

Agenda – Pwyllgor yr Economi, Seilwaith a Sgiliau

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| Lleoliad: | I gael rhagor o wybodaeth cysylltwch a: |
| Ystafell Bwyllgora 1 – Y Senedd | Gareth Price |
| Dyddiad: Dydd Mercher, 7 Mawrth 2018 | Clerc y Pwyllgor |
| Amser: 09.00 | 0300 200 6565 |
| | SeneddESS@cynulliad.cymru |

Rhag-gyfarfod preifat (09.00–09.15)

**(Eitem breifat) Crynodeb o ganfyddiadau'r arolwg a'r grwpiau ffocws –
Deddf Teithio Llesol (Cymru) 2013 – Ar ôl deddfu (09.15–09.30)**

1 Cyflwyniad, ymddiheuriadau, dirprwyon a datgan buddiannau

**2 Ymgyrchwyr – Deddf Teithio Llesol (Cymru) 2013 – Craffu ar ôl
Deddfu**

(09.30–10.45)

(Tudalennau 31 – 72)

Rachel Maycock, Rheolwr Cymru, Living Streets Cymru

Steve Brooks, Cyfarwyddwr Cenedlaethol, Sustrans Cymru

Ryland Jones, Pennaeth Amgylchedd Adeiledig, Sustrans Cymru

Dogfennau atodol:

Briff Ymchwil

EIS(5)–06–18(p1) Living Streets (Saesneg yn unig)

EIS(5)–06–18(p2) Sustrans Cymru (Saesneg yn unig)

Egwyl (10.45–11.00)



Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales

3 Amgylchedd adeiledig – Deddf Teithio Llesol (Cymru) 2013 – Craffu ar ôl Deddfu

(11.00–11.45)

(Tudalennau 73 – 80)

Simon Shouler, Rheolwr y Gymdeithas Ymgynghoriaeth a Pheirianeg (ACE)
yng Nghymru, ACE Cymru Wales

Robert Jones, Cynllunydd Trafnidiaeth Cyswllt gyda WSP Consultants, Aelod o
Gymdeithas Ymgynghoriaeth a Pheirianeg Cymru (ACE)

Martin Buckle, Ymgynghorydd Cynllunio, Trafnidiaeth ac Adfywio Annibynnol
/ Cadeirydd, Fforwm Cynllunio Polisi ac Ymchwil Cymru

Mark Farrar, Cyfarwyddwr Cynllunio, The Urbanists Ltd (Yn cynrychioli y
Sefydliad Cynllunio Trefol Brenhinol (RTPI) Cymru)

Dogfennau atodol:

EIS(5)–06–18(p3) ACE Cymru Wales (Saesneg yn unig)

EIS(5)–06–18(p4) RTPI Cymru (Saesneg yn unig)

4 Papurau i'w nodi

4.1 Gohebiaeth gan Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth at y Cadeirydd ynghylch Comisiynydd Traffig Cymru

(Tudalennau 81 – 84)

Dogfennau atodol:

EIS(5)–06–18(p5) Gohebiaeth gan Ysgrifennydd y Cabinet dros yr Economi a
Thrafnidiaeth at y Cadeirydd ynghylch Comisiynydd Traffig Cymru

4.2 Gohebiaeth at Arweinydd y Tŷ a'r Prif Chwip, a'r Gweinidog Diwylliant, Twristiaeth a Chwaraeon, ynghylch Ofcom: Memorandwm Cyd-ddealltwriaeth Drafft

(Tudalen 85)

EIS(5)–06–18(p6) Gohebiaeth at Arweinydd y Tŷ a'r Prif Chwip, a'r Gweinidog Diwylliant, Twristiaeth a Chwaraeon, ynghylch Ofcom: Memorandwm Cyd-ddealltwriaeth Drafft

4.3 Gohebiaeth at Ysgrifennydd y Cabinet dros Ynni, Cynllunio a Materion Gwledig ynglŷn ag elfennau cynllunio y Cynllun Gweithredu Symudol a'i hymateb

(Tudalennau 86 – 88)

Dogfennau atodol:

EIS(5)–06–18(p7) Gohebiaeth at Ysgrifennydd y Cabinet

EIS(5)–06–18(p8) Gohebiaeth gan Ysgrifennydd y Cabinet

4.4 Gwybodaeth ychwanegol gan Openreach yn dilyn cyfarfod y Pwyllgor ar 25 Ionawr

(Tudalennau 89 – 90)

Dogfennau atodol:

EIS(5)–06–18(p9) Gwybodaeth ychwanegol gan Openreach yn dilyn cyfarfod y Pwyllgor ar 25 Ionawr (Saesneg yn unig)

5 Cynnig o dan Reol Sefydlog 17.42 i benderfynu gwahardd y cyhoedd o weddill y cyfarfod

6 Gohebiaeth at Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth, gan gynnwys crynodeb wedi'i atodi o'r materion allweddol – ymchwiliad Pwerau Newydd: Posibiliadau Newydd

(11.45–12.00)

(Tudalennau 91 – 103)

Dogfennau atodol:

EIS(5)–06–18(p10) Gohebiaeth at Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth, gan gynnwys crynodeb wedi'i atodi o'r materion allweddol – ymchwiliad Pwerau Newydd: Posibiliadau Newydd

EIS(5)-06-18(p11) Tystiolaeth ysgrifenedig gan y Gymdeithas Frenhinol dros Atal Damweiniau (RoSPA) ynghylch cyfyngiadau cyflymder (Saesneg yn unig)

EIS(5)-06-18(p12) Tystiolaeth ysgrifenedig gan Heddluoedd Cymru ynghylch cyfyngiadau cyflymder (Saesneg yn unig)

EIS(5)-06-18(p13) Tystiolaeth ysgrifenedig gan GoSafe ynglŷn â therfynau cyflymder (Saesneg yn unig)

7 Ystyried Flaenraglen Waith ddrafft yr haf

(12.00-12.15)

(Tudalennau 104 – 105)

Dogfennau atodol:

EIS(5)-06-18(p14) Blaenraglen waith drafft (Saesneg yn unig)

Ôl-drafodaeth breifat (12.15-12.30)

Mae cyfyngiadau ar y ddogfen hon

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Living Streets assessment of the implementation and operation to date of the Active Travel (Wales) Act 2013

On behalf of pedestrians in Wales, Living Streets Cymru wants to see active travel as the preferred and best choice for people making short, everyday journeys such as the walk to school.

The letter of the Active Travel Act, to produce maps is on track, with some small delays. However the vision to transform our country into an active travel nation is not being realised by the Act and those responsible for its implementation.

In regard to implementation there is still a lot to be done. The letter of the Act is being delivered, mostly on schedule. However, the spirit and purpose of the Act is to increase active travel and this cannot be done in the transport portfolio alone. Delivery needs to be seen across health, education, communities as well as environment briefs amongst others. A joined-up effort across Welsh Government could make efficiency savings and, most importantly, see more people benefit from active travel. Active Travel delivery sits within Road Safety and Transport but the bulk of benefits would be seen in public health.

The wide variety of benefits of active travel are not being seen across the country. While there are hot spots of behavior change delivering higher rates of walking and cycling and some good examples of infrastructure improvements, these are the exception.

For example out of 1549 schools in Wales there are fewer than 100 are funded by Welsh Government to have intensive support to increase and improve active travel, only 30 schools received Safe Routes in Communities funding to improve the journey to school in 2016/17.

Given the scope for savings across government in health alone - low physical activity levels among children and adults is estimated to cost the NHS Wales £650 million a year – investment in active travel schemes is excellent value money. Compared with other investment in transport projects, walking environment improvements are good value for moneyⁱ.

In order for the act to be effective the Action Plan needs to be more strategic and ambitious, setting targets and increasing multi-year funding to delivery partners and Local Authorities. Data collection and evaluation are important to guide this work, but should no longer be used as a delaying tactic to hold up progress or innovation.

We need to invest in schemes that are proven to increase walking (and cycling) across the country and ultimately make every school an active travel school, and every workplace an active travel workplace. Some of the levers to make this change exist but they are not being coordinated centrally or expected to deliver. The 21st Century Schools programme and the Wales and Borders and Metro franchise are key opportunities, led and funded by Welsh Government that must be harnessed.

Action Plan

Without a clear road map for improvement, including targets, deadlines, funding streams the Action Plan is unable to deliver change. The current action plan sets out a vision, but no method to get there.

A revised Active Travel Action Plan should set out an ambitious approach to funding, targets and implementation across departments and public bodies.

Mapping

These maps need to be made relevant to those who need them, but the target audience is still unclear. If they are for planners and local authorities then this was an expensive and time consuming exercise. If they are meant for public use it needs to be clear how and why they would access the maps. The mapping is at worst an exercise that has raised expectations with communities that there will be infrastructure improvement, which may not be the case due to funding.

The Welsh Government needs to raise the bar and offer greater leadership so these processes yield maps fit for purpose, i.e. they increase and promote active travel for all.

Consultation

The design guidance section 3ⁱⁱ sets out the best practice and tools for consultation. I would suggest the majority of Local Authorities did not adhere closely to this, but rather followed the statutory minimum of 12 weeks online consultation. With the complexity of the process, an online approach was not an ideal method to consult communities on the active travel routes they use and would like to use. Living Streets, Sustrans and Cycling UK worked to identify the opportunity and methods for consultation on the integrated network maps across Wales, using our networks to encourage people to get involved where they live, work, study.

Living Streets developed a bilingual school route audit toolkit for schools ⁱⁱⁱbased on a pilot in three Local Authorities, this was sent out to all 22 Local Authorities as a consultation tool for the active travel mapping, school travel plans and safe routes in communities bids. To my knowledge this has not been used by any local authorities to date.

Impact on the ground

The scale of impact on the ground is still extremely small. When I ask if people have noticed a difference since the Act was passed I have never heard anyone say they have noticed a positive difference. There is an implementation deficit that needs to be addressed urgently.

A recent pedestrian survey highlighted a number of concerns, issues which prevented people from walking as often or as safely as they wished. The top two issues were pavement parking and reducing the speed limit in residential areas to 20 miles per hour. The Wales Act 2017 devolves powers speed limits of Welsh roads to the Welsh Government Ministers. The Act should be used to lead the way in making Wales one of the safest and easiest places to walk.

Walking schemes in Wales

There was one walking scheme for health impacts, Let's Walk Cymru in Wales. The scheme was run by the Ramblers for over 12 years. Walking for health schemes like this focus on shorter community walks, particularly as a method to tackle social isolation and increase physical activity, thereby reducing the rate of preventable illnesses such as heart disease, Type 2 diabetes, some cancers and obesity.

In 2017 this scheme was ended, with no announcement or explanation given. In England and Scotland walking for health is a growing area of work. Given we have the Act in Wales, this seemed to be a retrograde decision. There are no other walking schemes looking at behaviour change, which are funded by the Welsh Government.

In 2017 Living Streets carried out a School Route Audit pilot project for 3 schools, despite the success of the pilot there was no scope within Welsh Government to develop this scheme.

Schemes such as the Daily Mile are promoted but not funded by Welsh Government.

Walk to School

Living Streets runs the WOW walk to school challenge across the UK. In England over 3000 WOW schools participate, with over 1200 funded directly by DfT. In Scotland there are over 300 WOW schools, with about 200 funded directly by Scottish Government. In Wales there are currently 8 self-funded or LA funded WOW schools, and 0 funded by Welsh Government.

The WOW scheme works to increase walking rates to school on average by 23%^{iv}. It is based on the badge collection incentive for children to walk at least once a week. Last year 600,000 children took part across the UK.

Crucially the data collected in each school records the mode of travel for every child every day. This data tracks progress and effectiveness of interventions to increase active travel.

We submitted a proposal to Welsh Government for funding to place WOW in Welsh schools, in particular to translate materials and the data collection software, Travel Tracker^v, into Welsh language, this was unsuccessful.

Active Travel Board

The role of any board is to provide an external perspective and offer timely and informed advice, for government boards this should ideally be for the Minister, in an opportunity for direct communication and dialogue with industry/sector experts.

The Active Travel Board has had several iterations since 2014, the chair, membership and ministerial attendance has varied. As several board members are also (potential) delivery partners there is a need to increase transparency on the actions and advice of the board.

The role of Welsh Government officials should also be clarified on the board, for example in ensuring advice gets through to the minister in this direct forum. A chair of the board should be engaged in the agenda and neutral, not an interested party.

In our view ministerial attendance is essential at all Active Travel Board meetings. If the Board is to drive a real increase in active travel there needs to be Ministerial oversight to ensure better coordination across government.

Funding

Firstly there is very little transparency when it comes to the amount of funding being spent on active travel, where this money is being spent and the outcomes achieved.

Our experience in behavior change programmes shows that multi-year funding is key to achieving results that can be then sustained without direct support. Most of the funding to Local Authorities, either for the mapping process or Safe Routes in Communities are one year pots of funding, with no guarantees for future funding. This makes it impossible to plan a series of work. Year on year Local Authorities do not know what they will receive and many have stopped bidding for funds from these pots as they cannot be relied upon.

We support the calls for there to be a minimum spend per person on active travel, of at least £10 per head. This should also be divided into capital and revenue schemes to support behavior change alongside infrastructure improvement. Potential streams of dedicated funds include a model like England with DfT spending 1.2 billion on the CWIS, coupled with Department for Education PE and Sports Premium grants for schools raised by the 'sugar tax' which can now also be spent on active travel to and from school^{vi}.

An independent study for DfT has shown for every £1 invested, our walk to school programme is expected to return £7.64^{vii} in benefits. Interventions like these can help reverse the long term

decline in the number of children walking to school in Wales. Other delivery partners have similar return on investment ratios for cycling schemes.

Target-setting

The Westminster Government has signed up to the Living Streets target to reverse the decline in the number of children walking to school, to get it back to at least 55%.

Having passed the Active Travel Act, the Welsh Government should be able match or better this commitment.

Living Streets Cymru have offered to hold workshops with experts and government officials from England, Scotland and Wales to develop targets for walking and cycling that are ambitious and suitable.

Active Travel Strategy – some comparisons

While we have an Act here in Wales it is clear that we need to better integrate policies and implementation across government to deliver strategic change.

DfT have the Cycling and Walking Investment Strategy^{viii} includes targets by 2025 for children walking (to 55%) and cycling (double) to school and increase walking as the natural choice for short journeys. The Strategy sets out how government departments, local governments, industry, other transport networks, business and the third sector all work to deliver these targets.

Scotland has a National Walking Strategy and Cycling Action Plan for Scotland 2017-2020 with aims to increase walking up with the best performing countries.^{ix}

Recent Active Travel Wales data – some UK comparisons

Firstly it is worth noting the data released by Welsh Government not as detailed as the DfT's Cycling and Walking statistics for England released earlier this year.

Data on active travel released by the Welsh Government^x reveals a severe drop in walking rates for people in Wales, including children on the school run. The Welsh Government statistics reveal 42 per cent of primary school children walk to school, down from 50 per cent in 2013-14.

Most alarmingly the release suggested this was a 'slight' reduction. With over 270,000 pupils in primary school a reduction of 8% is estimated at 22,000 fewer children walking to school. There is a correlation between this data and an increase in the number of children travelling to school by car.

The reduction in the number of children walking to school seems to be largely the result of a fall in the number of those walking to school on their own or with friends. Safer crossings, school street closures and 20mph limits are all ways to help parents feel safer walking to school.

Walking for travel

- 61% of adults walked for at least five minutes at least once a week for active travel purposes. This has fallen from 66% in 2013-14, despite the Active Travel (Wales) Act 2013 and the Active Travel Action Plan published in February 2016.
- For comparison, the England 2016 figures showed 42% of adults walked at least ten minutes at least once a week for active travel purposes, and 68% walked at least once a week for travel or leisure.

Walking to school

- 44% of children actively travel (and 42% walk) to primary school, and 34% to secondary school. This was a reduction for primary school children from 50% in 2013-14, which seems to be largely the result of a fall in the number of children walking to school on their own or with other

children, and a corresponding rise in the number travelling by car.

- Distance to school is not surprisingly a strong predictor of walking: 78% of primary school children who lived less than a kilometre from their school sometimes walked to school, but just 26% of those who lived 1–2 km away did so. 86% of secondary school children who lived less than a kilometre and a half away from their school sometimes walked to school but just 47% of those who lived 1.5–3 km away did so, and fewer than 5% of those who lived at least 3 km away.
- Again there's a rural / urban divide: Children living in more sparsely populated rural areas, defined as 'hamlet and isolated dwellings' were more likely to use a car to get to school and less likely to walk, than those who lived in urban areas. It seems likely this is correlated at least partly with distance, but there's no data on it.
- As children get older they reduce their reliance on an adult and are more likely to walk on their own or with other children. Travelling to school by car is very common for young children (over half of children under 10 years old), but as children get older and go to secondary school, use of the car reduces (less than a fifth of children aged 17 to 19).

Regional variations

- The percentage of people who walked for more than 5 minutes as a means of transport, more often than once a month, varied from 42% in Flintshire to 86% in Cardiff. Cardiff was also the local authority with the highest proportion of people walking as a means of transport most frequently and Flintshire the lowest, with 44% walking every day in Cardiff and 14% doing so in Flintshire
- This is partly due to the rural / urban divide: 72% of people in urban areas walked for more than 5 minutes as a means of transport, more often than once a month, compared with 59% of people in rural areas. People in urban areas were also more likely to walk more frequently, with 31% of people in urban areas walking every day compared with 22% in rural areas.

ⁱ <https://www.livingstreets.org.uk/media/1392/making-the-case-summary-final.pdf>

ⁱⁱ <http://gov.wales/docs/det/publications/141209-active-travel-design-guidance-en.pdf>

ⁱⁱⁱ https://www.livingstreets.org.uk/media/2770/living-street-toolkit-english-_online-final.pdf

^{iv} <https://www.livingstreets.org.uk/what-we-do/projects/wow>

^v <https://www.livingstreets.org.uk/what-we-do/projects/wow-travel-tracker>

^{vi} <https://www.livingstreets.org.uk/what-we-do/walk-to-school/sport-premium>

^{vii} Economic webtag analysis carried out by Capita, March 2014

^{viii} <https://www.gov.uk/government/news/government-publishes-12-billion-plan-to-increase-cycling-and-walking>

^{ix} <https://www.transport.gov.scot/our-approach/active-travel/walking-and-cycling/>

^x <http://gov.wales/docs/statistics/2018/180130-active-travel-walking-cycling-2016-17-en.pdf>

February 2018

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Sustrans Cymru

Submission of evidence to the National Assembly Economy, Infrastructure & Skills Committee post-legislative scrutiny of the Active Travel (Wales) Act (2013)

February 2018



About Sustrans Cymru

Sustrans Cymru is the charity that makes it easier for people to walk and cycle in Wales. We work for a Wales with happier, healthier people; greener, better local environments; and stronger economies and communities. With bases in Aberystwyth, Bangor, Cardiff, Ruthin, and Swansea; our behaviour change, built environment, policy and communications, volunteer teams work across Wales to help implement the Active Travel Act.

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Summary

Sustrans Cymru welcomes the opportunity to respond to the National Assembly Economy, Infrastructure & Skills Committee's Active Travel (Wales) Act 2013 post-legislative scrutiny.

Having led the civil society campaign for the introduction of the Act, Sustrans Cymru was pleased when the National Assembly passed legislation in 2013. Whilst the Act has been a positive development, Sustrans Cymru believes its implementation has failed to deliver the level of ambition originally promised. Further, we would caution that whilst the Act is welcome, the effects of the legislation will be limited unless Welsh Government tackles Wales' overreliance on the car.

Sustrans Cymru recommends that Welsh Government re-asserts its support for the Act by providing appropriate political leadership and funding, and boosting the capacity and capability of professionals to deliver.

Further, we would recommend that Welsh Government places modal shift at the heart of its transport agenda, and uses the new Welsh Transport Strategy and the review of active travel funding as two vehicles for driving forward a step change in how Wales travels.

How far the stated objectives of the Act have been achieved

Introduction

The Act has a broad, three-party purpose: the mapping process; enhancing provision and giving due regard; and the wider promotion of active travel journeys.

On **mapping**, whilst Welsh Government and local authorities are implementing the letter of the law, Sustrans Cymru remains disappointed at the quality of implementation and the extent to which public bodies are following the spirit of the law. On **enhancing provision and ensuring due regard**, we are content that some progress is being made, however we would caution that without a concerted effort this progress will become isolated examples of good practice rather than common practice. Finally, on the **wider promotion of active travel journeys**, whilst some work has been undertaken the extent to which Welsh Government is prioritising active travel in both spending decisions within transport, and beyond the wider mapping process is poor. Sustrans Cymru maintains that overall revenue funding for behaviour change interventions is insufficient.

Mapping process

This section of the Act should be more than a mapping exercise. The Existing Routes Maps (ERMs) and the Integrated Network Maps (INMs) process is an opportunity for local authorities to engage with communities, develop a vision for active travel, and lay out a strategic plan aligned with other council priorities. It should be an opportunity for local authorities to consider how they can use transport planning as a tool for implementing the Well-being of Future Generations Act; tackling issues like air pollution, physical inactivity, obesity and other public health concerns; congestion; road safety; community cohesion, isolation and loneliness; prosperity and retail vitality. Local authorities should view the INM as one of a number of important corporate documents alongside their corporate plan/programme for government, LDP, or economic development plan. In this respect, the Act should be 'more than a map'.

Despite some examples of good practice, local authorities have largely failed to see this process as 'more than a map'. Whilst we are content that local authorities have followed the letter of the law, the spirit of the Act and the original promise of the Act have largely not materialised. Cardiff and Wrexham are two examples of authorities that have aligned INMs to corporate priorities.

Why does this matter? On a policy level, local authorities risk misusing an important weapon in their armoury: active travel contributes to at least five of the seven well-being goals. On a delivery level, without a strategic vision for local route networks, current scheme prioritisation methods do not provide an effective forward planning process.

The cause of this problem is complex and Sustrans Cymru is clear that the cause does not lie with any one particular body. There are four factors that we believe contribute to the problem: political leadership; insufficient capacity; unpredictable and insufficient funding; and insufficient capability; which are all expanded upon below.

Political Leadership

Despite the passage of the Act, and the will on the part of some Welsh Ministers to implement it effectively, overall active travel has not been afforded the kind of political attention it has enjoyed in other parts of the world. Experience shows that to deliver change, we need political leaders who are prepared to personally lead this agenda, challenge business as usual, paint a positive vision for the future and enable delivery bodies to meet their obligations. In Scotland, London and New York City, we see leaders who have articulated a vision, crafted a strategy and have been hungry for results. Here in Wales, that kind of leadership is beginning to be demonstrated by the new administration in Cardiff council. A more assertive approach at a political level will drive this agenda

forward which in turn would stimulate greater buy-in and results from the civil service (beyond the small team working on active travel) and within local government, political leaders and senior officers. We would cite as an example the political leadership provided by Welsh Ministers in the implementation of the Waste (Wales) Measure (2010) and municipal waste targets as an example of what can be achieved.

Insufficient capacity

Within Welsh Government there is insufficient staff resource to implement the Act. Our understanding is that there are just 2.5 FTE within the civil service working on the Act and allied active travel matters. Similarly, within local government, there is insufficient staff resource with very little capacity at a senior level for walking and cycling.

Insufficient funding

Welsh Government has failed to provide appropriate funding streams to implement the Active Travel Act. Over the last 10 years capital budgets for transport have been around £300m per annum (equating to broadly £100 per capita per annum). Welsh Government understands that funding for active travel schemes was usually between £12-20m, an average of 5% of the total budget per year, or £5 per capita per annum. However because Welsh Government fails to capture investment data accurately, our estimate is that spend could be as low as £3 per head per year.

In Scotland, the investment picture is considerably better with around £16 per head per year. In 2016 the Mayor of London made a commitment to invest in 'record levels' in cycling which is expected to equate to £17 per capita per annum, an amount similar to that in Denmark and parts of the Netherlands. In Copenhagen city, investment levels on cycling have been more than £35 per capita per annum since 2004, resulting on a 41% modal share for cycling in the city.

Sustrans' Bike Life report which was published last year was the UK's biggest assessment of cycling in seven major UK cities including Cardiff. Our research found a considerable difference in spending levels across the seven cities ranging from £25 per capita in Bristol to just £4 per capita in Cardiff. The research also found overwhelming public support for investment, with 79% of those sampled by ICM in Cardiff liking to see more money spent on cycling. Bike Life went on to highlight the return on investment spending on cycling creates. Current spend in Cardiff delivers a £28m total benefit to the city including a saving for the NHS of £699,000 annually (equivalent to the average salary of 30 nurses); and taking 11,008 cars off the capital's roads each day (equivalent to a 33 mile tailback).

We have warmly welcomed the statement from the Cabinet Secretary for Economy & Transport to increase the 'aggregate' spend on walking and cycling. We have recommended to government that it increases investment to £10 per capita per annum for the financial year 2018/19, rising to £15 by 2019/20 and £20 by 2020/21. £20 by 2020 would not only provide the certainty and sustainability that delivery bodies including local government require, but would also send a strong political signal that the Welsh Government is truly committed to delivering the Active Travel Act.

As with any sector of the economy, transport needs certainty and predictability that enables forward-planning and instils confidence and ambition. At present, the allocation and delivery of active travel funding has made investment hugely challenging. Without a mandate of future funding streams aligned to the Active Travel Act, local authorities have little incentive to consider the development of a strategic programme for active travel schemes, and prioritise them effectively. The lack of multi-year funding has created a situation whereby smaller, 'shovel-ready' schemes are usually the only schemes to progress, often at a standard below the Design Guidance. This in part explains why very few landmark schemes have progressed over the last few years.

Notwithstanding the INM process, historic allocation of funding has tended to be piecemeal without any real alignment to a set of strategic objectives directed by Welsh Minister or any assurance that the final delivery of schemes will meet standards.

In addition to recommending an increase in investment, we have also recommended to Welsh Government that the budget is moved onto a five-year cycle and that firmer criteria are developed for the allocation of funding.

Insufficient capabilities

Whilst Welsh Government has provided some resource to support local authorities and industry to deliver the Act (such as the Design Guidance, guidance on funding applications, support on the INM drafting process) this level of support falls short of what is needed. We compare the situation regarding the Active Travel Act with that of the support provided by Welsh Government to the construction industry when it created new national standards for sustainable buildings and changed Building Regulations. Professionals need to have a better understanding of the policy agenda and a greater technical understanding of how schemes should be delivered. Issues include: Planning and Development Control processes, Road Safety Audit, and links to statutory approaches outlined in the Design Manual for Roads and Bridges. Often, because the Act guidance is viewed as subordinate to these well-established approaches, there is little evidence of either the desire or ability to achieve the required step change in approach that is needed to properly implement the Act.

It remains to be seen the extent to which the mapping process will make a transformative contribution to new and improved active travel routes and related facilities needed to create integrated networks of active travel routes and related facilities in local authority areas.

Enhancing provision and giving due regard (in preparing transport policies and under the performance of functions under the Highways Act (1980))

We are content that some progress is being made in the implementation of these provisions of the Act; however we would caution that without concerted effort this progress will become isolated examples of good practice rather than common practice.

At a policy level, Sustrans Cymru has worked with Welsh Government to revise WelTAG and we are currently in dialogue with officials regarding the refresh of Planning Policy Wales (PPW). However, other strategic policy documents, like the Programme for Government and Prosperity for All, whilst making strong reference to active travel, fail to recognise and appropriately prioritise active travel as an agenda that will deliver wider government objectives (for example, town centre regeneration, carbon reduction and improved air quality, public health). At a senior-level, both within Welsh Government and local authorities, there is still a disappointing lack of awareness and understanding of the Act and the wider active travel agenda. Walking is often seen as a lesser-order problem that does not require government intervention, whereas cycling can be seen as a leisure or sporting activity, rather than a mode of transport. We are pleased however that the Future Generations Commissioner has prioritised sustainable transport and active travel as primary work stream for her office.

At a delivery level there exists a 'practice chasm', a gap between national policy and local delivery. Increasingly, policy documentation and strategic plans take account of the Active Travel Act in principle, but the reality of delivery timescales, lack of awareness among delivery staff and reluctance to innovate means that there is still little evidence of policy being put into practice on a wide scale. Application for funding of active travel schemes via programmes such as the Local Transport Fund and Safe Routes in Communities require authorities to consider the Act and this is reflected in scheme

submissions in terms of links to policy. However, scheme implementation often falls short of the required standards, particularly on innovative approaches, and this is not reflected in reduction or removal of funding approvals which is required to change the status quo. This is exacerbated by weak monitoring of scheme implementation. Without punitive measures to address this gap, it is unlikely the required step change in approach will be achieved within current funding systems.

Promotion of active travel journeys and securing of new and improved active travel routes and related facilities

Regarding the wider promotion of active travel journeys, whilst some work has been undertaken, the extent to which Welsh Government is prioritising active travel in both spending and policy decisions within transport, and beyond the wider mapping process is poor. Sustrans Cymru maintains that the level of Welsh Government support for behaviour change programmes is insufficient.

The Wales and Borders rail franchise procurement process (and the development of a South Wales Metro) represents a missed opportunity to better integrate walking and cycling with public transport. Integration between active travel and rail is often wrongly confused with bike storage on trains. The issues impacting integration are much broader and include the accessibility of stations for pedestrians and cyclists; the placement of a station within its wider physical environment (wayfinding, placemaking); safety and security measures; bike storage and allied facilities at stations; disabled access etc.

It is our view that Transport for Wales under-specified requirements for active travel in the bidding process, leaving a gap that has been filled by franchise bidders, local authorities and third sector organisations like Sustrans Cymru. The franchise could have been an opportunity for Welsh Government to clearly state its vision for an integrated active travel/rail network.

There is still an opportunity for Welsh Government to consider key walking and cycling routes as part of Wales' national infrastructure base, alongside motorways and trunk roads, broadband, energy distribution, flood management. It is for this end that we recommend that the National Cycle Network and other walking and cycling routes of strategic importance be included within the remit of the National Infrastructure Commission for Wales and the National Development Framework for Wales. Such an approach would ensure a more strategic approach to funding regionally important walking and cycling routes (such as the proposed Cycle Superhighways in Cardiff, or the travel to work corridors around the Deeside Enterprise Zone).

In our model of change, Sustrans Cymru believes there are three components to promoting active travel: infrastructure, individual behaviour change, and community engagement. Whilst Welsh Government investment in infrastructure is insufficient, the amount of resource it provides to support individual behaviour change and community engagement is even poorer.

Sustrans Cymru is funded by the Welsh Government to deliver our Active Journeys programme which works with schools across Wales to create a culture that makes it easier for children to walk, scoot or cycle. Supporting Schools in all 22 local authorities, we provide graduated interventions that help to build the skills, confidence and awareness that make active travel for everyday journeys a reality. Our work typically increases the levels of active travel by 9% after one year of engagement. Whilst we are proud of the impact this programme is having, we are conscious that we are engaging just 8% of schools in Wales. Further, with the end of our Cymru Active Travel Challenge project (focused on workplaces) there is no Welsh Government funded workplaces programme in Wales. This is despite Welsh Government's national strategy *Prosperity for All* stating a commitment to work with and

support the business community to improve the health and well-being of workers and help people to remain in employment.

Our Better Places programme is based on approach which combines placemaking with Complete Streets (a similar example can be seen in the Mayor of London's Healthy Streets programme). By involving residents and local communities in the street design process, Better Place is able to deliver low-cost physical interventions that improve the street scene, and improve walking and also cycling provision. Sustrans Cymru is delivering a number of projects as part of our Better Places programme, but would welcome Welsh Government support to ensure that, like in London, this approach is seen as an important vehicle for delivering community regeneration.

The effectiveness of subordinate legislation and guidance made under the Act

Sustrans Cymru considers the Design Guidance to be generally be good, however we would observe that we have yet to see any schemes that have been developed from start to finish using the Design Guidance. Local authorities have generally not been good at innovative design measures, except in Cardiff. One continual challenge has been the extent to which local authorities have wanted to reduce traffic capacity. It is still the norm that the Design Guidance is used in a way which 'fits' walking and cycling around space for cars.

Action which should be taken to improve the effectiveness of the Act and its implementation

Our mantra is better implementation and increased investment. Both are urgently needed and both are mutually dependent.

Action requiring ministers to report on active travel

Welsh Government produces an annual report documenting progress made in delivering the Act. The annual report is laid as a document before the Assembly and has been accompanied by a Written Statement from the minister. It is our view that this does not provide Assembly Members sufficient opportunity to scrutinise progress, and that Welsh ministers should commit to holding an annual debate of no less than one hour during government time.

The effectiveness of wider active travel policy in supporting delivery of the Active Travel (Wales) Act

The effectiveness of the Active Travel Action Plan

The Active Travel Action Plan should be a vitally important document that drives the implementation of the Act. However, the current content and use of the Action Plan is insufficient for this purpose. There is little political scrutiny of the Action Plan, SMART objectives and milestones are lacking, ownership can be confused. Sustrans Cymru does not recommend a lengthy redrafting exercise at this stage, however we would welcome the establishment of a national set of targets for walking and cycling based on evidence where latent demand for walking and cycling can be released.

The operation of the Active Travel Board

Whilst the Active Travel Board provides a useful forum to share information, the way the body is currently constituted is not fit for purpose. We also note calls for an active travel commissioner for Wales and observe the degree to which similar roles are working in other territories. In light of this, we would recommend that the Active Travel Board is replaced with a new National Advisory Board for Active Travel, which comprises of Welsh Government, local government, other transport sector stakeholders (such as regional transport authorities, Transport for Wales), NGOs, and academics/experts. The Board should have a publicly appointed chair, have a clear terms of reference, with papers published online.

Wider sustainable transport agenda

Despite the introduction of the Active Travel Act, transport policy in Wales is still largely driven by the car. In a Wales designed around the car, those that are unable to afford to own or run a car risk being excluded socially and economically. With more cars on the road, we know that levels of air quality are worsening and congesting is increasing, generating greater negative impacts on our health, economy, communities, and environment. There is a danger that new technology like EVs and major infrastructure projects like the South Wales Metro will be seen as silver bullets, but our concern remains that without a fundamentally different approach to the car, we will continue to entrench problems that harm the well-being of future generations.

Sustrans Cymru advocates a people-centre approach to transport policy. One where people are able to access shops, schools, healthcare and work within a short distance on foot or by bike. Where that is not possible, quality public transport including buses, should be the modal choice but properly integrated with walking and cycling routes. For some, using the car for shorter journeys will remain necessary. Urban shift workers and those in large parts of rural Wales are two examples. But for necessary car journeys, EVs fuelled by renewable energy should be the choice.

Welsh Government and all political parties need to grasp this challenge, and lead a step change in how Wales travels. The forthcoming Welsh Transport Strategy offers an opportunity to place a people-centred approach that delivers modal shift at the heart of transport policy.

Introduction

The Association for Consultancy and Engineering Cymru Wales' response comprises the agglomerated views and evidence from key member organizations.

The structure follows the two-stage headings and sub-headings of the consultation commissioning document.

1 Assessment of the implementation and operation to date of the Act

1.1 How far the stated objectives of the Active Travel Act are being achieved

1.1.1 Since 2013 cycling provision and activity in the South Wales region is encouraging, particularly in Cardiff. There have been 11.5m bike trips in Cardiff per year – a 28% increase between 2013 and 2014 (source: Bike Life Cardiff Report).

1.1.2 Formal submission of integrated network maps and public consultations on existing and future active travel routes shows Local Authorities' (referred to hereafter as LA) commitment to provide for Active Travel needs.

1.2 The effectiveness of subordinate legislation and guidance made under the Act

1.2.1 Active Travel Design Guidance (referred to hereafter as ATDG) provides standalone and simplified design guidance. The audit tools set out standards by which to evaluate active travel routes, however these could be refined further to reflect local characteristics and the requirements of less urbanized areas. The ATDG and audit tools were developed in collaboration with major campaign groups, cycling organizations and practitioners in the industry, giving them credibility. They capture lessons learnt from prominent schemes both in the UK and internationally.

1.2.2 The ATDG is well used across the UK as current best practice for LAs and practitioners. The Department for Transport (referred to hereafter as DfT) directs local highway authorities to the ATDG for producing Local Cycling and Walking Improvement Plans. There are English LAs that have adopted the term Active Travel.

1.2.3 Welsh LAs, and the promoters of major highway schemes, follow the ATDG as the Act places a duty on promoters of all Welsh transport schemes. We understand that all twenty-two Welsh LAs have developed existing route maps and integrated network maps. Some have identified very few routes on their existing route maps while others have done more

extensive work to identify a more comprehensive starting point. Generally, there appears to be uncertainty about future funding for year-on-year improvements.

1.2.4 Feedback indicates that the application of the ATDG to trunk road schemes would benefit from clearer guidance and early consideration during the scheme objective setting stage. Culturally, trunk road promoters should align with the expectation that new transport schemes should add value for active travel users.

1.3 What action should be taken to improve the effectiveness of the Act and its implementation

1.3.1 Make the Act's requirements more conspicuous to developers that do not regularly operate in Wales.

1.3.2 Expand the ATDG to cover less than perfect site conditions. For example, in south Wales' valleys towns, key routes commonly exceed a gradient of 1:40.

1.3.3 With cross-authority walking and cycling being commonplace, consider adopting a more strategic/centralised mapping and route-development approach.

1.3.4 Provide guidance to address fragmented and disjointed networks through urban areas and across authorities' boundaries to form continuous routes.

1.3.5 Clarify what constitutes enhancement.

1.3.6 Provide guidance on the level of survey-based evidence required to understand whether a scheme impacts on active travel users.

1.3.7 Clarify the spatial scope with which active travel users should be considered. For example, limit intervention to where the scheme interacts with existing active travel routes only or with communities, or whether there is a need for a wider, more strategic approach to the opportunities a new scheme might create. For example, a North Wales trunk road scheme provided only for active travel users within the scheme limits.

1.3.8 Provide further guidance aimed primarily at private developers setting out how residential and commercial developments might contribute towards future active travel routes.

1.3.9 Co-ordinate Active Travel schemes and wayfinding material at a national level, linked to the National Cycle Network.

1.3.10 Unlock Active Travel barriers by promoting schemes such as wayfinding, cycle parking and adult cycle training.

1.3.11 Set strategic targets and look at engaging communities to monitor the success of Active Travel schemes to assess against the targets.

1.3.12 Expand current appraisal methods to consider the impacts of Active Travel schemes.

1.3.13 Provide a consistent funding stream for interventions that are not funded by development gain. It appears that some LAs struggle to fulfil the Act's requirements year on year because of competing budgetary pressures.

1.4 How far has the Act represented, and will continue to represent, value for money

1.4.1 The Act usually increases the cost of developments and requires public funding. Current appraisal methods focus on journey time benefits and thus are not suited to appraising Active Travel schemes. Active Travel schemes can delay motorized traffic, causing economic dis-benefit using current assessment criteria. For example, schemes that require traffic light-controlled road crossing points. Therefore, any test of value for money would be weak at best using established criteria.

1.4.2 A better test might be to consider the added value, or the cross-portfolio impacts over the longer-term. For example, looking at the impact the Act is having on the growth in walking and cycling and the benefits this brings to people's health, lowering emissions and providing recreation opportunities.

2 Assessment of the effectiveness of wider active travel policy in supporting delivery of the Active Travel (Wales) Act 2013

2.1 The effectiveness of the Active Travel Action Plan

2.1.1 The Active Travel Action Plan gives good guidance on designers' roles and responsibilities and clarifies how clients should interact with the process.

2.1.2 The Act has had positive success in terms of LAs mapping and planning routes. However, there is variance in its application and success. For example, there are quick wins to disperse non-motorized users (NMU) throughout key urban areas, but the more difficult challenge is to provide them with longer-range access to urban destinations. Ironically, these projects could add more value, considering that there is likely to be latent demand for safe NMU commuter routes.

2.2 Whether sufficient funding and capacity are available to support implementation of the Act itself and wider active travel policy

2.2.1 The short answer is no. There has been some central government support but, in the main, the Act requires local authorities, private developers and trunk road capital budgets to fund the duties imposed. Due to fiscal constraint, without adequate and assured local transport funding, promoting Active Travel is likely to be at the expense of other

planned spend. This does raise the question as to whether year-on-year route development is viable.

2.3 The operation of the Active Travel Board

2.3.1 We are aware that the Active Travel Board scrutinized and challenged aspects of a trunk road project in North Wales for compliance with the Act. Our understanding is that the challenge was not upheld. (In most cases, this type of project is scrutinized in detail at public local inquiry.)

2.4 Whether active travel is integrated effectively in wider Welsh Government and local government policy

2.4.1 Integration appears patchy. Areas for improvement include: planning for new schools and earlier engagement in trunk road project planning. National Health Service Wales has, on at least one project, identified and championed Active Travel successfully.

2.4.2 Technical Advice Note 22 makes singular reference to the requirements of the Act. Developers outside Wales, looking to implement schemes in Wales covered by the Act, would benefit from more detailed information to avoid late design changes and additional cost.



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7 February 2018

e-mail response sent to: SeneddEIS@assembly.wales

Dear Sir/Madam,

Response to: The National Assembly for Wales' Economy, Infrastructure and Skills Committee is undertaking an inquiry into The Active Travel (Wales) Act 2013

The Royal Town Planning Institute (RTPI) is the largest professional institute for planners in Europe, representing some 25,000 spatial planners. RTPI Cymru represents the RTPI in Wales, with 1,100 members. The Institute seeks to advance the science and art of spatial planning for the benefit of the public. As well as promoting spatial planning, the RTPI develops and shapes policy affecting the built environment, works to raise professional standards and supports members through continuous education, training and development.

The response has been formed drawing on the expertise of the RTPI Cymru Policy and Research Forum which includes a cross section of planning practitioners from the private and public sectors and academia from across Wales.

Thank you for the opportunity to contribute our views to the above Inquiry.

1.0 The Objectives of the Active Travel Act

- 1.1 RTPI Cymru fully supports the objectives of the Active Travel Act.
- 1.2 Many of the towns, cities and neighbourhoods in the UK and elsewhere most noted for the quality of their built environment are those where people can get around easily on foot or by bicycle. Active travel is a key component of 'liveable' communities.
- 1.3 The prevalence of motorised transport presents a continuing challenge to planners and other built environment professionals seeking to create the attractive, healthy, vibrant and sustainable places which most people aspire to live in.
- 1.4 In developing local infrastructure that supports daily travel by active modes and enables more people to shift from car use, the delivery of the Active Travel Act will strongly complement the role of the Welsh planning system under the Planning (Wales) Act 2015 and the Well Being of Future Generations (Wales) Act 2015 to facilitate and manage the use of land in the public interest and support sustainable development and improve air quality. It is essential that the synergy between the Act

and the planning system is recognised and articulated through the development and implementation of planning policy at both local and national levels.

- 1.5 In facilitating development, the planning system places additional demand on transport infrastructure and networks. Given the high proportion of daily journeys which are short and local, and the high proportion of short trips which are made by car, the provision of local active travel networks can provide very effective mitigation of development impacts. Therefore, it is incumbent upon the planning system and the development industry to play its part in supporting the delivery of the Active Travel (Wales) Act.

2.0 Disconnect between the Active Travel Act and the Planning System

- 2.1 The Active Travel Act is a laudable piece of legislation, but the narrow scope of the duty it confers upon local authorities represents a major flaw. Due to the way that the Act and supporting guidance have been framed, in reality the burden of meeting the duty has tended to fall mainly upon local authority transport and highway functions. Whilst these functions would always be expected to play a central role in meeting the requirements set out in the Act, a 'whole local authority' approach integrating the actions of key service areas (e.g. education) is arguably essential in order for the Act to have its intended impact. In this regard, it is significant that the Act makes no reference to the planning system in Wales and requires no specific contribution to the delivery of the Act by local authority planning functions. This is in spite of the considerable influence the planning system has in shaping the design and use of the built environment and local movement networks, and in creating many of the problems which the Active Travel Act sets out to remedy, mainly, by the retrofitting infrastructure.

- 2.2 This lack of a clear linkage with the planning system represents a major weakness in the Active Travel Act which arguably jeopardises its future success. The best means of filling this gap (and of avoiding any revision to the Act) is via a revision of planning policy, planning guidance and the delivery and design guidance for the Act. The comprehensive revision of Planning Policy Wales (PPW) currently being undertaken by Welsh Government represents an ideal opportunity to begin this process. In addition to a strengthening of PPW there should also be appropriate references included in Technical Advice Notes relating to development plans, transport and design

3.0 Strengthening Planning Policy

- 3.1 PPW was first published by Welsh Government in 2002. Since then it has undergone periodic content updates to reflect changes in related legislation and policy. However, its format has remained more or less the same.
- 3.2 The most recently-published update of PPW (edition 9, November 2016) represents the final edition of PPW in its established format. Welsh Government is working on a comprehensive revision of PPW to align it with the Planning (Wales) Act and the Well Being of Future Generations (Wales) Act 2015.
- 3.3 The current edition 9 of PPW, (in section 8.2, page 119) makes only factual references to the Active Travel Act. It recognises the desirability of encouraging active travel for short journeys, asks local authorities to take into account the requirements of the Active Travel Act and encourages the implementation of facilities to support cycling. However, it places no effective obligation upon the developers of land to support the delivery of the Act through their schemes.

- 3.4 If the planning system is to contribute to support delivery of the Act, the content and language of the revised PPW (expected Spring 2018) where it relates to Active Travel needs to be greatly strengthened. Provision for active travel through the development process must be made a central and essential requirement under the new document. It must not be something that can be regarded as optional or tradeable through negotiation, as is possible under the current version of PPW.
- 3.5 The strengthened policy would require all new developments to:
- facilitate the development and completion of routes shown on local Active Travel Integrated Network Maps (INMs);
 - integrate with local active travel networks as defined in the INMs; and,
 - contribute to the expansion and improvement of local active travel networks through the provision of well-designed facilities within development sites and facilitating off-site connections.
- 3.6 Policy must also ensure these provisions are reflected within Local Development Plans.
- 3.7 The requirements relating to development management also need to be strengthened. In determining planning applications local planning authorities must ensure that development proposals maximise their contribution to the objectives of the Active Travel Act through their design and supporting infrastructure. This is necessary as, too often, the provision of active travel facilities within new developments is prevented or compromised due to other considerations taking precedence. Where developments do manage to include provision, it is frequently the case that facilities are poorly-designed and do not adequately meet users' needs. This highlights the need for clearer guidance on design and professional training.
- 4.0 The need for improved design guidance to address the design of active travel facilities in new developments.**
- 4.1 The Active Travel Design Guidance published to support the delivery of the Act provides advice on the design of good quality active travel routes. Embracing many aspects of good practice in infrastructure design, it is a useful and comprehensive document. However, its weakness is that it relates mainly to the retro-fitting of facilities within the existing highway network. This makes it of limited interest and value to the designers of new developments and planning decision-makers.
- 4.2 The document is in the process of being reviewed and revised by Welsh Government. This presents the opportunity to broaden the scope of the document beyond retro-fitting so that it is also relevant and useful for the design of new developments and streets.
- 4.3 The revised version needs to provide advice that is relevant for active travel design in all situations. It must work for planners, urban designers and engineers and help to reconcile the conflicts which frequently arise in the place-making process between engineering and aesthetic considerations.
- 4.4 Wales has a great opportunity to take the lead in creating comprehensive Active Travel Design Guidance that can be used for designing infrastructure both in the existing urban realm and within new development schemes and settlements.

5.0 Funding and Developer Contributions

- 5.1 Active travel infrastructure should be provided as an integral element of new development. Where off-site connections are possible and required to provide non-motorised access to a development or connect it to other facilities, developers must be expected to contribute to this provision through a S106 planning agreement or an agreement under S278 of the Highways Act 1980.
- 5.2 Any future reforms of the Community Infrastructure Levy should consider mechanisms that could generate funding which could help to pool contributions for the development of wider local active travel network development and to match funding from local authorities' own capital budgets and Welsh Government transport grants.

6.0 Championing the Active Travel Act

- 6.1 Delivering the Active Travel Act in Wales is not just the role of local authorities. Success will require the concentrated effort and the collective commitment of multiple organisations and professionals across the public, private and voluntary sectors.
- 6.2 Welsh Government has a key role to play in harnessing and co-ordinating the energies, expertise and actions of the many actors involved.
- 6.3 The establishment of a central unit within Welsh Government, if properly resourced, could provide the mechanism needed to champion and co-ordinate the delivery of the Act. Its role could include integrating delivery of active travel across policy areas, promoting the Act across all sectors, providing advice to practitioners delivering the Act and working with professional institutions, the development industry, academia, NGOs and local advocacy groups to facilitate inter-disciplinary collaboration through training and professional development programmes.
- 6.4 It is also important that Welsh Government leads by example in the delivery of its own projects - by ensuring that any new transport, development or regeneration schemes with an active travel component which Welsh Government delivers itself are exemplars of active travel best practice.
- 6.5 While the new Transport for Wales will focus on public transport facilities and services there will be opportunities for those facilities and services to link to and support active travel provision. Recognising and supporting such opportunities should be a specific aim for Transport for Wales.
- 6.6 The RTPI has championed improved links between transport planners and spatial planners for some time to ensure an effective level of communication and joint working. Improved links could ensure active transport initiatives are given a growing emphasis.

If you require further assistance, please contact RTPI Cymru on 029 2047 3923 or e-mail Roisin Willmott at walespolicy@rtpi.org.uk
Yours sincerely,



Dr Roisin Willmott OBE FRTPI
Director
RTPI Cymru

Ken Skates AC/AM
Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth
Cabinet Secretary for Economy and Transport



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref MA-P/KS/0502/18

Russell George AC
Cadeirydd
PWYLLGOR YR ECONOMI, SEILWAITH A SGILIAU

Annwyl 

13 Chwefror 2018

Diolch am eich llythyr dyddiedig 18 Ionawr 2018 ynghylch Adroddiad Blynyddol cyntaf Comisiynydd Traffig Cymru yn benodol ar gyfer Cymru, a'i ymddangosiad cyntaf o flaen Pwyllgor yr Economi, Seilwaith a Sgiliau ar 28 Tachwedd.

Rwy'n croesawu adroddiad blynyddol cyntaf y Comisiynydd sydd wedi codi nifer o faterion pwysig, ac roeddwn yn falch o gyfarfod a thrafod yr adroddiad hwn yn fanylach gyda'r Comisiynydd ar 23 Tachwedd.

Rwy'n ddolchgar i'r Comisiynydd am ei berthynas weithio agos ac effeithiol gyda swyddogion, ac am sicrhau fod ei arbenigedd ar gael i helpu gyda gwaith Llywodraeth Cymru. Mae penodi Comisiynydd Traffig cyntaf, llawn amser i Gymru wedi creu adnodd sy'n ddigonol i alluogi'r Comisiynydd i gael rhagor o drafodaethau gyda'r sector cludiant ar y ffyrdd a'r sector bysiau, yn ogystal â sefydliadau eraill sydd â diddordeb yn y dulliau hyn o drafnidiaeth.

Rydych wedi codi nifer o faterion yn eich llythyr yr wyf am geisio mynd i'r afael â hwy isod.

Y posibilrwydd o ddulliau mwy effeithiol ac effeithlon o gofrestru bysiau yng Nghymru

Bydd y cyfrifoldeb dros gofrestru gwasanaethau bysiau lleol yn dod yn fater i Weinidogion Cymru, wedi cychwyn Deddf Cymru 2017, sydd i ddod yn ddiweddarach yn y Gwanwyn.

Wrth baratoi ar gyfer y cyfrifoldebau newydd datganoledig a ddarparwyd gan Ddeddf Cymru 2017, rwyf wedi gofyn i'm swyddogion ystyried diwygiadau i'r broses o gynllunio a darparu gwasanaethau bysiau lleol. Cafodd ein cynigion amlinellol cychwynnol eu cyhoeddi yn dilyn yr Uwchgynhadledd Bysiau Cymru gyntaf a gynhaliwyd yn Wrecsam ym mis Ionawr 2017, ac rwy'n disgwyl gallu cyflwyno cynigion manwl ar gyfer ymgynghoriad cyhoeddus erbyn dechrau'r gwanwyn, neu ddechrau'r haf.

Wrth ddatblygu'r cynigion hyn, byddaf yn gweithio gyda Comisiynydd Traffig Cymru, y sector bysiau ac awdurdodau lleol i sicrhau bod y gweithdrefnau ar gyfer cofrestru

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

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

gwasanaethau bysiau lleol yn cael eu gwella, er mwyn sicrhau bod y gwasanaethau sy'n cael eu cynnig i deithwyr gystal â phosib.

Fel y Comisiynydd Traffig, rwy'n credu y bydd defnyddio technoleg newydd yn well yn ei gwneud yn haws i rannu gwybodaeth am wasanaethau bysiau lleol sydd wedi'u cofrestru'n fasnachol. Rwyf hefyd yn credu ei fod yn bwysig, wrth gofrestru gwasanaethau bysiau lleol, bod ymarferoldeb y gwasanaeth arfaethedig yn cael ei ystyried, yr effaith ar y diwydiant bysiau lleol a safonau'r gwasanaeth sy'n cael ei ddarparu i deithwyr mewn cymunedau lleol.

Cydweithio gwell rhwng tacsis a cherbydau hurio preifat

Yn sgil gweithredu Deddf Cymru 2017, y mae disgwyl iddi gael ei chychwyn eleni, bydd trwyddedu tacsis a cherbydau hurio preifat yn dod o fewn cymhwysedd Cynulliad Cenedlaethol Cymru am y tro cyntaf. Ar y sail honno y bu imi ymgynghori y llynedd ar sut y gellid diwygio a gwella y broses o drwyddedu tacsis a cherbydau hurio preifat yma yng Nghymru.

Mae'r crynodeb o ymatebion i'r ymgynghoriad ar drwyddedu tacsis a cherbydau hurio preifat yng Nghymru wedi ei gyhoeddi. Gallwch ddod o hyd i'r ddogfen yma:

https://ymgyngoriadau.llyw.cymru/sites/default/files/consultation_doc_files/170612-taxi-consultation-cy.pdf

Bydd cynigion manwl yn cael eu datblygu bellach gan swyddogion ar y ffordd orau o ddiwygio'r drefn drwyddedu i fodloni anghenion cludiant pobl Cymru, cwmnïau a gyrwyr proffesiynol yng Nghymru. Mae disgwyl y bydd y cynigion manwl hyn yn cael eu cyhoeddi ar gyfer ymgynghoriad cyhoeddus ar ddiwedd y Gwanwyn/ ddechrau'r haf.

Mae'n bwysig ein bod yn edrych ar y ffordd orau i'r Comisiynydd Traffig gefnogi ein huchelgeisiau ar gyfer rhwydwaith trafnidiaeth gyhoeddus integredig o fewn y cyfyngiadau sy'n weddill fel rhan o'r setliad datganoledig newydd. Mae hefyd yn bwysig nodi y bydd swyddogaethau y Comisiynydd Traffig, ar wahân i gofrestru gwasanaethau bysiau lleol, yn parhau yn fater sy'n cael ei neilltuo i Lywodraeth y DU.

Gwneud Comisiynydd Traffig Cymru yn gorff apelio a chreu corff Gwasanaeth Datgelu a Gwahardd ledled Cymru.

Mewn egwyddor, mae manteision i edrych ar y cyfleoedd sydd bellach yn bosibl drwy i Lywodraeth Cymru fuddsoddi i ddarparu Comisiynydd Traffig penodol i Gymru.

Gallai swyddogaeth well o ran apeliadau trafnidiaeth a gwasanaethau datgelu a gwahardd fod yn ffordd ddefnyddiol o ehangu swyddogaethau Comisiynydd Traffig Cymru. Dylid nodi, fodd bynnag, y byddai unrhyw ehangu ffurfiol ar swyddogaethau y Comisiynydd Traffig yn galw am gydsyniad Llywodraeth y DU.

Gwneud cyfradd y taliadau BSSG yn amodol ar wiriadau y Gwasanaeth Datgelu a Gwahardd ar gyfer gyrwyr cerbydau gwasanaeth cyhoeddus

Mewn egwyddor, rwy'n cytuno y dylai gyrwyr cerbydau gwasanaeth cyhoeddus dderbyn gwiriadau y Gwasanaeth Datgelu a Gwahardd fel amod o'u cyflogi i ddarparu gwasanaethau bysiau rheolaidd lleol, fel sy'n digwydd ar hyn o bryd gyda gyrwyr proffesiynol sy'n darparu trafnidiaeth benodol ar gyfer dysgwyr.

Rwyf wedi gofyn i'm swyddogion ymgynghori â rhanddeiliaid ac awdurdodau lleol i edrych ymhellach ar effaith bosibl y cynnig hwn ar y sector bysiau yng Nghymru. Ein dyletswydd gyntaf yw diogelwch teithwyr.

Cyflwyno safonau gwasanaeth i sicrhau nad yw cwmnïau cerbydau gwasanaeth cyhoeddus o dan anfantais yn ariannol oherwydd ad-dalu arian megis tocynnau teithio rhatach yn hwyr.

Mae gan awdurdodau lleol eu targedau eu hunain eisoes ar gyfer ad-dalu cwmnïau bysiau am gludo deiliaid cardiau teithio am ddim. Rydym wedi gofyn i bob awdurdod lleol ddatblygu amserlen gyffredin ac i sicrhau bod honno ar gael i bob cwmni teithio.

Adolygu'r meini prawf ar gyfer dyfarnu contractau gan awdurdodau lleol

Rydym wedi gofyn i awdurdodau lleol gadarnhau eu gweithdrefnau ar gyfer dyfarnu contractau bysiau gyda'r nod o hidlo'r rhain i un gyfres o feini prawf, gyda proses dendro a dogfennau cyffredin ledled Cymru. Gobeithir y gallai hyn, ar yr amod y bydd pob awdurdod yn ei ganiatáu, yn cael ei weithredu o fis Ebrill 2020.

BSSG i bwysleisio mwy ar ansawdd

Mae eisoes yn ofynnol i awdurdodau lleol fynnu y safonau gofynnol, a bennwyd gan Lywodraeth Cymru, os ydynt yn dymuno dyfarnu unrhyw BSSG i gwmnïau bysiau. Mae'n bosib y bydd cwmnïau sydd yn cyrraedd safonau ansawdd gwell yn derbyn mwy o arian.

Bydd argymhellion y Comisiynydd, sy'n ymddangos fel enghreifftiau yn ei adroddiad, yn cael eu cynnwys fel rhan o'r adolygiad parhaus o'r safonau ansawdd gofynnol gan gwmnïau, i sicrhau eu bod yn parhau i fod yn gymwys am BSSG.

A fyddai'n bosibl i gwmnïau ddefnyddio darllenwyr cardiau electronig i fonitro'r defnydd o gardiau teithio rhatach i leihau'r tebygolrwydd o gamgymeriadau a thwyll?

Mae defnyddio Peiriannau Tocynnau Electronig sy'n bodloni meini prawf gofynnol Llywodraeth Cymru ar gyfer cofnodi teithiau gyda thocyn teithio rhatach wedi bod yn ofyniad craidd o fewn Safonau Ansawdd Gwirfoddol Llywodraeth Cymru ar gyfer Bysiau Cymru ers eu cyhoeddi ym mis Mawrth 2016.

Rydym wedi neilltuo cyllid yn 17/18 i ddarparu peiriannau cerdyn clyfar newydd i gwmnïau yr effeithiwyd arnynt. Bydd hyn yn sicrhau bod cwmnïau yn parhau i gofnodi cardiau electronig yn unol â'n prosesau ad-dalu a gwrth-dwyll.

Gellid creu un sefydliad ar gyfer cyflwyno trwyddedau trafndiaeth gymunedol, gyda Chomisiynydd Traffig Cymru yn delio gydag apeliadau

Mae'r cynnig sy'n cael ei gynnig gan Gomisiynydd Traffig Cymru yn ymddangos yn ddull synhwyrol a chymesur o gyflwyno trwyddedau trafndiaeth gymunedol yng Nghymru. Mae'r drefn o gyflwyno trwydded Trafndiaeth Gymunedol yn fater sydd heb ei ddatganoli a bydd yn parhau i fod yn fater i Lywodraeth y DU yn dilyn cychwyn Deddf Cymru 2017 yn ddiweddarach eleni.

Mae Llywodraeth y DU yn cynnig cynnal ymgynghoriad cyhoeddus ar gyfer y drefn Trwydded Trafndiaeth Gymunedol, a disgwylir i hwn ddechrau yn y Gwanwyn. Cynhelir trafodaethau gyda'r sefydliadau perthnasol yng Nghymru er mwyn cyflwyno cynigion i fabwysiadu system sy'n bodloni anghenion y Sector Trafndiaeth Gymunedol yng Nghymru.

Pa mor briodol yw caniatáu i Gerbydau Nwyddau Trwm ddefnyddio lonydd bysiau mewn rhai achosion ble y gallai fod yn ffordd effeithiol o wella llif y traffig.

Caiff hyn ei adolygu yn ystod 2018-19, gan gynnwys goblygiadau posibl o ran diogelwch, trwy drafodaethau gyda chyrff sy'n gyfrifol am y priffyrdd, y Comisiynydd Traffig a sefydliadau ffyrdd a chludiant, a chaiff y casgliadau eu cyhoeddi erbyn Ebrill 2019.

Safbwynt Llywodraeth Cymru ar y cydbwysedd rhwng BSSG a thocynnau teithio rhatach a chynnal a datblygu gwasanaethau bws yng Nghymru.

Mae cyllid Llywodraeth Cymru a'r awdurdodau lleol ar gyfer ad-dalu cwmnïau bysiau am gludo deiliaid cardiau teithio, ac i gynnal y rhwydwaith bysiau, yn bodloni amcanion hollol annibynnol.

Mae'r ddeddfwriaeth yn ei gwneud yn ofynnol i awdurdodau lleol sicrhau bod eu prosesau o ad-dalu cwmnïau bysiau yn bodloni y rhwymedigaeth deddfwriaethol sydd ganddynt, na ddylai'r cwmnïau hynny elwa na gwneud colled o ganlyniad i hynny. Nid oes tystiolaeth bod awdurdodau lleol yn ad-dalu cwmnïau bysiau yn groes i'w rhwymedigaethau.

O gymharu, mae taliadau awdurdodau lleol i gwmnïau bysiau o dan gynllun BSSG o blaid cadw'r rhwydwaith bysiau.

Trefniadau caniatáu Trafnidiaeth Gymunedol ar hyn o bryd ac yn dilyn cychwyn Deddf Cymru 2017.

Mae'r drefn ar gyfer trafndiaeth gymunedol yn fater sydd heb ei ddatganoli ac rwy'n deall y bydd y cyfrifoldeb yn parhau i fod yn fater ar gyfer Llywodraeth y DU unwaith y bydd y darpariaethau o fewn Deddf Cymru 2017 yn cychwyn yn gynnar y flwyddyn nesaf.

Adnoddau Comisiynydd Traffig Cymru

Mae Comisiynydd Traffig Cymru wedi'i benodi gan yr Ysgrifennydd Gwladol dros Drafnidiaeth ac mae'n atebol iddo. Nid yw, ac ni fydd ei staff presennol a'r tri aelod o staff dwyieithog yr ydym wedi cytuno i'w hariannu yn gyflogaeion Llywodraeth Cymru. Golyga hyn bod yn rhaid i'w gyflogwyr ef a'u cyflogwyr hwy fod yn fodlon bod eu safle yn addas.

Gofynnodd Llywodraeth Cymru ar y cychwyn i swyddfa'r Comisiynydd roi amcangyfrif o'r gost o adnewyddu'r safle a arferai fod yn safle Defnyddwyr Bysiau Cymru, ac a ddefnyddiwyd ganddo. Roedd eu hamcangyfrif yn chwe ffigur, a ystyriwyd yn rhy uchel.

Yna trefnwyd i'r Comisiynydd Traffig edrych ar nifer o safleoedd masnachol eraill. Nid oedd yr un ohonynt yn dderbyniol. Yn fwy diweddar, edrychodd y Comisiynydd ar nifer o safleoedd posibl eraill, a gofynnwyd i'w swyddfa asesu pa mor addas oeddent.

Rydym wedi edrych ar ba safleoedd sydd ar gael yn fewnol o fewn ystâd eiddo Llywodraeth Cymru, ac yn fasnachol. Gwelwyd bod modd i staff cymorth y Comisiynydd gael lle o fewn swyddfa Llywodraeth Cymru yng Nghyffordd Llandudno, ac mae ei swyddfa wedi eu hysbysu o hyn.

Mae'r Adroddiad Blynyddol ar gael yn Saesneg yn unig ar y cychwyn

Mae fy swyddogion wedi egluro i'r Comisiynydd Traffig y byddem yn talu costau cyfieithu ei adroddiad blynyddol i'r Gymraeg.

Rwy'n gobeithio bod hyn yn rhoi ein barn ichi ar y materion a godwyd gennych ac rwy'n edrych ymlaen at barhau i gydweithio'n agos â'r Comisiynydd i fynd i'r afael â'r heriau sy'n wynebu'r rhwydweithiau cludo nwyddau ar y ffordd a'r rhwydweithiau bysiau yn y dyfodol.



Ken Skates AC/AM

Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth
Cabinet Secretary for Economy and Transport
Tudalen y pecyn 84

Cynulliad Cenedlaethol Cymru
Y Pwyllgor Cyfrifon Cyhoeddus

National Assembly for Wales
Public Accounts Committee

Julie James AC

Arweinydd y Tŷ a'r Prif Chwip

Dafydd Elis-Thomas AC

Y Gweinidog Diwylliant, Twristiaeth a Chwaraeon

Llywodraeth Cymru

19 Chwefror 2018

Annwyl Julie a Dafydd,

Ofcom: Memorandwm Dealltwriaeth Drafft

Diolch am y cyfle i roi sylwadau ar y Memorandwm Dealltwriaeth drafft rhwng Llywodraeth Cymru, Cynulliad Cenedlaethol Cymru ac Ofcom. Cafodd y mater ei drafod gan y Pwyllgor Cyfrifon Cyhoeddus ar 12 Chwefror 2018, gan Bwyllgor yr Economi, Seilwaith a Sgiliau ar 14 Chwefror a chan y Pwyllgor Diwylliant, y Gymraeg a Chyfathrebu ar 15 Chwefror.

Nododd y Pwyllgorau mai Gweinidogion Cymru fydd yn arwain y gwaith o benodi Aelod Cymru o Fwrdd Ofcom. Rydym yn credu y byddai'n werthfawr iawn pe bai un o Bwyllgorau'r Cynulliad yn cynnal gwrandawriad cyn penodi'r ymgeisydd. Er na fyddai gan y gwrandawriad y pŵer i roi feto ar y penodiad, byddai'n galluogi'r Aelodau i gadarnhau a chefnogi'r penodiad, neu i dynnu sylw at unrhyw bryderon posibl y dylid ymdrin â nhw. Rydym yn credu y byddai'n ychwanegu tryloywder ac atebolrwydd i'r broses.

Fel y gwyddoch, mae'r Memorandwm Dealltwriaeth yn ymrwymo i'r gofyniad i gyfrifon Ofcom gael eu cyflwyno gerbron Cynulliad Cenedlaethol Cymru. Mae pob Pwyllgor yn gefnogol i'r safbwynt hwn ac yn cytuno y dylid ei ystyried fel rhan o'r gwaith o graffu ar gyfrifon blynyddol y bydd pob un o bwyllgorau'r Cynulliad yn ymgymryd ag ef.

Yn gywir,



Cadeirydd y Pwyllgor



Cadeirydd y Pwyllgor



Cadeirydd Dros Dro'r Pwyllgor

cc: Elin Jones AM, Llywydd



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Lesley Griffiths AC
Ysgrifennydd y Cabinet dros Ynni, Cynllunio a Materion
Gwledig
Llywodraeth Cymru

29 Ionawr 2018


Annwyl Lesley,

Diweddariad digidol

Yn ddiweddar, cymerodd Pwyllgor yr Economi, Seilwaith a Sgiliau dystiolaeth gan Julie James AC, Arweinydd y Tŷ a'r Prif Whip ynghylch y diweddariad digidol ac yn benodol gyfyngiadau cynllunio ar fastiau.

Byddai'r Pwyllgor yn ddiolchgar am y wybodaeth ddiweddaraf am lle mae Llywodraeth Cymru arni o ran cyfyngiadau cynllunio, yn enwedig mewn perthynas â'r cynllun gweithredu i wella cysylltedd ffonau symudol?

Yn gywir,



Russell George AC

Cadeirydd Pwyllgor yr Economi, Seilwaith a Sgiliau



Lesley Griffiths AC/AM
Ysgrifennydd y Cabinet dros Ynni, Cynllunio a Materion Gwledig
Cabinet Secretary for Energy, Planning and Rural Affairs



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref: MA-P/LG/0444/18

Russell George AC
Cadeirydd – Pwyllgor yr Economi, Seilwaith a Sgiliau
Cynulliad Cenedlaethol Cymru
Bae Caerdydd
CF99 1NA

22 Chwefror 2018

Annwyl Russell

Diolch am eich llythyr dyddiedig 29 Ionawr yn holi am y newyddion diweddaraf ar elfennau cynllunio y Cynllun Gweithredu i Wella Cysylltedd Ffonau Symudol. Mae tri pwynt gweithredu ar gynllunio yn y ddogfen sy'n cwmpasu hawliau datblygu a ganiateir, y polisi cynllunio a TAN19/Cod Ymarfer.

O ran y cyntaf o'r rhain, cafodd yr adroddiad ymchwil ar hawliau datblygu a ganiateir ar gyfer offer telathrebu ei gyhoeddi ym mis Ionawr ac mae'n bosibl ei weld ar wefan Llywodraeth Cymru ar:

<http://gov.wales/topics/planning/planningresearch/publishedresearch/planning-for-mobile-telecommunications-an-assessment-of-permitted-development-rights-in-wales/?skip=1&lang=cy>

Bydd y gwaith ymchwil hwn yn llywio ymgynghoriad o hawliau datblygu a ganiateir fydd rwy'n rhagweld yn dechrau yn ystod gwanwyn 2018.

O ran diwygiadau i Bolisi Cynllunio Cymru (PPW), rwyf wedi lansio ymgynghoriad yn ddiweddar ar fersiwn diwygiedig o Bolisi Cynllunio Cymru. Mae fersiwn newydd y ddogfen yn tynnu sylw at y berthynas bositif rhwng telathrebu a'r economi a chyfraniad cysylltedd digidol i leoedd llwyddiannus.

Mae'n bosibl gweld y dogfennu ymgynghori ar wefan Llywodraeth Cymru ar:

<https://ymgyngoriadau.llyw.cymru/>

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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.

Y trydydd pwynt ar TAN19 a Chod Ymarfer Gorau y Diwydiant yw camau gweithredu hirdymor y gellid dechrau arnynt unwaith y bydd elfennau deddfwriaethol a pholisi y ddau gam gweithredu cyntaf wedi'u cwblhau. Bydd fy swyddogion yn parhau i drafod gyda cynrychiolwyr y diwydiant ffonau symudol i benderfynu pa waith pellach y gellid ei wneud yn y maes hwn.

Yn gywir

A handwritten signature in cursive script, reading 'Lesley'.

Lesley Griffiths AC/AM

Ysgrifennydd y Cabinet dros Ynni, Cynllunio a Materion Gwledig
Cabinet Secretary for Energy, Planning and Rural Affairs

Russell George AM
Chair, Economy, Infrastructure and Skills Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

20th February, 2018

Dear Russell,

Thank you for giving Openreach the opportunity to appear before the Economy, Infrastructure and Skills Committee on 25th January. There were a number of points on which I agreed to write to the committee.

Fibre-to-the-Premises (FTTP)

You asked what number of premises connected with FTTP technology under Superfast Cymru are accessing superfast services from a provider other than BT.

Our FTTP product is regulated and open to all providers to use at the same wholesale cost. When it becomes available, all providers are notified at the same time. In other words, there is no discrimination in how the product is offered. A list of providers that offer the service are available on our website:

<https://www.homeandbusiness.openreach.co.uk/fibre-broadband/ultrafast-broadband/ultrafast-fibre-buy-it-now>.

BT Superfast Services

You asked what the current take-up of BT's superfast services via the Superfast Cymru network is and what the corresponding figure is in areas where Openreach has deployed superfast broadband on a commercial basis.

We are not able to publically share commercial take-up figures. However, the take-up in our commercial footprint is in line with the project take-up.

Superfast Cymru

Finally, you asked how many premises were told that they were in scope of the Superfast Cymru project before 31st December 2017, only for the project to end before they had been connected.

Kim Mears
Strategic Infrastructure Development

Page 1 of 2

Openreach
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London WC1H 9NP

The intervention area (defined as postcodes and premises within a postcode) in the Wales contract was defined as approximately 767,000 premises. This increased from an original figure of 727,000 in 2012, due to the Superfast Extension Programme (SEP).

The contract with the Welsh Government required completion of 690,000 premises. Because of the ongoing test and verification process on final results we are unable to give precise numbers. However, an intervention area that was greater than the contractual obligation was always going to lead to raised expectations versus numbers delivered.

I am copying this letter to the Deputy Clerk of the Committee.

Yours sincerely,



Kim Mears

Cynulliad Cenedlaethol Cymru
Pwyllgor yr Economi, Seilwaith a Sgiliau

National Assembly for Wales
Economy, Infrastructure and Skills Committee

Ken Skates AC

Ysgrifennydd y Cabinet dros yr Economi a
Thrafnidiaeth:

22 Chwefror 2018

Pwerau Trafnidiaeth Deddf Cymru 2017 a sesiwn graffu ar dtrafnidiaeth

Annwyl Ysgrifennydd Cabinet,

Efallai eich bod yn ymwybodol bod Pwyllgor yr Economi, Seilwaith a Sgiliau wedi cael tystiolaeth lafar yn ddiweddar gan randdeiliaid mewn perthynas â datganoli pwerau trafndiaeth o dan Ddeddf Cymru 2017. Fe welwch, fel atodiad i'r llythyr hwn, grynodedb o'r materion allweddol a godwyd mewn perthynas â datganoli pwerau cofrestru bysiau, datganoli trwyddedu tacsis a cherbydau hurio preifat a datganoli pwerau datblygu a pholisi porthladdoedd. Mae'r Pwyllgor hefyd wedi ysgrifennu at randdeiliaid i ofyn am eu barn ar bwerau datganoledig sy'n ymwneud â therfynau cyflymder, a bydd yn darparu'r wybodaeth ddiweddaraf maes o law.

Clywodd y Pwyllgor fod cefnogaeth unfrydol i Traveline Cymru gymryd cyfrifoldeb am gofrestru gwasanaeth bysiau. Rydym yn deall y gallai newid o'r fath fod yn gymharol syml i'w weithredu, ond dylai arwain at wybodaeth fwy cywir i deithwyr. Mae'r Pwyllgor yn nodi o'ch llythyr ar 13 Chwefror fod eich swyddogion yn ystyried newidiadau i'r modd y mae gwasanaethau bysiau lleol yn cael eu cynllunio a'u cyflenwi, ac mae o'r farn y dylai Llywodraeth Cymru roi ystyriaeth



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gynnar i'r cynnig y dylai Traveline gymryd cyfrifoldeb, a byddai'n ddiolchgar am eich ymateb.

Cyflwynwyd tystiolaeth gref o blaid diweddarau deddfwriaeth sy'n ymwneud â thacsis a cherbydau hurio preifat, yn enwedig yn sgil datblygiadau technolegol sydd wedi effeithio ar y diwydiant. Gellid mynd i'r afael â llawer o'r materion a godwyd gan randdeiliaid trwy gyflwyno cynigion i ddeddfu pan fydd y pwerau ar waith, yn enwedig cael dull cyson ledled Cymru o ran materion fel llogi trawsffiniol, safonau cenedlaethol ar gyfer gyrwyr a gweithredwyr, a chofrestr genedlaethol o yrwyr. Mae'r Pwyllgor yn nodi y bydd eich swyddogion yn datblygu cynlluniau i ddiwygio'r system drwyddedu ac mae o'r farn y dylid rhoi ystyriaeth frys i hyn i sicrhau gwasanaeth effeithiol a diogel i deithwyr a gyrwyr. Byddai'r Pwyllgor yn ddiolchgar pe gallech roi diweddariadau am gynnydd y gwaith hwn, gan gynnwys amserlenni penodol i ddatblygu cynigion diwygio manwl.

Clywodd y Pwyllgor y bydd datganoli datblygiad a pholisi porthladdoedd yn caniatáu i Lywodraeth Cymru uno meysydd polisi perthnasol ac adlewyrchu'n well ar borthladdoedd yn ei strategaethau. Mae'n bwysig y bydd Llywodraeth Cymru yn barod i weinyddu ei chyfrifoldebau ychwanegol pan gaiff pwerau eu datganoli, gan gynnwys sicrhau bod arbenigedd digonol ymhlith ei staff. Dywedwyd wrthym fod gan Lywodraeth yr Alban dîm effeithiol ar waith, felly bydd yn bwysig dysgu o'u profiad.

Yn dilyn y sesiynau tystiolaeth lafar hyn, cytunodd y Pwyllgor yr hoffai eich gwahodd i sesiwn graffu a fydd yn canolbwyntio yn arbennig ar agweddau trafnidiaeth eich cylch gwaith, a deallaf fod trefniadau ar gyfer hyn yn cael eu rhoi ar waith.

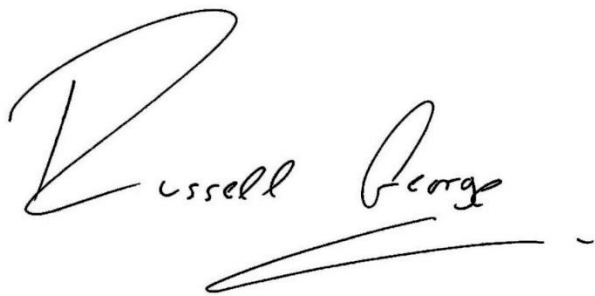
Cyn y sesiwn honno, byddai'r Pwyllgor yn ddiolchgar pe gallech roi amlinelliad o gynlluniau Llywodraeth Cymru ar gyfer sut yr ydych yn bwriadu defnyddio'r pwerau ar ôl iddynt gael eu datganoli, ynghyd ag arwydd o'r amserlen ar gyfer cyflwyno unrhyw ddeddfwriaeth.



At hynny, gan barhau â'n gwaith o ystyried y modd y mae cynlluniau priffyrdd yn cael eu cynllunio a'u cyflenwi, yng ngoleuni eich llythyr diweddar ar 31 Ionawr, byddai'r Pwyllgor yn ddiolchgar pe gallech, yn eich ymateb i'r llythyr hwn, ddarparu'r wybodaeth a ganlyn ar gyfer pob prosiect cefnffordd (boed yn ffyrdd newydd neu'n welliannau) a gwblhawyd rhwng 2007/08 a 2017/18:

- Yr amcangyfrif cynharaf ar gyfer cost a wnaed yn ystod y gwaith o ddatblygu'r cynllun (gan gynnwys chwarter blwyddyn / blwyddyn yn ddiweddarach sy'n sail i amcangyfrif y pris);
- Yr amcangyfrif terfynol ar gyfer cost a wnaed yn ystod y gwaith o ddatblygu'r cynllun cyn dechrau adeiladu (os yw'n wahanol i'r uchod, gan gynnwys chwarter blwyddyn / blwyddyn yn ddiweddarach sy'n sail i amcangyfrif y pris);
- Y gost derfynol wirioneddol ar gyfer pob cynllun a gwblhawyd; a
- Disgrifiad cryno o bob cynllun, gan gynnwys math hyd y contract ar gyfer adeiladu/diweddaru ffordd yn y cynllun a'r rheswm dros unrhyw orwariant neu danwariant yn erbyn y costau a amcangyfrifwyd.

Cofion gorau,

A handwritten signature in black ink, reading "Russell George". The signature is fluid and cursive, with a long horizontal stroke at the end.

Russell George

Cadeirydd Pwyllgor yr Economi, Seilwaith a Sgiliau



Atodiad – Crynodeb o'r dystiolaeth lafar ynghylch defnyddio'r pwerau trafndiaeth newydd a ddatganolwyd drwy *Ddeddf Cymru 2017*.

17 Ionawr: [pwerau cofrestru bysiau a thrwyddedu tacsis/cerbydau hurio preifat](#); a

25 Ionawr: [polisi porthladdoedd a phwerau datblygu](#).

Datganoli'r pwerau cofrestru bysiau

Dyma rai o'r pwyntiau allweddol:

- Pwysigrwydd darparu fframwaith i alluogi rhwydwaith bysiau sefydlog ac effeithiol;
- Tagfeydd yw'r rhwystr mwyaf i wasanaeth effeithlon. Byddai'r diwydiant yn croesawu mesurau pellach i fynd i'r afael â thagfeydd a rhoi blaenoriaeth i fysiau. Dibynadwyedd, prydlondeb a chyflymder yw'r blaenoriaethau mwyaf i deithwyr;
- Mae angen symleiddio a gwella gwybodaeth i deithwyr. Daw'r rhan fwyaf o gwynion gan y cyhoedd i Traveline Cymru oherwydd gwybodaeth anghywir oherwydd na chaiff Traveline ei hysbysu am newidiadau i wasanaethau;
- Roedd pob tyst yn annog gofal ynghylch y syniad o ryddfrenio'r bysiau. Er enghraifft, roedd pryder y byddai hyn yn ddrud ac y gallai arwain at farchnad gyda llai o weithredwyr, yn enwedig mewn ardaloedd gwledig. Roedd CLILC yn amheus ynghylch rhyddfrenio ond cytunodd y dylai'r opsiwn fod ar gael i awdurdodau lleol;
- Y farn oedd bod gweithio mewn partneriaeth ar lefel ranbarthol yn allweddol i sicrhau gwelliannau, yn arbennig bod angen cynllun cydgysylltiedig pendant, yn ogystal â chyllid sefydlog;
- Dylai cynllunio ranbarthol groesi ffiniau awdurdodau lleol ac ystyried ardaloedd 'teithio i'r gwaith';
- Mae Llywodraeth Cymru wedi ymgynghori ar y posibilrwydd o ddiddymu'r gwaharddiad statudol presennol ar awdurdodau lleol rhag sefydlu cwmnïau bysiau. Fodd bynnag, roedd y tystion yn teimlo'i bod yn debygol y byddai awdurdodau lleol yn sefydlu cwmnïau bysiau oni bai bod methiant difrifol yn y ddarpariaeth o wasanaethau mewn ardal;
- Gallai cerbydau allyriadau isel wneud teithio ar fysiau yn opsiwn dymunol pe bai parthau allyriadau isel yn cael eu cyflwyno;
- Mae rhanddeiliaid yn aros o hyd i weld canlyniad 'uwchgynhadledd bysiau' Llywodraeth Cymru a gynhaliwyd ym mis Ionawr 2017 a'r gweithdai dilynol.



Mae'r canlyniadau'n aneglur ar hyn o bryd. Y farn oedd bod eglurder ynghylch polisi bysiau, ynghyd â pharhad cyllid, yn faterion allweddol;

- Mae'r Grant Cynnal Gwasanaethau Bysiau yn elfen bwysig o gyllid bysiau, yn enwedig o'i gyfuno â safonau bysiau gwirfoddol;
- Cyflwynwyd safonau uwch yn y de-ddwyrain. Mae gweithredwyr yn cael eu talu ar gyfradd wahanol fesul cilomedr yn dibynnu ar y safon a gyrhaeddir;
- Gall technoleg wella'r ddarpariaeth o wasanaethau, ond mae angen buddsoddiad;
- Roedd yr holl dystion yn credu y dylai Traveline Cymru gymryd cyfrifoldeb am gofrestru gwasanaethau bysiau. Byddai hyn yn eu galluogi i gael gwybodaeth yn uniongyrchol yn hytrach na dibynnu ar awdurdodau lleol neu weithredwyr bysiau am ddiweddariadau. Dylai hyn arwain at wybodaeth fwy cyfoes a chywir i deithwyr; ac
- Mae Defnyddwyr Bysiau Cymru yn credu ei bod yn bwysig atal gweithredwyr bysiau rhag gorymestyn, gan arwain at anawsterau ariannol.

Datganoli trwyddedu tacsis a cherbydau hurio preifat

Dyma rai o'r pwyntiau allweddol:

- Y farn nad yw'r system gyfredol yn addas i'r diben. Mae'r ddeddfwriaeth yn hynafol ac roedd peth ohoni wedi'i drafftio ar gyfer cerbydau hacni a oedd yn cael eu tynnu gan geffylau. Mae angen ei gweddnewid yn llwyr;
- Bydd gweddnewid y ddeddfwriaeth yn dasg fawr a bydd angen adnoddau i'w chyflawni;
- Mae'r system drwyddedu dwy haen yn gymhleth. Er bod rhywfaint o gefnogaeth i system un haen, nid oedd hyn yn unfrydol;
- Trafodwyd system ranbarthol fel cam tuag at system genedlaethol;
- Roedd yn amlwg bod arfer yn amrywio ledled Cymru. Er enghraifft, Caerdydd yw'r unig awdurdod lleol sy'n cyfyngu ar nifer y platiau cerbydau hacni ar hyn o bryd;
- Dylai'r gyfundrefn ffioedd alluogi awdurdodau lleol i adennill costau gorfodaeth a chostau eraill, fel marsialiaid tacsis. Dylai'r system ariannu'i hun. Fodd bynnag, codwyd y mater o gost y gyfundrefn drwyddedu hefyd, a'r ffaith mai ar yrwyr y mae'r baich ar hyn o bryd;
- Nid yw awdurdodau lleol yn cynnal asesiadau blynyddol o anghenion. Roedd yr Undeb GMB yn teimlo bod hyn wedi arwain at roi gormod o drwyddedau;



- Nid yw'r ddeddfwriaeth wedi cadw ochr yn ochr â'r dechnoleg – er enghraifft, defnyddir GPS yn helaeth ond nid yw'n 'fesurydd tacsî' at ddibenion y ddeddfwriaeth;
- Mae hurio/gweithio trawsffiniol (h.y. tacsîs sydd wedi'u trwyddedu mewn un awdurdod lleol yn gweithio mewn un arall) yn broblem fawr y mae angen mynd i'r afael â hi. Roedd rhai yn awgrymu y dylai pob taith ddechrau neu orffen yn yr ardal a roddodd drwydded tacsî/cerbyd hurio preifat y gyrrwr. Dywedodd y tystion fod gyrrwyr sydd wedi'u cofrestru gyda Transport for London yn gweithio yng Nghaerdydd ar hyn o bryd, ac mae 144 o yrrwyr Uber sydd wedi'u cofrestru yng Nghasnewydd yn byw yng Nghaerdydd;
- Mae gorfodaeth yn broblem oherwydd oedran y ddeddfwriaeth gyfredol. Nid yw awdurdodau lleol yn gallu cymryd camau gorfodaeth ar hyn o bryd yn erbyn gyrrwr sy'n gweithio yn ei ardal ond sydd wedi'i drwyddedu gan awdurdod gwahanol. Mae angen mwy o arian i wella gorfodaeth;
- Roedd ymgynghoriad Llywodraeth Cymru ynglŷn â thrwyddedu tacsîs a cherbydau hurio preifat yn canolbwyntio ar weithredu argymhellion Comisiwn y Gyfraith. Fodd bynnag, awgrymodd y GMB y byddai angen diweddarau adroddiad Comisiwn y Gyfraith;
- Mae angen safonau ar lefel genedlaethol ar gyfer gyrrwyr a gweithredwyr;
- Mae angen system orfodaeth symlach;
- Mae angen diffiniad o berson 'addas a phriodol', ac mae angen cod ymddygiad ar gyfer gweithredwyr, a hynny er mwyn mynd i'r afael â'r risg o gamddefnyddio gyrrwyr a sefydlu system gwynion i yrrwyr; ac
- Mae angen cofrestr genedlaethol o yrrwyr a dull gweithredu cyson ledled Cymru.

Pwerau polisi porthladdoedd a phwerau datblygu

Dyma rai o'r pwyntiau allweddol:

- Y farn bod polisi porthladdoedd cyfredol y DU yn effeithiol ar y cyfan ond y gallai datganoli gynnig mwy o eglurder a deialog mewn rhai meysydd;
- Y tu hwnt i rai dogfennau polisi ac arweiniad, mae'r polisi cyfredol wedi'i ddirprwyo'n helaeth i borthladdoedd ac yn cael ei arwain gan y farchnad. Mae hyn yn caniatáu i borthladdoedd weithredu'n hyblyg fel busnesau ac ymateb i anghenion cwsmeriaid;
- Bydd datganoli'n caniatáu i Lywodraeth Cymru gydgyssylltu meysydd polisi perthnasol ac adlewyrchu porthladdoedd yn well yn ei strategaethau. Ar hyn o



bryd, mae meysydd polisi sy'n effeithio ar borthladdoedd wedi'u datganoli'n rhannol (e.e. cynllunio defnydd tir, trwyddedu morol a phriffyrdd) ac yn cael eu cadw'n rhannol (datblygu porthladdoedd);

- Mae Brexit a thrafodaethau am dollau a gwiriadau eraill yn faterion pwysig – mae capasiti yn dibynnu ar faint y porthladdoedd a pha mor gyflym y mae traffig yn llifo trwyddynt. Gall datganoli helpu drwy ddod â fframweithiau perthnasol ynghyd yng Nghymru;
- Gallai Cynllun Morol Cenedlaethol Cymru fod yn ddogfen go bwysig a fydd yn gorfod taro cydbwysedd rhwng datblygu cynaliadwy a diogelu'r amgylchedd morol;
- Mae porthladdoedd am weld diogelu amgylcheddol yn cael ei deilwra gyda pharthau porthladd i gefnogi polisi sydd o blaid busnesau a datblygiad. Nid yw'n bosibl ail-leoli porthladdoedd ac yn aml maent mewn ardaloedd sy'n economaidd ddifreintiedig;
- Mae angen sefyllfa deg ar borthladdoedd. O'i gymharu â Chymru, mae llywodraethau'r UE wedi sefydlu cyfundrefnau cydsynio symlach, a rhoddir trwyddedau hirach yn Lloegr, gyda mwy o weithgareddau wedi'u heithrio rhag gofynion trwyddedau morol;
- Mae oedi yn y broses gydsynio yn broblem fawr. Gellir colli cyfleoedd os na chaiff ceisiadau eu prosesu'n effeithlon;
- Roedd y porthladdoedd yn cefnogi 'parthau rhydd' mewn amgylchiadau priodol (h.y. ardaloedd gydag eithriadau rhag gofynion tollau mewnforio pan fydd nwyddau'n aros yn y parth), a hefyd yn cefnogi 'parthau porthladd' (trefniadau datblygu symlach a chyflymach);
- Bydd adnoddau yn Llywodraeth Cymru i weinyddu polisi yn bwysig – disgrifiwyd yr Alban fel model da gyda digon o staff, arbenigedd priodol a system effeithiol; ac
- Mae trafodaethau'n mynd rhagddynt gyda Llywodraeth Cymru, gyda rhai arwyddion cadarnhaol. Mae cysondeb wedi bod o ran y staff Llywodraeth Cymru y mae porthladdoedd wedi bod yn ymdrin â nhw a pharch gan y ddwy ochr at ei gilydd. Mae porthladdoedd mewn sefyllfa dda gyda swyddogion a'r tîm trafniadaeth.





accidents don't have to happen

RoSPA Response to “New Powers: New Possibilities Inquiry”

The Wales Act 2017 – Speed Limits

16 February 2018

Introduction

This is RoSPA’s response to the Economy, Infrastructure and Skills Committee’s consultation into, New Powers: New Possibilities and in particular the Wales Act 2017 on speed limits.

The Committee is seeking views on:

- Current speed limits and arrangements for setting speed limits in Wales; and
How the powers to be devolved by the Wales Act 2017 from 1 April 2018 should be used by the Welsh Government and the Assembly.

RoSPA Response

Speed significantly increases the chance of being injured in a collision. A well designed road network could reduce the risk of exposure to the conditions that can cause serious and fatal injuries.

RoSPA believes that the Welsh Government should have the flexibility to set or amend speed limits and should still involve local authorities where necessary. We think it would still be beneficial for the Speed Limit Appraisal Tool to be used to help assess the cost and benefits of any proposed scheme. This would ensure that evidence-based decisions can be made when introducing local speed limits, which would reflect the needs of all road users.

A study of collisions together with analysis of traffic volumes and speeds should indicate whether an existing speed limit is appropriate for the class of road and its use by different groups of road users, including the presence or potential presence of vulnerable road users (including pedestrians, cyclists, horse riders or motorcyclists), or whether it needs to be altered. Local residents may also express their concerns or desire for a lower speed limit and these comments should be considered.

While RoSPA is of the view that road safety should be the primary reason for setting speed limits, there are many links to be made between injury prevention and other areas of public health. Vehicle emissions and air quality is one such link. RoSPA understands that compliance with air quality limits could be a factor when implementing speed limits, however, this should not override safety concerns.

Where there is poor compliance with an existing speed limit, the reasons behind non-compliance should be examined. It could be that a speed limit need not be changed if the collision rate can be improved with alternative measures. If the speed limit is set too low for no visible reason and the risk of a collision is low, then it may be appropriate to increase the limit.

It could be far easier to persuade people to drive at safer speeds if they understand and accept that driving too fast significantly increases the chances of being involved in a collision, and significantly increases the chances of such an incident being serious or fatal.

RoSPA thinks that education is absolutely vital in trying to change attitudes towards speeding. Inappropriate speed contributes to a number of injury and fatal collisions. This can be when the speed limit is exceeded but also when a driver or rider is within the speed limit but their speed is excessive for the conditions at the time (for example, in poor weather, poor visibility or densely populated areas).



RoSPA Response to “New Powers: New Possibilities Inquiry”

Those people who drink or take drugs and drive are seen as behaving in a dangerous, anti-social and selfish manner with little or no regard for the safety of other road users. However, those who speed are often not regarded in this way unless they grossly exceed the posted speed limit. Therefore, we feel it is essential that the dangers caused by driving at inappropriate speeds are clearly explained and demonstrated to highlight the consequences of illegal and inappropriate speed.

Roads policing is an indispensable action, which plays a vital role in saving lives and minimising injury on the road in Wales. In order for this to be done effectively and consistently across the country, roads policing must be given its rightful priority by the Welsh Government and the Police Service, and be adequately resourced.

In having the devolved powers to alter speed limits in Wales, the Welsh Government will be able to continue to work in conjunction with the already long-standing Wales Road Casualty Reduction Partnership to address issues proactively and efficiently, and also help to ensure that road users continue to comply.

RoSPA thanks the Economy, Infrastructure and Skills Committee for the opportunity to comment on the consultation. We have no objection to our response being reproduced or attributed.

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This is a composite response from the four Welsh Police Forces that responded to the consultation on the Welsh Government New Powers: New Possibilities Inquiry – Speed Limits

Views on current speed limits and arrangements for setting speed limits in Wales.

There are current arrangements in place for the setting of speed limits in Wales through which the Highways Authority are able to set 'local speed limits'. Where the Police have been fully engaged in discussions prior to adoption there has been consistency through to any subsequent police enforcement of the new regulation. There have been instances where NPCC guidance regarding 20mph speed limits/zones has not been followed and this has created some enforcement challenges.

Views on how the powers to be devolved by the Wales Act 2017 from 1st April 2018 should be used by the Welsh Government and Assembly

It is a shared view across the Welsh Roads Policing landscape that it is vital the Police continue to be consulted prior to any changes. As the enforcement agency, it is important to public confidence that any changes are evidence based, are proportionate to the objective they are looking to achieve and a justifiable response to ensuring the safety of the public on our roads.

There are already differences between speed limits for certain classifications of vehicles within England and Wales to those in Scotland, although some across Wales are of the view that engineering solutions should form an equal part of the Road Safety thought process.

There is a general consensus that devolving the responsibility for Speed Limits would help bring about a greater consistency across the country. This, however, needs to form part of a wider awareness raising campaign promoting the safe use of our roads and the dangers of speed, whether that is in excess of the limit or excessive due to prevailing weather/road conditions. It is important the key message remains to educate and not punish road users.

In terms of comments on the use of powers in Wales, I would add as follows from a GoSafe perspective:

- Wales should not deviate from national (UK) policy for setting limits unless there are solid, exceptional, circumstances. This would apply particularly where it would affect enforcement. This would include the setting of, signing and enforcement of limits. The reason for this response is:
 - the police as the enforcement agency are often challenged about the prosecution of speeding offences and a common defence is signing. There is clear and consistent guidance in the UK which allows a robust legal standing where this guidance is followed. Any deviation from this would leave the public bodies exposed for challenges. As such, it would be prudent to ask the relevant police force for comment when setting local speed limits
 - A clear and consistent speed limit setting policy needs to be adhered to for the motoring public: often we find compliance with speed limits in particular is where there is a clear and obvious reason for that reason to be applicable
- There should be no deviation or special adjustments to signage or policy across Wales: all highways authorities in Wales should be held to the same policies and guidance for purposes of clarity and fairness
- There is a significant amount of tourist traffic from the English border, any signage should be easily recognisable to the UK motoring public as 'common' practice to ensure best compliance.

Best Regards,

Teresa Ciano
Partnership Manager
GoSafe

Eitem 7

Mae cyfyngiadau ar y ddogfen hon