Ein cyf/Our ref VG/01469/17

David John Rowlands AM
Chair - Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

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

21 July 2017

Dear David

Thank you for your letter of 19 June about Petition P-05-732 regarding A&E waiting times in Wrexham Maelor Hospital.

Unfortunately, we have not seen the sustained improvement against emergency care access targets we had hoped at Wrexham Maelor Hospital, which like other Welsh emergency departments, experienced a deterioration in performance over the winter period. Performance at the hospital has, however, been generally more resilient than over the previous two winters.

In order to improve performance and escalation processes the Welsh Government has commissioned the NHS Wales Delivery Unit to undertake a six-month targeted intervention at both Wrexham Maelor and Ysbyty Glan Clwyd hospitals, which will focus on improving senior decision making processes to limit risks to patient safety and enable better patient flow through the hospital sites, at times of peak pressure. A key component of this work will relate to emergency care access targets.

Alongside this work, the Welsh Government has sought assurance about the role of Clinical Directors in the escalation process, the use of data intelligence to inform capacity and demand planning and on the impact actions from the local operational plan are having on delivery.

Officials continue to engage with the health board and seek assurance on improvement through daily urgent care conference calls. The Deputy Chief Executive of NHS Wales has

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

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

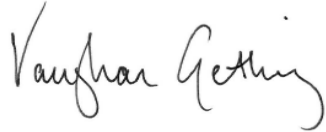
Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

Tudalen y pecyn 122
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.

also been holding summit meetings with each health board to discuss unscheduled care improvement actions over recent weeks.

I hope my response has helped to clarify the position on this issue.

Yours sincerely

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

Vaughan Gething AC/AM

Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon
Cabinet Secretary for Health, Well-being and Sport

**P-05-732 Unacceptable Waiting Times for NHS patients in A & E
Wreccsam/Wrexham Maelor Hospital – Correspondence from the Petitioner to
the Committee, 1.09.17**

This type of response gives actions being taken but fails to demonstrate that they are having an effect

In fact, the Cab Sec seems to be suggesting that they are not working!

While this goes on, real people are waiting for longer than they need to, often in discomfort and without dignity

I have seen and am seeing no solutions to this ongoing problem – the whole point of the petition is invoke a debate on these issues so I suggest this is now done in the spirit of cross party agreement to air the problems and seek out real action and a meaningful drive to improve this situation.

P-05-736- Darparu Gwasanaethau Iechyd Meddwl Mwy Hygyrch.

Cyflwynwyd y ddeiseb hon gan Laura Williams ar ôl casglu 73 llofnod.

Geiriad y ddeiseb

Er mwyn darparu gwasanaethau iechyd meddwl mwy hygyrch, dylai Llywodraeth Cymru wneud yn siŵr nad oes neb sy'n gofyn am gymorth gan wasanaeth iechyd meddwl gael ei droi ymaith heb help. Os oes unrhyw un yn mynd at eu meddyg teulu neu unrhyw weithiwr gofal iechyd proffesiynol i ofyn am gymorth ar gyfer problem iechyd meddwl, dylid eu cyfeirio'n awtomatig at y Tîm Argyfwng a dylai'r tîm hwn gymryd camau ar unwaith i'w helpu. Nid yr unigolyn ddylai fod yn gyfrifol am gysylltu â'r Tîm Argyfwng ei hun. Dylid cynnig therapi un i un, yn hytrach a therapi grŵp, bawb.

Fel y gŵyr nifer, nid yw fy mywyd i wedi bod yn hawdd ac rwyf wedi cael problemau iechyd meddwl; rwy'n cael pyliau o iselder, gorbryder, anhwylder straen wedi trawma (PTSD) ac OCD. Cyrhaeddais y gwaelod un yn ddiweddar, a sgrechian am help ond, er i mi gredu y byddai'r gwasanaethau iechyd meddwl yn fy helpu, cefais fy siomi'n arw ganddynt.

Rwyf am i'm profiad i helpu eraill yng Nghymru i gael y cymorth sydd ei angen arnynt.

Etholaeth a Rhanbarth y Cynulliad

- Gorllewin Caerdydd
- Canol De Cymru

Vaughan Gething AC/AM
Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon
Cabinet Secretary for Health, Well-being and Sport



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref: VG/01350/17
Eich cyf/Your ref: P-05-736

David John Rowlands
Chair - Petitions Committee
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

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

6 July 2017

Dear David,

I am writing following the letter of 2 June about petition P-05-736 which relates to mental health services and for sending me the additional correspondence from Hafal and Laura Williams. I have noted their comments.

Mental health remains a priority for the Welsh Government. Spending on mental health in Wales is protected by a ring-fence and we spend more on mental health services than any other part of the NHS. We have increased funding for mental health services to £629 million this financial year.

Our current priorities for mental health can be found in the 2016-19 Delivery Plan for *Together for Mental Health*, our 10-year mental health strategy for Wales which was developed following extensive public consultation. The delivery plan includes specific objectives on access to services and outcomes for service users. Hafal and other mental health organisations in Wales, as well as service users are represented on the National Partnership Board which oversees progress against the strategy. I also meet with Hafal and the wider mental health third sector organisations through my regular meetings with the Wales Alliance for Mental Health.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

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

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

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

Tudalen y pecyn 126

I hope you will understand I am unable to comment on PIP procedures as the UK Government, through its Department for Work and Pensions (DWP) is responsible for social security benefits and as such is not devolved to the Welsh Government.

Yours sincerely,

A handwritten signature in black ink that reads "Vaughan Gething". The signature is written in a cursive style with a large initial 'V'.

Vaughan Gething AC/AM

Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon
Cabinet Secretary for Health, Well-being and Sport

**P-05-736 To Make Mental Health Services More Accessible –
Correspondence from the Petitioner to the Committee, 1.09.17**

To whom it may concern,

Here are my comments for the Petition meeting for 19th September regarding my petition and also the response I had from the health secretary, upon reading the letter I do not understand the response even though I have seen that you fund mental health in Wales more than any other services within the NHS I have seen with my own eyes that in fact mental health services are being reduced and as you can see Hafal have also agreed with me on every point on my petition I find that your response was not good enough as you didn't address any of my points on mental health and how you could improve them, therefore I am not happy with the response and I will continue to push my petition until I see improvements within the mental health services Hafal have also stated how people are being turned away and how more funding needs to be invested in mental health services. As a person with mental health problems myself I have seen first hand how mental health services are struggling and there isn't enough support out there for people with mental health problems just like with crisis team a mental health patient should not have to ring the crisis team themselves upon seeing a doctor and just given a leaflet on what their number is and what they do more needs to be done to help people who are seeking help within their GP or other mental health services. The waiting lists for mental health appointments is also very long, I hope you find my comments very helpful, the Petition committee has also agreed that mental health services in Wales does need to be looked at so I hope that we can work together to improve services across Wales and see a major improvement so more people can get help and not feel turned away. I hope that the health secretary could look at my petition again and Hafal response and see that we need improvement I look forward to hearing further, also if you would like further evidence then I am more than happy to come in and talk to committee and health secretary to explain further about my Petition.

Laura Williams

P-05-754 Diffyg cymorth i blant ag anableddau mewn argyfwng

Cyflwynwyd y ddeiseb hon gan Rebecca Weale ar ôl casglu 200 llofnod.

Geiriad y ddeiseb

Yr wyf yn ceisio tynnu sylw at yr angen i dîm argyfwng plant Cwm Taf gydnabod bod angen hanfodol i blant ag anableddau gael cymorth mewn argyfwng, a chael yr hawl i gael eu trin fel unrhyw blentyn arall.

Yr wyf yn fam i bedwar o blant. Mae gan Tom, fy mab canol, anghenion niferus, anawsterau dysgu difrifol, awtistiaeth, anhwylder hwyliau yn ogystal â phroblemau iechyd ychwanegol eraill. Mae Tom yn cyrraedd pwynt argyfwng bob hyn a hyn, sy'n golygu cynnydd mewn ymddygiad ymosodol, gweiddi yn uwch nag arfer, anafu ei hun yn ogystal ag eraill, a llawer o newidiadau eraill mewn ymddygiad. Mae sgiliau cyfathrebu Tom yn hynod gyfyngedig ac nid yw'n gallu dweud wrthym beth sydd o'i le na beth y gallwn ei wneud i helpu. Rydym wedi bod ar bwynt argyfwng gyda Tom, sydd bellach yn 15 oed ac ar ddogrn uchel o feddyginiaethau, lawer gwaith dros y blynyddoedd ac mae'n rhyfeddol nad yw'r sefyllfa wedi gwella o ran cymorth i blant ag anableddau pan fyddant mewn argyfwng. Mae Tom mewn argyfwng ar hyn o bryd, ac wedi bod felly ers peth amser. Ychydig iawn o gymorth yr ydym ni fel teulu wedi'i gael, os o gwbl, i'w helpu drwy'r cyfnod anodd hwn. Rwyf wedi cael gwybod bod tîm argyfwng plant yn bodoli. Fodd bynnag, nid yw'n cefnogi plant ag anableddau! Siawns nad yw plentyn mewn argyfwng, p'un a oes ganddo anableddau neu beidio, yn dal i fod yn blentyn mewn argyfwng. Yn wir, efallai fy mod yn anghywir, ond mewn rhai achosion efallai bod angen mwy o gymorth argyfwng arno. Ni allaf gredu bod y rhaniad hwn yn dal i fod yn dderbyniol yn yr oes hon.

Etholaeth a Rhanbarth y Cynulliad

- Merthyr Tudful a Rhymni
- Dwyrain De Cymru

Vaughan Gething AC/AM
Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon
Cabinet Secretary for Health, Well-being and Sport



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref : P-05-754
Ein cyf/Our ref : VG/01470/17

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

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

25 July 2017

Dear David,

I am writing following the letter of 19 June following my response of 10 May regarding Petition P-05-754 and the Committee's further questions about CAMHS.

The committee asked '*whether it is typical across Wales for children with learning disabilities not to be able to access CAMHS crisis care teams*'. CAMHS crisis teams are for acute mental illness crisis. If a child has this then they should be seen, irrespective of whether they have a learning disability (LD) for an initial assessment and treatment if it is thought they have mental illness or disorder. All Health Boards have enhanced capacity for treatment of LD following additional funding in 2011.

The committee also asked '*whether there are any plans to expand access to these services*'. The Together for Children and Young People (T4CYP) Neurodevelopment work-stream is beginning to identify the support needed for LD children. We would hope that the evidence produced by the work-stream will be used by local multiagency planning groups to deliver their responsibilities to the families and children of this group, supported by Social Services and Wellbeing (Wales) Act and Wellbeing and Future Generations Act.

In addition to the work of T4CYP, the cross government learning disability transformation programme will review existing policies, frameworks and provision and develop proposals for action at local, regional and national level designed to strengthen service delivery and improve its sustainability. The review will look at health, social care, education, employment, skills and housing services for people with Learning Disabilities. It will also consider funding arrangements, commissioning and workforce themes for example and a detailed implementation framework will be produced.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400
Gohebiaeth.Vaughan.Gething@llyw.cymru
Correspondence.Vaughan.Gething@gov.wales

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

Tudalen y pecyn 130

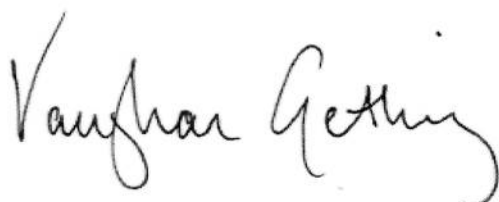
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Health Boards and local authorities will shape their care and support services based on the needs of their population. They have recently published the first combined population assessment reports on the health board footprint. These assessments provide a clear and specific evidence base to inform a range of planning and operational decisions, including in relation to needs for mental health services in an area.

Regional partnership boards, made up of the health board, local authorities, third sector and others in each region must prepare area plans by April 2018 setting out how they will respond to the care and support needs identified in the population assessment. This will include consideration of specific core themes including children and young people and mental health.

The needs of children with a learning disability, including mental health needs should be met where possible by generic services. Where these needs extend to more specialised or acute support there must be arrangements in place to facilitate access to that support. Through the Social Services and Well-being (Wales) Act we are driving integration across statutory partners to ensure the pathways to specialist health and social care are in place for individuals.

Yours sincerely,

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

Vaughan Gething AC/AM

Ysgrifennydd y Cabinet dros Iechyd, Llesiant a Chwaraeon
Cabinet Secretary for Health, Well-being and Sport

Eitem 3.20

P-05-766 Dylid Gwneud Opsiwn Fegan yn Orfodol Mewn Ffreuturiau Cyhoeddus

Cyflwynwyd y ddeiseb hon gan Rachel Turnbull, ar ôl casglu 118 o lofnodion ar-lein.

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i'w gwneud yn orfodol cynnwys opsiwn fegan ym mhob ffreutur neu wasanaeth cyhoeddus yng Nghymru lle y mae ganddi'r pŵer i wneud hynny. Mae Senedd Portiwgal wedi cymeradwyo opsiwn fegan gorfodol ym mhob ffreutur cyhoeddus (e.e. ysgolion, prifysgolion, carcharau, ysbytai) – sy'n gam enfawr ar gyfer arlwyo fegan i bawb. Mae dros 5 y cant o'r boblogaeth yn fegan, ac mae'r ganran yn cynyddu. Mae deiet fegan yn fwy iachus, mae'n arbed adnoddau ac mae'n amddiffyn y blaned ac, yn fwy na dim, nid oes creulondeb yn ei gylch. Mae'r Cenhedloedd Unedig wedi galw arnom i fwyta rhagor o fwydydd sy'n deillio o blanhigion. Mae bwydydd sy'n deillio o anifeiliaid yn gysylltiedig â chanser a chlefyd y galon.

Etholaeth a Rhanbarth y Cynulliad

- Gorllewin Casnewydd
- Canol 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/01695/17

David Rowlands AM
Petitions Committee Chair
National Assembly for Wales
Cardiff Bay
CF99 1NA

18 July 2017

Dear David

Thank you for your letter of 6 June to Vaughan Gething AM, regarding making a vegan option compulsory in public canteens (Petition P-05-766). I am responding on behalf of the Welsh Government.

The Welsh Government sets strategic direction for public sector food service provision through relevant nutrition and healthy eating standards, which support the wellbeing of our people and the sustainable use of natural resources.

The National Procurement Service (NPS) also offers a facilitation role in sourcing healthy and sustainable foods for the public sector in Wales.

However, the management of meal provision in public canteens is a matter for the managers of those services to decide, not the Welsh Government, in accordance with the law and in response to customer needs.

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
Caerdydd • Cardiff
CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400
Gohebiaeth.Lesley.Griffiths@llyw.cymru
Correspondence.Lesley.Griffiths@gov.wales

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

Tudalen y pecyn 133

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

Eitem 3.21

P-05-750 Ar gyfer eitemau untro: cyflwyno System Dychwelyd Ernes ar gyfer cynwysyddion diodydd a sicrhau y gellir compostio cynwysyddion bwyd cyflym a'r offer sy'n gysylltiedig â hwy.

Cyflwynwyd y ddeiseb hon gan Gymdeithas Cadwraeth Forol ar ôl casglu 1,993 llofnod.

Geiriad y ddeiseb

Mae'r Gymdeithas Cadwraeth Forol yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i weithredu er mwyn i Gymru gyfrannu'n gadarnhaol at y nod byd-eang yn Neddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015, ac i adeiladu ar y canlyniadau rhagorol a gafwyd drwy godi tâl ar fagioau plastig, drwy weithredu dau gam arall a fyddai'n helpu Cymru i gyrraedd economi diwastraff, cylchol. Hynny yw:

1. Cyflwyno system dychwelyd ernes yng Nghymru ar gyfer pob cynhwysydd diod untro, fel poteli gwydr a phlastig a chaniau alwminiwm.
2. Deddfu er mwyn codi tâl ar yr holl gynwysyddion bwyd a diodydd cyflym a'r offer sy'n gysylltiedig â hwy nad oes modd eu compostio'n llawn, oni bai ei bod yn bosibl eu hailddefnyddio, eu hail-lenwi, eu cynnwys mewn cynllun dychwelyd neu eu casglu i'w hailgylchu mewn siopau.

Mae systemau dychwelyd ernes eisoes ar waith mewn mwy na 40 o wledydd ledled y byd a phrofwyd bod y rhain yn lleihau sbwriel, yn cynyddu cyfraddau ailgylchu drwy greu cyflenwad mwy dibynadwy o ddeunyddiau o ansawdd da, yn lleihau costau ar gyfer awdurdodau lleol ac yn creu swyddi.

Mae papurau lapio bwyd cyflym a chwpanau untro yn eitemau sbwriel cyffredin ar ein strydoedd a bydd sicrhau bod modd eu hail-lenwi/eu hailddefnyddio, a'i bod yn hawdd eu hailgylchu neu eu compostio, yn lleihau sbwriel.

Mae'r gwaith o gynhyrchu cynwysyddion diodydd newydd yn ogystal â chynwysyddion bwyd cyflym a chwpanau newydd yn defnyddio llawer iawn o ynni, sy'n cyfrannu at allyriadau nwyon tŷ gwydr. Po fwyaf yr ydym yn ailgylchu, a pho leiaf o ysbwriel yr ydym yn ei ollwng, gorau oll ar gyfer ein hamgylchedd a'n heconomi.

Etholaeth a Rhanbarth y Cynulliad

- Rhosan ar Wy
- Swydd Henffordd

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-05-750
Ein cyf/Our ref LG/01388/17

David Rowlands AM
National Assembly for Wales
Ty Hywel
Cardiff Bay
Cardiff
CF99 1NA

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

4 July 2017

Dear David

Thank you for your letter of 19 June 2017 regarding petition P-05-750 for single use items to introduce a Deposit Return System for drink containers and make fast food containers and utensils compostable.

The review of our waste strategy will look at how well Wales has performed against targets set in Towards Zero Waste (TZW) and against the delivery of the Well-Being and Future Generations (Wales) Act 2015 (WFGA).

The 2013 Waste and Resources Action Programme/Ellen MacArthur Foundation report 'Wales and the Circular Economy - Favourable System Conditions and Economic Opportunities' identifies potential savings to the Welsh economy. The report suggests how this may contribute towards a resource efficient and low-carbon economy, reducing costs and supply chain risks, while generating economic and social value. This will be considered as part of the review and as part of the refresh of the Waste Strategy.

The evaluation and subsequent refresh of the waste strategy will help identify opportunities for the public and private sector to maximise financial, social and environmental benefits as a result of adopting changes in practices under the banner of circular economy and resource efficiency.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

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

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

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 136

The Extended Producer Responsibility (EPR) research will consider examples of EPR approaches for the life cycle of packaging from design through to end of life. It will also investigate the feasibility and options for developing EPR schemes for food and drink related packaging. This will include research on Deposit Return Systems and Reverse Vending Machine Systems. The research will also appraise the costs and benefits of different interventions from increasing recycling and reducing littering to the costs of collection and treatment of food and drink related packaging.

The research will also assess the likely impacts of EPR schemes, both positive and negative as well as any potential unintended consequences thus ensuring alignment to the Well-being Goals to balance short-term needs with the need to safeguard the ability to meet long-term needs. The research will be carried out with consideration of the Welsh Government's key policy drivers and legislative priorities.

We will continue to work with stakeholders to develop stakeholder engagement plans to ensure meaningful and early engagement with key stakeholders. We will carry out a stakeholder engagement event prior to the consultation on the refresh of TZW.

Our programme for Wales '*Taking Wales Forward*' sets out how Government will deliver more and better jobs through a stronger, fairer economy, improve and reform our public services, and build a united, connected and sustainable Wales. The refresh of the Waste Strategy and the EPR research will focus on ensuring the ambitious aims of the Programme for Government are met through the development of new policy and targets.



Lesley Griffiths AC/AM

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

Eitem 3.22

P-05-760 Atal TGAU Cymraeg gorfodol

Cyflwynwyd y ddeiseb hon gan Emma Williams ar ôl casglu 128 llofnod.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i newid ei pholisi a chaniatau i blant roi'r gorau i Gymraeg lefel TGAU (cyfnod allweddol 4). Rhowch ddewis i blant drwy beidio â gwneud yr iaith Gymraeg yn orfodol.

Etholaeth a Rhanbarth y Cynulliad

- Gorllewin Caerfyrddin a De Sir Benfro
- Canolbarth a Gorllewin Cymru

P-05-760 Stop Compulsory Welsh Language GCSE – Correspondence from the Petitioner to the Cabinet Secretary for Education, 5.7.17

Dear Ms Williams,

Thank you for taking the time to reply to Mike Hedges letter concerning the petition seeking to ask the Welsh Government to stop the compulsory study of welsh as Key Stage 4. I had been asked for my comments on your letter, hence this reply.

I was educated in Wales prior to the implementation of compulsory welsh at Key Stage 4 (being 40 myself) and am aware of how long this policy has been in place. However I do not know what this policy has cost us financially and educationally, and whether it has had a significant effect on numbers of people speaking Welsh, which I assume was the original purpose. From very brief research on statswales.gov.wales it appears that the percentage of people who speak welsh has actually declined in this time.

I am Welsh having been brought up in Swansea and now living in Tenby, but neither myself or my family have ever been Welsh speakers. I do fully support the right of Welsh speakers in Wales to be able to educate their children through the medium of welsh. However I do not believe that the compulsory education of Welsh should come at all cost. As we are struggling to fund Education as well as the NHS, social care etc in Wales.

We are in a situation in Wales at present where many English-speaking Welsh people are feeling discriminated against and fear speaking up for anxiety of being labelled racist or discriminatory.

Children educated via the medium of Welsh receive more funding per capita than their English medium counterparts for one. Every teacher and LSA is having to train in the Welsh language regardless of whether they are required to teach welsh. Parents who have chosen to send their children to English medium schools are also paying for this. If we have a never ending education fund then this would not be an issue but I currently feel that Welsh is being put above all else in our education system.

As I believe you recently commented yourself in relation to the initiative with computer coding in schools, our children are going to have to compete in a global market. As a direct result of forcing the continued education of Welsh in senior schools we are becoming more insular, our children no longer have access to

foreign languages and are being put at a disadvantage to other counties. Greenhill school our local senior school no longer offers Spanish or German and is not longer able to offer any modern languages at A's or A level. Please also see bbc extract below.

I am already aware from my time as a governor in the local primary school that due to the amount of time having to be spent on Welsh in primary school numeracy is suffering, but heads have no control to improve due to edicts from above.

“ Schools must continue to ensure continuity and progression in learning and that all learners have access to the whole programme of study” I am not entirely sure what this comments means, but given that Welsh schools are falling behind and recent targets to improve (i.e PISA score) have been dropped I fear that our children are falling behind in all areas. Funding is at crisis point with Greenhill school losing 19 staff this year and I am deeply concerned about the future of Education in Wales.

I am afraid that I do not agree with your comment about increasing demand for Welsh language skills from employers, this may be the case in the public sector where the welsh assembly is stipulating this requirement. Council and Government jobs are then main jobs specifying a requirement for welsh, this is not representative of the rest of the country where employers are desperate for highly skilled, educated, qualified people regardless of language backgrounds.

I have always worked in the Construction and Engineering sector, this Industry is a very large employer in Wales with no requirement for welsh, but with a dia need for engineers with good maths and science.

18% of people in wales speak Welsh , but 100% of us are paying for access to Welsh be it via Education, translation costs, training, duplication of all documentation or multiple phone lines.

On a personal note, my son is considering studying to become a Vet, he will therefore have to study the individual sciences, and some universities are asking for a modern foreign language at GCSE. With the requirements to continue with Welsh as well as other compulsory subjects this will not fit into the timetable. At this age, a child should be free to make choices that have a direct impact on their future.

I fear that it is underestimate how forcing welsh on people in general is also causing animosity and taking away people's freedom of choice. I would like to pose a question to you, with the number of welsh speakers in Wales being around 18%, what % of the Welsh Assembly are Welsh speakers? Is this representative of the people?

Kind Regards

Emma Williams

Extracted from : <http://www.bbc.co.uk/news/uk-wales-40457984>

Teachers in Wales are "extremely worried" about the future of foreign languages in the country, according to a British Council survey.

A Welsh Government spokesman is quoted as saying "We believe that languages play an important part in giving a young person a well rounded education, to support them in becoming global citizens, who are able to communicate effectively in other languages and appreciate other cultures."

Eitem 5

Yn rhinwedd paragraff(au) ix o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon