

Agenda – Y Pwyllgor Deisebau

Lleoliad:	I gael rhagor o wybodaeth cysylltwch a:
Ystafell Bwyllgora 1 – Y Senedd	Graeme Francis – Clerc y Pwyllgor
Dyddiad: Dydd Mawrth, 17 Gorffennaf 2018	Kath Thomas – Dipwrwy Glerc 0300 200 6565
Amser: 09.00	SeneddDeisebau@cynulliad.cymru

1 Cyflwyniad, ymddiheuriadau, dirprwyon a datganiadau o fuddiant (Tudalennau 1 – 41)

2 Deisebau newydd

2.1 P-05-824 Ffordd Osgoi Derwen Brimmon y Drenewydd
(Tudalennau 42 – 49)

2.2 P-05-825 Diogelu ysgyfaint plant rhag llygredd niweidiol tra maent yn yr
ysgol
(Tudalennau 50 – 56)

2.3 P-05-826 Mae sir Benfro yn dweud NA!! i gau adran damweiniau ac achosion
brys Llwynhelyg!
(Tudalennau 57 – 63)

3 Y wybodaeth ddiweddaraf am ddeisebau blaenorol

Yr Economi a Thrafnidiaeth

3.1 P-05-774 Ewch Heibio'n Llydan ac yn Araf (Cymru)
(Tudalennau 64 – 73)

3.2 P-05-780 Ailagor Gorsaf Carno
(Tudalennau 74 – 80)

cyllid



3.3 P-05-811 Rhoi'r gorau i ddefnyddio ardystiad gweithwyr ar brosiectau
Llywodraeth Cymru

(Tudalennau 81 – 98)

Yr amgylchedd

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

(Tudalennau 99 – 101)

3.5 P-04-648 Diwygio'r Cyfarwyddyd ar Olew a Nwy Anghonfensiynol

(Tudalennau 102 – 104)

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

(Tudalennau 105 – 113)

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

(Tudalennau 114 – 118)

Addysg

3.8 P-05-783 Sicrhau Cydraddoldeb Cwricwlwm i Ysgolion Cyfrwng Cymraeg e.e.
Seicoleg TGAU

(Tudalennau 119 – 122)

3.9 P-05-805 Rhoi chwarae teg i Athrawon Cyflenwi

(Tudalennau 123 – 126)

Papur i'w nodi

**4 Gohebiaeth gan Ysgrifennydd y Cabinet dros yr Economi a
Thrafnidiaeth at y Cadeirydd ar P-05-716 Cludiant am Ddim ar y
Trenau i Ddisgyblion Ysgol gyda Threnau Arriva Cymru**

(Tudalen 127)

5 Cynnig o dan Reol Sefydlog 17.42 i benderfynu gwahardd y cyhoedd ar gyfer eitemau 6 ac 8 ar yr agenda heddiw:

6 Adroddiad – P-04-628 Mynediad at Iaith Arwyddion Prydain i bawb

(Tudalennau 128 – 147)

Mae'r cyfarfod yn dychwelyd i fod yn gyhoeddus (10.15)

7 Sesiwn dystiolaeth – P-05-799 Newid y Cwricwlwm Cenedlaethol a dysgu hanes Cymru, a hynny o bersbectif Cymreig, yn ein Hysgolion Cynradd, Uwchradd a'r Chweched Dosbarth

(10.15 – 10.45)

(Tudalennau 148 – 158)

Kirsty Williams, Ysgrifennydd y Cabinet dros Addysg

Claire Rowlands – Dirprwy Gyfarwyddwr Cwricwlwm

John Pugsley – Pennaeth y Celfyddydau, y Gangen Dyniaethau a Llesiant

Y cyfarfod yn dychwelyd i sesiwn breifat (10.45)

8 Discussion of Previous Evidence Session – P-05-799 Newid y Cwricwlwm Cenedlaethol a dysgu hanes Cymru, a hynny o bersbectif Cymreig, yn ein Hysgolion Cynradd, Uwchradd a'r Chweched Dosbarth

Mae cyfyngiadau ar y ddogfen hon

Eitem 2.1

P-05-824 Ffordd Osgoi Derwen Brimmon y Drenewydd

Cyflwynwyd y ddeiseb hon gan Mervyn Lloyd Jones ar ôl casglu 402 o lofnodion.

Geiriad y ddeiseb

Rydym ni sydd wedi llofnodi isod yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ystyried ein cynnig i roi 'Ffordd Osgoi Derwen Brimmon y Drenewydd' yn enw swyddogol ar adran newydd o ffordd yr A483—adran hanesyddol yr oedd mawr ei hangen.

Dylid gwneud hyn i gydnabod y cyhoeddusrwydd cadarnhaol iawn y mae un o 'Henebion Naturiol' mwyaf arwyddocaol Sir Drefaldwyn, sef Derwen Brimmon, wedi'i greu i'r Drenewydd, i'r rhanbarth ac i Gymru.

Yn gyntaf, enillodd wobwr Coeden Gymreig y Flwyddyn cyn ennill gwobr 'UK Tree of the Year'—cystadleuaeth a ddarllledwyd ar deledu cenedlaethol. Yna, cafodd ail yng nghystadleuaeth fawreddog 'European Tree of the Year' (2017), mewn seremoni yn Senedd yr UE ym Mrwsel a gafodd lawer o sylw. Teimlwn y dylai'r dderwen hynafol hon, sydd o bwysigrwydd diwylliannol mawr, ac sydd bellach yn adnabyddus ledled Cymru, y DU ac yn wir y byd, gael ei hanrhydeddu yn y modd hwn.

Etholaeth a Rhanbarth y Cynulliad

- Sir Drefaldwyn
- Canolbarth a Gorllewin Cymru

Deiseb: Ffordd Osgoi Derwen Brimmon y Drenewydd

Y Pwyllgor Deisebau | 17 Gorffenhaf 2018
Petitions Committee | 17 July 2018

Papur briffio gan y Gwasanaeth Ymchwil:

Rhif y ddeiseb: P-05-824

Teitl y ddeiseb: Ffordd Osgoi Derwen Brimmon y Drenewydd

Testun y ddeiseb:

Rydym ni sydd wedi llofnodi isod yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ystyried ein cynnig i roi 'Ffordd Osgoi Derwen Brimmon y Drenewydd' yn enw swyddogol ar adran newydd o ffordd yr A483—adran hanesyddol yr oedd mawr ei hangen.

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Cefndir

Mae Llywodraeth Cymru yn adeiladu [ffordd osgoi newydd 6.53km o hyd i'r de o'r Drenewydd](#) ar hyn o bryd. Bydd y ffordd osgoi yn cysylltu'r A489 â'r A483 tra'n osgoi'r Drenewydd ac mae'n rhan o rwydwaith cefnffyrdd Cymru.

Ffordd osgoi y Drenewydd

Dechreuodd y gwaith o adeiladu'r ffordd osgoi newydd yn 2016, a disgwylir i'r prosiect gael ei gwblhau ddechrau 2019. Cafodd nifer o opsiynau posibl ar gyfer llwybr y ffordd osgoi eu trafod, gydag arddangosfa yn cael ei chynnal yn y Drenewydd ym mis Medi 2009 i ymgynghori â'r cyhoedd.

Yn dilyn hyn, cafodd cynigion a oedd yn cynnwys y llwybr a ffafriwyd yn 2010 ynghyd â dewisiadau amgen eu harddangos mewn arddangosfa gyhoeddus ym mis Gorffennaf 2013, a arweiniodd at gyhoeddi llwybr a ffefrir diwygiedig ym mis Mawrth 2014. Hefyd, cafodd y llwybr hwn ei ddangos mewn arddangosfa gyhoeddus arall ar 8 Ebrill 2014.

Ym mis Mehefin/Gorffennaf 2015, cynhaliwyd ymchwiliad lleol cyhoeddus cyn i Lywodraeth Cymru gyhoeddi y byddai'n dechrau adeiladu'r ffordd osgoi ym mis Chwefror 2016.

Rhif a dosbarthiad y llwybr

Mae'r Adran Drafnidiaeth wedi [llunio canllawiau i Ddosbarthiad Ffyrdd a'r Rhwydwaith o Brif Ffyrdd \(PRN\)](#) (PDF, 268KB).

Mae dosbarthiad ffyrdd yn defnyddio system gyffredinol o rifo llwybrau a gaiff ei gweinyddu'n ganolog ar gyfer Cymru a Lloegr gan yr Adran Drafnidiaeth (er enghraifft, traffyrdd, ffyrdd A, ffyrdd B ac ati). Defnyddir canllawiau dylunio cyffredinol ar yr arwyddion ar gyfer pob dosbarthiad ffordd i roi eglurder i ddefnyddwyr ffyrdd. Ym mhob cyd-destun arall, mae dosbarthiad ffyrdd yn fater sydd wedi'i ddatganoli y tu allan i Loegr.

Mae'r rhwydwaith o brif ffyrdd yn dynodi ffyrdd rhwng manau pwysig o ran traffig ledled y DU, gyda'r nod o ddarparu llwybrau rhwydd eu hadnabod sy'n cynnig mynediad i'r wlad gyfan. Mae'r Drenewydd wedi'i chynnwys fel cyrchfan ar y rhwydwaith o brif ffyrdd.

Mae'r canllawiau'n nodi:

The PRN is a devolved matter. Several primary routes run between England and Scotland or England and Wales, meaning cooperation between highways bodies across borders is required.

Er bod ffyrdd wedi'u rhifo yn unol â'r system, mae rhannau o gefnffyrdd yng Nghymru hefyd wedi'u henwi ar ôl materion sy'n arwyddocaol yn lleol. Er enghraifft, yn 2012 [cafodd rhan o'r A470 rhwng Llandudno a Chyffordd Llandudno ei henwi yn 'Ffordd y Cymry Brenhinol'](#).

Derwen Brimmon

Mae Derwen Brimmon yn goeden dderw sydd wedi'i lleoli i'r dwyrain o'r Drenewydd ac sydd dros 500 oed.

Yn 2016, enillodd y goeden wobwr [Coeden Gymreig y Flwyddyn](#), ac ym mis Rhagfyr y flwyddyn honno fe'i dewiswyd gan feirniaid fel [coeden y flwyddyn yn y DU](#) gan guro enillwyr y gwobrau cenedlaethol yn Lloegr, yr Alban a Gogledd Iwerddon. Y wobwr oedd grant gofal gwerth £1,000 a chyfle i ennill gwobr [Coeden Ewropeaidd y Flwyddyn](#).

Ym mis Mawrth 2017, cyhoeddwyd bod y goeden wedi dod yn ail yn y gwobrau Ewropeaidd, a benderfynwyd drwy bleidlais gyhoeddus. Roedd y goeden yn ail i Dderwen Józef yng Ngwlad Pwyl, a dyma oedd y canlyniad gorau ar gyfer coeden Brydeinig yn hanes y wobr.

Camau a gymerwyd gan Lywodraeth Cymru a Chynulliad Cenedlaethol Cymru

Roedd y goeden yn destun [deiseb flaenorol i Gynulliad Cenedlaethol Cymru](#) pan roedd bwriad i adeiladu'r llwybr a ffafriwyd yn flaenorol ar gyfer y ffordd osgoi o fewn 3.5 metr i foncyff y goeden. Mynegodd y deisebwyr bryderon ynghylch yr effaith y byddai hyn yn ei chael ar wreiddiau'r goeden.

Trafodwyd y mater hefyd yn yr ymchwiliad lleol cyhoeddus a gynhaliwyd, a chafodd y llwybr ei newid yn sgil hyn i warchod y goeden. [Yn ei hymateb i Bwyllgor Deisebau'r pedwerydd Cynulliad](#) (PDF, 158KB), ysgrifennodd Edwina Hart, Gweinidog yr Economi, Gwyddoniaeth a Thrafnidiaeth ar y pryd:

Roedd yr Arolygwr o'r farn na fyddai'r hen goeden o dan fygythiad wrth i'r gwaith adeiladu fynd yn ei flaen ar gyfer y cynllun. Er hynny, dywedodd bod angen gofal wrth lunio manylion y cynllun a'i bod yn hanfodol goruchwyllo'r gwaith yn ofalus ger y dderwen.

Rhoddodd Llywodraeth Cymru gynigion gerbron i newid lleoliad y briffordd fel ei bod yn cadw draw o'r goeden a sicrhau bod cyn lleied o waith ag sy'n bosibl yn cael ei wneud o fewn y 15 metr lle ceir parth gwarchod gwreiddiau'r goeden, fel yr argymhellwyd gan arbenigwyr coedyddiaeth ac yn unol â'r Safonau Prydeinig. Gwnaeth yr Arolygwr dderbyn y cynigion hynny.

O ran enwi cefnffyrdd yng Nghymru, mae deisebau blaenorol wedi dod gerbron y Cynulliad Cenedlaethol. Yn 2012 [cafodd deiseb i enwi'r A470 yn Brif Ffordd Tywysog Owain Glyndwr](#) ei thrafod gan Bwyllgor Deisebau'r pedwerydd Cynulliad. Ymatebodd [Carl Sargeant, y Gweinidog Llywodraeth Leol a Chymunedau ar y pryd](#), (PDF, 171KB) fel a ganlyn:

trunk roads in Wales are numbered rather than named in accordance with a strict convention in order to ensure the continuity of routes across the UK.

Cafwyd ymateb tebyg i ddeiseb arall yn 2012 yn galw am [enwau Cymraeg i bob cefnffordd newydd yng Nghymru](#). Tynnodd y deisebydd sylw at y ffaith bod Llywodraeth Cymru wedi cytuno i'r enw 'Ffordd y Cymry Brenhinol' ar gyfer rhan o'r A470.

O ran enwi ffordd osgoi newydd y Drenewydd, yn ei lythyr at y Pwyllgor Deisebau, mae Ken Skates, Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth, yn awgrymu nad enwi'r ffordd fyddai'r dull mwyaf priodol o gydnabod y goeden.

Mae Ysgrifennydd y Cabinet wedi nodi y bydd yn gofyn i Gyngor Tref y Drenewydd ymgynghori â phobl leol ynghylch sut y gellir dathlu'r ardal, gan awgrymu opsiynau fel enwi

cyffyrdd ar y ffordd osgoi a chynnwys byrddau gwybodaeth mewn cilfannau ar hyd y ffordd newydd.



Eich cyf: P-05-824
Ein cyf: KS/01562/18

David John Rowlands AC
Cadeirydd
Y Pwyllgor Deisebau

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

30 Mehefin 2018

Annwyl David

Diolch ichi am eich llythyr dyddiedig 23 Mawrth ynghylch Deiseb P-05-824: Ffordd Osgoi Derwen Brimmon y Drenewydd.

Rwy'n cydnabod yn llwyr ddiddordeb positif y cyhoedd yn y Dderwen Brimmon yn sgil holl waith caled y deisebwyr sef Mervyn Lloyd Jones a Rob McBride. Hoffwn eu llongyfarch ar ennill gwobr Coeden y Flwyddyn yng Nghymru a'r DU a hefyd ar ddod yn ail yng nghystadlaeth Coeden y Flwyddyn Ewrop yn 2017.

Ar ôl ystyried yn ofalus y cais i ailenwi Ffordd Osgoi'r Drenewydd, fodd bynnag, nid wyf o'r farn mai galw'r Ffordd Osgoi yn 'Ffordd Osgoi Derwen Brimmon y Drenewydd' fyddai'r ffordd fwyaf priodol o gydnabod y goeden.

Rwyf hefyd yn ymwybodol fod sawl cais arall i ailenwi'r ffordd osgoi wedi'u cyflwyno er mwyn hyrwyddo a chydnabod hanes y Drenewydd. O'r herwydd, ni fydd yr enw 'Ffordd Osgoi'r Drenewydd' yn newid ond hoffwn annog Cyngor Tref y Drenewydd i ymgynghori â phobl leol ynghylch yr hyn yr hoffent ei gynnig er mwyn hyrwyddo ardal y Drenewydd. Rydym eisoes wedi ymgynghori'n llwyddiannus ac wedi cymeradwyo'r arwyddion i dwristiaid ar y ffordd osgoi ar y cyd â'r Cyngor Tref. Credwn fod hyn yn gyfle ychwanegol i gydnabod diddordeb neu hanes lleol. Gallai'r opsiynau gynnwys enwi cyffyrdd ar hyd y ffordd osgoi neu ddarparu byrddau gwybodaeth yn y cilfannau sy'n rhan o'r ffordd osgoi.

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Correspondence.Ken.Skates@gov.wales

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

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.

Gallaf ystyried y mater ymhellach unwaith y bydd gennyf restr o opsiynau a ffefrir y mae pobl leol wedi cael cyfle i fynegi barn yn eu cylch.

Yn gywir

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

Ken Skates AC/AM

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

**P-05-824 Newtown Brimmon Oak Bypass – Correspondence from the
Petitioner to the Committee, 10.07.18**

Dear David

petition – P-05-824

In response to ken skate's comments, as stated the Brimmon Oak has benefited from a huge amount of local support.

I feel that naming the new bypass after the tree reflects WG commitment to preserving the environment by accommodating the tree at the same time as moving the welsh transport infrastructure into the 21st century. By using the name "Newtown Brimmon Oak Bypass" I believe, brings together a welsh icon that represents Wales beautiful scenery that attracts many visitors along with state of the art engineering that will make west Wales as a whole, more accessible and thus beneficial to all.

WG agreeing to name the bypass after this iconic tree would be a present and future statement to the people of Newtown that they have an ongoing respect for their local environment.

I hope you can give the matter further consideration.

Kind Regards

Eitem 2.2

P-05-825 Diogelu ysgyfaint plant rhag llygredd niweidiol tra maent yn yr ysgol

Cyflwynwyd y ddeiseb hon gan British Lung Foundation Cymru, ar ôl casglu 159 o lofnodion.

Geiriad y ddeiseb

Mewn trefi a dinasoedd ledled Cymru, mae pobl yn anadlu lefelau llygredd aer sy'n anghyfreithlon ac sy'n niweidiol i'w hiechyd. Mae plant ymysg y rheiny sydd fwyaf diamddiffyn rhag llygredd aer. Mae eu hysgyfaint yn dal i dyfu, a gall aer llygredig arafu twf eu hysgyfaint, a golygu eu bod yn fwy tebygol o gael asthma, a phroblemau iechyd eraill, yn nes ymlaen yn eu bywyd.

Yn ôl cais rhyddid gwybodaeth gan y BLF i awdurdodau lleol yn 2017, gwelwyd nad oedd 68 y cant o ymatebwyr (15 o 22) yn monitro llygredd aer o fewn 10 metr o unrhyw un o'u hysgolion.

Yr ydym ni, sydd wedi arwyddo isod, yn galw ar Lywodraeth Cymru i fynnu bod pob Awdurdod Lleol yn monitro ansawdd yr aer y mae plant yn ei anadlu pan fyddant yn yr ysgol, fel bod gan y rheiny sy'n gwneud penderfyniadau y wybodaeth angenrheidiol i ymateb i lygredd aer.

Etholaeth a Rhanbarth y Cynulliad

- De Caerdydd a Phenarth
- Canol de Cymru

Deiseb: Diogelu ysgyfaint plant rhag llygredd tra maent yn yr ysgol

Y Pwyllgor Deisebau | 17 Gorffennaf 2018

Petitions Committee | 17 Iulv 2018

Papur briffio gan y Gwasanaeth Ymchwil:

Rhif y ddeiseb: P-05-825

Teitl y ddeiseb: Diogelu ysgyfaint plant rhag llygredd niweidiol tra maent yn yr ysgol

Geiriad y ddeiseb

Mewn trefi a dinasoedd ledled Cymru, mae pobl yn anadlu lefelau llygredd aer sy'n anghyfreithlon ac sy'n niweidiol i'w hiechyd. Mae plant ymysg y rheiny sydd fwyaf diamddiffyn rhag llygredd aer. Mae eu hysgyfaint yn dal i dyfu, a gall aer llygredig arafu twf eu hysgyfaint, a golygu eu bod yn fwy tebygol o gael asthma, a phroblemau ieched eraill, yn nes ymlaen yn eu bywyd.

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Nodyn: Nid oedd ymateb i'r ddeiseb gan Lywodraeth Cymru wedi dod i law ar adeg ysgrifennu'r papur briffio hwn.

Y cefndir

Yn ôl Sefydliad Iechyd y Byd, [llygredd aer sy'n cyfrannu fwyaf at y baich clefydau y gellir eu priodoli i'r amgylchedd](#) (PDF, 2.20MB). |Yn 2012, amcangyfrifodd Sefydliad Iechyd y Byd fod llygredd aer yn gyfrifol am 7 miliwn o farwolaethau cyn pryd yn fyd-eang.

Caiff ei gydnabod bod ansawdd aer gwael yn broblem sy'n effeithio ar y DU gyfan ac, ar 17 Mai, cyhoeddwyd bod [y Comisiwn Ewropeaidd yn bwrw ymlaen ag achos yn erbyn Llywodraeth y DU, ynghyd ag aelod wladwriaethau eraill, am dorri cyfraith yr UE](#) ym maes ansawdd aer. Mae'r Comisiwn wedi cyfeirio'r DU, Ffrainc, yr Almaen, yr Eidal, Hwngari a Romania at Lys Cyfiawnder Ewrop am dorri rheolau aer glân.

Er bod hon yn broblem sy'n effeithio ar y DU gyfan, mae ansawdd yr aer mewn rhannau o Gymru ymhlith y gwaethaf ac mae'r Gwasanaeth Ymchwil wedi cyhoeddi [papur briffio ar y pwnc yn ddiweddar](#). Mae [lefelau mater gronynnol](#) yn uwch yng Nghaerdydd a Phort Talbot nag ydynt yn Birmingham neu Fanceinion, ac [yng Nghaerffili y mae'r ffordd](#) fwyaf llygreddig y tu allan i Lundain. Mae ffigurau Iechyd Cyhoeddus Cymru yn dangos bod llygredd aer yn cyfrannu at oddeutu [2,000 o farwolaethau bob blwyddyn yng Nghymru](#) ac mae'r corff hwn wedi dweud bod hyn yn argyfwng iechyd cyhoeddus brys ac mai dim ond ysmegu sy'n fwy o argyfwng. Mae rhai ardaloedd wedi torri Rheoliadau'r UE ers blynnyddoedd ac mae Llywodraeth Cymru hefyd, yn y pen draw, yn cael ei herlyn.

Mae [gwefan Ansawdd Aer Cymru](#) yn datgan:

Mae ystadegau'r llywodraeth yn amcangyfrif bod llygredd aer yn y DU yn lleihau disgwyliad oes pawb 7-8 mis, gyda chost gysylltiedig o hyd at £20 biliwn y flwyddyn.

Llygryddion

Y prif lygryddion aer sy'n effeithio ar iechyd yw nitrogen deuocsid (NO₂), osôn (O₃) a mater gronynnol bach arall (PM₁₀ ar gyfer mater <10 µm o ran maint neu PM_{2.5} ar gyfer mater <2.5 µm). Daw'r llygryddion hyn o amrywiaeth o ffynonellau, ond mae'r mwyafrif helaeth yn gysylltiedig â llosgi tanwydd. Mae [adroddiad gan Asiantaeth yr Amgylchedd Ewrop](#) yn nodi:

Road transport remains an important source of some of the most harmful air pollutants. In particular, road transport is responsible for significant contributions to emissions of nitrogen oxides (NO_x) and particulate matter (PM). Pollution released by vehicles is particularly important, as emissions generally occur in areas where people live and work, such as cities and towns. Therefore, although emissions from the transport sector may not be as great in absolute terms as those from other sources, population exposure to the pollutants released by road transport can be higher than for sources such as power plants or large industrial facilities, which often tend to be located in remoter, less populated areas.

Monitro

Caiff data ansawdd aer eu casglu ar safleoedd monitro gweithredol ac anweithredol. Mae tua 40 o safleoedd monitro gweithredol yng Nghymru, ac mae'r rhan fwyaf ohonynt yn Abertawe, Port Talbot, Caerdydd a Wrecsam. Mae'r rhain yn mesur llygredd aer yn barhaus ac mae'r wybodaeth i'w [gweld ar-lein](#). Mae tua 1000 o safleoedd monitro anweithredol (sy'n mesur NO₂ yn bennaf) sy'n darparu data dros gyfnodau hirach (bob mis, er enghraifft).

Caiff y data o safleoedd monitro gweithredol eu defnyddio i roi gwybod i'r cyhoedd os yw lefelau llygredd aer yn cynyddu'n sydyn, mewn ffordd a allai fod yn niweidiol, a hefyd i fesur i ba raddau y maent yn cydymffurfio â chyfarwydddebau'r UE.

Mae'r holl [Ardaloedd Rheoli Ansawdd Aer \(AQMAS\)](#) yng Nghymru, ac eithrio Castell-nedd Port Talbot yn canolbwyntio ar NO₂. [Trafnidiaeth ar y ffyrdd yw prif ffynhonnell NO₂](#) (PDF,5.16MB) yn 96% o'r Ardaloedd Rheoli Ansawdd Aer lle mae lefelau NO₂ yn uwch na chyfyngiadau'r UE.

Yr effaith ar iechyd

[Mewn adroddiad a gyhoeddodd yn ddiweddar, tynnodd Iechyd Cyhoeddus Cymru](#) (PDF, 2.36MB) sylw at y ffaith y gall llygredd aer effeithio'n anghymesur ar grwpiau agored i niwed yn y boblogaeth, gan gynnwys plant.

Mae [ymchwil gan y British Lung Foundation](#) yn awgrymu bod pobl sy'n anadlu aer llygredig am gyfnod hir yn fwy tebygol o ddatblygu cyflyrau ar yr ysgyfaint. Mae tystiolaeth dda i ddangos y gall llygredd aer yn yr awyr agored gyfrannu at ganser yr ysgyfaint, ac mae cysylltiad rhwng anadlu aer llygredig am gyfnod hir ac asthma. Mae ymchwil hefyd yn dangos y gall llygredd aer effeithio ar y modd y mae ysgyfaint plant yn datblygu os [ydynt yn anadlu'r aer llygredig am gyfnod hir](#). Nid ydym yn deall effeithiau hirdymor llygredd aer yn llawn eto, ac mae pryder arbennig ynglŷn â phlant. Gan hynny, mae'n bosibl mai ymhell yn y dyfodol y gwelwn effeithiau llygredd aer heddiw.

Tanlinellodd [y sefydliad yr isod hefyd](#):

high concentrations of air pollution can ...lead to respiratory problems – even in otherwise healthy children. Long-term exposure has been linked to worsening symptoms of conditions such as asthma, which is common in children. Diesel emissions have even been linked to an increased risk of lung cancer. And research has also shown that pollution levels increase at lower heights, potentially exposing children to greater concentrations than adults.

O ystyried eu maint, mae plant hefyd yn anadlu mwy o aer bob munud nag oedolion ac, os ydynt mewn bygi neu bram, maent ar yr un lefel â phibellau gwacáu'r ceir.

Ansawdd aer ger ysgolion

Mae'r elusen cyfraith amgylcheddol [ClientEarth](#) wedi dechrau ['ymgyrch a deiseb o'r enw 'poisoned playgrounds'](#) ledled y DU. Maent yn ymgyrchu yn erbyn y lefelau anghyfreithlon a niweidiol o lygredd yn yr aer y mae plant yn ei anadlu wrth iddynt wrth iddynt deithio rhwng y cartref a'r ysgol. Fel rhan o'r ymgyrch, cynhyrchwyd offeryn, sydd ar gael i'r cyhoedd, sy'n dangos y pellter rhwng pob ysgol a ffyrdd lle mae'r lefelau NO₂ yn uwch na'r terfyn cyfreithlon. Yn ôl y dadansoddiad, mae disgyblion mewn bron 1000 o ysgolion yn anadlu aer sydd â lefelau NO₂ a all beryglu eu hiechyd. Mae'r offeryn yn dangos bod ysgolion yng Nghymru sy'n llai na 150m o ffordd sydd â llygredd anghyfreithlon – yng Nghasnewydd, Port Talbot ac mae [naw ysgol yng Nghaerdydd](#).

Er nad yw'r offeryn yn gallu mesur llygredd aer yn fanwl ar fuarth yr ysgol, mae'r ymgyrch yn tynnu sylw at y ffaith bod plant hefyd yn anadlu aer llygredig a niweidiol wrth iddynt deithio rhwng eu cartref a'r ysgol.

Mae'r British Lung Foundation hefyd wedi codi ymwybyddiaeth o'r broblem drwy'r ymgyrch [#DropOffSwitchOff](#). Nod yr ymgyrch yw codi ymwybyddiaeth o'r canlynol:

Idling in cars, which means keeping the engine running while stationary when waiting to drop off or pick up your child from school, increases the amount of this toxic vehicle exhaust in the air.

Y camau y mae Llywodraeth Cymru wedi'u cymryd

Canllawiau Ansawdd Aer Lleol

Ym mis Mehefin 2017, cyhoeddodd Llywodraeth Cymru [ganllawiau polisi ar reoli ansawdd aer yn lleol](#) ar gyfer awdurdodau lleol. Roedd y canllawiau'n cydnabod rôl ysgolion yn yr ymdrech i reoli ansawdd aer, gan dynnu sylw at:

gyfraniad sylweddol y cyfnod lle caiff plant eu hebrwng i'r ysgol ac oddi yno ("school run") i lefelau o lygredd aer a thagfeydd traffig ar ffyrdd o fewn ardaloedd dalgylch ysgolion yn ystod oriau prysur...[a'r] potensial i ysgolion helpu i addysgu plant a rhieni ar y materion ynghylch ansawdd aer ac archwilio atebion posibl, fel rhannu ceir a pholisïau dim aros o gwmpas ar dir yr ysgol.

Mae'r canllawiau polisi'r nodi:

Dylai Awdurdodau Lleol ystyried ymgysylltu ag ysgolion fel rhan o'u gweithgareddau rheoli ansawdd aer lleol, er mwyn archwilio opsiynau ar gyfer lleihau effeithiau hebrwng plant i'r ysgol ac oddi yno ar gymdeithas yn gyffredinol a phlant yn arbennig, ac i addysgu plant ac oedolion ar ansawdd aer lleol yn fwy cyffredinol.

Her gyfreithiol

Ym mis Chwefror 2018, daeth yr Uchel Lys i'r casgliad bod Llywodraeth Cymru wedi methu cyrraedd targedau'r UE i leihau llygredd aer mewn achos a gyflwynodd y grŵp amgylcheddol ClientEarth. Yn ôl dyfarniad y Llys, a oedd hefyd yn cynnwys Llywodraeth y DU, rhoddwyd cyfrifoldeb cyfreithiol ar Lywodraeth Cymru i baratoi cynllun drafft erbyn mis Ebrill 2018, a chynllun terfynol erbyn 31 Gorffennaf 2018, i wella ansawdd aer ar hyd a lled Cymru, yn unol â chyfraith yr UE.

Rhaglen Aer Glân Cymru

Ar 24 Ebrill, gwnaeth Hannah Blythyn, Gweinidog yr Amgylchedd [ddatganiad yn y Cyfarfod Llawn](#) yn cyhoeddi y bydd Llywodraeth Cymru yn sefydlu Rhaglen Aer Glân Cymru. "Ei nod gyntaf fydd cydymffurfio â rhwymedigaethau ansawdd aer deddfwriaethol presennol". "Os bydd y rhaglen yn nodi bylchau yn yr ysgogiadau angenrheidiol er mwyn gwneud y gwelliannau gofynnol i ansawdd aer" meddai, bydd yn ceisio datblygu deddfwriaeth newydd i fynd i'r afael â hynny.

Yn ei datganiad, cyhoeddodd y Gweinidog hefyd nifer o fesurau eraill roedd Llywodraeth Cymru yn eu cyflwyno.

- Mae Polisi Cynllunio Cymru wedi'i ailysgrifennu a'i hailstrwythuro ar sail egwyddorion Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015. Mae'r fersiwn newydd yn cynnwys adran benodol ar ansawdd aer a seinwedd. Daeth yr ymgynghoriad i ben ar 18 Mai a disgwylir i'r Polisi newydd gael ei gyhoeddi cyn diwedd y flwyddyn;
- Caiff Cynllun Aer Glân ei gyhoeddi i ymgynghori yn ei gylch erbyn diwedd 2018. Bydd yn esbonio'n fanwl sut y bydd Llywodraeth Cymru yn mynd ati i wella ansawdd aer;
- Caiff Canolfan Monitro ac Asesu Ansawdd Aer ei sefydlu yn 2019;
- Ar 25 Ebrill, lansiodd Llywodraeth Cymru [ymgynghoriad ynghylch Fframwaith Parth Aer Glân i Gymru](#). Y diffiniad o barth aer glân yw ardal ddaearyddol benodol lle caiff camau amrywiol eu cymryd i leihau'n sylweddol gysylltiad y cyhoedd a'r amgylchedd â llygryddion niweidiol a gludir yn yr aer;
Mae Llywodraeth Cymru wedi cyhoeddi [ymgynghoriad ynghylch ei chynllun atodol i gynllun y DU i fynd i'r afael â chrynodiadau nitrogen deuocsid ar ymylon ffyrdd yng Nghymru](#). Mae'r cynllun yn esbonio sut y bydd Llywodraeth Cymru yn lleihau crynodiadau NO₂ o amgylch ffyrdd lle mae'r lefelau'n uwch na'r terfynau cyfreithlon;
- Dyrannwyd dros £20 miliwn i Gronfa Ansawdd Aer hyd at 2021.

Y camau y mae Cynulliad Cenedlaethol Cymru wedi'u cymryd

O ran lleoliadau monitro ansawdd aer, cafwyd [datganiad yn y Cyfarfod Llawn](#) ym mis Mai 2017 gan Rebecca Evans, y Gweinidog ar y pryd dros Wasanaethau Cymdeithasol ac Iechyd y Cyhoedd

Mae gwir angen i awdurdodau lleol fabwysiadu dull o weithredu sy'n seiliedig ar risg ar gyfer lleoli eu monitorau, a dylai hynny fod yn seiliedig ar y dystiolaeth sydd ganddynt o ran yr ardaloedd sy'n debygol o fod yn agored, neu ardaloedd lle mae pobl yn debygol o fod yn agored i'r lefelau uchaf o lygredd aer.

Cyflwynodd [David Melding AC gwestiwn ysgrifenedig](#) ar 23 Ebrill 2018 ynghylch pa weithdrefnau sydd ar waith i liniaru effeithiau llygredd aer ar blant mewn ysgolion a meithrinfeydd ledled Cymru? Yn ei hymateb, dywedodd Hannah Blythin, Gweinidog yr Amgylchedd, fod Llywodraeth Cymru wedi cyhoeddi canllawiau polisi statudol ar reoli ansawdd aer ym mis Mehefin 2017. Dywedodd y Gweinidog:

policy guidance recognises schools, amongst others, as "sensitive receptor locations" and in doing so requires local authorities to give special consideration to the same when carrying out their duties of local air quality management

Tanlinellodd y Gweinidog hefyd ei bod wedi cytuno i ariannu cynllun i godi ymwybyddiaeth plant a newid eu hymddygiad mewn perthynas ag ansawdd aer, a hynny drwy'r rhaglen Ysgolion Eco. Cafwyd rhagor o wybodaeth am y prosiect yn ystod [dadl drawsbleidiol yr](#)

[Aelodau ar ansawdd aer, a gynhaliwyd ar 20 Mehefin 2018](#), i gyd-fynd â Diwrnod Aer Glân (21 Mehefin). Yn ystod y ddadl, cafwyd y wybodaeth a ganlyn gan y Gweinidog:

Anfonwyd 10 tiwb trylediad i'r ysgolion sy'n ymwneud â'r cynllun, ac fe'u gwahoddir i osod y rhain mewn lleoliadau amrywiol o amgylch yr ysgol. Roedd yr enghreifftiau a welais heddiw wrth y prif gatiâu, wrth y maes parcio, ac roedd un yr holl ffordd drwodd, ar draws y cae wrth y coed, ond hefyd roedd un wrth ymyl ffordd brysur sy'n mynd heibio i ochr yr ysgol. Anfonir y canlyniadau wedyn i gael eu dadansoddi a byddant yn dod yn ôl i'r ysgolion a gall y plant ddatblygu eu hymgyrchoedd eu hunain o ran sut i ymdrin â hyn a sut y gallant annog yr oedolion o amgylch yr ysgol i ystyried hyn... Roedd y prosiect yn cyflwyno disgyblion i achosion ac effeithiau llygredd aer, a gwybodaeth ynglŷn â sut y gallant wneud y newidiadau hyn.

Ar 25 Mai, cyflwynodd Simon Thomas AC [gwestiwn ysgrifenedig am offer monitro ansawdd aer](#): sef:

Pa ystyriaeth y mae Llywodraeth Cymru wedi'i rhoi i'w gwneud yn ofynnol bod offer monitro ansawdd aer yn cael ei osod yn adeiladau'r holl ysgolion sy'n derbyn cyllid Ysgolion yr 21ain Ganrif?

Yn ei hymateb, dywedodd Kirsty Williams, Ysgrifennydd y Cabinet dros Addysg:

The 21st Century Schools and Education Programme is delivered in partnership with local authorities, who may choose to install air quality monitoring equipment if they consider it appropriate.

P-05-826 Mae sir Benfro yn dweud NA!! i gau adran damweiniau ac achosion brys Llwynhelyg!

Cyflwynwyd y ddeiseb hon gan Myles Bamford-Lewis, ar ôl casglu 40,045 o lofnodion.

Geiriad y ddeiseb

Rydym ni sydd wedi llofnodi isod yn galw ar Lywodraeth Cymru a Bwrdd Iechyd Hywel Dda i wrthdroi eu penderfyniad i israddio ein hysbyty sirol a chael gwared ar ein hadran damweiniau ac achosion brys.

Mae Bwrdd Iechyd Hywel Dda wedi cynnig newidiadau sylweddol i'r ffordd y caiff gwasanaethau eu darparu mewn ysbytai yng ngorllewin Cymru. Maent yn cynnig israddio ysbyty cyffredinol Llwynhelyg yn ein sir ni ac ysbyty cyffredinol Glangwili yn sir Gâr, y ddau i safon ysbytai cymuned, ac adeiladu ysbyty cyffredinol newydd yn ardal Hendy-gwyn ar Daf. Fodd bynnag, mae hyn hefyd yn golygu na fydd gennym bellach adran damweiniau ac achosion brys sy'n gweithredu'n llawn yn ein sir oherwydd y bydd yr adran hon wedi'i disodli gan uned mân anafiadau ar safle Llwynhelyg. O ganlyniad, bydd cleifion y mae angen gofal brys arnynt yn ein sir yn wynebu teithio am hyd at awr, neu efallai hyd yn oed yn fwy os ydynt yn byw yn ardaloedd mwy gwledig ein sir, i gael gofal brys a all achub bywyd mewn ysbyty a fydd y tu allan i'r sir. Byddai'r oedi hwn yn golygu bod bywydau yn sir Benfro mewn perygl, heb ystyried yr oedi ychwanegol wrth orfod aros am ambiwlans i gyrraedd y claf, sefydlogi'r claf, wedyn cludo'r claf i ysbyty sydd y tu hwnt i ffiniau ein sir. Mae hyn yn golygu colli munudau hanfodol mewn sefyllfa lle nad oes amser i'w golli.

Mae bod heb adran damweiniau ac achosion brys yn ein sir yn hollol annerbyniol, a'r rheswm am y cynnig yw torri costau ac, yn bwysicach oll, torri corneli. Wel, byddwn ni'n sefyll cornel sir Benfro ac ni fyddwn yn caniatáu iddynt ein torri ni o'r map!

Llofnodwch a rhannwch y ddeiseb hon. Ni allwn adael i Lywodraeth Cymru a Bwrdd Iechyd Hywel Dda gymryd ased pennaf ein sir oddi wrthym. Maen nhw eisoes wedi mynd â'r uned gofal arbennig babanod, yr uned famolaeth dan arweiniad meddyg ymgynghorol a'r gwasanaeth gofal pediatrig 24 awr oddi wrthym, gan roi ein babanod, ein plant a'n mamau mewn perygl mawr! Nawr

maent yn dod i orffen y gwaith gyda gweddill gwasanaethau ysbyty ein sir.
Peidiwch â gadael i hynny ddigwydd!

Gyda'n gilydd, byddwn yn anfon neges at Steve Moore a Vaughan Gething y gallant feddwl eto os ydynt yn credu y bydd sir Benfro yn ildio heb frwydro'n ôl wrth iddynt fynd â'n gwasanaethau ysbyty oddi wrthym!

Achub adran damweiniau ac achosion brys Llwynhelyg! Achub Ysbyty Llwynhelyg!

Etholaeth a Rhanbarth y Cynulliad

- Preseli Sir Benfro
- Canolbarth a Gorllewin Cymru

Papur Briffio ar gyfer y Pwyllgor Deisebau

Y Pwyllgor Deisebau | 17 Gorffennaf 2018

Petitions Committee | 17 July 2018

Rhif y ddeiseb: P-05-826

Teitl y ddeiseb: Mae Sir Benfro yn dweud NA !! i gau adran damweiniau ac achosion brys Llwynhelyg

Testun y ddeiseb: Rydym ni sydd wedi llofnodi isod yn galw ar Lywodraeth Cymru a Bwrdd Iechyd Hywel Dda i wrthdroi eu penderfyniad i israddio ein hysbyty sirol a chael gwared ar ein hadran damweiniau ac achosion brys.

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Y cefndir

Lansiodd Bwrdd Iechyd Hywel Dda ei ymgynghoriad cyhoeddus ffurfiol ar ei gynigion i newid y modd y darperir gwasanaethau iechyd ar draws y bwrdd iechyd ar 19 Ebrill 2018 ['Trawsnewid ein Gwasanaeth Iechyd: Dogfen ymgynghori'](#). Bydd yr ymgynghoriad yn rhedeg am 12 wythnos tan 12 Gorffennaf 2018. Bydd y Bwrdd Iechyd yn penderfynu sut i frwr ymlaen yn nes ymlaen yn 2018.

Mae [tri chynnig](#) i'r Ymgynghoriad, sy'n ceisio symud mwy o wasanaethau allan o ysbytai i gymunedau a darparu gofal yng nghartrefi'r cleifion lle mae hynny'n bosibl. Ym mhob un o'r tri chynnig:

- Bydd Ysbyty Cyffredinol Dosbarth Bronglais yn parhau i ddarparu gwasanaethau ar gyfer canolbarth Cymru.
- Bydd ysbyty newydd yn cael ei adeiladu ger ffin Sir Gaerfyrddin–Sir Benfro gan gynnwys uned Damweiniau ac Achosion Brys.
- Bydd deg canolfan gymunedol, yn darparu amrywiaeth o wasanaethau iechyd a gofal gan gynnwys rhai triniaethau a oedd yn arfer â chael eu gwneud yn yr ysbyty.

O dan y tri chynnig, byddai ysbyty Llwynhelyg yn Hwlfordd yn cael ei israddio o ysbyty cyffredinol dosbarth. Y cynigion yw y bydd Ysbyty Cyffredinol Llwynhelyg yn dod yn un o rwydwaith o ysbytai cymunedol.

Bydd ysbytai cymunedol yn darparu gwelyau anfeddygol (i bobl sydd angen ychydig mwy o driniaeth nag y gallant ei gael gartref); triniaeth ar gyfer mân anafiadau; profion gan gynnwys sganiau a gwasanaethau dan arweiniad bydwaig.

Trafodaethau yn y Cyfarfod Llawn

Mae israddio posibl Ysbyty Llwynhelyg a'r ymgynghoriad cysylltiedig yn faterion a godwyd ar nifer o achlysuron yn ystod y misoedd diwethaf yn y Cyfarfod Llawn. O ganlyniad i'r cynlluniau, [nodwyd](#) y bydd angen i fwy o gleifion yn Sir Benfro deithio ymhellach ar gyfer gwasanaethau iechyd a gallai hyn effeithio ar gymunedau ar draws y sir.

Yn fwyaf diweddar ym mis [Mehefin 2018](#), mynegwyd pryderon bod pob opsiwn a gynigir fel rhan o'r ymgynghoriad yn arwain at israddio Ysbyty Llwynhelyg heb unrhyw opsiwn i ddiogelu'r gwasanaethau a gynigir. Mewn ymateb i'r pryderon hyn, nododd Llywodraeth Cymru fod ymgynghoriad eang yn digwydd a bod yr opsiynau wedi'u datblygu gyda 'meddygon, nyrsys a staff, pobl sy'n darparu gofal, cynrychiolwyr grwpiau cleifion a'u partneriaid'. Tynnwyd sylw hefyd at y ffaith ei bod yn hanfodol bod pobl yn mynegi barn ar strwythur y gwasanaethau yn y gorllewin yn y dyfodol.

Yn ystod [Cyfarfod Llawn](#) ym mis Mai 2018, dywedodd Aelod Cynulliad eu bod wedi cael gwybod am ymwybyddiaeth isel o ymgynghoriad y Bwrdd Iechyd ac y gallai fod wedi'i wneud yn fwy hygyrch. Gwelwyd bod yr angen i'r Bwrdd Iechyd ymgysylltu'n agored yn bwysig. Ymatebodd Llywodraeth Cymru gan ddweud ei bod yn cydnabod yr angen i'r Bwrdd Iechyd gydnabod lle na chaiff pobl eu cyrraedd a byddai'n barod i drafod unrhyw welliannau y gellid eu gwneud i'r ffordd y mae'r Bwrdd Iechyd yn ymgysylltu â'r cyhoedd.

Mynegwyd problemau gyda meddygon y tu allan i oriau yn ardal Bwrdd Iechyd Hywel Dda gan Aelod Cynulliad ym mis [Mai 2018](#) a nodwyd hefyd y gellid rhoi mwy o bwysau ar

wasanaethau Damweiniau ac Achosion Brys o ganlyniad i hyn. Gallai hyn fod yn broblem wedyn os ceir gwared ar adran Damweiniau ac Achosion Brys Ysbyty Llwynhelyg. Cadarnhaodd Llywodraeth Cymru ei bod wedi llwyddo i ddenu meddygon i ardal Ceredigion a gogledd Sir Benfro a byddai'n disgwyl i Hywel Dda barhau i ddenu mwy o feddygon i sicrhau bod digon o feddygon ar gael y tu allan i oriau.

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

Vaughan Gething AC/AM
Ysgrifennydd y Cabinet dros Iechyd a Gwasanaethau
Cymdeithasol
Cabinet Secretary for Health and Social Services



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref VG/01956/18

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21 Mehefin 2018

Annwyl David,

Diolch ichi am eich llythyr dyddiedig 6 Medi ynghylch y Ddeiseb P-05-826 ynghylch cau Uned Damweiniau ac Achosion Brys Llwynhelyg.

Aeth Bwrdd Iechyd Prifysgol Hywel Dda ati i ymgynghori'n ffurfiol â'r cyhoedd am ei gynigion i drawsnewid gwasanaethau cymunedol ac ysbyty yn y Canolbarth a'r Gorllewin ar 19 Ebrill. Mae'r ymgynghoriad ar *'Trawsnewid ein Gwasanaeth Iechyd'* yn para tan 12 Gorffennaf ac yn cynnwys nifer o ddigwyddiadau i gymunedau.

Mae'r bwrdd iechyd yn cynnig newid er mwyn achub pob cyfle i wella iechyd y boblogaeth a gwasanaethau iechyd yn lleol; yn ogystal â wynebu ei heriau a sicrhau bod y gwasanaethau i gymunedau yn y rhanbarth yn wasanaethau o'r safon orau bosibl.

Rwyf yn croesawu'r ymgynghoriad pwysig hwn i wella gwasanaethau i boblogaeth Hywel Dda. Mae'r cynigion wedi cael eu harwain yn glinigol a'u datblygu ar y cyd â meddygon, nyrsys, grwpiau staff ehangach, pobl sy'n darparu gofal, cynrychiolwyr cleifion a phartneriaid.

Ar hyn o bryd, mater i Fwrdd Iechyd Prifysgol Hywel Dda yw penderfynu ar y cynigion, gan ddefnyddio'r gweithdrefnau sefydledig hyn. Ar ôl i'r ymgynghoriad cyhoeddus ddod i ben, bydd y bwrdd iechyd yn ystyried y canlyniad ac yn gwneud argymhellion i'r Bwrdd, a fydd wedyn yn penderfynu'n derfynol ar ddyfodol gwasanaethau yn y rhanbarth.

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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. Correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Tudalen y pecyn 62

Fel y sylweddolwch, nu fyddai'n briodol imi gyflwyno sylwadau ar gynigion y Bwrdd Iechyd ar hyn o bryd, gan y gallai gyfaddawdu unrhyw rôl sydd gennyf yn y broses.

Yn gywir,

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

Vaughan Gething AC/AM

Ysgrifennydd y Cabinet dros Iechyd a Gwasanaethau Cymdeithasol
Cabinet Secretary for Health and Social Services

Eitem 3.1

P-05-774 Ewch Heibio'n Llydan ac yn Araf (Cymru)

Cyflwynwyd y ddeiseb hon gan Jocelle Lovell ac ystyriwyd gan y Pwyllgor am y tro cyntaf yn ystod Hydref 2017, ar ôl casglu 723 o lofnodion ar-lein a 1,032 ar bapur – cyfanswm o 1,755 lofnodion.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i weithredu ymgyrch ddiogelwch 'addysg gyhoeddus' flynyddol i addysgu holl ddefnyddwyr y ffordd sut i fynd heibio i geffylau a marchogwyr yn ddiogel, ac sy'n tynnu sylw at y peryglon / canlyniadau o beidio â gwneud hynny.

Rydym yn ymwybodol o ddeiseb yn y DU gyfan sy'n ymgyrchu dros lunio cyfraith ar basio ceffylau ar y ffordd yn llydan ac araf (<https://www.change.org/p/uk-govt-make-it-law-to-pass-by-a-horse-wide-and-slow-and-abide-by-our-hand-signals>) ac yn ei chefnogi, ond byddai'n well gennym weld addysg a dulliau atal yn hytrach na gweld erlyniadau yn dilyn digwyddiad difrifol neu angheuol.

Mae gan Lywodraeth Cymru y cyfle i fanteisio ar y deunyddiau a'r wybodaeth sydd eisoes ar gael yn sgîl ymgyrchoedd presennol fel: 'Dead Slow', sef ymgyrch diogelwch ar y ffordd Cymdeithas Ceffylau Prydain, (<http://www.bhs.org.uk/safety-and-accidents/dead-slow>), tra bydd yn pwysleisio materion penodol sy'n wynebu defnyddwyr y ffordd yng Nghymru. Mae'r materion hyn yn cynnwys y cysylltiadau agos rhwng cymunedau trefol a chymunedau gwledig yng Nghymru, a phoblogrwydd Cymru fel cyrchfan i dwristiaid. Mewn cymunedau mwy trefol (e.e. yr ardal gymudo o amgylch Caerdydd), mae swm sylweddol o draffig sy'n defnyddio ffyrdd gwledig, naill ai fel llwybr byr neu fel prif lwybr mynediad. Mewn rhannau eraill o Gymru (e.e. Caerfyrddin a Sir Benfro) ceir mewnlifiad blynyddol o ymwelwyr nad oes ganddynt lawer o brofiad o weld ceffylau ar y ffyrdd.

Y cyfan a ofynnwn yw bod gyrrwyr yn dynodi marchogwyr fel defnyddwyr ffyrdd sy'n agored i niwed, a bod yn fwy ystyriol wrth fynd heibio i geffylau. Rydym yn teimlo mai'r ffordd orau o gyflawni hyn yw drwy arweiniad Llywodraeth Cymru, yn unol â'u hymrwymiad i 'Weithio gyda chynrychiolwyr

o'r gymuned marchogaeth i ddeall eu pryderon ynghylch diogelwch y ffyrdd a sut i hwyluso ymgysylltiad â phartneriaid eraill.' (Fframwaith Diogelwch y Ffyrdd Llywodraeth Cymru (Gorffennaf 2013)).

Gwybodaeth ychwanegol:

Mae Cymdeithas Ceffylau Prydain (BHS) yn amcangyfrif bod y diwydiant ceffylau o werth economaidd o £7 biliwn, a'i fod yn cyflogi 220,000 – 270,000 o bobl. Mae hyn, ochr yn ochr â'r manteision iechyd a lles sy'n gysylltiedig â marchogaeth ceffylau yn golygu ei fod yn rhan bwysig o fywyd Cymru. Ond, yn gynyddol, teimlir nad yw llais marchogwyr yn cael ei glywed.

Byddai llawer o farchogwyr yn dewis peidio â defnyddio priffyrdd cyhoeddus, ond, gan fod faint o lwybrau ceffylau hygyrch sydd ar gael yn amrywio ledled Cymru, nid oes fawr o ddewis ganddynt yn aml iawn.

Mae Fframwaith Diogelwch y Ffyrdd Llywodraeth Cymru (Gorffennaf 2013) yn cydnabod bod ceffylau a'u marchogwyr (yn ogystal â gyrwyr cerbydau ceffylau) yn agored i niwed ar y rhwydwaith ffyrdd, ac y gall gwrthdrawiad rhwng ceffyl a cherbyd arwain at ganlyniadau sy'n bygwth bywyd ar gyfer y ceffyl, y marchog a phobl mewn ceir a cherbydau eraill. Mae hefyd yn datgan bod yna dystiolaeth sy'n awgrymu nad oes cofnod manwl o nifer y gwrthdrawiadau traffig ar y ffyrdd sy'n ymwneud â cheffylau.

Wrth i nifer y tai newydd sy'n cael eu hadeiladu mewn lleoliadau gwledig / lled-wledig gynyddu, gwelir cynnydd yn swm y traffig ar ffyrdd gwledig, sy'n cael eu defnyddio'n aml gan beiriannau fferm, ceffylau a marchogion. Mae llawer o yrwyr, newydd a phrofiadol, yn aml nad ydynt yn gwybod am y peryglon posibl o yrru'n gyflym ar y ffyrdd hyn, ac nid yw llawer yn gwybod sut i basio ceffylau yn ddiogel. Nid yw'r ffaith bod y terfyn cyflymder cyfreithiol ar y ffyrdd hyn yn 60 milltir yr awr, yn golygu ei bod yn ddiogel i yrru ar y cyflymder hwnnw.

Ar ben hynny, mae tystiolaeth gan Gymdeithas Ceffylau Prydain (<http://www.bhs.org.uk/our-charity/press-centre/news/jan-to-jun-2016/riding-and-road-safety-campaign>) sy'n dangos bod cynnydd o ran y digwyddiadau sy'n ymwneud â cheffylau, marchogion a cherbydau modur ar y ffordd ym mis Mehefin. Er bod y rhesymau dros y cynnydd hwn yn

parhau'n aneglur, mae'n bosibl eu bod yn ymwneud â gyrwyr ar eu gwyliau ar ffyrdd anghyfarwydd mewn amgylchiadau anghyfarwydd.

Etholaeth a Rhanbarth y Cynulliad

- De Caerdydd a Phenarth
- Canol De Cymru

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-774

Ein cyf/Our ref KS/05380/17

David John Rowlands AM
Chair - Petitions committee.

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

9 January 2018

Dear David,

Thank you for your further letter of 8 December regarding P-05-774 Pass Wide and Slow Wales.

A summary of progress to date on the actions within the Road Safety Framework for Wales will be published in the New Year.

The Framework recognises the vulnerability of equestrian road users and contains one action for the Welsh Government in relation to them:

'Work with representatives of the horse riding community to understand their road safety concerns and facilitate engagement with other partners.'

My Officials have developed a productive working relationship with the Welsh National Manager of the British Horse Society. They regularly discuss how the safety of the horse riding community can be improved in Wales and how the Welsh Government can support the British Horse Society's work.

The Welsh Government has offered its support to the Pass Wide and Slow campaign since 2015, but to date no specific request for assistance has been submitted. We remain supportive of the campaign and willing to assist where that would be of use.

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We welcome receiving correspondence in Welsh. **Tudalen y pecyn 67** Correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

My Officials have assisted the Welsh National Manager to develop working relationships with the Welsh Police Forces, including an introduction to the Welsh Roads Policing Group. They have also brokered introductions to road safety colleagues in our local authorities. My Officials have also worked with the local authorities to ensure that the safety of equestrian road users is included in the Pass Plus Cymru and Megadrive courses for young drivers.

Yours ever,


Ken Skates AC/AM

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

Swyddfa Comisiynydd yr Heddlu a Throseddu, Gwent
Office of Police and Crime Commissioner, Gwent
Pencadlys Heddlu Gwent | Gwent Police Headquarters,
Croesyceiliog, Cwmbrân, NP44 2XJ
Ffôn | Tel: 01633 642 200
E-bost | Email: commissioner@gwent.pnn.police.uk
Gwe | Web: www.gwent.pcc.police.uk



Comisiynydd Heddlu a Throseddu Gwent | Police and Crime Commissioner for Gwent:
Jeff Cuthbert B.Sc., MCIPD

2 February 2018

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

Dear Mr Rowlands

PETITION P-05-774 PASS WIDE AND SLOW WALES

I have raised the issue with the Chief Constable of Gwent and he has responded as follows:

“In 2017 we have not recorded any injury road traffic collisions involving horses.

Our Schools’ Liaison Officers currently deliver road safety lessons at primary school level. This lesson is not mandatory, however, so will only be delivered if a particular school requests it.

I know this is only at consultation stage, but if there was a campaign we could give a level of support.”

This would be an operational matter so it is for Gwent Police to lead rather than my office. However, we would be happy to be involved should the Welsh Government decide to have a national campaign.

Best wishes.

Jeff Cuthbert B.SC, MCIPD
Police and Crime Commissioner for Gwent

Rydym yn croesawu gohebiaeth yn y Gymraeg, a phan ddaw i law, byddwn yn ateb yn y Gymraeg – ni fydd hyn yn gohirio ein hymateb. Os hoffech dderbyn gohebiaeth yn y Gymraeg o hyn ymlaen, neu os ydych wedi cael eich gwahodd i gyfweiliad neu gyfarfod ac yr hoffech ddefnyddio'r Gymraeg, anfonwch e-bost at: Commissioner@gwent.pnn.police.uk. Darperir gwasanaethau cyfieithu.

We welcome correspondence in Welsh and where received, we will reply in Welsh - this will not delay our response. If you wish to receive correspondence in Welsh hereafter or if you have been invited to an interview or meeting and you wish to use Welsh, send email to: Commissioner@gwent.pnn.police.uk. Translation services will be provided.

David J Rowlands AC/AM
Cadeirydd/Chair
National Assembly for Wales Petitions
Committee
Cardiff Bay
Cardiff
CF99 1NA

Ein Cyf / Our Ref: SH/AMJ/1735

25 June 2018

Dear Mr Rowlands

PETITION P-05-774 – PASS WIDE AND SLOW WALES

I apologise for the delay in responding to the above petition.

North Wales Police are running several operations during the summer months. As you are aware North Wales is a popular holiday destination for many and there is a high likelihood of encountering motorists and holidaymakers with little or no experience of horses and as such North Wales Police have chosen to move forward with these operations during the summer months. They believe that this will be an excellent opportunity to educate before the need to enforce.

North Wales Police will also take the opportunity to promote Operation Snap (details of the operation - <https://gosafe.org/faq/operation-snap/>) and encourage horse riders to report any experiences of dangerous/careless driving they may have encountered direct to North Wales Police.

Planned operations within North Wales are:

1. North Wales Police have been liaising with the British Horse Society in respect of their “Dead Slow / Close Pass” campaign and have arranged to run an operation with them in July in the Pwllheli area.

This campaign will be run on both urban and rural roads with a view to educate all road users how to pass horses and riders safely. We are aware that other police forces have already taken part in the campaign to publicise the safety of horses and riders on our roads and we are also keen to assist.

This campaign will be publicised by way of social media on the day and literature will be provided to motorists which has been provided by the British Horse Society.

2. Go Safe Wales are launching "Safe Pass" on the 7th of July in South Wales. This will be done with a pedal cycle which has cameras fitted and the drivers will be pulled over and educated by the fire service and police. They have mats which show 1.5 meters and the education/leaflets include horse riders as well as cyclists as they are both vulnerable road users.

Yours sincerely



Mr Arfon Jones
Police and Crime Commissioner

P-05-774 Pass Wide and Slow Wales – Correspondence from the petitioner to the Committee, 11.07.18

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

Dear Chair/David Rowlands,

We welcome the responses that have been received to date from both the Gwent and North Wales Police and Crime Commissioners, and the Cabinet Secretary for Economy and Transport Ken Skates. Likewise the BHS are doing fantastic and innovative work to make a difference including ‘Operation Safe Pass’ with local police forces.

Other positive developments include the formation of a Wales Equine Crime Group being led by South Wales Police. Members of the group include the four Welsh police forces, PWAS Wales, the BHS, WG and other interested stakeholders. The inaugural meeting is being held on July 24th.

As residents of Wales we fully understand the pressures that Welsh Government face including; cuts in public spending, Brexit, increased demand for Health & Social Care services and Education, which may make the safety of riders and carriage drivers less of a priority. But that said the PWAS Wales community are residents of Wales, we are the voters, and tax payers and our children will be the future generation of voters. PWAS Wales want to ensure that people of all ages and abilities have the opportunity to experience horse riding and/or carriage driving, should they wish to, without the fear of being hit by a car and having abuse hurled at them by drivers who do not know (or in some cases do not care) how to pass horses appropriately and safely.

PWAS Wales want to protect the equine industries which contribute significantly to the Welsh economy. Working together co-operatively we can and will have a more sustainable impact that will ensure horse riding on public roads remains

an option for our future generations and in doing so fulfills the Welsh Government Wellbeing of Future Generations Act.

There is an opportunity here for Welsh Government to not only show the Welsh horse community that the safety of riders and carriage drivers is taken seriously, but also to influence UK Government that more needs to be done where legislation is non devolved i.e. reduction of the national speed limit on rural roads.

PWAS Wales has now written to the Cabinet Secretary for Economy and Transport requesting a meeting to discuss the following:

- A Welsh Government backed national (annual) awareness day for riders
- Help to galvanise the public and third sectors activity
- Show leadership and put Wales in the forefront of rider and carriage driver road safety, using the powers bestowed to the Welsh Government
- Work across Cabinet portfolios to increase the availability of off road riding routes
- Local community/parish/town councils awareness events

PWAS Wales would welcome the opportunity to take the Cabinet Secretary or any of the

Petitions Committee members out on horseback to experience first-hand the challenges that riders are faced with.

Your faithfully

Jocelle Lovell (lead petitioner)

Rachel Francis

Ulrike Smalley

Angela Baker

Eitem 3.2

P-05-780 Ailagor Gorsaf Carno

Cyflwynwyd y ddeiseb hon gan Carno Station Action Group ac ystyriwyd gan y Pwyllgor am y tro cyntaf yn ystod Hydref 2017, ar ôl casglu 877 o lofnodion ar bapur.

Geiriad y ddeiseb

Rydym ni, sydd wedi llofnodi isod, yn croesawu'r gwaith o ddatblygu Achos Busnes ar gyfer ailagor gorsaf Carno, yn dilyn deiseb Grŵp Gweithredu Gorsaf Carno i'r Cynulliad 10 mlynedd yn ôl. Rydym yn nodi bod yr achos busnes diwygiedig yn dangos cymhareb o 1.65 o ran manteision i gostau ac y byddai stopio'r rhan fwyaf o drenau yng Ngharno yn cyd-fynd â'r amserlen lawnach bresennol. Mae Carno yn gymuned cymharol anghysbell, sydd wedi'i lleoli ar y darn hiraf o reilffordd heb orsaf weithredol arni yng Nghymru gyfan. Byddai cael gorsaf yma yn rhoi mynediad llawer gwell a chynaliadwy at swyddi a gwasanaethau. Felly, rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ailagor gorsaf Carno yn unol ag amserlen o bum mlynedd.

Etholaeth a Rhanbarth y Cynulliad

- Maldwyn
- Canolbarth a Gorllewin Cymru



Eich cyf/Your ref P-05-780
Ein cyf/Our ref KS/01490/18

David John Rowlands AM
Chair - Petitions committee.

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

4 July 2018

Dear *David,*

Thank you for your letter of 17 May regarding petition P-05-780 - Reopen Carno Station.

We are taking a number of named stations through a 5-case business model process, in order to identify and evidence future Welsh Government priorities to the UK Government against potential future tranches of New Station Fund grant, as they retain non-devolved responsibility for rail infrastructure. Two previous tranches provided the majority of funding for the very successful Pye Corner, and for the Bow Street interchange, currently under development, with important Welsh Government funding contributions, as required by UK Government grant rules. Should there be future NSF tranche then we would sponsor applications in respect of our priorities as identified through the business case process and commit the requisite match funding contributions.

In the case of the South Wales Metro, the Operator and Development Partner is developing infrastructure on our behalf, including new Metro stations as announced.

*Yours ever,
Ken*

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

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We welcome receiving correspondence in Welsh. **Tudalen y pecyn 75** Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

Ken Skates AC,
Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth

8 Mehefin 2018

Ailagor Gorsaf Carno

Annwyl Ysgrifennydd y Cabinet,

Cefais lythyr gan Gadeirydd y Pwyllgor Deisebau, dyddiedig 18 Mai 2018, a gwelaf i chi gael copi ohono hefyd, ynghylch deiseb i ailagor gorsaf Carno.

Yn dilyn eich cyhoeddiad o ran Caffael ar gyfer Gwasanaeth Rheilffordd Cymru a'r Gororau a Metro De Cymru a wnaed ar 4 Mehefin, byddai'r Pwyllgor yn croesawu diweddariad o ran pa gynlluniau y bydd y fasnachfaint newydd yn eu darparu ar gyfer gorsafoedd newydd yng Nghymru, pa broses sydd yn ei lle i gymunedau ymgyrchu dros orsafoedd newydd yn gyffredinol, ac yn benodol yng Ngharno.

Dymuniadau gorau,



Russell George AC,

Cadeirydd Pwyllgor yr Economi, Seilwaith a Sgiliau



David Rowlands AC
Cadeirydd y Pwyllgor Deisebau

9 Gorffennaf 2018

Deiseb P-05-780 Ailagor Gorsaf Carno

Annwyl David,

Yn dilyn eich llythyr dyddiedig 18 Mai 2018 ynglŷn â'r ddeiseb i ailagor gorsaf Carno, ysgrifennais at Ysgrifennydd y Cabinet dros yr Economi a Thrafnidiaeth ar 8 Mehefin. Rwyf bellach wedi cael ymateb gan yr Ysgrifennydd, a dyma ei anfon ymlaen atoch er gwybodaeth.

Cofion gorau,



Russell George AC,

Cadeirydd Pwyllgor yr Economi, Seilwaith a Sgiliau





Ein cyf/Our ref MA-P/KS/2392/18

Russell George AC
Cadeirydd
Pwyllgor yr Economi, Seilwaith a Sgiliau

SeneddEIS@assembly.wales

06 Gorffennaf 2018

Annwyl Russell

Diolch am eich llythyr dyddiedig 8 Mehefin mewn ymateb i lythyr y gwnaethoch ei dderbyn gan Gadeirydd y Pwyllgor Deisebau ynghylch deiseb i ailagor Gorsaf Carno.

Ein gweledigaeth yw gwella cysylltedd a chyfoethogi cymunedau drwy sicrhau gwell systemau trafndiaeth. Ein nod ar hyn o bryd yw symud ymlaen â'n cynlluniau uchelgeisiol i ddiwygio seilwaith a gwasanaethau trafndiaeth gyhoeddus ar draws Cymru. Bydd y buddsoddiad arfaethedig gwerth £2 biliwn gan Keolis Amey yn cyfrannu'n fawr at gyflawni'r weledigaeth hon.

Ac eithrio Llinellau Craidd y Cymoedd a fydd yn trosglwyddo i Lywodraeth Cymru, ac y bydd Keolis Amey yn agor gorsafoedd newydd ar eu rhwydwaith, Llywodraeth y DU fydd yn parhau'n gyfrifol am weddill y seilwaith rheilffyrdd. Wedi dweud hynny, rydym yn parhau i ddatblygu achosion busnes ar gyfer prosiectau posibl a all ddenu buddsoddiadau i Gymru, ac yn ariannu rhaglen i wella seilwaith y rheilffyrdd er mwyn sicrhau mwy o wasanaethau trên gwell.

Rydym yn defnyddio ein pwerau a'n hadnoddau presennol er mwyn sicrhau bod gorsafoedd rheilffordd yng Nghymru mewn gwell sefyllfa i elwa ar unrhyw gyfleoedd cyllid ar gyfer gorsafoedd a allai gael eu cynnig gan Lywodraeth y DU. Rydym wedi mynd i'r afael â hyn drwy roi sylw i'r gwaith paratoi sydd ei angen ar gyfer paratoi achos busnes cynnar ynghylch gorsafoedd newydd ar draws Cymru gan gynnwys Carno. Dylid nodi na all unrhyw gynnig lwyddo i sicrhau cyllid oni bai fod ganddo achos busnes cadarn.

Gall datblygu achos busnes cadarn i gefnogi cynnig ar gyfer gorsaf drên newydd fod yn llafurus ac yn ddrud. Yn sgil hynny, rydym wedi datblygu methodoleg i gyflymu'r gwaith datblygu angenrheidiol ac i ddatblygu rhestr o brosiectau. Felly, pan fydd Llywodraeth y DU

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Tudalen y pecyn 78
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yn cynnig cyllid, bydd gan Gymru brosiectau ar gam datblygu priodol y gellir eu cyflwyno i'w hystyried, a byddai ganddynt well obaith o fod yn llwyddiannus. Rydym wedi comisiynu Trafnidiaeth Cymru i'n cynorthwyo â'r gwaith yma.

Yn gywir

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

Ken Skates AC/AM

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

Carno Station Action Group

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

Blaenglanhanog
Carno
POWYS
SY17 5JU

July 9th, 2018

Dear Mr Rowlands,

Petition P-05-780 Reopen Carno station

Thank you for forwarding us copies of your letter dated 17th May 2018 to the Cabinet Secretary for Economy and Transport and of his reply dated 4th July 2018. Thank you also for inviting us to comment on his response.

We are extremely disappointed that the Cabinet Secretary has completely failed to answer your clearly stated questions as to when, and for what reasons, the Welsh Government revised its policy in relation to directly funding new station developments in Wales.

As we pointed out in our petition background document, there has been a step-change in WG policy. In the 10 years to 2015 it pro-actively funded on average one new station per year from its block grant, but now leaves new stations to the Department for Transport's New Stations Fund - ie to Westminster. As a result, no new stations have opened in Wales since 2015 and only Bow Street will open in the foreseeable future. Even if another round of the New Stations Fund is announced soon, Wales is extremely unlikely to benefit, because it won 2 out of 10 stations in the first two rounds, despite having only 5% of the population.

We would therefore request that you point out to the Cabinet Secretary that he has not answered your questions and ask him to do so.

Clearly his answer to this question would have a crucial bearing on the prospects for re-opening not just Carno station, but many other deserving candidates as well.

Is the Economy, Infrastructure and Skills Committee going to look into the change in WG policy for funding new stations, as we suggested?

Yours sincerely,

Cllr Jeremy Barnes,
Chairman

P-05-811 Rhoi'r gorau i ddefnyddio ardystiad gweithwyr ar brosiectau Llywodraeth Cymru

Cyflwynwyd y ddeiseb hon gan Paul Fear ac ystyriwyd gan y Pwyllgor am y tro cyntaf yn ystod Mai 2018, ar ôl casglu 66 o lofnodion ar-lein.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i roi'r gorau i ddefnyddio a hyrwyddo ardystiad gweithwyr ar gontractau Llywodraeth Cymru.

Mae ardystiad gweithiwr yn gynllun trwyddedu galwedigaethol wedi'i breifateiddio.

- 1) Mae'n annemocrataidd ac yn amharu ar egwyddorion y gyfraith gyffredin (hawliau tad-cu).
- 2) Mae'n rhoi cost hyfforddi a chymwysterau ar weithwyr, yn enwedig gweithwyr hunangyflogedig a gweithwyr asiantaeth sydd heb fawr o siawns o gael grantiau na chyllid.
- 3) Mae'n lleihau'r siawns o symud i fyny ar gyfer y tlotaf mewn cymdeithas.
- 4) Mae'n atal symudedd gweithwyr, ar adeg pan mae angen gweithlu hyblyg arnom.
- 5) Mae'n caniatáu i fuddiannau corfforaethol gael rheolaeth dros weithlu cyfan ein sectorau economaidd, gan gynyddu costau busnesau bach ac isgontractwyr.
- 6) Mae'n hyrwyddo ceisio rhent, sy'n golygu bod defnyddwyr yn talu mwy am gynhyrchion a gwasanaethau.
- 7) Mae'n lleihau cynhyrchedd.
- 8) Mae'n doreithiog a bydd yn ymledu i bob sector economaidd.
- 9) Gall greu gwrthdaro o ran buddiannau.
- 10) Nid oes tystiolaeth bod ardystio gweithwyr yn gwella ansawdd na safon crefftwaith.
- 11) Mae profiad, sgiliau a gwybodaeth yn lleihau risgiau iechyd a diogelwch, a gellir cyflawni'r rhain a'u profi heb gymwysterau.
- 12) Mae'n cynyddu cost prosiectau cyhoeddus.

13) Os oes angen gofynion cymhwyster ar ddiwydiant, yna dylai ein llywodraeth a etholwyd yn ddemocrataidd greu deddfwriaeth.

Etholaeth a Rhanbarth y Cynulliad

- Dwyrain Casnewydd
- Dwyrain De Cymru

Mark Drakeford AC/AM
Ysgrifennydd y Cabinet dros Gyllid
Cabinet Secretary for Finance



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-811
Ein cyf/Our ref MD/00284/18

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

SeneddPetitions@assembly.wales

20 June 2018

Dear David,

I refer to your letter of 17 May regarding Petition P-05-811 *Stop Using Worker Certification on Welsh Government Projects*.

I have noted and considered Mr Fear's points but as stated in previous correspondence from the Cabinet Secretary for Economy and Transport, the former Minister for Skills and Science and the Minister for Welsh Language and Lifelong Learning, the Welsh Government has no direct influence on the CSCS card scheme.

CSCS is an industry-wide standard certification, which is often required by contractors as it provides important assurance that individuals working on construction contracts are qualified to undertake the work they are to perform and have received health and safety training. As such, I have no plans to interfere with the scheme.

However, where Mr Fear makes specific observations in his petition, for example about the need to ensure that the CITB health and safety test does not discriminate against people with dyslexia, we will ensure that his points are drawn to the attention of the CITB and seek a response from it.

My officials have made enquiries with colleagues in several other departments and there is no evidence the Welsh Government has made any assessment of the impact of certification schemes such as CSCS on insurance costs for individuals or companies.

Best wishes,

Mark

Mark Drakeford AM/AC

Ysgrifennydd y Cabinet dros Gyllid
Cabinet Secretary for Finance

Mark Drakeford AC/AM
Ysgrifennydd y Cabinet dros Gyllid
Cabinet Secretary for Finance



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-811
Ein cyf/Our ref MD/00284/18

Ms Sarah Beale
Chief Executive
Construction Industry Training Board (CITB)
Bircham Newton
Kings Lynn
Norfolk
PE31 6RH

20 June 2018

Dear Sarah Beale,

I am writing following a letter I have received from Mr David Rowlands AM, Chair of the Petitions Committee, in relation to a petition brought by Mr Paul Fear regarding use of worker certification in Welsh Government contracts – CSCS cards in particular. A link to the petition, which has attracted 66 signatories, is provided below:-
<http://www.senedd.assembly.wales/mglIssueHistoryHome.aspx?Ild=21489>

One of the concerns raised by Mr Fear is that the CITB health and safety test discriminates against people with dyslexia. I have provided the relevant excerpts from his letter below for your reference:-

'The CITB health & safety test discriminates against people with dyslexia, learning difficulties and poor education. The test requires revision of a rather large health and safety book, the test is done on a touch screen computer terminal. The test centre will read out questions and answers for the applicant, however many forms of dyslexia are auditory as well as visual. Also no extra time is given. Rather than a test, a health and safety course with visual aids should be used to stop this discrimination.

It has also come to my attention, talking to my apprentices, that CITB requires minimum GCSE requirements in Maths and English for apprenticeships. Again this is discrimination. I am dyslexic, I failed both English and Maths in school. Yet I am a very skilled carpenter and I also achieved a business HND. My lack of GCSE qualifications has never stopped me being skilled in carpentry, carpentry actually helped me to learn Maths and English.'

I informed Mr Fear I would draw these points to your attention and seek your views so would be grateful if you could consider and let me know your thoughts.

I look forward to hearing from you.

Yours sincerely,
Mark Drakeford

Mark Drakeford AM/AC
Ysgrifennydd y Cabinet dros Gyllid
Cabinet Secretary for Finance

cc. David Rowlands AM, Chair, Petitions Committee
Mark Bodger, Director of Strategic Partnerships, Wales



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

03rd May 2018

Dear Mr Rowlands AM,

RE: Petition under consideration – Stop using Worker Certification on Welsh Government projects

It has come to our attention that the Petitions Committee is considering a petition regarding the Construction Skills Certification Scheme (CSCS). Having read the petition we have noticed a number of inaccuracies raised by the petitioner that we would appreciate the opportunity to address.

Before responding to the points raised in the petition we thought it would be useful to clarify CSCS's role within the UK construction industry.

CSCS was set up with the principal objective of providing the construction industry with a means to certify that individuals working on construction sites have the required training and qualifications for the type of work they carry out. By certifying construction workers have the correct training and qualifications CSCS is playing its part in improving standards and safety on UK construction sites.

Successful applicants are issued with a card that confirms the holder's identification, qualifications and training and also shows the holder has met the necessary Health and Safety requirements for their occupation.

Whilst the majority of employers require their on-site workers, supervisors and managers to hold a CSCS card it is not a mandatory or legal requirement. It is entirely up to the individual employer whether workers should hold a CSCS card before they are allowed to work on site.

CSCS is a not for profit organisation which is registered as a company limited by guarantee and has no shareholders. CSCS is owned equally by employer organisations and unions representing the breadth of the construction industry. More information on CSCS can be found at www.cscs.uk.com.

With regard to many of the concerns raised in the petition it is important to understand that CSCS, together with our 35 partner card schemes, are bound by the requirements of the Industrial Strategy for Construction, published in July 2013. The strategy was established by the industry and government working in partnership, setting out a number of objectives for the construction industry to achieve by 2025. The full document can be viewed at www.cscs.uk.com/construction2025.

The Action Plan contained within the strategy included the identification of one identifying card scheme logo (CSCS) to be promoted through public procurement and the development of a transition plan for all card schemes to cover all occupations at the appropriate level of qualification.

The Industrial Strategy is overseen by The Construction Leadership Council (CLC), a partnership between industry and government to transform the construction industry by building greater efficiency, skills and growth within the sector.

In 2015 the CLC announced that all construction industry card schemes, including CSCS, must operate with nationally recognised qualifications (usually NVQs) in place for all occupations. The full requirements can be viewed at www.cscs.uk.com/clcreqs.

In regards to the specific issues raised by the petitioner:

Worker certification is a privatised occupational licensing scheme.

This is incorrect. Worker certification involves certifying that a worker has the training and qualifications required for their role. The CSCS card is not a license and is not a legal requirement in order to work in the construction industry. The CSCS card is a voluntary scheme adopted by industry with the aim of improving safety and productivity on construction sites.

It is undemocratic and circumvents the principles of our common laws. (Grandfather rights)

In the context of CSCS, “Grandfather rights” was an application method whereby an applicant could obtain a CSCS card based on an employer’s recommendation only, rather than needing to obtain a nationally recognised construction related qualification. It became known as Industry Accreditation. The petitioner appears to be linking CSCS’s Industry Accreditation process to English common law. CSCS’s Industry Accreditation was in no way linked to or required by common law.

CSCS stopped issuing cards under Industry Accreditation in 2010 because applicants were not required to achieve a qualification. This decision was further supported by the Construction Leadership Council in 2015 when they announced that all construction industry card schemes, including CSCS, must operate with nationally recognised qualifications (usually NVQs) in place for all occupations.

The petitioner contends that experience alone should be the determining factor in assessing suitability for the role. Whilst experience is an important factor it does not provide an assurance that the worker is suitably qualified. Work practices and materials change over time. Up to date training leading to a recognised related qualification provides greater assurance to the employer.

It puts the cost of training & qualifications onto workers, especially self-employed and agency employment workers who have little chance of grants or funding.

CSCS’ role is to verify qualifications, not provide the training required to achieve them. Training costs are not established by CSCS but by the numerous training companies delivering training. Costs will vary depending on who is delivering the training and course location.

We understand the cost of training to obtain a qualification can be an issue for many within the industry. Equally it should be appreciated that there is an inevitable cost related to properly trained and qualified workers. It is worth noting that experienced practitioners can get qualified via an Onsite-Assessment, which generally costs half as much as a normal NVQ.

Most construction workers have their training and qualifications paid for by their employer, who can claim some of the cost back from the CITB in the form of training grants. These grants are also open to the self-employed and to employment agencies. If the petitioner is concerned that construction employment agencies are not providing sufficient training for their workforce, then we would advise that he take it up with them as the funding is already available.

There is further financial support available to both employees and the self-employed seeking to achieve qualifications within the UK construction industry. More information on this can be found on the CSCS website at www.cscs.uk.com/funding.

It reduces the chances of upward mobility for the poorest in society.

CSCS provide the necessary routes for those wishing to enter the industry or move to a recognised qualification. CSCS issues cards to apprentices and those in training without the initial requirement of a qualification. These cards are issued on the basis of the applicant working towards a recognised qualification within a prescribed period. This allows new entrants to construction to work while they get qualified. We also issue an Experienced Worker card to those already working in the industry wishing to achieve a qualification, again within a prescribed period. Lastly a short-term card (without qualification requirements) can be issued to workers on probation whilst they and their employers decide if they wish to continue working in the construction industry.

It prevents worker mobility, at a time when we need a flexible workforce.

One of the advantages of the CSCS card is that it improves worker mobility by providing a single system all sites and companies can use. When a worker changes employer or construction site their card remains with them as proof of their training and qualifications which their new employer can instantly rely on.

It allows corporate interests to have control over the entire workforce of our economic sectors, increasing costs of small businesses & subcontractors.

Small businesses & subcontractors are well represented on the board of CSCS by the Federation of Master Builders (FMB) and Build UK, both of which are also owners of CSCS. The FMB represents many small businesses while Build UK represents many subcontractors and businesses throughout the construction supply chain. The cost of a CSCS card is the same whether it is being ordered by a major contractor or a small business.

It promotes rent seeking, meaning that consumers pay more for products & services.

CSCS is a not-for-profit company limited by guarantee. CSCS only charges what is necessary for the production of CSCS cards and the continued operation of the scheme. Any surplus is reinvested to improve the scheme or from time to time financial donations are made in support of industry wide initiatives that support the development of apprenticeships.

It reduces productivity.

CSCS cards provide proof that individuals working on construction sites have the appropriate training and qualifications for the job they do on site. By ensuring workers are qualified the card plays its part in improving standards and productivity. A qualified workforce is a productive workforce.

It is prolific and will spread to all economic sectors.

We do not view this as relevant to the work of CSCS.

It can create conflicts of interest.

CSCS is owned by the construction industry for the benefit of the construction industry. CSCS is a not for profit organisation which is registered as a company limited by guarantee and has no shareholders.

CSCS is owned by three employer organisations and two unions representing the breadth of the construction industry. CSCS is managed by CSCS Limited whose seven non-executive Directors are

nominated by the owners. In addition there are two independent Directors and an independent Chairman. We see no conflicts of interest.

There is no evidence that worker certification improves quality or standard of workmanship.

CSCS is simply a tool construction companies can use to ensure that their workforce is qualified for the job for which they are employed, to the standards that the Construction Leadership Council recommend. It is the Construction Leadership Council who set the base requirements of all card schemes operating within construction and one of the key aims of the Construction Leadership Council is to improve productivity in construction by utilising an appropriately qualified construction workforce.

Experience, skill and knowledge reduce health and safety risks, these can be achieved and proven without qualifications.

Only qualifications can provide a consistent means of proving an individual's skills. This is why the Construction Leadership Council requires that all skilled level CSCS cards be linked to a recognised construction related qualification.

It increases the cost of public projects.

There is no evidence that CSCS card costs are borne by public projects. In most cases the cost of a card is picked up by the individual or their employer.

If an industry needs qualification requirements then our democratically elected government should create legislation.

The government has confirmed via the Construction Leadership Council (which is co-Chaired by the Minister for Business and Energy) that it would prefer to work in partnership with the construction industry, rather than to legislate.

We further note the discussion regarding the use of alternatives to the CSCS card scheme. As CSCS is not a legal requirement any company is free to use any other system. However, we would advise the committee that the Highways England Safety Passport that was mentioned as an alternative model is used in addition to, not as a replacement for CSCS cards. This is because of the highly specialised training that is required for working on major Highways. We met with Highways England recently and they confirmed that their Safety Passport is in no way a replacement for CSCS cards, it is simply a way of recording their training requirements.

We hope the details contained in this letter help clarify CSCS' position on the issues raised in this petition. Should you require any further information your office can contact our Head of Communications Alan O'Neile via email at communications@cscs.co.uk.

Yours sincerely



Graham Wren

CSCS Chief Executive

WALES/CYMRU

Our Ref: AJR/JDC

14 June 2018

Mr Graeme Francis
Committee Clerk at National Assembly for Wales
Petitions Committee
National Assembly for Wales
Cardiff Bay
Cardiff
CF99 1NA

Dear Mr Francis

Reference Petition: P-05-811 Stop Using Worker Certification on Welsh Government Projects

We are writing to you as the listed point of contact for correspondence to the Petitions Committee at the National Assembly for Wales.

Unite the Union have had the above petition brought to our attention regarding the Construction Skills Certification Scheme (CSCS), and an article supporting the position of the petition by the free market think tank the Institute of Economic Affairs (IEA).

Unite believe that the petition and IEA article are misguided, and would ask that you therefore pass on our following to the Petitions Committee regarding the petition in question.

The CSCS scheme is a not-for-profit limited company, being an industry led initiative with the support of, and established by, the Employers' Associations and Trade Unions. The administration of the core CSCS scheme is undertaken by CITB. Furthermore, other established industry skills certification schemes in specialist trades and occupations exist as partner card schemes to the CSCS which also carry the CSCS logo. (e.g. CPCS in plant, CISRS for Scaffolders, JIB/SJIB ECS for Electricians, etc.), with such schemes periodically and objectively demonstrating to CSCS that they meet the requirements and standards laid down by their respective industries.

Importantly, it should be noted that the core CSCS scheme recognises the legacy qualifications of those who undertook industry apprenticeships to qualify in their trade prior to Vocational Qualifications (NVQs, SVQs, and CQFW, RQF, QCF and SCQF equivalents) being embedded in the frameworks. Those individuals do not have to undertake an NVQ, and to say otherwise is incorrect.

A blue or gold CSCS card is issued to skilled workers, who have the demonstrable skills, knowledge, training and experience in their relevant occupational discipline/trade. For example, Blue Craft or Gold Advanced Craft cards are issued to those who have achieved either:

- A construction related NVQ or SVQ at Level 2 (Craft) or Level 3 (Advanced Craft) in the relevant occupation being certified; **or**
- An apprenticeship which included the achievement of a City and Guilds Craft Certificate (CSCS will require a copy of the City and Guilds (or SCOTVEC (SQA)) certificate and evidence of apprenticeship completion with the original employer).; **or**
- Where a full construction related NVQ or SVQ does not exist but a trade specific unit has been passed, particularly for some highly specialised niche occupations.

CSCS have also mapped other historical equivalent qualifications. For workers whom may have lost their apprenticeship and/or City & Guilds certification due to the passage of time, both CITB and City & Guilds hold extensive archive records, enabling individuals to apply for duplicates of their previously achieved qualifications and apprenticeship completion records, thus enabling them to proceed with the CSCS application process.

Furthermore, 'Grandfather Rights', also known as Industry Accreditation, whereby experienced but part-qualified or unqualified individuals applied for a card was discontinued by the construction industry as part of the process of moving towards a goal of achieving a qualified workforce based on objectivity, skills, knowledge, training, experience, qualifications and health and safety awareness. Conversely 'Grandfather Rights' had inherent issues, not least subjective employer testimonials. In its place the objective NVQ/SVQ assessment system enables experienced workers and mature candidates to be assessed, so that their skills, knowledge, training and experience are then objectively accredited by a quality assured and recognised awarding organisation.

Unite's construction members work across the total construction, engineering, energy and infrastructure industrial process, serving the built environment we all rely upon. They are therefore rightly proud of the skills, knowledge, training, experience and qualifications that they have gained, not least through industry recognised apprenticeships or equivalent adult craft training programmes. This is through hard work and study, meeting the industry and National Occupational Standards (NOS).

Therefore, our construction members repeatedly and understandably voice through their branches, national and regional sector committees, their concerns and frustration that people who have not met the established national and industry standards are able to use occupational titles, describing themselves as 'Joiners', 'Plumbers', 'Electricians' and so on, when clearly those individuals are not. In what is such a highly skilled and safety critical industry, Unite maintain that this should not continue to be the case, and that specifying occupational registration as a requirement is essential and not just an option, meeting the industry and National Occupational Standards under the CSCS and its partner schemes.

The CSCS card costs £30 and the CITB Health, Safety and Environment test costs £19.50, these then being valid for 5 years. Unite do not believe that these basic charges are onerous on the industry.

Furthermore, in-scope employers, SMEs and bona fide sole traders have access to the CITB grant system under the levy, and moreover, many micro businesses, small businesses and sole traders are exempt from paying the levy as their turnover does not meet the threshold, but are still eligible for financial support in training costs. However, notwithstanding this, the term 'self-employed' in the UK construction industry is a significant issue.

You will no doubt be aware that Unite has consistently campaigned for direct employment and against the endemic bogus and false self-employment in the UK construction industry and the wider economy. Decisive action needs to be taken by the UK Government and HMRC on the issue of employment status throughout the United Kingdom.

Furthermore, Unite believe that alongside eliminating bogus self-employment and circumvention of employment rights, that CITB funding should be made much more accessible to individual workers, in what is a peripatetic industry characterised by poor job security and market failure in long term investment in employee skills. Without such action many workers will continue to be the victims of having to fund their own training and assessment costs, effectively a 'job tax' on them, this must be addressed, and only can be effectively by addressing the scandal of false self-employment.

As a consequence the progressive steps undertaken by the Welsh Government, including specifying CSCS on public projects, and through the 2015 *Procurement Advice Note (PAN) for the Public Sector in Wales: Employment Practices on publicly funded projects*, and strengthened by the Code of Practice: Ethical Employment in Supply Chains, outlawing precarious employment practices, zero hours contracts and blacklisting on Welsh public sector contracts, are a significant step forward in addressing such issues. It should also be noted that the ReAct scheme in Wales which assists people affected by redundancy, including access to vocational training grants, is a commendable initiative that the UK as a whole can learn from.

In the interests of protecting the hard won skills and safety of workers on construction sites, qualifying the workforce, recognising and accrediting their skills, knowledge, training and experience, Unite the Union call for the continued support of the CSCS scheme on construction projects in Wales.

If you have any questions regarding the above, please do not hesitate to contact us.

Yours sincerely



Andy Richards
Wales Secretary/Ysgrifennydd Cymru

**P-05-811 Stop Using Worker Certification On Welsh Government Projects –
Correspondence from the petitioner to the Committee, 09.07.18**

Paul Fear

Date 27/06/2018

For the attention of the petitions committee, National Assembly of Wales.

Your reference P-05-811.

Response to the correspondence ref (MD/00284/18) from Mark Drakeford AM.

1. The Construction Skills Certificate scheme is NOT a legal requirement it is voluntary. The client, the Welsh Government can choose not to use CSCS on public contracts if it so wishes.
2. There is no legal requirement for construction workers to be qualified, CDM regulations 2015 state.

“ 164 When appointing individuals who may be skilled but who do not have any formal qualifications, contractors may need to assess them in the working environment.

I welcome the ministers comments as regards to dyslexic workers, I wonder if while talking to CITB about dyslexia, could he also ask them about CITB grants funding for employment agency workers?

Data I received from CITB shows that in 2016, payroll companies used by employment agencies to pay their workers, paid £11,878,420.50 in CITB levy they only received back from CITB, training grants for their workers of £667,594.03 and only £166,296 Of this amount was for workers NVQs.

Proof, if any more were needed, that NVQ requirements for CSCS are not properly funded by CITB!

What happened to over £11 million ? Agency workers are some of the lowest paid, temporary workers in the UK and CITB can't return the grants due to them? Why Not?

By requiring that tradespeople now have a minimum of NVQ2 in their trade to receive a CSCS card, the scheme has become an occupational licence by stealth. No

political debate, no democratic oversight, no legislation and no social or economic impact studies. Skilled & competent tradespeople who have worked in the construction industry for decades are now being refused the right to work unless they pay up to £1,500 pounds for an NVQ2 one day assessment.

Those with less than 5 years experience need to pay thousands of pounds for an NVQ2, meaning that they are stuck in low paid labouring jobs if they cannot afford the time & money required.

It is well proven that occupational licensing puts a cost burden onto practitioners who want to enter an occupation. This prevents the poorest in society from working in that occupation, it also restricts people's ability to change jobs, it removes mobility & flexibility of labour and drives up costs for consumers.

Given the extremely high percentage of child poverty in Wales, why would the Welsh Government want to voluntarily restrict employment opportunities and upward mobility to the parents of these poverty stricken Welsh children?

Wales has seen a significant increase in self employment, often referred to as the GIG economy. Schemes like CSCS that use health & safety as an excuse for occupational licensing thrive in this type of economy. The cost of training & qualifications needed for these schemes are placed onto the self employed worker. Worker certification schemes are like Japanese knotweed, they are prolific they strangle society and the economy.

The real question for the petitions committee regarding CSCS is not one of health & safety or competence. A health and safety test or course is relatively inexpensive & as shown in the above CDM regulations employers should be able to judge employees competence . The real question is, should private limited companies and trade bodies have the power to restrict the employment rights of Welsh people ?

If the Welsh government refused to use CSCS on its contracts, it would send a clear signal to CSCS and CITB that experienced workers rights should be protected and CITB should fund the qualification requirements for the scheme, so as not to disadvantage the poor in our society.

If occupations need to be licensed then only parliament should have this tremendous power.

I hope that Welsh Assembly Ministers get a chance to debate this removal of Welsh peoples employment rights & opportunities now voluntarily promoted and supported by the Welsh Government.

Response to correspondence from Unite The Union. Ref AJR/JDC

As explained in my previous correspondence to the committee, the vast majority of construction workers are not members of a union. They do not represent the majority of construction workers.

I have emailed Unite union on numerous occasions, highlighting the problems of CITB funding for employment agency workers and the self employed. I also voiced my concerns over the removal of the right to work for construction workers who are experienced & skilled in their trades.

I have had NO reply! This is hardly surprising after witnessing first hand their contempt for agency workers and the self employed. Indeed as mentioned in their correspondence, they are lobbying to remove so called " false self employment". For decades the construction industry has used self employed labour, due to the project by project nature of the industry. I have over £ 7,000 worth of tools that constantly need replacing at MY expense. However according to unite union I should be classed as false self employed!

The purpose of a trade union is to protect THEIR members interests, it is by it's very nature a protectionist body. By supporting CSCS they can reduce the number of practitioners in a trade, this drives up the cost of labour and benefits their members.

I have no more to say about Unite Union, I hold them in the same contempt as the contempt that they have shown to workers like me!

Response to correspondence from CSCS.Ltd

CSCS is now an occupational licence! It became accepted as industry good practice after the corporate manslaughter and corporate homicide act came into force. The card proved that the holder had taken a health and safety test, it was also very hard to forge due to its security features. Corporate employers started to insist on this card as reduced legal liability from prosecution by the health & safety executive. Once promoted by trade bodies, and corporate employers it became an industry good practice. In an industrial accident employers have to prove that they did all they could to reduce risk. The only real way they can do this is to show they have used good practice. So any construction employer not using CSCS leave themselves open to prosecution by the courts.

By placing minimum NVQ requirements on their card, CSCS has become an occupational license by Stealth without legislation, thereby circumventing the non

retrospective principles of our common law. Enabling CSCS to remove the right to work of experienced, skilled but unqualified tradespeople.

CSCS is on licence to CITB, the board members of CSCS are in an ideal position to put pressure on government and CITB to fund the NVQs tradespeople need for CSCS cards. Why should I battle with CITB for funding ? This is the responsibility of CSCS as they refuse to issue cards if applicants don't have an NVQ2.

Conflicts of Interest.

I have already demonstrated how unite union members benefit from CSCS as a way of reducing practitioners in a trade.

The Federation of Master builder have been tirelessly lobbying government to introduce licencing for builders, this will mean that homeowners will no longer be able to choose who can work on their OWN property. They will only be able to choose government approved builders. (Sounds like communism to me!)

Yet again another protectionist trade body on the board of CSCS that is seeking protectionism for its members!

It is the Construction Leadership Council that has set the minimum NVQ2 requirement on CSCS cards. The board of the CLC is mainly made up of corporate CEOs who's companies have invested in and or profit from off-site build (prefabs).

In evidence recently given to the House of Lords inquiry into off-site build, Mr Richard Harrington MP (co chair of the CLC) said quote! " It is the mandate or mission statement of the Construction Leadership Council to move on-site build to off-site build".

Personally, I can't think of a better way to move construction work from on-site to off-site other than to introduce minimum qualification requirements for CSCS , create a skills crisis, and drive up labour costs of traditional on-site builders!

It would be like allowing train companies to set driving license requirements for bus drivers!

As for the passport scheme now used by highways England, it uses a sponsorship of competence system. (I read the publication released by highways England!) An employee does not need a CSCS card to get onto a highways England site!

Correspondence from Petitioner to clerking team, 09.07.18

Hi Kayleigh

Please see the web link to the latest article I had published. Could you please circulate this to the Committee.

<https://www.theconstructionindex.co.uk/news/view/carpenter-takes-campaign-against-skills-cards-to-welsh-assembly>

Kind regards

Paul Fear

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

Cyflwynwyd y ddeiseb hon gan Cllr. Dilwar Ali ac ystyriwyd gan y Pwyllgor am y tro cyntaf yn ystod Ebrill 2013, ar ôl casglu 1,119 o lofnodion ar-lein.

Geiriad y ddeiseb

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

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

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

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

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

Credwn fod yr un Hysbysiad Rheoli Cŵn cynhwysfawr a gynigir i Gymru yn ddull llawer iawn gwell ac rydym yn annog Llywodraeth Cymru i lunio deddf sy'n seiliedig ar y cysyniad hwn yn unol â'r bwriad gwreiddiol. Rydym yn tynnu sylw Llywodraeth Cymru at y canlynol: (i) casgliadau hynod feirniadol

Pwyllgor Dethol Tŷ'r Cyffredin ynghylch adroddiad Pwyllgor yr Amgylchedd, Bwyd a Materion Gwledig, sef 'Rheoli Cŵn a Lles' sy'n dweud bod cynigion Llywodraeth y DU yn 'rhy syml' ac yn 'resynus o annigonol'. Mae'r Pwyllgor hefyd yn argymhell bod DEFRA a'r Swyddfa Gartref yn cyflwyno Hysbysiadau Rheoli Cŵn a (ii) y ffaith bod y cyrff sydd wedi uno yn yr ymgyrch, sef undebau, elusennau anifeiliaid, yr heddlu a milfeddygon hefyd yn anfodlon ar y cynigion.

**P-04-477 Support for the Control of Dogs (Wales) Bill – Correspondence
from petitioner to the clerking team, 28.06.18**

Dear Kayleigh,

Thank you for your email below my meeting was due meet on 20th June with the Cabinet Secretary, Lesley Griffiths. Unfortunately, the meeting was cancelled by the Cabinet Secretary.

I am waiting for a new date to be arranged, and I would like the Chair and the members of the Petition committee to hold my petition until I have had my meeting with the Cabinet Secretary, Lesley Griffiths.

Regards,
Dilwar Ali

Eitem 3.5

P-04-648 Diwygio'r Cyfarwyddyd ar Olew a Nwy Anghonfensiynol 2015

Cyflwynwyd y ddeiseb hon gan cyngorydd Arfon Jones ac ystyriwyd gan y Pwyllgor am y tro cyntaf yn ystod Medi 2015, ar ôl casglu 1,254 llofnod ar lein a 293 llofnod bapur.

Geiriad y ddeiseb

Rydym yn galw ar y Gweinidog Cyfoeth Naturiol i ddiwygio CYFARWYDDYD CYNLLUNIO GWLAD A THREF (HYSBYSU) (OLEW A NWY ANGHONFENSIYNOL) (CYMRU) 2015 er mwyn galw pob cais cynllunio'n ymwneud â datblygiadau olew a nwy anghonfensiynol i mewn. Mae'r datblygiadau hyn yn cynnwys drilio arbrofol am nwy siâl, methan gwely glo a nweiddio glo tanddaearol

Gwybodaeth Ychwanegol

Ar hyn o bryd mae'r Cyfarwyddyd yn ymwneud â cheisiadau sy'n cynnwys dulliau echdynnu anghonfensiynol penodol yn unig ac mae'r Awdurdodau Cynllunio Lleol yn tueddu i ganiatáu'r cais.

Nid yw'r Cyfarwyddyd presennol yn berthnasol i nweiddio glo tanddaearol er y gall effeithiau'r broses hon fod yr un mor niweidiol i'r amgylchedd a chymunedau. Nid yw ychwaith yn berthnasol i ddrilio arbrofol neu ddrilio prawf. Mae pryderon cynyddol ynghylch effaith drilio arbrofol, yn enwedig o safbwynt sŵn, traffig, y posibilrwydd o darfu ar gyrsiau dŵr ac o greu symudiadau seismig, creu safleoedd diwydiannol yng nghefn gwlad a'r effaith ar brisiau tai.

Os oes moratoriwm ar echdynnu, yna beth yw pwrpas archwilio? Os yw gwaith echdynnu wedi'i wahardd, mae'n annerbyniol ac afresymol caniatáu i waith archwilio fynd rhagddo.

Etholaeth a Rhanbarth y Cynulliad

- Wrecsam
- Gogledd Cymru



Eich cyf/Your ref P-04-648
Ein cyf/Our ref LG/01880/17

David John Rowlands AM
Chair – Petitions Committee
National Assembly for Wales

SeneddPetitions@assembly.wales

26

June 2018

Dear David

Following my letter of 18 August 2017, I provide a further update on how the Welsh Government will approach the handling of existing oil and gas licenses and future policy.

The transfer of powers for onshore petroleum licencing from the Oil and Gas Authority (OGA) to Welsh Ministers under the Wales Act 2017 will commence 1 October 2018. Officials are putting in place the necessary administrative arrangements to ensure Welsh Ministers will be able to exercise the licensing functions and appropriately discharge their new responsibilities as the licensing authority in Wales from October. Regulations will be laid this summer to allow Welsh Ministers to charge fees when discharging our duties on existing licenses.

With regards to future policy, the consultation on draft Planning Policy Wales version 10 (PPW10) has recently closed. The draft policy places petroleum at the bottom of the planning energy hierarchy and requires any petroleum development to demonstrate how it will contribute to our decarbonising goals. Consultation responses on the draft policy are currently being considered.

Furthermore, in 2017, Welsh Government commissioned a review into the potential impact of onshore petroleum extraction. The review examined evidence of the impact on the environment, climate change, health, transport, decommissioning and economy. The review builds on the on earlier Welsh Government studies which considered the scale of

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Correspondence.Lesley.Griffiths@gov.wales

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

We welcome receiving correspondence in Welsh. **Tudalen y pecyn 103** All enquiries received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.

potential gas resources and the potential economic impact of its extraction. The findings of the review will be published for consultation in July, along with a proposed future policy for petroleum extraction in Wales.

Regards
Lesley

Lesley Griffiths AC/AM

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

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

Cyflwynwyd y ddeiseb hon gan Waters of Wales ac ystyriwyd gan y Pwyllgor am y tro cyntaf yn ystod Tachwedd 2016, ar ôl casglu 3,045 llofnod ar lein a 433 llofnod bapur – cyfanswm =3,478.

Geiriad y ddeiseb

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

Gwybodaeth ychwanegol

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

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

i) Deddf Cefn Gwlad a Hawliau Tramwy 2000

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

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

https://dl.dropboxusercontent.com/u/62377602/Welsh_Government_Letter_RefTOJG0126513_16Oct2013.pdf [Opens in a new browser window]

iii) (Deddf Diwygio Tir (yr Alban) 2003

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

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

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

Etholaeth a Rhanbarth y Cynulliad

- Mynwy Dwyrain
- De Cymru



Llywodraeth Cymru
Welsh Government

DATGANIAD YSGRIFENEDIG GAN LYWODRAETH CYMRU

TEITL Crynodeb o'r ymatebion a ddaeth i law i'r ymgynghoriad ar Reoli Adnoddau Naturiol yn Gynaliadwy

DYDDIAD 19 Mehefin 2018

GAN Hannah Blythyn, Gweinidog yr Amgylchedd

Daeth nifer dda o ymatebion i law gan gyrff rhanddeiliaid ac unigolion i'r ymgynghoriad y gwnaethon ni ei gynnal y llynedd ar Reoli Adnoddau Naturiol yn Gynaliadwy.

Cafwyd cyfanswm o 17,391 o ymatebion dros gyfnod yr ymgynghoriad ac mae Llywodraeth Cymru wedi'u hystyried i gyd wrth baratoi'i chrynodeb.

Hoffwn ddiolch i bawb sydd wedi rhoi o'u hamser i gyfrannu at yr ymgynghoriad. Mynegwyd cryn gefnogaeth gan y cyhoedd i rai cynigion ond amrywiol oedd yr ymateb i rai eraill. Serch hynny, diolch i'r ymatebion, mae Llywodraeth Cymru wedi dod i ddeall yn well farn a safbwyntiau rhanddeiliaid o bob rhan o Gymru. Bydd hynny'n ein helpu i benderfynu sut i fynd â'n deddfwriaeth arloesol yn ei blaen a gwneud y gorau o'r cyfleoedd y mae ein hadnoddau naturiol yn eu cynnig gan eu diogelu yr un pryd ar gyfer y dyfodol.

Cyflawnodd yr ymgynghoriad ei bwrpas o ran casglu tystiolaeth a syniadau ar gyfer datblygu polisiau i reoli'n hadnoddau'n gynaliadwy. Bydd hynny'n sail i'n ffyniant a'n lles tymor hir.

Bu'n gyfle hefyd i glywed barn ynghylch y buddiannau a'r heriau posib a ddaw wrth i'r DU adael yr UE, yn ogystal â chasglu barn am y drefn reoleiddio y bydd ei hangen o bosib yn y tymor byr a hir.

Mae'n galonogol gweld bod cefnogaeth eang ar y cyfan i reoli adnoddau naturiol yn gynaliadwy yng Nghymru. Cynigiodd y rhanddeiliaid ffyrdd newydd ac arloesol o ddefnyddio a diogelu'r amgylchedd. Gallai rhai ohonyn nhw fod yn atebion tymor hir yng nghyd-destun y newidiadau y bydd angen eu gwneud i'r drefn reoleiddio ar ôl gadael yr UE.

Mae'r crynodeb hwn a gyhoeddir heddiw yn asesiad niferol ac yn grynodeb gwrthrychol o sylwadau a safbwyntiau'r ymatebwyr. Mae cymdeithasau a grwpiau wedi cynnal 17 o ymgyrchoedd oedd yn gysylltiedig â chynigion penodol yn yr ymgynghoriad. Rydym wedi ystyried yr holl ymatebion i'r ymgyrchoedd a'r cyfraniadau unigol ar gyfer llunio'r ddogfen derfynol.

Mae fy swyddogion wedi ystyried elfennau unigol y ddogfen ymgynghori a'u hystyried

ymhellach yng ngoleuni'r dystiolaeth a'r safbwyntiau a gyflwynwyd.

Cam nesa'r broses fydd paratoi amserlen briodol ar gyfer datblygu polisi dros y tymor byr a hir, yng nghyd-destun amcanion ehangach Llywodraeth Cymru ac wrth i'r DU adael yr UE.

Rwyf eisoes wedi datgan y caiff ein tirweddau dynodedig eu cadw ac na fydd unrhyw wanhau ar eu pwrpas o ran diogelu a chyfoethogi harddwch naturiol, a chaiff datganiad o flaenoriaethau arall ei gyhoeddi fel ymateb i'r amrywiaeth eang o sylwadau a ddaeth i law ar adroddiad Tirweddau Dyfodol Cymru a'r ymgynghoriad ar Reoli Adnoddau Naturiol yn Gynaliadwy.

Rwy'n disgwyl ymlaen yn y dyddiau nesaf at roi datganiad ar y Strategaeth Goedwigaeth newydd fydd yn rhoi ystyriaeth i egwyddorion Rheoli Adnoddau Naturiol yn Gynaliadwy a'r ddeddfwriaeth newydd ers ei diweddarau y tro diwethaf yn 2009.

Byddwn yn ymdrin hyd yn oed yn fwy â datblygu economi 'gylchol' sy'n defnyddio adnoddau'n fwy effeithiol yn yr ymgynghoriad y bwriadwn ei gynnal yn ddiweddarach yn 2018 ar ddiweddarau'n strategaeth wastraff, 'Tuag at Gymru Ddiwastraff' a map ffordd drafft i greu Cymru sy'n defnyddio'i hadnoddau'n fwy effeithiol.

Mae cyfraniadau defnyddiol wedi dod i law fel ymateb i'r cynigion ar gyfer rheoleiddio'n well; rydym wedi'u hystyried a safbwyntiau eraill ynghylch yr angen am reoleiddio priodol ym maes rheoli tir ar ôl gadael yr UE yn y ddogfen "Brexit a'n Tir" y bwriedir ei chyhoeddi ddechrau Gorffennaf.

Clywyd safbwyntiau cryf ond amrywiol ynghylch sut orau i ddiwygio'r rheoliadau mynediad. Rydym o'r farn nad nawr yw'r amser gorau am ddiwygio sylweddol. Ond rydym wedi ymrwymo i ymchwilio i rai agweddau ar newid lle cafwyd mwy o gonsensws, gan gynnwys i rai o'r trefniadau gweinyddol a'r llwybrau aml-ddefnydd. Byddwn yn parhau i hwyluso rhagor o drafod trwy grwpiau fel y Fforwm Mynediad Cenedlaethol.

Yn yr un modd, rwy'n cydnabod bod cefnogaeth gref dros gyflwyno cosbau ariannol newydd i fynd i'r afael â phobl sy'n taflu sbwriel o'u cerbydau. Nododd yr ymgynghoriad nifer o broblemau â'r pwerau newydd a gynigir ac mae angen rhoi rhagor o ystyriaeth iddynt. Ar sail hynny, byddwn yn parhau i gydweithio â rhanddeiliaid ac yn ymchwilio sut orau i helpu Awdurdodau Lleol i gynnal y pwerau sydd ganddynt eisoes.

Mae cynllunio morol yn mynd rhagddo'n dda yng Nghymru ac rwy'n disgwyl ymlaen at gyflwyno Cynllun Morol Cenedlaethol cyntaf Cymru. Byddaf yn rhoi rhagor o ystyriaeth i gynlluniau rhanbarthol ar ôl inni gael profiad o roi'r cynllun cenedlaethol ar waith.

Caiff rhanddeiliaid a'r cyhoedd wybod am unrhyw ddatblygiadau yn y dyfodol trwy'r gweithgörau sydd wedi'u sefydlu a sianeli cyfathrebu eraill Llywodraeth Cymru.

Cewch weld y crynodeb sydd wedi'i gyhoeddi trwy'r ddolen ganlynol:

<https://beta.llyw.cymru/bwrw-ymlaen-rheoli-adnoddau-naturiol-cymru-yn-gynaliadwy>



David J Rowlands AM, Chair; Mike Hedges AM; Janet Finch-Saunders AM; Rhun ap Iorwerth AM; Neil McEvoy AM

Dear Petitions Committee Members

P-05-717 Establish Statutory Public Rights of Access to Land and Water for Recreational and Other Purposes

Thank you for the opportunity to respond to the Written Statement from the Minister for Environment, dated 19 June 2018.

Firstly, we have to say that the Minister's statement totally fails to take on board the needs of the petition, or to address any aspect of access to and along inland water.

The reaction both within the Waters of Wales - WoW community, and beyond, has been incredulity at the Minister's statement that "now is not the right time for substantive reform" citing "strong but differing views" as the reason for continued inaction. It is precisely because of these 'strong but differing views' that legislation is needed.

In the context of the Minister's reference to "strong but differing views" it is important to note that successive Welsh governments have repeatedly used the statement that 'the law is unclear' to justify inaction. Lack of clarity in the law underlies and exacerbates conflict surrounding access, particularly in the case of inland water.

While asserting that the law is unclear, Welsh Government predicates its strategy on one, as yet untested, interpretation of the law, persisting in this, even in the face of a vast and growing body of evidence (see Appendix) that a public right of navigation (prn) exists on all rivers in Britain. This creates, promotes and maintains inequality, preventing meaningful dialogue. It is well documentedⁱ, and Welsh Government has acknowledged, that voluntary access agreements have not, cannot, and will not, deliver the access needed by the public. The claim that voluntary agreements are the way forward is untenable.

Public rights have been enshrined in modern Scottish legislation, giving clarity on both rights and responsibilities. Legislation to enshrine public rights of access to and along inland water would give the same clarity for Wales.

Three successive Welsh Governments have acknowledged the need for change, but subsequently failed to act in the public interest, instead reverting to a process which serves only to maintain the status quo. Previous Welsh Government's 3-year process costing at least £2.4m has failed, by their own admissionⁱⁱ, to deliver. Rather, it demonstrably reduced access opportunities, for example to inland water. The Minister's response to the latest consultation demonstrates once again, the unwillingness of Welsh Government to act in the public interest in relation to public rights of access to inland water.

The Welsh Assembly petitions committee of 2000 stated that "Access to inland water is a matter of equity and social justice". In 21st Century Wales, continued failure to address a matter of equity and social justice is surely not an option?

Waters of Wales (WoW) is a community of independent campaigners for legislation enshrining public rights of responsible access to inland water in Wales.

Mae DC (Dyfroedd Cymru) yn gymuned o ymgyrchwyr annibynnol ar gyfer deddfwriaeth sy'n corffori hawliau cyhoeddus i yrru cerbydau i ddyrffyrdd mewndirol yng Nghymru.



Lack of clarity in the law can only be addressed by a judicial ruling, or by legislation. Welsh Government has stated that seeking a judicial ruling is not within its powers. This makes legislation to enshrine the public right, the only credible option.

Yours sincerely

Pam Bell, Bob Mackay, Andy Quick
On behalf of Waters of Wales – WoW.

Timeline:

- **The Countryside and Rights of Way (CRoW) Act 2000**

Intended to deliver much-needed public access to the countryside, but was complicated, expensive, and continues to fail to deliver the access to land and water needed by the wider public. Before CRoW was enacted, it had already been stripped of many of its intended public benefits. For example, it sought to exclude the public from inland water. The CRoW mapping exercise alone cost nearly £8m, to address the needs of the small percentage of the public who want to access high mountain areas.

- **In 2003, at the earliest opportunity following devolution, Scotland addressed the issue for its people by passing the Land Reform (Scotland) Act.**

Scotland implemented a permanent solution through land reform legislationⁱⁱⁱ for the legislative cost of £200,000, with a final cost of approx. £3m including the cost of television campaigning and public education^{iv}.

- **In 2008, a petition was presented to the Welsh Government:**

“The Welsh Assembly Government is urged to consider and implement a Bill to benefit Wales that would enshrine access rights and responsibilities for the public to and along natural resources in the same way that the Scottish Land Reform Act encourages co-operative use of the outdoors for healthy, low impact recreation.

- *“This Bill must provide and permit access to and along non-tidal water in the face of the massive lack of legal clarity and restrictions that exist at present, which act as a barrier to sport and recreation and the promotion of Wales as a place to visit for adventure tourism.”*

- **In 2009, following a short Inquiry, the petitions committee said:**

- *“Access to inland water in Wales is a right of equity and social justice. The current situation regarding rights to inland water in Wales is confusing, untenable and unworkable; there should be the same right of public access as there is in Scotland.”^v*
- *“We believe that the clear balance of rights in Scotland has inherently moved the access debate forward onto a more productive footing... Different parties in Scotland have been able to leave behind cul-de-sac positions concerning who has which legal rights on their side. We therefore suggest it provides a useful basis from which a unique Welsh model may be developed.”ⁱ*

Waters of Wales (WoW) is a community of independent campaigners for legislation enshrining public rights of responsible access to inland water in Wales.

Mae DC (Dyfroedd Cymru) yn gymuned o ymgyrchwyr annibynnol ar gyfer deddfwriaeth sy'n corffori hawliau cyhoeddus i fynedol cyffwrdd a dyfynnydd mewndirol yng Nghymru.



- **Welsh Government took ownership of this issue in 2009^{vi}**, yet mid-way through 2018, recreational access to land still fails to meet the needs of the wider public, and the issue of access to water has not progressed. To the contrary, costly initiatives endorsed and supported by Welsh Government have led, in some cases, to reduced access to inland water.
- **In 2010, contrary to the advice of its petitions committee:**
 - Unlike every other devolved administration in the World, Welsh Government decided not to pursue legislation to clarify and enshrine public rights with responsibilities, but opted to continue with the strategy that had proved unworkable over more than fifty years, by recommending:
 - *“the setting up of voluntary access agreements by landowners” ... “that SPLASH funding be targeted at these pilot projects” ... “the effects of the pilot projects should be closely monitored and the outcomes widely disseminated”^{vii}*
- **In 2013, after spending three years and more than £2m of public money on process for access to inland water alone,**
 - Welsh Government acknowledged that the process had failed to deliver, and that legislation would be needed.^{viii}
 - *“You will be able to have your say on proposals emerging from this review when a green paper consultation is published in December 2013.”*
- **In 2015 - more than a year after the promised publication date of the green paper,** Welsh Government embarked on a repeat of the consultation, the results of which were repeatedly delayed until just before the election when they were “left on the table to inform the next government”. Even while the consultation was in progress, Welsh Government was reported to be trying to rekindle the process which, by its own admission, failed.
- **In 2016 a petition was submitted:**

“We call on the National Assembly for Wales to urge the Welsh Government to implement a Bill to establish statutory public rights of access to land and water for recreational and other purposes. The bill should enshrine access rights and responsibilities for the public in the same way that the 2003 Land Reform (Scotland) Act encourages co-operative use of the outdoors for healthy, low impact recreation. This Bill must enshrine public rights of navigation for inland water, and permit access to and along water. It must remove the lack of legal clarity and restrictions which act as a barrier to sport and recreation and the promotion of Wales as a welcoming place for healthy recreation, tourism and adventurous activity at all levels of participation and enjoyment.”
- **In 2017, Welsh Government embarked on another consultation, following which the Minister issued the statement which is now with the Petitions Committee.**

Waters of Wales (WoW) is a community of independent campaigners for legislation enshrining public rights of responsible access to inland water in Wales.

Mae DC (Dyfroedd Cymru) yn gymuned o ymgyrchwyr annibynnol ar gyfer deddfwriaeth sy'n corffori hawliau cyhoeddus i yrru'r ddyfroedd i ddysfrffyrdd mewndirol yng Nghymru.



Appendix: The Common Law Public Right of Navigation

- Under Roman Law ([Institutes of Justinian](#) – see page 19, Book II, 1-4) all rivers were considered *res publica* and open to reasonable use, including navigation, by all. The Romans considered this a natural law which applied to all permanently flowing rivers irrespective of time or place.
- This public right of navigation was defended by Clause 33 of Magna Carta which stood witness to the existence of navigation rights in all rivers throughout the realm. Professor Nigel Saul - Professor of Medieval History, Royal Holloway University of London, in a [lecture to the All Party Parliamentary Group on the Constitution, 26 February 2013](#)) said “Magna Carta, clause 33 was to be of enormous significance in the history of navigation in this country, because it established the principle of free passage along England’s rivers, so laying the foundations for transport development in the Industrial Revolution”. (see page 2)
- The protections embodied in Clause 33 of Magna Carta were confirmed and developed in a number of statutes e.g. 1225 9 Henry III cap 23, 1297 25 Edward I c 23, 1350 25 Edward III C 4, 1371 45 Edward III C 2, 1399 1 Henry IV c 12, 1402 4 Henry IV cap 11, 1413 1 Henry V c 2, 1423 2 Henry VI cap 15 etc..
- The intent of Magna Carta was elaborated and confirmed by the [1472 Act for Weirs and Fishgarthes](#) “Whereas, by the laudable Statute of Magna Carta, among other Things, it is contained That all Kedels by Thamise and Medway, and throughout the Realm of England, should be taken away, saving by the Sea-banks, which Statute was made for the great Wealth of all this Land, in avoiding the straitness [obstruction] of all Rivers, so that Ships and Boats might have in them their large and free Passage...”
- Many Medieval commissions were appointed by the Kings to preserve and protect public navigation rights on a very wide variety of rivers, thereby confirming the existence of the public’s navigation rights in all rivers where navigation was then practical. See http://www.riveraccessforall.co.uk/docs/totally_compelling_evidence.pdf (see Page 7)
- The Laws in Wales Acts (1536 - 27 Henry VIII c. 26 and 1542 - 34 & 35 Henry VIII c. 26) specifically extended to Wales the full benefit of the law in England. This applied to all laws then in force in England. All future laws enacted by Parliament in Westminster applied equally to the joint administration of England and Wales. Evidence from England, where the evidence of historic navigation rights is better documented, can therefore be used to demonstrate the existence of public navigation rights in Wales

ⁱ Negotiating recreational access under asymmetrical power relations: the case of inland waterways in England <http://eprints.brighton.ac.uk/1692/1/UT-SNR-1755.pdf>

ⁱⁱ https://dl.dropboxusercontent.com/u/62377602/Welsh_Government_Letter_RefTOJG0126513_16Oct2013.pdf

ⁱⁱⁱ Land Reform (Scotland) Act 2003 <http://www.legislation.gov.uk/asp/2003/2/contents/enacted>

^{iv} LAND REFORM (SCOTLAND) BILL-EXPLANATORY NOTES (AND OTHER ACCOMPANYING DOCUMENTS)

http://www.scottish.parliament.uk/S1_Bills/Land%20Reform%20%28Scotland%29%20Bill/b44s1en.pdf

^v https://dl.dropboxusercontent.com/u/62377602/WAG_Press_Release_15_Apr_2009.pdf

^{vi} Report of the Petitions Committee’s Short Inquiry into Access along Inland Water, March 2009

^{vii} https://dl.dropboxusercontent.com/u/62377602/Inquiry-into-Access-to-Inland-Water-In-Wales-Committee_Report-2010-06.pdf

^{viii} https://dl.dropboxusercontent.com/u/62377602/Welsh_Government_Letter_RefTOJG0126513_16Oct2013.pdf

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Eitem 3.7

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

Cyflwynwyd y ddeiseb hon gan Gymdeithas Cadwraeth Forol ac ystyriwyd am y tro cyntaf gan y Pwyllgor yn ystod Mai 2017, ar ôl casglu 1,993 llofnod.

Geiriad y ddeiseb

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

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

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

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

Mae'r gwaith o gynhyrchu cynwysyddion diodydd newydd yn ogystal â chynwysyddion bwyd cyflym a chwpanau newydd yn defnyddio llawer iawn o ynni, sy'n cyfrannu at allyriadau nwyon tŷ gwydr. Po fwyaf yr ydym yn

ailgylchu, a pho leiaf o ysbwriel yr ydym yn ei ollwng, gorau oll ar gyfer ein hamgylchedd a'n heconomi.

Etholaeth a Rhanbarth y Cynulliad

- Rhosan ar Wy
- Swydd Henffordd

Hannah Blythyn AC/AM
Gweinidog yr Amgylchedd
Minister for Environment



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-750
Ein cyf/Our ref HB/00530/18

David John Rowlands AM
Chair - Petitions committee.
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Cardiff Bay
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26 June 2018

Dear David

Thank you for your letter of 4 June, regarding the petition P-05-750 related to introducing a Deposit Return System for drink containers and making fast food containers and utensils compostable.

I recognise that there is considerable interest in and support for a deposit return scheme (DRS) in Wales. However, it is clear that a UK-based scheme would be more practical for all concerned, including customers, retailers and manufacturers.

I am therefore considering a UK-wide DRS and will meet my counterparts from the UK and Scottish Governments about this issue in July. I am keen to ensure that any scheme delivers optimum benefits for Wales and that we take account of risks and benefits to existing provision and recycling levels here, including the possible effect on Local Authorities' statutory recycling targets.

The Eunomia study on Extended Producer Responsibility, which I referred to in my letter of 23 April has now been published at:
http://gov.wales/topics/environmentcountryside/epq/waste_recycling/publication/final-report-options-for-extended-producer-responsibility-in-wales-final-report-executive-summary/

This has helped paint a picture of what is best for Wales. To ensure that we have the best evidence available to inform the scope and design of a DRS, I have agreed to commission feasibility studies to assess how a DRS might impact on our municipal recycling performance, and to look at the composition and sources of litter in Wales. This will help

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

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

Tudalen y pecyn 116

inform our thinking and will also provide a baseline by which we can measure the impact of any new initiatives.

This is a fast-moving policy area and we need to keep track of other developments at a UK level which may have an impact. In particular, we need to take into account UK proposals to amend the Producer Responsibility Obligations (Packaging Waste) Regulations 2007 (the Regulations) and to consider a UK single-use plastics tax.

It is widely recognised that amendments to the Regulations are necessary to ensure that producers and retailers pay a larger share of waste management costs. The Regulations could also be designed to drive greater levels of waste prevention, reuse and recycling, increased recycled content, and less litter. We will be working closely with Defra on these amendments.

My colleague Mark Drakeford AM, Cabinet Secretary for Finance, is providing you with an update regarding the development of a potential tax on single-use plastics (Our Ref: MD/00302/18). Therefore I have not addressed the issue in this response, apart to confirm that we are working together closely on this.

With regard to the proposal in the petition that we should legislate to ensure that all single-use food and drink containers and utensils are fully compostable, I think we should consider this carefully because there are so many complex issues at play here.

There are many shops, communities, environmental groups and people who, with the best intentions, believe that biodegradable and /or compostable plastic is the solution to plastic pollution. However, the use of these materials brings its own set of issues, including perverse outcomes such as contamination of the plastic recycling stream, and the food waste stream. While some materials claim to be compostable, that may only be the case in specific circumstances such as in large scale, industrial composters. The same outcome is not achievable in home composting, and Anaerobic Digestion facilities, which are widely used to deal with food waste in Wales, cannot handle plastic packaging, biodegradable or not. People are often confused by what is becoming an increasingly complex area, and do not know what the best option is when they are trying to do what they think is most beneficial for the environment. The end result can be that much of the biodegradable plastic material ends up in landfill, emitting greenhouse gases – an outcome that no-one wants.

Another issue is that alternatives to conventional plastics are usually plant-based, and the increasing demand for these materials could potentially contribute to the global food crisis by taking over large areas of land previously used to grow crops for human consumption.

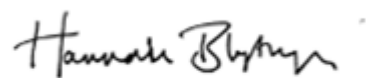
There is an urgent need for independent, scientifically evidenced advice on whether, and in what circumstances, it would be acceptable to use biodegradable / compostable plastic. This should include advice on how it should be labelled and managed at end of life, for example, the use of an on-pack recycling label and specific signage on relevant bins to ensure that it does not end up in the plastic or food waste streams. As part of their work to support their Plastics Pact, WRAP is developing guidance on the use and end of life management of materials which claim to be biodegradable or compostable.

I am clear that we need to take a comprehensive, well thought out, long term approach to the management of plastic waste so that it has a positive and sustained impact. Our success to date at recycling in Wales is not down to a quick solution to a current problem but more a strategic approach to creating a long term policy that delivers.

I do not, therefore, intend to put in place piecemeal solutions to topical issues without considering whether this will work for Wales and how it will impact on our long term strategic

goals and the welfare of future generations. Wales has a long history of ground breaking environmental policy and delivery and I intend to continue this approach.

Yours Sincerely

A handwritten signature in black ink, reading "Hannah Blythyn". The signature is written in a cursive style with a small flourish at the end.

Hannah Blythyn AC/AM
Gweinidog yr Amgylchedd
Minister for Environment

P-05-783 Sicrhau Cydraddoldeb Cwricwlwm i Ysgolion Cyfrwng Cymraeg e.e. Seicoleg TGAU

Cyflwynwyd y ddeiseb hon gan Chris Evans ac ystyriwyd am y tro cyntaf gan y Pwyllgor yn ystod Tachwedd 2017, ar ôl casglu 652 o lofnodion ar-lein.

Geiriad y ddeiseb

Rwyf yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i atal Cymwysterau Cymru rhag parhau i wahaniaethu yn erbyn dysgwyr cyfrwng Cymraeg, a sicrhau cydraddoldeb ieithyddol o ran cwricwlwm ysgol. Yn 2015, penderfynodd CBAC ollwng Seicoleg TGAU oherwydd niferoedd ymgeiswyr cymharol fach (37 canolfan – 5 yn rhai cyfrwng Cymraeg gyda 144 ymgeisydd cyfrwng Cymraeg bob blwyddyn). Oherwydd hyn, rhoddwyd gwahoddiad gan Gymwysterau Cymru (CC) i'r Cyrff Dyfarnu Saesneg; AQA, OCR, Pearson-Edexcell, gynnig y pwnc hwn, a rhai eraill e.e. Economeg, yng Nghymru.

Yn anffodus, ac yn anghrediniol, ni roddwyd unrhyw bwysau arnynt i gynnig y pynciau yma yn y Gymraeg. Ymateb Gymwysterau Cymru i hyn yw dweud y byddai'r Cyrff Saesneg yn gwrthod cynnig pynciau yng Nghymru yn gyfan gwbl pe tase nhw yn cael eu gorfodi i gynnig opsiwn Cymraeg, a bod CC yn ceisio sicrhau 'y dewis ehangaf o bynciau i ddysgwyr Cymru' (Cylchlythyr CC, Rhagfyr 2016).

'Y dewis ehangaf o bynciau i ddysgwyr Cymru'....heblaw eich bod yn dilyn addysg Gymraeg! Ym mis Medi, ni fydd cwrs Seicoleg TGAU blwyddyn 10 yn rhedeg yn fy ysgol am y tro cyntaf ers 2009, tra bod yr ysgol cyfrwng Saesneg ychydig filltiroedd i ffwrdd, yn cychwyn ar gwrs Seicoleg TGAU newydd yn Saesneg trwy AQA. Yr unig reswm pam nad wyf gallu cynnig y pwnc yw oherwydd ein bod yn dysgu drwy'r Gymraeg. Mae pedair canolfan Gymraeg arall yn yr un sefyllfa.

Mae angen Seicolegwyr sy'n gallu trafod eu pwnc drwy'r Gymraeg. Wrth amddifadu disgyblion cyfrwng Cymraeg rhag y cyfle i astudio Seicoleg TGAU drwy'r Gymraeg, dyna golli 144 myfyriwr y flwyddyn fyddai efo'r potensial o gyfrannu at Seicoleg – fel athro, darlithydd, therapydd, ymchwilydd a.y.b

drwy'r Gymraeg yn hyderus oherwydd bod y derminoleg berthnasol yn gyfarwydd iddynt.

Gwybodaeth ychwanegol

Safodd 144 ymgeisydd bapur Uned 2 TGAU Seicoleg CBAC drwy'r Gymraeg i orffen y cwrs yn 2015, a 5 canolfan yn ei gyflwyno, felly mae potensial o niferoedd sylweddol, nid llond llaw. Rwyf wedi trefnu y byddai tri arholwr Seicoleg profiadol ar gael i weithio i unrhyw Fwrdd Saesneg fel na fyddai angen cyfieithu unrhyw sgriptiau (atebion) ymgeiswyr, ond y papur ei hun. Yr unig Fwrdd Saesneg wnaeth hyd yn oed ystyried y cais (gen i, nid CC), oedd Pearson, ond gwrthod wnaethon nhw yn y diwedd gan ddweud 'y byddai angen Cymry Cymraeg ar bob lefel o gynhyrchu'r papurau'. Mae hynny'n nonsens llwyr oherwydd dydy hynny ddim yn digwydd hyd yn oed yn CBAC ble mae'r Prif Arholwr a'r Swyddog Pwnc yn ddi-Gymraeg!

Nid wyf yn beio'r Byrddau, oherwydd pam dyle nhw fynd i'r drafferth os nad oes rhaid iddyn nhw? Ar Gymwysterau Cymru y mae'r bai am eu polisi llipa, nad yw'n amddiffyn hawliau dysgwyr cyfrwng Cymraeg. Byddai hi wedi bod yn bosibl creu elfen o gystadleuaeth rhwng y Byrddau Saesneg trwy roi blaenoriaeth i rai a fyddai'n agored i'r syniad o gynnig opsiwn Cymraeg, ond doedd dim ymdrech i wneud hyn o gwbl.

Mae hyn yn hollol annerbyniol yn y Gymru Fodern. Os ydy Cyrff Dyfarnu Saesneg yn cael cynnig pynciau yng Nghymru, rhaid gwneud yn glir iddyn nhw bod angen cynnig papur Cymraeg ble mae cais rhesymol dros wneud hyn.

Etholaeth a Rhanbarth y Cynulliad

- Wrecsam
- Gogledd Cymru

Kirsty Williams AC/AM
Ysgrifennydd y Cabinet dros Addysg
Cabinet Secretary for Education



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-783
Ein cyf/Our ref KW/01582/18

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2 Gorffennaf 2018

Annwyl David

Diolch i chi am eich llythyr dyddiedig 20 Mehefin ynglŷn â'r ddeiseb yn galw am weithredu er mwyn sicrhau cwricwlwm cyfartal i Ysgolion Cyfrwng Cymraeg; yr ydych yn nodi yn eich llythyr ein bod wedi gohebu ar y mater hwn yn y gorffennol.

Hoffwn ddechrau drwy ddweud fy mod yn gwerthfawrogi'r rhwystredigaeth y mae athrawon a dysgwyr yn ei deimlo am na allant astudio ar gyfer rhai cymwysterau yn eu dewis iaith. Wrth edrych i'r dyfodol, mae hawliau cyfartal i'r ddwy iaith yn elfen ganolog o'r gwaith o gynllunio ar gyfer y cwricwlwm newydd i Gymru. Hoffwn eich sicrhau bod anghenion penodol addysgu a dysgu cyfrwng Cymraeg yn derbyn ystyriaeth lawn wrth i'r trefniadau ar gyfer strwythur y cwricwlwm newydd, gan gynnwys trefniadau asesu, gael eu datblygu.

Gan droi at eich cwestiynau penodol, mae disgwyliadau Llywodraeth Cymru o Cymwysterau Cymru wedi'u nodi yn Neddf Cymwysterau Cymru 2015. Rhydd y Ddeddf ddau brif nod ac mae'n rhaid i'r sefydliad weithredu mewn ffordd y mae'n ystyried sy'n briodol ar gyfer y diben o'u cyflawni (Deddf Cymwysterau Cymru a.3).

Amcan y nodau hyn yw sicrhau bod cymwysterau a'r system gymwysterau yn gallu cyflawni anghenion rhesymol dysgwyr yng Nghymru yn effeithiol a hybu hyder y cyhoedd yn y cymwysterau a'r system gymwysterau. Mae'n rhaid i Cymwysterau Cymru, wrth ystyried beth sy'n briodol at y diben o gyflawni'r nodau hyn, roi ystyriaeth i faterion amrywiol. Ymhlith y materion hyn mae 'dymunoldeb' hybu a hwyluso'r defnydd o'r Gymraeg, gan gynnwys argaeledd trefniadau asesu sy'n galluogi asesiad drwy gyfrwng y Gymraeg, a chymwysterau sy'n hybu neu'n hwyluso'r defnydd o'r iaith Gymraeg' (Deddf Cymwysterau Cymru 2015 a.3(2)(b)).

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Correspondence.Kirsty.Williams@gov.wales

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

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

Tudalen y pecyn 121

Mae Cymwysterau Cymru wedi fy nghynghori eu bod yn gweithio gyda'r cyrff dyfarnu i'w hannog i gynnig darpariaeth iaith Gymraeg a dwyieithog. Er enghraifft, mae Cymwysterau Cymru wedi sefydlu grŵp cyrff dyfarnu er mwyn iddynt allu cydweithio i nodi rhai o'r heriau sy'n wynebu cyrff dyfarnu a nodi ffyrdd i'w cynorthwyo i ddatblygu a sicrhau ansawdd cymwysterau ac asesiadau Cymraeg a dwyieithog.

Mae Cymwysterau Cymru, drwy'r dyraniad grant a roddir gan Lywodraeth Cymru yn darparu cymorth ariannol sy'n galluogi cyrff dyfarnu i ddarparu manylebau ac asesiadau cyfrwng Cymraeg ar gyfer cymwysterau drwy eu proses grantiau cystadleuol. Yn ystod y flwyddyn ariannol 2017/2018, hawliwyd £158,000 yn erbyn y grant hwn, a hawliwyd £121,000 ohono gan gyrff dyfarnu y tu allan i Gymru.

Mae Llywodraeth Cymru'n buddsoddi tua £2.6 miliwn y flwyddyn ar adnoddau i gefnogi addysgu a dysgu Cymraeg fel pwnc a phynciau a chymwysterau eraill drwy gyfrwng y Gymraeg. Nid yw'r adnoddau hyn ar gael yn fasnachol am nad yw'r farchnad yn hyfyw'n ariannol. Caiff adnoddau eu comisiynu yn dilyn ymgynghoriad ag ymarferwyr a rhanddeiliaid eraill er mwyn nodi eu hanghenion a'r bwlch yn y ddarpariaeth bresennol.

Yr eiddoch yn gywir



Kirsty Williams AC/AM

Ysgrifennydd y Cabinet dros Addysg
Cabinet Secretary for Education

P-05-805 Rhoi chwarae teg i Athrawon Cyflenwi

Cyflwynwyd y ddeiseb hon gan Sheila Jones ac ystyriwyd gan y Pwyllgor am y tro cyntaf yn ystod Mai 2018, ar ôl casglu 997 o lofnodion ar-lein a 428 o lofnodion ar bapur, cyfanswm o 1,425 o lofnodion.

Geiriad y ddeiseb

Rydym ni, sydd wedi llofnodi isod, yn galw am i athrawon cyflenwi gael eu talu'n deg a chael mynediad llawn at gyfleoedd hyfforddi a thelerau ac amodau eraill. Dylai fod athro cymwys ym mhob ystafell ddosbarth a dylai arian trethdalwyr fod yn cael ei wario'n uniongyrchol ar addysg, heb fynd i bocedi asiantaethau preifat.

Mae athrawon cyflenwi'n cael cam ac mae athrawon yn gadael y proffesiwn oherwydd na allant fforddio bod yn athrawon cyflenwi.

Mae asiantaethau'n lleihau cyflog athrawon cyflenwi 40 i 60 y cant ac mae athrawon yn colli eu pensiynau. Mae'r sefyllfa'n enghraifft o ddefnyddio arian cyhoeddus i greu elw i'r sector preifat. Mae gwersi'n cael eu darparu gan staff anghymwys.

Etholaeth a Rhanbarth y Cynulliad

- Caerffili
- Dwyrain De Cymru

Kirsty Williams AC/AM
Ysgrifennydd y Cabinet dros Addysg
Cabinet Secretary for Education



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-805
Ein cyf/Our ref KW/01592/18

David John Rowlands AM
Chair - Petitions committee.
National Assembly for Wales
Cardiff Bay
Cardiff Bay
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2 July 2018

Dear David

Thank you for your letter of 21 June enclosing one received from the Fair Deal for Supply Group in support of its petition.

In response to the points raised by the petitioners it is important to note that it is the governing bodies of maintained schools and local authorities that have the statutory responsibility to determine how they employ and deploy their workforce and how they manage staff costs within their delegated budget. Schools are able to use this discretion to employ supply staff directly should they wish and many already employ staff in this way. We are continuing to encourage and support schools to consider this direct employment approach and the added benefits involved.

The £2.7m direct employment school based supply pilot I announced last October is being implemented within 15 local authority areas across Wales. The trial arrangement provides funding to local authorities to support clusters of schools to employ recently qualified teachers on a supernumerary basis to provide cover for unplanned and/or planned teacher absence. It supports a more sustainable, collaborative model of working to support the professional learning of our newly qualified teachers. The pilot evidences our commitment to ensure that a number of our teachers who might otherwise find themselves in supply roles are supported at the beginning of their career. We will evaluate the pilot to see if direct employment of supply teachers offers a viable alternative model for schools and will identify best practice and exemplar case studies to be shared with the sector. We will continue to encourage local authorities and schools to consider adopting this approach as a viable alternative and sustainable model to meet their staff cover needs. Teachers employed directly in this way are being paid via the School Teachers' Pay and Conditions Document and are able to access the Teachers' Pension Scheme.

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

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

Tudalen y pecyn 124

I am pleased to note that the group have included an excerpt from the guidance on *Effective Management of School Workforce Attendance* which my department issued last December. This document clearly sets out the roles and responsibilities of all involved in deploying and employing temporary staff including the various safeguarding checks required and the benefits of a direct employment approach.

Powers to determine teachers' pay and conditions will be formally transferred to Welsh Ministers in September 2018. Decisions around teachers' pay and conditions for academic year 2018/19 will already have been determined for all teachers in Wales and England by the Department for Education. Work is already underway to consider how we might set teachers' pay to underpin our aspirations for the wider education system, to raise standards and support and develop the teaching profession including those who work flexibly. The Fair Deal for Supply Group has been sent all links to the relevant consultation and calls for views to provide comment. Practicably, and to ensure changes implemented are duly considered this means the earliest that any changes specific to teachers' pay here in Wales will take effect will be from the 2019/20 academic year.

In September 2017 officials met with their counterparts in the Department for Education in Northern Ireland and with officers from the Education Authority in Northern Ireland (since April 2015 all local education boards including Belfast became one authority) to discuss their centralised matching and pay system. As the direct employers of teachers and holders of a centralised payroll (teachers' pay and conditions has been devolved to Northern Ireland for sometime) the systems and governance structures operating there make it possible for a matching pay system of this type to operate.

Commercial supply agencies are private businesses. The Department for Business Energy and Industrial strategy are responsible for managing the *Agency Worker Regulations 2010* and associated employment legislation including that related to the Conduct of Employment of Agencies and Employment Businesses legislation and off-payroll working in the public sector legislation. Following the Taylor review into modern working practices published last summer the Westminster government has consulted on proposed changes to legislation which if implemented will directly affect the way in which agencies operate. Officials have ensured that the Fair Deal for Supply Group was made aware of the public consultations underway in order for them to provide comments directly to the Whitehall Department responsible for legislation in this area.

You asked for a view on the potential for regional education consortia to take a role in organising the provision of supply teaching. The regional consortia does not have a direct employer function, however, they work to improve schools by providing support and challenging performance to drive up standards. They could consider the impact of supply cover on learning and improvement and create opportunities to support the professional learning of our supply teachers. There is nothing to prevent local authorities and schools as the employer of teachers working with local consortia officers to better support supply provision.

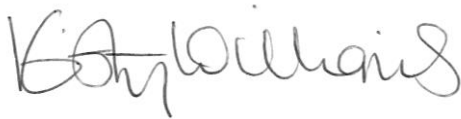
The Supply Working Group has held discussions with a number of organisations and groups with an interest in supply, including the Fair Deal for Supply Group. Within the statutory powers available to us we are actively exploring how implementing quality assurance standards might support and improve provision. We are working with the Supply Working Group to consider draft proposals. If implemented, any commercial agency wishing to supply temporary teachers to a maintained school in Wales would need to meet the quality standards. If introduced, these standards would support schools, supply teachers and improve the quality of teaching and learning. This work is currently at an early stage in

terms of policy development, but if implemented would add an additional layer of quality assurance to all involved in the process. This work would also support the developmental work currently being undertaken by the National Procurement Service (NPS) in reviewing the current managed service framework. The NPS, together with its local authority client group, has extended the current arrangement to August 2019 while it revises the tender specification requirements to ensure that it is current and fit for purpose. I understand that a revised contract will be let by the NPS next April with a view to it going live from August 2019. The revised specification would include requirements for ensuring supply teachers employed by agencies received appropriate professional learning opportunities.

Only qualified teachers and others in certain limited circumstances can undertake the full range of specified work (teaching) as set out in the Education Workforce Council Function Regulations. Officials issue termly reminders to commercial supply agencies operating in Wales and to the school sector to ensure their statutory employer obligations are met. A copy of the guidance (last issued to commercial agencies on 15 June) is attached here for reference. <http://learning.gov.wales/docs/learningwales/publications/171023-employing-and-supporting-supply-teachers-in-a-school-environment-en.pdf>

Finally, as set out in my earlier letter to you in March I would like to assure you and Committee members that the Welsh Government will continue to work with and support employers to explore all options available to develop flexible working arrangements and promote fairness across the teaching workforce.

Yours sincerely



Kirsty Williams AC/AM

Ysgrifennydd y Cabinet dros Addysg
Cabinet Secretary for Education

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-05-716
Ein cyf/Our ref KS/01663/18

David John Rowlands AC
Cadeirydd – Pwyllgor Deisebau.

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

25 Mehefin 2018

Annwyl David,

Diolch am eich llythyr ar 4 Mehefin ynghylch deiseb P-05-716 Cludiant Trên Di-dâl gan Trenau Arriva Cymru ar gyfer disgyblion ysgol.

Rwyf wedi gofyn i'm swyddogion rannu'ch llythyr â KeolisAmey a thrafod y ddeiseb â nhw.

Yn gywir

Ken Skates AC/AM

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

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Tudalen y pecyn 127

Eitem 6

Yn rhinwedd paragraff(au) vi o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon

Eitem 7

P-05-799 Newid y Cwricwlwm Cenedlaethol a dysgu hanes Cymru, a hynny o bersbectif Cymreig, yn ein Hysgolion Cynradd, Uwchradd a'r Chweched Dosbarth.

Cyflwynwyd y ddeiseb hon gan Elfed Wyn Jones ac ystyriwyd am y tro cyntaf gan y Pwyllgor yn ystod Chwefror 2018, ar ôl casglu 5,794 o lofnodion.

Geiriad y ddeiseb

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i newid y Cwricwlwm Cenedlaethol a dysgu hanes Cymru, a hynny o bersbectif Cymreig, yn ein Hysgolion Cynradd, Uwchradd a'r Chweched Dosbarth.

Etholaeth a Rhanbarth y Cynulliad

- Dwyfor Meirionnydd
- Canolbarth a Gorllewin Cymru

Yn rhinwedd paragraff(au) vi o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon