

Agenda – Petitions Committee

Meeting Venue:

Committee Room 1 – Senedd

Meeting date: 4 April 2017

Meeting time: 09.00

For further information contact:

Graeme Francis – Committee Clerk

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Informal pre-meeting (09.00 – 09.10)

1 Introduction, apologies, substitutions and declarations of interest

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2 New petitions

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

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Cymru

National
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Wales

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3.17 P-04-537 Planting Trees to Reduce Flooding
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3.18 P-04-505 Eating Disorder Unit in Wales
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- 3.19 P-04-526 Please make Senedd TV accessible to deaf people
(Page 107)
- 3.20 P-04-442 Guarantee good support close to home for disabled children and their families
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- 3.21 P-04-559 Secondary School Awareness of Self-Harm
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- 3.22 P-04-466 Medical Emergency – Preventing the introduction of a poorer Health Service for North Wales
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- 3.23 P-04-524 Planning Control and the Welsh Language
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4 Evidence Session – P-05-710 Ensure Disabled People can Access Public Transport As and When They Need it
(9.40 – 10.30) (Pages 114 – 120)

- Welsh Local Government Association (WLGA) – John Forsey Highways, Transport & Recycling, Powys County Council
- Licensed Private Hire Car Association – Steve Wright MBE, Chairman

5 Motion under Standing Order 17.42(ix) to resolve to exclude the public from the meeting for the remainder of the meeting

6 Consideration of Oral Evidence under Agenda Item 4

Document is Restricted

Agenda Item 2.1

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

This petition was submitted by V P Driscoll, A R Robertson and R T Harrod, having collected 3,305 signatures – 2,572 on paper and 733 on-line.

Text of the Petition

We the undersigned, call on the National Assembly for Wales to urge the Welsh Government to provide the necessary funding and support for the construction of a Dinas Powys By-Pass.

Assembly Constituency and Region.

- Vale of Glamorgan
- South Wales Central

Dinas Powys By-Pass

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

Research Briefing:

Petition number: P-05-738

Petition title: Public Petition for the Dinas Powys By-Pass

Text of petition: we the undersigned, call on the National Assembly for Wales to urge the Welsh Government to provide the necessary funding and support for the construction of a Dinas Powys By-Pass.

Background

The Welsh Government is responsible for maintaining the [motorway and trunk road network](#) in Wales. Other roads, including the A4055, are the responsibility of the local authority (in this case the Vale of Glamorgan Council).

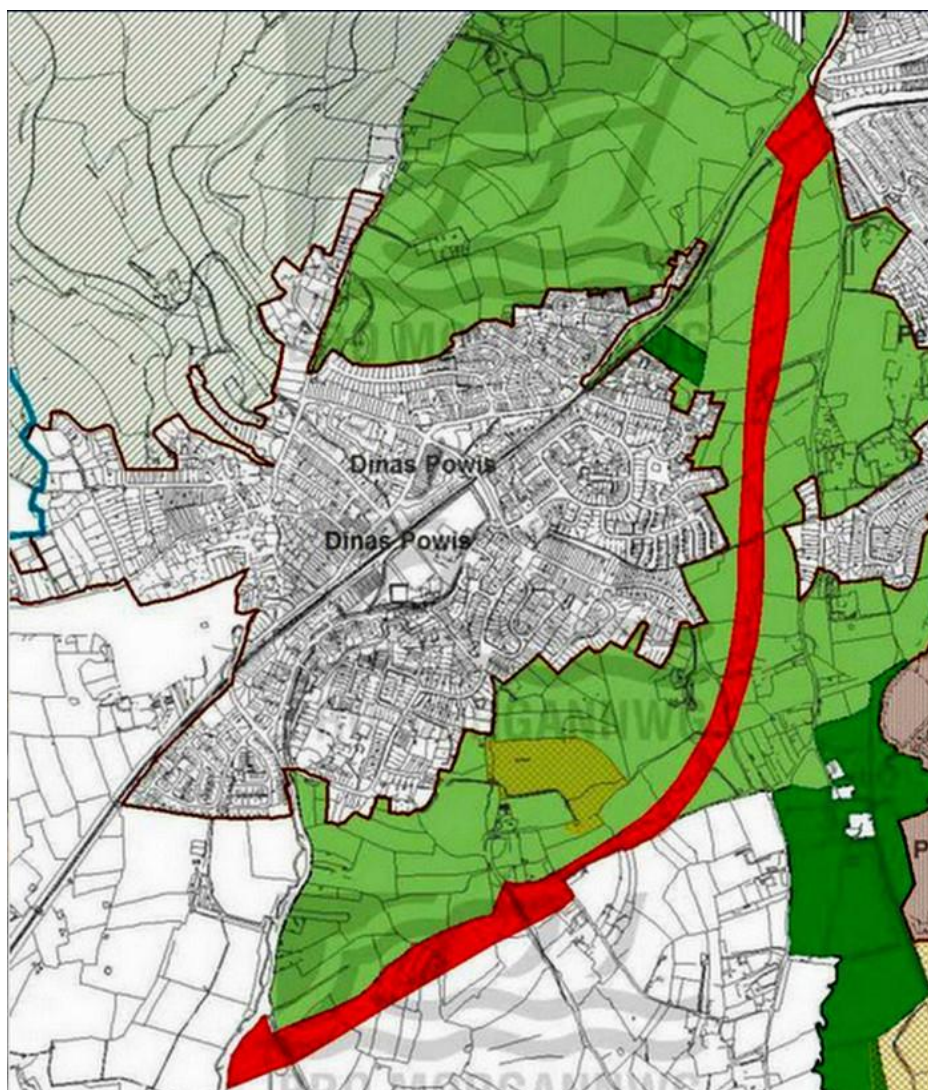
The A4055 is the main road link between Cardiff and Barry, and passes through the village of Dinas Powys. For a number of years there have been [calls](#) to build a by-pass to ease traffic congestion. These calls have been renewed in recent months due to the approval of a number of large new housing developments in the area, such as on [Cog Road](#), which are likely to further increase the numbers of cars using the road. Furthermore, plans for an [additional housing development](#) on a former school site would encroach on the possible route for the by-pass. The by-pass is not included in the emerging Local Development Plan (LDP) or in the [Local Transport Plan](#) for the Vale of Glamorgan. The rationale for not including the by-pass in the LDP is set out in the [Vale of Glamorgan Draft Infrastructure Plan](#) (September 2013):

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

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

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

A proposed route is set out on the petitioner's [Dinas Powys By-Pass campaign website](#) (proposed route shown in red):



South Wales Central AM, Andrew RT Davies, wrote to the Leader of the Vale of Glamorgan Council in May 2016 about the traffic issues in Dinas Powys, and setting out his views on the

role a by-pass could play in alleviating the problems. The [response](#) from Cllr Peter King, Cabinet Member for Building Services, Highways and Transportation stated:

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

Emphasising the role of alternatives to car transport it says:

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

In December 2016, Vale Of Glamorgan Council officers [met with](#) officials from Welsh Government to discuss transport issues affecting Dinas Powys. A combined statement released jointly by both parties following those discussions read:

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

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

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

The Vale of Glamorgan Council held a [public engagement](#) session on 13th March 2017 in Dinas Powys. The aim of the session was to explore wider transport issues and possible solutions, including the potential by-pass.

Welsh Government action

There is no legal restriction on the Welsh Government providing funding for major local authority highway schemes. Welsh Government has in the past funded local authorities to deliver large-scale transport projects. However in recent years the approach to Welsh Government funding for local authority highway schemes has changed and the funding streams available are now intended to fund smaller scale projects. There is therefore no

formal Welsh Government grant process into which local authorities can bid to fund large scale local authority road projects.

Between 2001 and 2010 the Welsh Government operated a Transport Grant Programme which provided funding for large-scale local authority transport infrastructure projects. The Auditor General for Wales published his [Major Transport Projects report](#) in 2011 which described the grant programme and considered value for money in delivery of schemes.

The report describes the grant, which allocated a total £829 million to fund a range of projects including:

- Porth Relief Road – Rhondda Cynon Taf Country Borough Council. Cost: £102m. At the time the largest local authority managed transport project in the UK;
- Port Talbot Peripheral Distributor Road – Neath Port Talbot County Council. Cost: £102m; and
- Church Village Bypass – Rhondda Cynon Taf Country borough Council. Cost: £88m.

The report also describes how the approach to funding changed from 2009–10 as the Welsh Government restricted bids for funding for major projects through the Grant, other than for pre-approved projects. It moved instead to other funding streams intended to support the delivery of Regional Transport Plans. Regional Transport Plans were replaced by Local Transport Plans following the abolition of Regional Transport Consortia.

The Welsh Government [Local Transport Fund](#) provides local authorities with funding for smaller regional transport projects. In order to qualify for the fund projects must:

- Support Welsh Government economic priorities for jobs and growth;
- Provide safe and affordable access to employment sites;
- Provide safe and easy to use transport to key facilities and services;
- Connect communities;
- Encourage healthier and sustainable travel;
- Support delivery of the *Active Travel (Wales) Act 2013*; and
- Consider the safeguarding of vulnerable groups.

Grants are available annually and in 2016–17 the Welsh Government will be distributing £17.6m in grants from the Fund to 38 schemes across 22 local authorities. [Guidance on Local Transport Fund allocations](#) (PDF 226KB) for 2017–18 says “the maximum allocation available per scheme from the Local Transport Fund is £1.5m”. [A list of schemes to be funded in 2017–18](#) was published on 22 March 2017.

In his letter to the Chair of the Committee, the Cabinet Secretary reiterated the local authority view that a bypass would not address the primary issues causing the congestion, and set out that the study (of which the public engagement session was a part) is due to conclude in April.

National Assembly for Wales action

Issues around the Dinas Powys by-pass have been raised a number of times in Plenary and in written questions. In response to a [question](#) from Andrew RT Davies in May 2016 about what proposals the Welsh Government would bring forward to enable residents to feel confident that the Welsh Government would support an application for funding for a by-pass, the First Minister stated:

I'm familiar with the stretch of road, of course, and it is a busy stretch of road. It's a matter for the Vale of Glamorgan Council to consider. It wouldn't be a trunk road; it would be a road run by the local authority, but, of course, we'd be happy to examine any proposals that they might wish to bring forward.

There was also a [written question](#) in June 2016:

Andrew RT Davies (South Wales Central): Will the Minister confirm when the Transport/Highways Department of the Welsh Government last discussed the Dinas Powys by-pass with the Vale of Glamorgan Council and what status, if any, does this scheme have in the Welsh Government's future capital projects? (WAQ70280)

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

In October 2016 the issue was again raised in Plenary. In response to a [question](#) from Andrew RT Davies in October 2016, on whether he had familiarised himself with the transport issues and proposals in Dinas Powys the Cabinet Secretary stated:

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

Referring to the meeting between Welsh Government and the Vale of Glamorgan Council in December 2016, the Cabinet Secretary, in [response to another written question](#) stated:

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

Every effort is made to ensure that the information contained in this briefing is correct at the time of publication. Readers should be aware that these briefings are not necessarily updated or otherwise amended to reflect subsequent changes.

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



Llywodraeth Cymru
Welsh Government

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

Mike Hedges AM
Chair - Petitions Committee

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

16 March 2017

Dear

Mike,

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

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

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

Yours ever,

Ken

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

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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.

BRIEFING PAPER FOR

Chair and Members of the Petitions Committee

NATIONAL ASSEMBLY OF WALES

NEED FOR DINAS POWYS BY-PASS

Roger Pattenden BSc MICE & Rod Harrod

March 2017

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

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1. Introduction

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

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

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

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

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

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

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

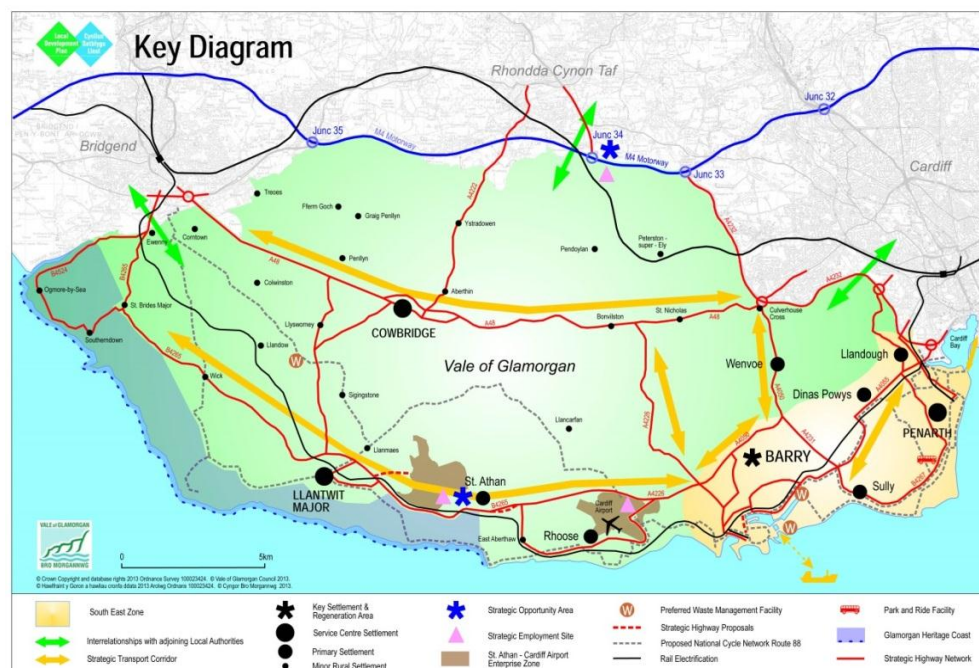


Fig 1 Vale of Glamorgan Strategic Transport Corridors

FACT

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

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

RESULT

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

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

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

2. The Need for a By-Pass

2.1 Traffic Congestion

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

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

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

2.2 Limited Road Route Options

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

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

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

2.3 Planned new housing developments in DP corridor

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

2.4 No proposals for significant additional road capacity up to 2026

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

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

2.5 Figures reveal extent of problem

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

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

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

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

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

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

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

3. Vale Council Proposals

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

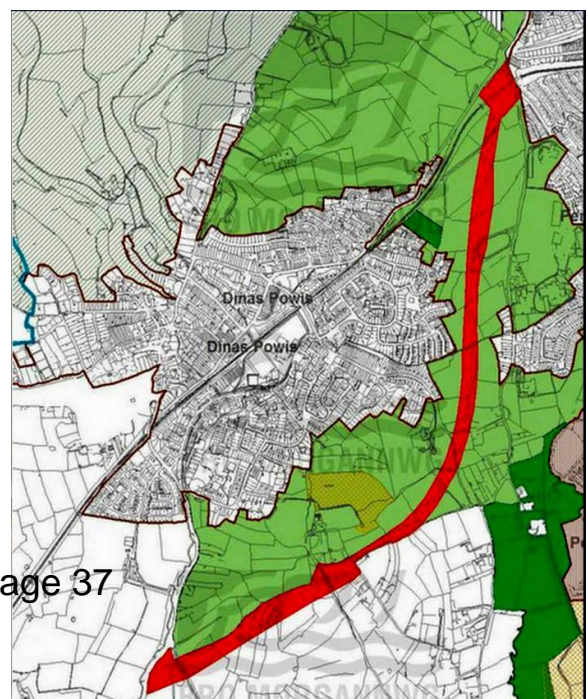
3.1 Roads

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

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

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

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



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

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

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

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

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

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

3.2 Trains

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

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

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

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

3.3 Buses

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

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

3.4 Cycling and Walking

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

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

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

4 The Effects of Worsening Traffic Congestion

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

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

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

5 Adequacy of Strategic Highway Network

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

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

6 Proposals

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

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

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

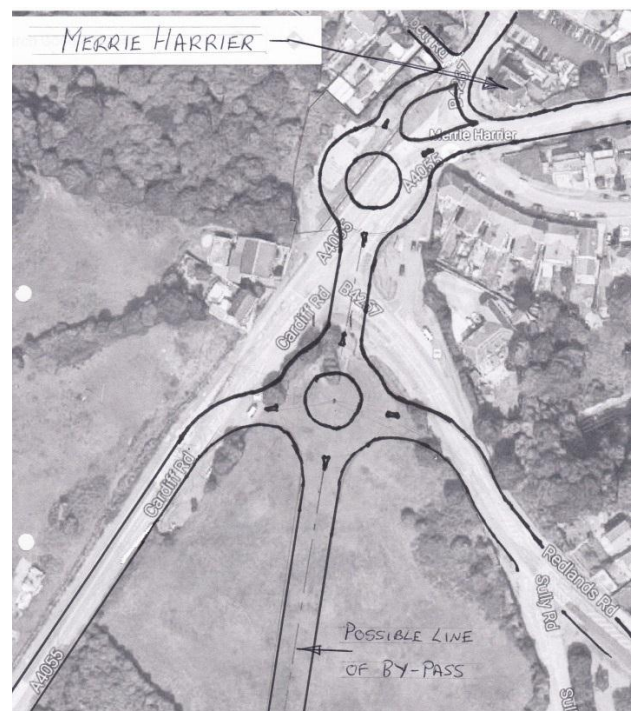


Fig 3 Merrie Harrier layout idea. N.B. NHS seek to dispose of land on left side of top roundabout.

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

Additional benefits of our proposals are:-

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

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

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

Agenda Item 2.2

P-05-748 School Buses for School Children

This petition was submitted by Lynne Chick, having collected 1,239 signatures – 502 on paper and 737 on-line.

Text of the Petition

We call on the National Assembly for Wales to urge the Welsh Government to ensure every child's safety is put first when traveling to and from school.

We want designated school buses so children can travel safely to and from school, each with a seat and seat belt, with no child forced to travel on overcrowded public buses. Children's safety must come first.

Our children have a right to feel safe. Public buses can become over crowded. We have no clue who may board a public bus. Public buses are for public use not school transport. We are not asking for this service to be free, We don't want something for nothing, Just peace of mind that our children are safe when traveling to and from school. We teach our children about stranger danger yet we are expected to send them on a public bus full of strangers daily.

Having lost my daughter under the wheels of a public bus she had travelled home from school in, I feel it's only a matter of time before another parent lives my nightmare if something isn't done to ensure children have a safe means of transport to and from school.

Additional Information

A lot of people will remember my Daughter Louise and the horrific way she lost her life. For those that don't, Louise was 11 years old and had not long started high school. Because of the distance to get to school my children relied on using a public bus. On the 19th March 2001 Louise was due home from Connah's Quay High school at her normal time, only this day the bus was late. I started to worry as I headed out the door I was greeted by Louise's friends telling me she had been run over. I ran to the end of my street to find my beautiful Daughter clinging to life in the road, distressed school children all around. I couldn't understand what had happened. Over months it emerged the bus Louise had travelled home from had been over crowded, adults had stood talking to the driver, there was an alleged push, also a mention her bag had got caught in the door or wheel causing her to be

dragged under the bus she had just alighted from, it was proven the mirrors had blind spots that had been a contributing factor.

After the decision to close a local school, John Summers High School, a lot of parents have spoken to me with concerns for their Child's safety travelling on public buses to and from school. Points have been raised that totally alarm me, So I'm heading a campaign in my Daughter's name to make sure no Child is forced to use public transport buses as school transport.

Assembly Constituency and Region.

- Alyn and Deeside
- North Wales

Research Briefing:

Petition number: P-05-748

Petition title: **School buses for school children.**

Petition text:

We call on the National Assembly for Wales to urge the Welsh Government to ensure every child's safety is put first when traveling to and from school.

We want designated school buses so children can travel safely to and from school, each with a seat and seat belt, with no child forced to travel on overcrowded public buses. Children's safety must come first.

Our children have a right to feel safe. Public buses can become over crowded. We have no clue who may board a public bus. Public buses are for public use not school transport. We are not asking for this service to be free, We don't want something for nothing, Just peace of mind that our children are safe when traveling to and from school. We teach our children about stranger danger yet we are expected to send them on a public bus full of strangers daily.

Having lost my daughter under the wheels of a public bus she had travelled home from school in, I feel it's only a matter of time before another parent lives my nightmare if something isn't done to ensure children have a safe means of transport to and from school.

Additional information:

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friends telling me she had been run over. I ran to the end of my street to find my beautiful Daughter clinging to life in the road, distressed school children all around. I couldn't understand what had happened. Over months it emerged the bus Louise had travelled home from had been over crowded, adults had stood talking to the driver, there was an alleged push, also a mention her bag had got caught in the door or wheel causing her to be dragged under the bus she had just alighted from, it was proven the mirrors had blind spots that had been a contributing factor.

After the decision to close a local school, John Summers High School, a lot of parents have spoken to me with concerns for their Child's safety travelling on public buses to and from school. Points have been raised that totally alarm me, So I'm heading a campaign in my Daughter's name to make sure no Child is forced to use public transport buses as school transport.

Dedicated school buses

The Petitioner is calling for **dedicated school buses** for all school pupils and that school pupils should not travel by public transport. The Petitioner is not asking that this provision should be free of charge.

The Welsh Government has published [Learner Travel Operational Guidance](#) (June 2014) which defines 'dedicated learner transport':

"Dedicated learner transport includes buses, coaches, minibuses, taxis. It is transport provided or secured by a relevant body (a local authority or the governing body of a maintained school), specifically for the purpose of transporting learners of compulsory school age (that is, those aged between 5–16) between home and school. Dedicated learner transport is for the use of learners only. Members of the general public are not allowed to use the service."

Service buses may be used to transport learners between home and school but are also used to transport fare paying passengers who are members of the general public on the same service routes. I have been unable to find any statistics on the numbers of pupils travelling on dedicated school transport or public service transport.

In his response to the Committee, Ken Skates, Cabinet Secretary for Economy and Infrastructure stated that the provision of dedicated learner transport buses is a matter for local authorities to consider.

Standards for local bus services and local bus policy

The Welsh Government funds local bus service operators via that Bus Services Support Grant (BSSG) which is administered by local authorities. It also published [Voluntary Welsh Bus Quality Standards](#) in 2016. This says:

operators providing local scheduled bus services will be required to meet the core requirements of the Welsh Bus Quality Standard to maintain their eligibility for public funding made available through BSSG.

While these do not refer to standards or driver training for school bus services, they do include other training requirements and suggest how Welsh Government funding can be used to achieve policy outcomes on local bus services.

The Welsh Government is currently consulting on policy ([*Bus Services Policy Discussion: improving local bus services in Wales*](#)). This highlights that the [*Safety on Learner Transport \(Wales\) Measure 2011*](#) required local authorities and Governing Bodies of maintained schools to ensure that every bus used for **dedicated learner transport** to have a seat belt fitted to every passenger seat by October 2014.

Previous Assembly business

In response to concerns about a number of accidents involving buses carrying children, the Education and Lifelong Learning Committee of the Second Assembly conducted a policy review of School Transport. The policy review was published in April 2005. The review made 30 recommendations in relation to issues of conduct and behaviour, clarity of responsibility, criminal record checks, risk assessment, procurement and contract issues and the safety and security of vehicles on the school journey. Following this, the [*Safety on Learner Transport \(Wales\) Measure 2011*](#) gave Welsh Ministers powers to introduce specific safety standards for **dedicated school transport**. This includes the option to introduce specific driver training, CCTV, escorts and compulsory risk assessment and compulsory seat belts on dedicated home to school buses.

Guidance on Home to School Transport Risk Assessments

The Welsh Government has developed [non-statutory guidance](#) to help local authorities and operators carry out risk assessments on home to school transport. This should be used for all school transport service contracts. The guidance states that it can also be modified for **use on public services that carry school pupils** or for contracts carrying pupils with specific travel requirements.

Every effort is made to ensure that the information contained in this briefing is correct at the time of publication. Readers should be aware that these briefings are not necessarily updated or otherwise amended to reflect subsequent changes.



Llywodraeth Cymru
Welsh Government

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

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

28 February 2017

Dear Mike,

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

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

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

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

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

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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.

Yours ever,

Ken

Ken Skates AC/AM

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

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

Dear Sir/ madam

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

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

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

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

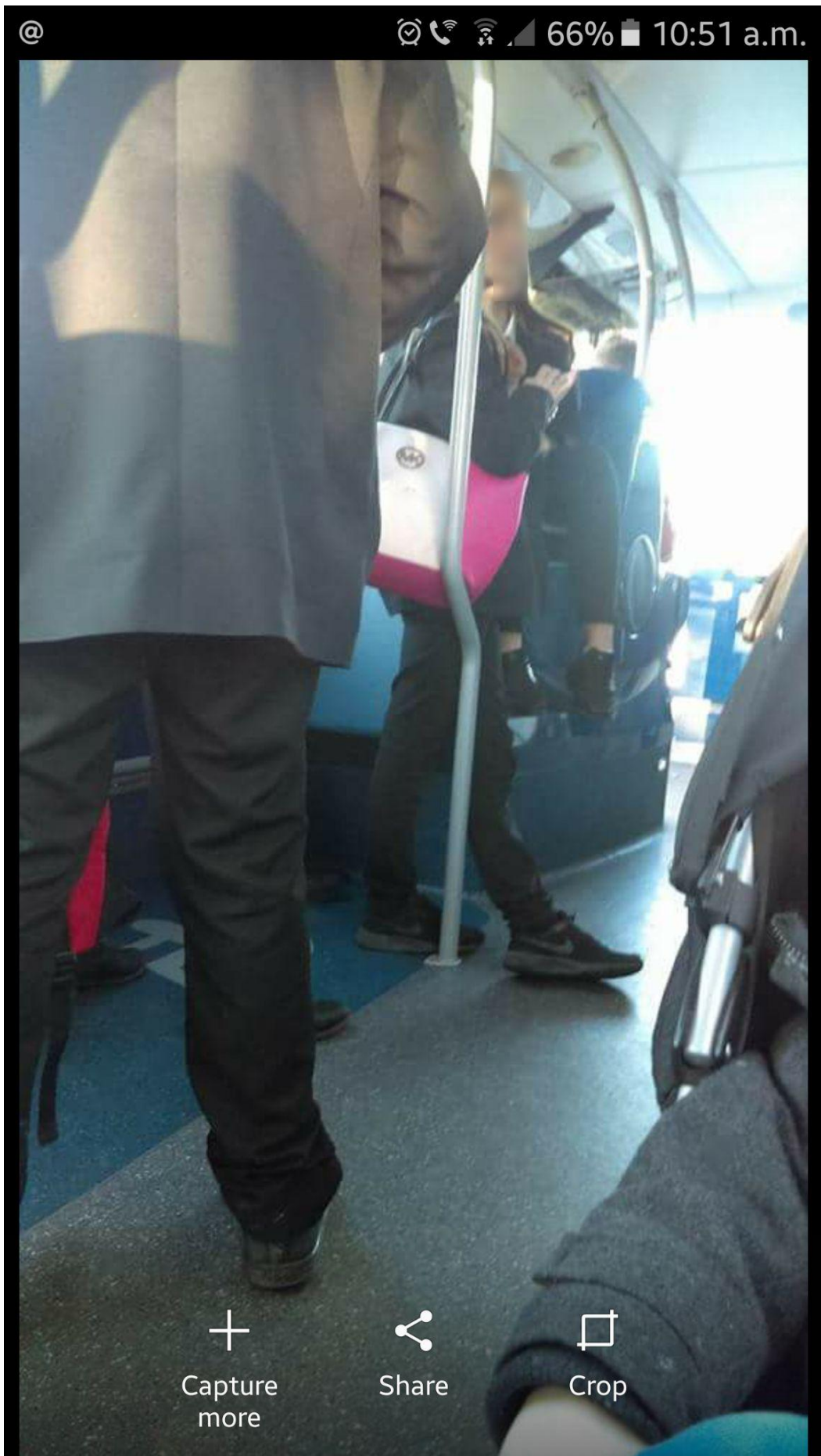
I hope that you take my points on board and should you need additional information please feel free to contact me.

Kind regards

Lynne Chick

#SchoolBusesForSchoolChildren





Agenda Item 3.1

P-05-739 Save TWF Services

This petition was submitted by Cymdeithas yr Iaith, which collected 912 signatures

Text of the Petition

I call on the Welsh Government, in collaboration with Mudiad Meithrin, to revisit the previous government's detrimental decision to cancel the TWF project. Specifically I call on the Government to take urgent action to:

- reverse the decision to cut £200,000 from TWF's successor project
- restore the continuity of support offered by TWF which focussed on language transfer and national, rather than piecemeal, support for parents and children. This would entail the reappointment of officers to posts with a presence in Carmarthenshire, Ceredigion, Denbighshire, Flintshire, Gwynedd, Anglesey, Monmouthshire, Torfaen and Wrexham
- ensure funding for activities that promote the Welsh language for parents with links to services such as Welsh for Adults, the Mentrau Iaith (Language Initiatives), libraries and leisure centres, including activities that also provide support for post-natal mental health.

Assembly constituency and Region.

- Ceredigion
- Mid and West Wales



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref
Ein cyf/Our ref ARD/00160/17

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

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

8 March 2017

Thank you for your letter following the committee's discussion of petition P-05-739 'Save Twf services', which asked for some further information on the 'Cymraeg for Kids' programme.

Local 'Cymraeg for Kids' support is currently offered in the following 14 local authorities:

- Conwy
- Powys
- Pembrokeshire
- Carmarthenshire
- Neath Port Talbot
- Swansea
- Bridgend
- Vale of Glamorgan
- Rhondda Cynon Taf
- Merthyr Tydfil
- Cardiff
- Caerphilly
- Blaenau Gwent
- Newport

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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.

Pack Page 54


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.

On 15 February, I announced that the programme will be expanded from April 2017 to offer support in all local authorities across Wales. Mudiad Meithrin, who currently delivers these local services on our behalf, have already began the process of recruiting additional officers to support this roll-out.

National support previously provided by Twf, which is now undertaken by Welsh Government, includes:

- promoting Welsh-medium education and the benefits of bilingualism to parents of young children, and encouraging Welsh speakers to transfer the language to their children
- provision of branded scan cards and maternity folders
- working with NHS Wales and other national partners to share information regarding Welsh-medium education and bilingualism.

Recently, this has included the development of 'Begin Their Bilingual Journey' - a guide to Welsh-medium and bilingual education, due for publication in spring 2017 - as well as collaborating with NHS Wales on the revised Personal Child Health Record (also known as the 'red book') to incorporate key messages regarding bilingualism into the information provided to new parents.



Alun Davies AC/AM

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

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

Annwyl Gadeirydd,

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

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

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

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

Diolch eto am ystyriaeth y pwyllgor o'r ddeiseb.

Yr eiddoch yn gywir,

David Williams,

Llefarydd Blynnyddoedd Cynnar, Grŵp Addysg, Cymdeithas yr Iaith Gymraeg

By virtue of paragraph(s) ix of Standing Order 17.42

Document is Restricted

P-04-399 Slaughter Practices

Petition wording:

We call upon the National Assembly to urge the Welsh Government to ban the practise of slaughtering animals without pre-stunning them.

Petition raised by: Royce Clifford

Date petition first considered by Committee: 19 June 2012

Number of signatures: 400

Agenda Item 3.3

P-04-433 : CCTV in Slaughterhouses

Petition wording:

We call on the National Assembly to urge the Welsh Government to introduce mandatory CCTV in slaughterhouses to help vets with better regulation and monitoring, to provide footage for training and retraining, to deter some of the animal welfare abuses filmed by Animal Aid, and to provide evidence for prosecutions should they be necessary.

Petition raised by: Animal Aid

Date petition first considered by Committee: 6 November 2012

Number of signatures: 1066

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



Llywodraeth Cymru
Welsh Government

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

20th March 2017

Dear Mike,

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

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

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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.

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

Best wishes,


Jane Hutt AC/AM

Arweinydd y Tŷ a'r Prif Chwip
Leader of the House and Chief Whip



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

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

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

Flawed Methodology

Number of Breaches

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

The FAWC Report

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

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

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

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

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

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

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

Flawed Conclusions

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

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

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

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

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

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

Flawed Recommendations

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

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

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

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

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

Group Members Show a Clear Bias

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

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

Conclusion

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

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

March 2017

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

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

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

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

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

P-04-477 Support for the Control of Dogs (Wales) Bill

Petition wording:

We call on the National Assembly for Wales to urge the Welsh Government to proceed with the Control of Dogs (Wales) Bill.

We, the undersigned, residents of Wales, call on the Welsh Government to proceed with its Control of Dogs (Wales) Bill in tackling the issue of dangerous and menacing dogs and not rely on the piecemeal proposals of the UK Government set out in its draft Anti-social Behaviour Bill and initially explained in the its White Paper “Putting Victims First, More Effective Responses to Anti-social Behaviour”.

We agree with the Welsh Government’s statement “The clear advantage of a Dog Control Notice (DCN) over all existing legislation is that a court may never become involved thereby reducing the burden on public finance” and we believe that the UK Governments proposals involving 4 different enforcement tools, namely–

- Injunctions to prevent nuisance and annoyance;
- Crime Behaviour Orders
- Dispersal Powers
- Community Protection Notices

two of which – Injunctions and Crime Behaviour Orders – must be initiated by applications to the court, are unduly complicated, cumbersome, bureaucratic and will lead to delay.

We believe the single all-encompassing Dog Control Notice proposed for Wales is by far the superior approach and we urge the Welsh Government to frame a law based on this concept as originally planned. We draw the Welsh Government’s attention to (i) the highly critical conclusions of the House of Commons Select Committee on Environment, Food and Rural Affairs report “Dog Control and Welfare” which called the UK Government’s proposals as

“simplistic” and “woefully inadequate” & recommended DEFRA and the Home Office to introduce Dog Control Notices and (ii) to the fact that the campaign coalition of Unions, Animal Charities, Police, Vets are also unhappy with the proposals.

Petition raised by: Cllr. Dilwar Ali

Date petition first considered by Committee: 30 April 2013

Number of signatures : 1119

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

Dear Kathryn,

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

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

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

Regards

Dilwar Ali

Agenda Item 3.5

P-04-575 Call in All Opencast Mining Planning Applications

Petition Wording

We call upon the National Assembly for Wales to urge the Welsh Government to call in all opencast mining planning applications over 10 years duration or over 350 hectares in size because the implications of these developments are far reaching and long standing with effects beyond the immediate locality.

Petition raised by: United Valleys Action Group

Date Petition first considered by Committee: 15 July 2014

Number of signatures: 130 – An associated petition relating to a specific planning application collected in excess of 6500 signatures

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



Llywodraeth Cymru
Welsh Government

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

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

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

7 March 2017

Dear Mike

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

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

Regards
Lesley

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

Bae Caerdydd • Cardiff Bay
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Gohebiaeth.Lesley.Griffiths@llyw.cymru
Correspondence.Lesley.Griffiths@gov.wales

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

Pack Page 71

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

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

Response to Ministers letter for Petitions Committee

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

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

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

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

Terry Evans UVAG

Agenda Item 3.6

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

This petition was submitted by Waters of Wales – WoW, having collected 3,045 paper signatures and 433 paper signatures – Total = 3,478

Text of the Petition

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.

Additional information

The Countryside and Rights of Way (CRoW) Act 2000 (i) was intended to deliver much-needed public access to the countryside. Before CRoW was enacted, however, it had already been stripped of many of its intended public benefits. For example, it sought to exclude the public from inland water. CRoW was complicated, expensive, and fails to deliver the access to land and water needed by the wider public. The CRoW mapping exercise alone cost nearly £8m, to address the needs of the small percentage of the public who want to access upland areas. Welsh Government took ownership of this issue in 2009 (ii), yet at the end of 2015, recreational access to land 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. Two successive Welsh Governments have acknowledged the need for change, but instead chose a process which serves only to maintain the status quo. Welsh Government's 3-year process costing at least £2.4m has, by their own admission, not delivered. Rather, it has demonstrably reduced access opportunities, for example to inland

water. Scotland implemented a permanent solution through land reform legislation (iv) for the legislative cost of £200,000, with a final cost of approx. £3m including the cost of television campaigning and public education (v).

(i) Countryside and Rights of Way Act(2000)

<http://www.legislation.gov.uk/ukpga/2000/37/contents/enacted>

(ii) Report of the Petitions Committee's Short Inquiry into Access along Inland Water, March 2009 (iii)

https://dl.dropboxusercontent.com/u/62377602/Welsh_Government_Letter_RefTOJG0126513_16Oct2013.pdf (iv) Land Reform (Scotland) Act 2003

<http://www.legislation.gov.uk/asp/2003/2/contents/enacted>

(v) LAND REFORM (SCOTLAND) BILL–EXPLANATORY NOTES (AND OTHER ACCOMPANYING DOCUMENTS)

http://www.scottish.parliament.uk/S1_Bills/Land%20Reform%20%28Scotland%29%20Bill/b44s

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



Llywodraeth Cymru
Welsh Government

Ein cyf/Our ref LG/00453/17

Mike Hedges AM
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7 March 2017

Dear Mike

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

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

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

Regards
Lesley

Lesley Griffiths AC/AM

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

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

Pack Page 75

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



Contact: admin@watersofwales.org.uk

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

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

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

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

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

WoW Response: The solution has already been identified.

The petitions committee stated in its recommendations in 2009:

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

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

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

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

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

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

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

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

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

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

WoW Response:

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

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

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

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

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

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

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

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

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

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

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

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

ⁱ Petitions Committee Report [Access along Inland Water](#) April 2009

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

ⁱⁱⁱ Land Reform Timeline, attached.

^{iv} Email trail between WoW and Petitions Service 19-20 Feb 2015

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

^{vi} Welsh Government 'Splash' funded projects.

Land Reform Timeline

1884 Freedom to Roam Bill introduced

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

1932 Mass Trespass on Kinder Scout, Five Ramblers Imprisoned

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

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

1939 Access to the Mountains Actⁱⁱⁱ

16 years later – route of Pennine Way agreed

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

61 years later – Countryside and Rights of Way (CROW) Act 2000^{iv}

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

1999 Transfer of powers in devolved matters to Scottish Parliament

2003 Land Reform (Scotland) Act

2006 Government of Wales Act

2008 Petition for Land Reform in Wales.

Petitions Committee recommendation in favour.

Welsh Government embarks on alternative process which failed to deliver.

2016 Second Petition for Land Reform in Wales

2017 Wales...

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

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

ⁱⁱⁱ http://hansard.millbanksystems.com/lords/1939/jun/06/access-to-mountains-bill#S5LV0113P0_19390606_HOL_261

^{iv} http://www.legislation.gov.uk/ukpga/2000/37/pdfs/ukpga_20000037_en.pdf

Agenda Item 3.7

P-05-747 TB Testing of Cattle

This petition was submitted by Nigel Bowyer, having collected 309 signatures.

Text of the Petition

We, the undersigned, object to the proposal by the Welsh Assembly, to reduce the interval for routine TB testing of cattle in designated areas of Wales from 12 months to 6 months.

Action petitioned for: withdrawal of this proposal, and maintain the status quo.

Assembly Constituency and Region.

- Monmouth
- South Wales East



Llywodraeth Cymru
Welsh Government

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

Mike Hedges AM
Chair - Petitions Committee
National Assembly for Wales
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23 February 2017

Dear Mike

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

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

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

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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.

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

Regards
Lesley

Lesley Griffiths AC/AM

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

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

Petitions Committee
Chamber and Commerce Service
National Assembly for Wales
Cardiff

29 March 2017

Dear Sir

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

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

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

Yours faithfully

Nigel Bowyer

Agenda Item 3.8

P-05-712 A Welsh Government Department for Europe Would Ensure a Clear, Strategic and Accountable Voice for Wales in Ongoing Negotiations.

This petition was submitted by Tegid Roberts, having collected 22 online.

Text of the Petition

We call on the National Assembly for Wales to urge the Welsh Government to create a Department for Europe as a matter of urgency, tasked with understanding and developing a strategy for Wales' continued engagement with the EU and our future relationship with the European partners.

Since the Brexit referendum the UK Government's response has been slow and ambiguous – A Cabinet office unit for Brexit was initially proposed then abandoned to be replaced with the new post of “Minister for Brexit”, a role seemingly bereft of clear objectives, and led by an MP who has spent the last 20 years on the back benches.

In Wales the Welsh Government response has been muted to say the least and it is time now that Wales itself took action so that negotiations between the UK and the rest of the EU work smoothly and that Wales – a net beneficiary of EU membership – has a decisive role in shaping our future relationship with the EU. As things currently stand, England and Scotland dominate all negotiations with the wider EU and without a concerted strategic plan of action from the Welsh government, this situation is likely to continue.

This Department should have a strong Cabinet Secretary with experience of working in Europe who can work across all departments. The Secretary should be supported by a cross-party committee to scrutinise all areas of current engagement and to help devise what our future relationship with the EU should look like. This committee should in turn be advised by a group of external expert advisors brought in from legal, economic, business, agricultural, cultural, and academic sectors.

A Welsh Government Department for Europe would ensure a clear, strategic and accountable voice for Wales in ongoing negotiations. We also need a strong voice in Europe to make sure that we continue to benefit and contribute to the areas we are already involved in and to develop relationships with the EU in sectors that we are not currently fully engaged with post Brexit.

Mike Hedges AM
Chair of the Petitions Committee
National Assembly for Wales

8 March 2017

Dear Mike,

**Re: Petition P-05-712 A Welsh Government Department for Europe Would Ensure
a Clear, Strategic and Accountable Voice for Wales in Ongoing Negotiations**

Thank you for your letter concerning the Welsh Government's role in the forthcoming negotiations on the United Kingdom's withdrawal from the European Union.

As a Committee we have been charged with examining "the implications for Wales of the United Kingdom's withdrawal from the European Union" and ensuring that "Welsh interests are safeguarded during the withdrawal process". In order to fulfil its remit, the Committee has held a number of oral evidence sessions with the First Minister, Carwyn Jones AM; and with the Cabinet Secretary for Finance and Local Government, Mark Drakeford AM who represents the Welsh Government at the Joint-Ministerial Committee on European Negotiations.¹

To date the Committee has held a total of 4 evidence sessions with the First Minister or the Cabinet Secretary. A list of the dates and links to the transcripts for these sessions are provided in Annex A.

¹ The Joint-Ministerial Committee brings together ministers from the UK Government, Welsh Government, Scottish Government and the Northern Ireland Executive




During these sessions, Members of the Committee have raised a number of issues including:

- how the Welsh Government is safeguarding Welsh interests in the negotiations;
- capacity and resources within the Welsh Government for effectively meeting the challenges and opportunities of Brexit;
- the evidence basis for some of the Welsh Government’s policy positions on Brexit (as set out in ‘Securing Wales’ Future’);

The Committee has also published its report on the implications for Wales of leaving the European Union. Part one of the report looked at some of the key emerging themes for Wales. Part two looked in detail at the Welsh Government response to Brexit including inter-governmental relations; Wales’s voice in the negotiations and the role of the National Assembly for Wales in scrutiny.

Looking ahead, the Committee will continue to hold the relevant Welsh and UK Government Ministers to account, and in particular scrutinise the evolution of Welsh Government structures relating to Brexit as the process unfolds.

Yours sincerely,



David Rees AM

Chair, External Affairs Committee

Croesewir gohebiaeth yn Gymraeg neu Saesneg.

We welcome correspondence in Welsh or English.



Annex A

Date	Witness(es)	Transcript
12 September 2016	Rt. Hon Carwyn Jones AM – First Minister of Wales	View transcript as HTML (1 77 KB)
	Des Clifford – Welsh Government Piers Bisson – Welsh Government	
7 November 2016	Rt Hon Carwyn Jones AM, First Minister of Wales	View transcript as HTML (370KB)
	Piers Bisson, Welsh Government Andrew Slade, Welsh Government	
23 January 2017	Mark Drakeford AM – Cabinet Secretary for Finance and Local Government	View transcript as HTML (1 36KB)
	Paul Harrington – Welsh Government Des Clifford – Welsh Government	
6 February 2017	Rt Hon Carwyn Jones AM – First Minister of Wales	View transcript as HTML (1 69KB)
	Desmond Clifford – Welsh Government	



Agenda Item 3.9

P-05-731 Land & Access Lane Sale at Abercwmboi.

This petition was submitted by Sue Waterson, which is collected 66 paper signatures.

Text of the Petition

We call on the National Assembly for Wales to urge the Welsh Government to halt their sale of the land and access road to the rear of properties numbered 1 to 67 Park View Terrace, Abercwmboi until representations from the local community have been heard and other options are explored. This sale is being negotiated without prior consultation or notification to parties who will be affected by such a sale.

Assembly constituency and Region.

- Cynon Valley
- South Wales Central



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

Mike Hedges AM
Chair - Petitions Committee

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

13 March 2017

Dear

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

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

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

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

Yours sincerely

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

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Gohebiaeth.Ken.Skates@llyw.cymru
Correspondence.Ken.Skates@gov.wales

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

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

P-05-731 Land & Access Lane Sale at Abercwmboi – Correspondence from the Petitioner to the Committee, 22.03.17

I have amended my earlier email to provide more detail.

Thank you for your recent communication.

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

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

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

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

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

Thank you for your consideration,

Sue Waterson

P-05-740 Petition to Protect our High Street.

This petition was submitted by Sally Stephenson, which collected 939 online signatures and 729 paper signatures.

Text of the Petition

- We, the undersigned, believe that the Welsh Government's transitional rate-relief scheme is inadequate to meet the needs of businesses affected by the most recent re-valuation of premises and call on the Welsh Government to develop a package of permanent rate-relief measures to alleviate the financial pressure on small businesses..

Assembly constituency and Region.

- Vale of Glamorgan
- South Wales Central

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



Llywodraeth Cymru
Welsh Government

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

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

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

11 March 2017

Dear Mike,

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

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

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

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

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

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

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

Best wishes,

Mark

Mark Drakeford AM/AC

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

Agenda Item 3.11

P-04-568 Public Inquiry into ABMU Health Board

Petition wording:

We call upon the National Assembly for Wales to urge the Welsh Government to hold a full public inquiry in order to investigate the serious concerns raised about standards of care and complaints handling within ABMU Health Board that have caused so much avoidable harm and suffering for patients and bereaved relatives at hospitals administered by the Board and its predecessor bodies and, where necessary, to hold the Chief Executive and the Management Team to account.

Petition raised by: ABMU Victim Support Group

Date Petition first considered by Committee: 1 July 2014

Number of signatures : 87 electronic signatures and 778 paper signatures.
Total 865

P-04-601 Proposed Ban on the Use of E-Cigarettes in Public Places

Petition wording

We call upon the Welsh Government not to proceed with their proposed ban on the use of e-cigarettes in enclosed public spaces, substantially enclosed public places, and places of work in Wales. This proposal, if implemented, can only lead to fewer people using e-cigarettes and more people smoking cigarettes.

Additional Information:

Already 100,000 people in Wales are using e-cigarettes. These people are smoking fewer or no cigarettes; this should be a cause for celebration, not concern. A recent BBC poll found that 62% of the public opposed a ban on the use of e-cigarettes in public. In Spain where a ban on the use of e-cigarettes in public was introduced, there was a 70% decline in the use of e-cigarettes and a rise in the rate of smoking. We fear the same will happen in Wales if the Welsh Government implements their proposed ban. With a ban on the advertising and promotion of e-cigarettes soon to be introduced, following the passing of the Tobacco Products Directive, where are smokers to find out about e-cigarettes, particularly if they are banned in public places? Smokers need to see people using e-cigarettes in public, they need to be able to go up and speak to e-cigarette users so that they can find out further information and then hopefully make the switch to a safer alternative.

Petitioner : Simon Thurlow

First considered by the Committee: 7 October 2014

Number of Signatures: 1,196 electronic signatures

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

Hi Graeme,

Many thanks for your email.

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

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

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

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

Very Best Regards,
Simon

Agenda Item 3.13

P-04-394 Save our Services – Prince Philip Action Network

Petition wording:

We the people of Llanelli, the town with the largest population within the Hywel Dda area demand Prince Philip Hospital be restored to a fully functioning District General Hospital with the return of major elective surgery, including gastrointestinal, vascular, urology, gynaecology and trauma, with support from the original 5 ITU beds fully staffed, which would support a fully staffed, consultant led Accident and Emergency Department, providing support for the physicians.

Petition raised by: Prince Philip Action Network

Date petition first considered by Committee: 29 May 2012

Number of signatures: 24,000 (approximately)

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

Dear Jessica,

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

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

Kindest regards,
Bryan Hitchman.

P-04-367 Save our Hospital Services

Petition wording:

- We the undersigned want to see ALL of our local health services maintained and protected at Prince Philip Hospital.
- We oppose the downgrading of our hospital.
- We ask the Health Minister and the Welsh Labour Government to review their plans as a matter of urgency.

Petition raised by: Rhydwyn Ifan

Date petition first considered by Committee: 28 February 2012

Number of signatures: Approximately 9,000 signatures

Agenda Item 3.15

P-04-455 : Save Prince Phillip Hospital A&E

Petition wording:

Hywel Dda Health Board is planning to downgrade or close A&E services at Prince Philip Hospital. This is an essential service for Llanelli and the surrounding communities and the community needs to act to save our A&E. Please sign this Petition to prevent the closure of this essential service, and to ensure lives are not put at risk.

Petition raised by: Angharad Howells

Date petition first considered by Committee: 29 January 2013

Number of signatures: 1038

P-04-431 : Against health cuts from the residents of Pembrokeshire

Petition wording:

SWAT (Save Withybush Action Team) have fought for the retention of safe, effective and accessible secondary health care services for the people of Pembrokeshire since 2005.

On behalf of SWAT I call upon the National Assembly for Wales to urge the Welsh Government to ensure that the plans for Secondary Healthcare provision currently being consulted on in the Hywel Dda Health Board area will maintain the present level of services available at Withybush Hospital. The 14000 signatories on the petitions delivered to your office by SWAT do not agree with the preferred option of the Hywel Dda health Board to centralize most inpatient services on the Glangwili site. It is quite clear to the people of Pembrokeshire and elsewhere who have signed these petitions that if centralization of services is required then Withybush should be the preferred site. This would provide an equitable, accessible, safe and sustainable Secondary Healthcare service for the whole of the Hywel Dda Health Board area whereas centralizing services on the Glangwili site would seriously disadvantage the people of Pembrokeshire.

Petition raised by: SWAT (Save Withybush Action Team)

Date petition first considered by Committee: 6 November 2012

Number of signatures: Associated petition collected approximately 14,000 signatures. Associated petition collected approximately 14,000 signatures. Of these 14,000 signatures, over 10,000 signatures were collected for a petition which specifically called for the Special Care Baby Unit at Withybush to be saved, and 4,000 signatures for petitions which called for all services at Withybush to be protected.

P-04-537 Planting Trees to Reduce Flooding

Petition wording:

We call on the Welsh Assembly to urge the Welsh Government to reduce flood risk to thousands of homes across the country by supporting the planting of at least 10 million trees over the next 5 years, creating hedges, tree belts and wooded areas targeted where they will best help soak up rainfall and slow down water runoff. This tree planting will count towards the 100,000 hectare tree planting target the Welsh Government has already set, to soak up CO₂ from the atmosphere.

Petition raised by: Coed Cadw

Date Petition first considered by Committee: 18 February 2014

Number of signatures: 2708

Agenda Item 3.18

P-04-505 Eating Disorder Unit in Wales

Petition wording:

We call upon the National Assembly for Wales to inform the Welsh Government of the urgency and necessity to provide a specialist eating disorder unit in Wales.

Additional Information:

We would like to see a specialist eating disorder unit built in Wales to reduce the stress and disruption of traveling so far from family and friends by having to go to England to receive treatment. In 2007 the government acknowledged that there was no specialist treatment in Wales and that this needed to change, yet 5 years on we are still waiting for that change. I know from personal experience how hard it is to be in hospital so far away from home and believe that an eating disorder unit in Wales would make the process of treatment and recovery easier for welsh sufferers.

Petition raised by: Keira Marlow

Date petition first considered by Committee: 8 October 2013

Number of signatures: 526

P-04-526 Please make Senedd TV accessible to deaf people

Petition wording:

We call upon the National Assembly for Wales to provide subtitling and signed language access to televised debates and proceedings, to enable the 300,000 with hearing loss and deafness in Wales to follow the democratic processes hearing people already enjoy.

Petition raised by: Mervyn James

Date Petition first considered by Committee: 21 January 2014

Number of signatures: 25

Agenda Item 3.20

P-04-442 : Guarantee good support close to home for disabled children and their families

Petition wording:

We, the undersigned, call on the Welsh Government to guarantee good support close to home for disabled children and their families.

In order to achieve this, we call on the National Assembly for Wales to urge the Welsh Government to make sure the new Educational (Wales) Bill includes a 'Provide Local' principle in the Bill that will:

- ensure inclusive and accessible services in the local area, and
- put a duty on local agencies to introduce new inclusive and accessible services if they don't exist, through better planning, partnership and the involvement of local parents.

Petition raised by: Scope Cymru

Date petition first considered by Committee: 4 December 2012

Number of signatures: 2,606

P-04-559 Secondary School Awareness of Self-Harm

Petition wording:

We call on the National Assembly for Wales to urge the Welsh Government to put in place more educational programmes (specifically in Secondary Schools) to counteract many people's misunderstanding of self-harm.

A growing issue amongst teenagers in Wales, 43% of people know somebody who has self-harmed according to a BBC survey. In the same survey, it was reported that 41% think that self-harm is selfish.

Additional Information: Due to the sheer volume of occurrences in self-harm among teenagers in Wales, I feel that there should be more awareness and approachability of the subject. Why should a teenager suffer in silence? This is why I believe that as a country we should provide more substantial resources for a sufferer to find free assistance in battling self-harm.

Petition raised by: Eleanor Price

Date Petition first considered by Committee: 17 June 2014

Number of signatures : 12

Agenda Item 3.22

P-04-466 Medical Emergency – Preventing the introduction of a poorer Health Service for North Wales

Petition wording:

We the undersigned call on the National Assembly for Wales to urge the Welsh Government to ensure that the proposals contained within the Betsi Cadwalader University Health Board consultation– ☐Health Care in North Wales is Changing☐ does not result in poorer health provision and unnecessary deaths and suffering.

The proposals will have a detrimental effect on most areas of health provision and emergency services and in no way can the proposals be an improvement as is intimated. Already experiencing meltdown, the Health Service in Wales will head towards collapse, if these proposals are implemented in their present form

The current BCUHB consultation proposals in relation to Health Care in North Wales appear to be detrimental to general health provision and the safety of our communities. Accessibility, X-ray provision, Minor Injuries ,Mental Health, the Ambulance Services, the Out of Hours service and the ability of GP' s to deliver an integrated service are going to be particularly hard hit by the proposals – as they are diametrically at odds with the Welsh Govt's vision in relation to the documents ☐Together for Health☐, ☐Setting the Direction☐, and ☐Delivering Emergency Care Services☐ – it appears also to be at odds with the ☐Compact☐ announced by the Health Minister on the 25th of September 2012.

Petition raised by: Mike Parry

Petition first considered by Committee: 19 March 2013

Number of signatures: 306

By virtue of paragraph(s) ix of Standing Order 17.42

Document is Restricted

P-04-524 Planning Control and the Welsh Language

Petition wording:

We the undersigned call upon the National Assembly for Wales, during its consideration of the Planning Reform Bill, to include a provision making the use of bilingual signage a legal planning condition requirement for all new builds in Wales where the public have access whether on payment or otherwise.

Additional information:

More than 50 years after the Welsh Language Society started their campaign for bilingualism in Wales the private sector are still a long way off compliance. Legislation is required to ensure compliance with Paragraph 13 of TAN 20. Individual campaigns like the Premier Inn campaign should not be necessary an a blanket policy is required that puts Welsh on an equal footing within the private sector.

Petition raised by: Owain Arfon Jones

Date Petition first considered by Committee: 21 January 2014

Number of signatures: 123

Agenda Item 4

By virtue of paragraph(s) ix of Standing Order 17.42

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