

## Agenda – Y Pwyllgor Deisebau

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Lleoliad:	I gael rhagor o wybodaeth cysylltwch a:
Ystafell Bwyllgora 1 – y Senedd	Graeme Francis – Clerc y Pwyllgor
Dyddiad: Dydd Mawrth, 21 Tachwedd 2017	Kath Thomas – Dipwrwy Glerc 0300 200 6565
Amser: 09.15	<a href="mailto:SeneddDeisebau@cynulliad.cymru">SeneddDeisebau@cynulliad.cymru</a>

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### 1 Cyflwyniad, ymddiheuriadau, dirprwyon a datganiadau o fuddiant (Tudalennau 1 – 32)

### 2 Deisebau newydd

2.1 P-05-785 Atal Trwydded Forol 12/45/ML i ollwng gwaddodion morol ymbelydrol o safle niwclear Hinkley Point yn nyfroedd glannau Cymru ger Caerdydd  
(Tudalennau 33 – 54)

2.2 P-05-786 Arbedwch ein cefn gwlad – dylid adolygu TAN 1  
(Tudalennau 55 – 65)

### 3 Y wybodaeth ddiweddaraf am ddeisebau blaenorol

### Comisiwn y Cynulliad

3.1 P-04-526 Gwnewch Senedd TV yn hygyrch i bobl fyddar  
(Tudalennau 66 – 70)

### Iechyd a Gwasanaethau Cymdeithasol

3.2 P-04-408 Gwasanaeth i Atal Anhwylder Bwyta ymysg Plant a Phobl Ifanc  
(Tudalennau 71 – 75)

3.3 P-05-761 Mynnu cyllid gan Lywodraeth Cymru i gefnogi Autism Spectrum Connections Cymru  
(Tudalennau 76 – 84)



3.4 P-05-763 Diweddarau'r cyngor a roddir ynghylch strôc – B.E.F.A.S.T. – a helpu i achub bywydau a bywoliaethau

(Tudalennau 85 – 93)

## **Yr Economi a Thrafnidiaeth**

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

(Tudalennau 94 – 114)

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

(Tudalennau 115 – 117)

3.7 P-05-770 Ailagor gorsaf Drenau Crymlyn

(Tudalennau 118 – 119)

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

(Tudalennau 120 – 129)

3.9 P-05-775 Caewch y bwlch sy'n ymwneud â gweithio trawsffiniol ac is-gontractio yn y gyfraith trwyddedu tacsis

(Tudalennau 130 – 136)

## **Yr Amgylchedd a Materion Gwledig**

3.10 P-05-778 Amddiffyn Cyllyll Môr ar Draeth Llanfairfechan

(Tudalennau 137 – 140)

## **Addysg**

3.11 P-04-628 Mynediad at Iaith Arwyddion Prydain i bawb

(Tudalennau 141 – 148)

**4 Sesiwn dystiolaeth ar gyfer – P-05-736 Darparu Gwasanaethau Iechyd Meddwl Mwy Hygyrch**

(09.50)

(Tudalennau 149 – 154)

Laura Williams, Deisebydd

Alun Thomas, Prif Weithredwr – Hafal

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

**6 Trafod y sesiynau tystiolaeth blaenorol**

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

6.2 P-04-472 Gwnewch y Nodyn Cyngor Technegol Mwynau yn ddeddf

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

**7 Trafod y crynodeb – P-04-564 Adfer Gwlâu i Gleifion, Gwasanaeth Mân Anafiadau ac Uned Pelydr-X i Ysbyty Coffa Ffestiniog**

(Tudalennau 155 – 162)

Mae cyfyngiadau ar y ddogfen hon



### **P-05-785 Atal Trwydded Forol 12/45/ML i ollwng gwaddodion morol ymbelydrol o safle niwclear Hinkley Point yn nyfroedd glannau Cymru ger Caerdydd**

Cyflwynwyd y ddeiseb hon gan Tim Deere-Jones, ar ôl casglu 7,033 o lofnodion ar-lein a 138 ar bapur - cyfanswm o 7,171 lofnodion.

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

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i gyfarwyddo Cyfoeth Naturiol Cymru i atal y drwydded y mae wedi'i rhoi i NNB Genco, sy'n caniatáu gollwng hyd at 300,000 o dunelli o ddeunydd a halogwyd yn ymbelydrol, wedi'i garthu o wely'r môr ar safle pwerdy niwclear Hinkley Point, yn nyfroedd glannau Cymru.

Rydym hefyd yn gofyn bod cyfnod atal y drwydded yn cael ei ddefnyddio fel cyfle i sicrhau bod asesiad llawn o'r effaith Amgylcheddol, dadansoddiad radiolegol cyflawn a samplu craidd yn cael eu cynnal o dan arweiniad Cyfoeth Naturiol Cymru, a bod ymchwiliad cyhoeddus, gwrandawriad llawn o dystiolaeth annibynnol ac ymgynghoriad cyhoeddus yn cael eu cynnal cyn rhoi caniatâd i ollwng unrhyw waddodion o Hinkley.

#### **Gwybodaeth ychwanegol:**

Mae Trwydded Forol 12/45/ML, a roddwyd gan Lywodraeth Cymru, yn caniatáu gwaredu hyd at 300,000 o dunelli metrig o waddod morol a halogwyd yn ymbelydrol, wedi'i garthu o wely'r môr ar safle pwerdy niwclear Hinkley Point, ar safle dympio morol Cardiff Grounds yn agos at arfordir de Cymru. Bydd hyn yn caniatáu i waith ddechrau ar y ddwy bibell newydd yn adweithydd niwclear Hinkley C.

Mae'r gwaddodion sydd i'w carthu wrth ymyl y pibellau gwastraff a ddefnyddir ar gyfer gollyngiadau o bedwar adweithydd presennol Hinkley. Mae dadansoddiad a gomisiynwyd gan asiantaethau Llywodraeth y DU yn dangos bod y gwaddod wedi'i halogi gan wastraff ymbelydrol a ryddhawyd i'r môr dros gyfnod o 50 mlynedd a mwy o waith ar safle Hinkley. Mae'r cyfrifiadau sy'n deillio o'r data swyddogol yn nodi y gallai'r gwaddodion carthu arfaethedig fod yn dal o leiaf 7 biliwn o Bqs o ymbelydredd, ond mae'r

adroddiadau yn nodi y byddai'r symiau y byddai pobl yn dod i gysylltiad â nhw'n isel iawn.

Mae gollyngiadau ymbelydrol Hinkley i'r môr yn cynnwys dros 50 o radio-niwclidau, ond dim ond tri ohonynt yr ymchwiliwyd iddynt drwy'r dadansoddiad. Felly, bydd cynnwys ymbelydredd gwirioneddol y gwaddodion yn llawer uwch na'r hyn a ddangosir drwy'r dadansoddiad sydd ar gael. Mae'r dystiolaeth sydd ar gael hefyd yn awgrymu mai dim ond samplau arwynebol (0 i 5cm o ddyfnder) o'r gwaddodion a ddadansoddwyd, er bod ymchwil samplau craidd o fannau eraill ym Môr Iwerddon yn dangos y gall crynodiadau fod hyd at bum gwaith yn uwch ar ddyfnderoedd islaw 5cm.

Er bod deunydd ymbelydrol gwaddodol yn debygol o wasgaru i ddechrau, mae astudiaethau'n profi ei fod wedyn yn ailgronni ar wastadeddau llaid arfordirol ac aberol a morfeydd heli, a'i fod hefyd yn gallu cael ei drosglwyddo o'r môr i'r tir yn sgil gwyntoedd o'r môr a llifogydd arfordirol. Rydym yn nodi nad oes ymchwil ar yr hyn sy'n digwydd i ymbelydredd o'r fath yn nyfroedd glannau de Cymru. Yn y cyd-destun hwn, rydym yn pryderu nad oes gwaith ymchwil digonol wedi digwydd ynghylch y risgiau amgylcheddol a'r risgiau i iechyd pobl yn sgil y gwaredu arfaethedig, a bod unrhyw gasgliadau sy'n seiliedig ar y data anghyflawn presennol yn annibynadwy.

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

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

## Deiseb: Atal Trwydded Forol 12/45/ML i ollwng gwaddodion morol ymbelydrol o safle niwclear Hinkley Point yn nyfroedd glannau Cymru ger Caerdydd

Y Pwyllgor Deisebau | 21 Tachwedd 2017  
Petitions Committee | 21 November 2017

### Papur briffio gan y Gwasanaeth Ymchwil:

Rhif y ddeiseb: [P-05-785](#)

Teitl y ddeiseb: **Atal Trwydded Forol 12/45/ML i ollwng gwaddodion morol ymbelydrol o safle niwclear Hinkley Point yn nyfroedd glannau Cymru ger Caerdydd**

Testun y Ddeiseb:

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## Cefndir

### Gwaredu a dympio deunyddiau yn y môr

Mae'r DU yn un o bartion contractio'r [\*Confensiwn ar Atal Llygredd Morol drwy Ollwng Gwastraff a Sylweddau Eraill 1972\*](#) (Confensiwn Llundain). Mae'r confensiwn hwn yn ei gwneud yn ofynnol i bartion contractio gymryd mesurau effeithiol i gynnal yr amgylchedd morol a'i warchod rhag pob ffynhonnell o lygredd, gan gynnwys dympio ar y môr. Atgyfnerthir y drefn hon gan Erthygl 4 o [\*Confensiwn OSPAR\*](#), sy'n ceisio gwarchod môr gogledd-ddwyrain yr Iwerydd a chadw ei adnoddau. Mae'r confensiwn hwnnw'n cyfuno ac yn diweddarau Confensiwn Oslo 1972 ar ddympio gwastraff yn y môr a Chonfensiwn Paris 1974 ar ffynonellau o lygredd morol ar y tir. Daeth y confensiwn, a gafodd ei lofnodi a'i gadarnhau gan y Deyrnas Unedig, i rym ar 25 Mawrth 1998.

O dan [\*Reoliadau Gwastraff \(Cymru a Lloegr\) 2011\*](#), mae hierarchaeth yn bodoli o ran gwastraff, a gwaredu yw'r opsiwn olaf a gaiff ei ystyried. Felly, rhaid i'r sawl sy'n gwneud cais i waredu gwastraff yn y môr ddangos bod ystyriaeth briodol wedi'i rhoi i aildefnyddio deunyddiau a garthwyd, a hynny mewn modd buddiol. Fel y cyfryw, ni ddylid gwaredu unrhyw wastraff yn y môr os oes dewis amgen ar gael sy'n ddiogel ac yn ymarferol.

Yn ôl [Datganiad Polisi Morol y DU](#) (2011):

3.6.1 Most marine dredging and disposal is for the purposes of navigation and existing and future port development, though other works can take place to facilitate the construction of pipelines, outfalls and tunnels. Since 1998, in compliance with international obligations, the UK Administrations have – with some minor exceptions – only licensed the disposal at sea of capital and maintenance dredgings and small amounts of fish waste.

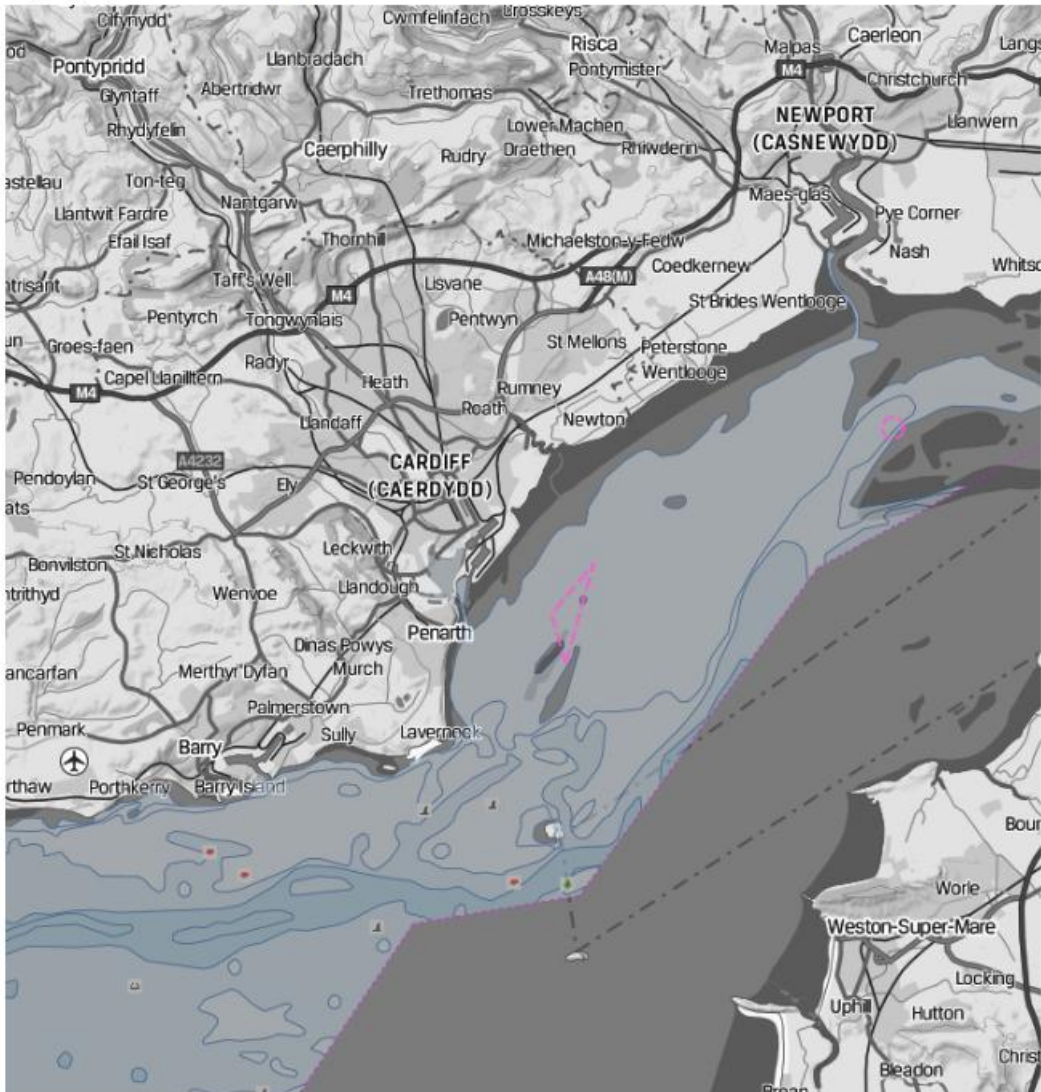
[...]

3.6.5 The primary environmental considerations include the potential risk to fish and other marine life from the release of sediments, chemical pollution and morphological changes including burial of seabed flora and fauna; hydrological effects; interference with other marine activities; increases in turbidity; increases in marine noise; possible adverse effects for designated nature conservation areas and potential destruction or destabilisation of known or unknown heritage assets. Removal of dredged material can also cause adverse impacts to the natural sedimentary systems.

3.6.6 When sediments are contaminated, dredging has the potential to cause significant environmental and health effects through exposure to contaminants in the dredging plume. These contaminants arise from diverse sources such as the legacy of industrial pollution, for example metals and poly chlorinated biphenyls, or historical and current use of antifoulants including tributyltin and heavy metals and new contaminants which are now finding their way into the marine environment, such as flame retardants including poly brominated diphenyl ethers.

Mae nifer o fannau gwaredu agored trwyddedig yn nyfroedd Cymru—er enghraifft, yn Sianel Bryste, Bae Abertawe a'r dyfroedd o gwmpas Sir Benfro ac Ynys Môn. Gellir gweld y rhain ar [borth cynllunio morol](#) Llywodraeth Cymru. Mae safle'r "Cardiff Grounds", sydd wedi'i leoli oddi ar arfordir Caerdydd, i'w weld yn Ffigur 1.

Mae carthu a gwaredu yn digwydd mewn nifer o [Ardaloedd Cadwraeth Arbennig](#) morol, sydd wedi'u dynodi o dan [y Gyfarwyddeb Cynefinoedd](#). Mae hyn yn cynnwys carthu cyfalaf ar gyfer datblygiadau newydd fel adeiladu neu ehangu porthladdoedd. Gwneir gwaith carthu cynnal a chadw yn rheolaidd er mwyn sicrhau mordwyo diogel mewn mannau fel dociau a dyfrffyrdd. Yn ôl [gwefan prosiect ardaloedd cadwraeth arbennig Morol y DU](#), mae 3,460,000 m<sup>3</sup> o ddeunydd yn cael ei garthu bob blwyddyn yn [ardal cadwraeth arbennig Môr Hafren](#) neu gerllaw'r ardal honno. Mae'r ardal cadwraeth arbennig honno'n rhan o [Safle Morol Ewropeaidd Môr Hafren](#), sy'n cael ei oruchwylio gan [Gymdeithas Awdurdodau Perthnasol Môr Hafren \(ASERA\)](#). Cafodd [cynllun rheoli drafft \(ASERA\) a chynlluniau gweithredu drafft awdurdodau perthnasol](#) eu cynhyrchu yn 2011.



Ffigur: 1 Mannau dypio ar y môr (safleoedd gwaredu) yn Sianel Bryste  
(Ffynhonnell: Llywodraeth Cymru, [Porth Cynllunio Morol](#))

## Deddfwriaeth Trwyddedu Morol

Mae'r ddeddfwriaeth allweddol sy'n cwmpasu'r drefn trwyddedu morol wedi'i chynnwys yn Rhan 4 – Trwyddedu Morol – o [Ddeddf y Môr a Mynediad i'r Arfordir 2009](#) ("Deddf y Môr"). O dan Adran 66 o Ddeddf y Môr, mae gweithgareddau morol trwyddedadwy yn cynnwys:

- Gollwng unrhyw sylwedd neu beth yn y môr neu ar wely'r môr neu oddi tano o:
  - Unrhyw gerbyd, llestr, awyren neu strwythur morwro;
  - Unrhyw gynhwysydd sy'n arnofio; neu
  - Unrhyw strwythur ar dir a adeiladwyd neu a addaswyd yn gyfan gwbl neu'n bennaf at y diben o ollwng unrhyw solidau yn y môr.
- Adeiladu, altro neu wella gweithiau yn y môr neu uwch ei ben neu ar wely'r môr neu oddi tano;
- Defnyddio unrhyw gerbyd, llestr, awyren, strwythur morwrol neu gynhwysydd sy'n arnofio i symud ymaith unrhyw sylwedd neu beth oddi ar wely'r môr; a
- Gwneud unrhyw fath o garthu, boed a yw'n cynnwys tynnu unrhyw ddeunydd o'r môr neu o wely'r môr ai peidio.

Yn aml, mae gweithgareddau trwyddedig yn cynnwys samplu er mwyn cael cipolwg, atgyweirio morgloddiau neu argloddiau, gosod pontynau ac atgyweirio llithrfeydd. Mae nifer o eithriadau wedi'u nodi yng [Ngorchymyn Trwyddedu Morol \(Gweithgareddau Esempt\) \(Cymru\) 2011 \(PDF 244KB\)](#).

Gweinidogion Cymru yw'r awdurdod trwyddedu ar gyfer dyfroedd Cymru hyd at 12 milltir forol o'r lan – rhanbarth fewnforol Cymru. Bydd [Deddf Cymru 2017](#) yn datganoli pwerau trwyddedu morol i gynnwys rhanbarth alltraeth Cymru (o 12 milltir forol hyd at y llin ganol gydag Iwerddon, Lloegr ac Ynys Manaw). Ar hyn o bryd, mae'r gwaith trwyddedu morol yn rhanbarth alltraeth Cymru yn cael ei weinyddu gan y Sefydliad Rheoli Morol("MMO").

Cafodd y broses o weithredu'r gyfundrefn trwyddedu morol yn y rhanbarth fewnforol ei dirprwyo i Gyfoeth Naturiol Cymru ym mis Ebrill 2013, a hynny drwy [Orchymyn Trwyddedu Morol \(Dirprwyo Swyddogaethau\) \(Cymru\) 2013](#). Caiff y drefn hon ei gweinyddu gan Dîm Trwyddedu Morol Cyfoeth Naturiol Cymru (MLT). Mae Cyfoeth Naturiol Cymru yn cyhoeddi rhestr o [geisiadau trwyddedu morol a gyflwynwyd ac y penderfynwyd arnynt](#) ar ei wefan. Cyn y sefydlwyd Cyfoeth Naturiol Cymru, bu Uned Caniatadau Morol Llywodraeth Cymru yn ymdrin â thrwyddedu morol.

## Penderfynu ar gais

Mae Adran 69 o Ddeddf y Môr yn nodi bod yn rhaid i'r awdurdod trwyddedu, wrth benderfynu ar gais, roi sylw i'r materion a ganlyn:

- (1a) Yr angen i warchod yr amgylchedd;
- (1b) Yr angen i warchod iechyd pobl;



- (1c) Yr angen i atal ymyrraeth â defnyddiau dilys o'r môr, ac unrhyw faterion eraill sy'n berthnasol ym marn yr awdurdod.

O ran pwynt 1c, bydd yr awdurdod trwyddedu yn cynnal asesiad effaith amgylcheddol o dan [Reoliadau Gwaith Morol \(Asesiad o'r Effaith Amgylcheddol\) 2007](#) (fel y'u diwygiwyd) ac asesiad rheoliadau cynefinoedd o dan [Reoliadau Cadwraeth Cynefinoedd a Rhywogaethau 2010](#). Yn absenoldeb cynllun morol i Gymru, sy'n cael ei baratoi ar hyn o bryd gan Lywodraeth Cymru, rhaid rhoi sylw i [Ddatganiad Polisi Morol y DU](#). Yn ogystal, rhaid i'r gweithgareddau hyn gydymffurfio, *inter alia*, â [Chyfarwydddeb Fframwaith y Strategaeth Forol Ewropeaidd a Chyfarwydddeb Fframwaith Dŵr Ewrop](#).

**Gwneud penderfyniadau (yr hawl i apelio, galw i mewn, atal trwydded forol a chyhoeddi hysbysiadau atal)**

O dan Ddeddf y Môr, nid oes amserlen statudol yn gysylltiedig â gwneud penderfyniad ar drwydded forol. Mae gan ymgeiswyr [hawl i apelio i Weinidogion Cymru yn erbyn penderfyniad a wneir gan yr awdurdod trwyddedu](#) o dan Adran 71 o Ddeddf y Môr. Rhaid gwneud apeliadau yn unol â [Rheoliadau Trwyddedu Morol \(Apelio yn erbyn Penderfyniadau Trwyddedu\) Cymru 2011](#).

Yn Lloegr, o dan y [Gorchymyn Trwyddedu Morol \(Dirprwyo Swyddogaethau\) \(Diwygio\) 2015](#), gall yr Ysgrifennydd Gwladol alw cais trwyddedu i mewn. Nid yw Gorchymyn Dirprwyo Cymru yn cynnwys proses galw i mewn (adfer) o'r fath.

Mae Adran 72 o Ddeddf y Môr yn darparu gweithdrefn ar gyfer amrywio, atal neu ddirymu trwydded. Mae nifer o resymau dros atal trwydded, gan gynnwys achosion lle bu newid mewn amgylchiadau sy'n ymwneud â'r amgylchedd neu iechyd pobl (3a), neu yn sgil gwybodaeth wyddonol bellach sy'n ymwneud â'r naill neu'r llall o'r ddau fater hynny (3b). Mae Adran 102 o Ddeddf y Môr yn caniatáu i'r awdurdod gorfodi (Gweinidogion Cymru) gyhoeddi hysbysiad at ddibenion atal gweithgarwch, yn amodol ar fodloni nifer o feini prawf.

Mae Adran 100 o Ddeddf y Môr yn rhoi pŵer penodol i Weinidogion Cymru, fel yr awdurdod trwyddedu, roi cyfarwyddiadau o ran perfformiad swyddogaethau dirprwyedig o dan y Ddeddf. Ar ben hynny, mae Erthygl 11 o [Orchymyn Corff Adnoddau Naturiol Cymru \(Sefydlu\) 2012](#) yn rhoi pŵer cyffredinol i Weinidogion Cymru gyfarwyddo Cyfoeth Naturiol Cymru ynghylch arfer ei swyddogaethau.

**Trwydded Forol: 12/45/ML**

Ar 11 Gorffennaf 2014, cyhoeddwyd trwydded forol 12/45/ML gan Cyfoeth Naturiol Cymru, a oedd yn gweithredu ar ran yr Awdurdod Trwyddedu (Gweinidogion Cymru), i'r trwyddedai – NNB Genco<sup>1</sup>.

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<sup>1</sup> Mae NNB GenCo Limited yn is-gwmni sy'n eiddo i EDF Energy.



Mae'r disgrifiad o'r sylweddau neu'r eitemau i'w hadneuo yn safle gwaredu "Cardiff Grounds" (LU110) fel a ganlyn:

Arising from the capital dredge (and secondary dredge during construction) associated with the preparation of the offshore site for the cooling water infrastructure for the proposed new nuclear power station at Hinkley Point. These arisings as described in Marine License Application dated 06 August 2012.

Arising from the capital dredge of the berthing pocket for the Hinkley Point C Project Temporary Jetty. These arisings as described in Marine Licence Application dated 13 September 2012.

Mae Adran 9 o'r drwydded yn nodi amodau penodol y prosiect, sy'n cynnwys yr amodau a ganlyn:

9.1 The Licence Holder must submit a proposal for a monitoring programme of the disposal site and immediate environs to Natural Resources Wales acting on behalf of the Licensing Authority for written approval at least **12 weeks** before any disposal operation. The scheme will include details of pre, during and post disposal operation surveys, and any actions to be taken as a consequence of the survey findings. The purpose of the scheme will be to enable the avoidance of significant build up of material and any consequent shallowing.

[...]

9.3 The Licence Holder must submit a proposal for a sediment sampling scheme of the source sites and immediate environs to Natural Resources Wales acting on behalf of the Licensing Authority for written approval at least 6 months before any disposal operation to occur after 4th March 2016. The scheme will include details of sampling grid, analyses suites (including any appropriate radiological assessment) and proposed format of a report determining the suitability of the material for disposal at site LU110 along with timescales for carrying out these actions.

9.4 The Licence holder must ensure the sediment sampling must be undertaken in line with the agreed scheme, as referenced in paragraph 9.3. Sampling scheme reports must be submitted to Natural Resources Wales acting on behalf of the Licensing Authority within the timescales agreed within the scheme.

9.5 The Licence Holder must ensure that no material is deposited after 4th March 2016 without written confirmation from NRW, acting on behalf of the Licensing Authority, that they are satisfied the material is suitable for deposit at site LU110.

## Hinkley Point C

Mae'r gwaddodion a gaiff eu carthu a'u gwaredu yn y môr o dan drwydded forol 12/45/ML yn gysylltiedig ag adeiladu system dŵr oeri ar gyfer [Hinkley Point C](#) yng Ngwlad yr Haf yn ne-orllewin Lloegr. Mae EDF Energy yn adeiladu dau adweithydd niwclear newydd yn Hinkley Point C, a fydd yn gallu cynhyrchu cyfanswm o 3,260MW o drydan. Mae'r safle wedi ei leoli ger Hinkley Point B, sy'n weithredol ar hyn o bryd, a Hinkley Point A, sy'n cael ei ddatgomisiynu. Cafodd y prosiect [ganiatâd cynllunio](#) ym mis Mawrth 2013 ar ffurf Gorchymyn Caniatâd Datblygu (DCO) o dan [Ddeddf Cynllunio 2008](#). Amcangyfrifir y bydd

200,000m<sup>3</sup> o ddeunydd ar y mwyaf, a bydd y deunydd hwn yn cael ei osod ar gychod a'i gludo i'r "Cardiff Grounds" i'w adneuo.

## Camau gan Gynulliad Cenedlaethol Cymru

Trafodwyd y mater hwn yn y Cyfarfod Llawn ar sawl achlysur. Er enghraifft, gofynnwyd [cwestiwn yn ei gylch i Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig gan Neil McEvoy AC ar 20 Medi 2017](#), a [gofynnwyd cwestiwn yn ei gylch i'r Prif Weinidog gan Leanne Wood AC ar 26 Medi 2017](#).

## Camau gan Lywodraeth Cymru

Gwnaeth Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig [ddatganiad ar ynni](#) ar 6 Rhagfyr 2016, a oedd yn cynnwys y sylwadau a ganlyn:

Er mwyn darparu ynni carbon isel sicr a fforddiadwy, mae angen cymysgedd o wahanol dechnolegau o wahanol feintiau, o raddfa gymunedol i brosiectau mawr. Yn y tymor canolig, mae hyn yn golygu newid i gynhyrchu carbon isel, sy'n cynnwys niwclear.

Mewn ymateb i [gwestiwn yn y Cyfarfod Llawn](#) (26 Medi 2017) gan Leanne Wood AC ynghylch dymPIO deunydd o Hinkley Point C yn nyfroedd Cymru, dywedodd y Prif Weinidog:

Wel, mae hi'n dweud hanner y stori. Yn gyntaf oll, mae hi'n gwybod yn iawn nad Gweinidogion sy'n gyfrifol am drwyddedu; corff allanol sy'n gyfrifol— dyna'r holl bwynt—fel bod y wleidyddiaeth yn cael ei chymryd allan ohoni. Yr hyn yr wyf i wedi ei weld hyd yn hyn yw bod un person wedi dweud y gallai fod problem yma. Wel, wrth gwrs, mae angen rhoi sylw i'r mater hwnnw, ond mae'n rhaid i ni fod yn ofalus yn y fan yma gan fod y gwastraff o Wylfa yn mynd i Loegr, a byddai'n cau ar unwaith pe na byddai am waith ailbroesu Sellafield.

Mae ganddi safbwyntiau ar ynni niwclear na fyddwn i'n eu rhannu efallai, ond mae'n rhy syml i ddim ond dweud, 'Wel, gwastraff niwclear sy'n cael ei allforio o Loegr i Gymru yw hwn.' Rydym ni'n allforio llawer mwy allan i Sellafield. Felly, nid wyf yn derbyn bod hwn yn fater mewnfario ac allforio. Lle mae gennym ni ynni niwclear, mae'n bwysig bod cyfleusterau gwaredu digonol, ond mae cyflwyno hyn fel brwydr syml rhwng Cymru a Lloegr yn anwybyddu'r ffaith bod gennym ni ein gorsaf bŵer niwclear ein hunain, ac nad oes gennym ni ein cyfleusterau gwaredu ein hunain; rydym ni'n dibynnu ar Loegr i ymdrin â'r gwastraff sy'n dod o Wylfa.

Ar 29 Medi 2017, gwnaeth Ysgrifennydd y Cabinet [ddatganiad](#) o dan y teitl 'Trwydded forol ar gyfer cael gwared ar ddeunydd a garthwyd wedi adeiladu Hinkley Point C'. Mae'n nodi:

I esbonio, mae'n bwysig nodi **nad trwydded yw hon ar gyfer cael gwared ar wastraff niwclear**. Trwydded yw hi i gael gwared ar waddodion sydd wedi'u codi o Aber Hafren. **Hyd yma, nid oes unrhyw waith gwaredu wedi'i gynnal**. Byddwn yn samplu unrhyw ddeunydd sydd wedi'i godi ac sydd am gael ei waredu a bydd yn rhaid i CNC roi cymeradwyaeth ysgrifenedig cyn y gellir gwaredu unrhyw ddeunydd o dan y drwydded. Gallaf dawelu ofnau aelodau fod gennym broses asesu gadarn i ddiogelu amgylchedd y môr ac iechyd y cyhoedd, heddiw ac yn y dyfodol.

## Mewn perthynas â'r Asesiad Effaith Amgylcheddol cysylltiedig:

Daeth ceisiadau i gael gwared ar ddeunydd wedi'i garthu i law'r Uned Caniatadau a chawsant eu prosesu yn unol â gofynion yr MCAA a Rheoliadau Gwaith Morol (Asesiad o'r Effaith Amgylcheddol) 2007 (fel y'i diwygiwyd) (MWR). Daeth dau gais ar wahân i law (gan i'r deunydd gael ei garthu o ddau safle – yr ardal o gwmpas y lanfa dros dro a gwaith arall yn y môr) ond un drwydded a roddwyd. Dengys y cofnodion bod y ceisiadau i waredu deunydd yn nyfroedd Cymru wedi ystyried yr Asesiad o Effaith Amgylcheddol prosiect Hinkley Point C.

Mae'r broses cloriannu ceisiadau morol yn cynnwys asesiad trylwyr a chadarn o'r prosiectau ar sail y meini prawf canlynol:

- Diogelu amgylchedd y môr
- Diogelu iechyd pobl
- Peidio ag amharu ar weithgareddau dilys eraill yn y môr.

O gofio'r safle y daeth y deunydd ohono, sef Hinkley Point C, cynhaliodd Canolfan Gwyddorau'r Amgylchedd, Pysgodfeydd a Dyframaethu (CEFAS) asesiad ymbelydrol fel rhan o broses cloriannu'r ceisiadau, ac ar ôl ymgynghori ag arbenigwyr (gan gynnwys y prif reoleiddiwr niwclear yn Asiantaeth yr Amgylchedd), **ni fynegwyd unrhyw ofidiau ynghylch y lefel radiolegol.**

Roedd ymateb Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig i'r ddeiseb hon, a ddaeth i law ar 24 Hydref 2017, yn nodi ei phryder ynghylch canfyddiadau'r cyhoedd ynglŷn â'r mater hwn ac yn cyfeirio at ei datganiad ysgrifenedig ar y mater. Nododd ei llythyr mai Cyfoeth Naturiol Cymru, fel yr awdurdod trwyddedu morol yng Nghymru a oedd yn gweithredu ar ran Gweinidogion Cymru, oedd yn gyfrifol am gyhoeddi'r drwydded ac mai Cyfoeth Naturiol Cymru sy'n parhau i fod yn gyfrifol amdani, gan gynnwys sicrhau cydymffurfio â'r amodau sydd ar y drwydded. Yna, tynnodd y Gweinidog sylw at amodau 9.3 a 9.5 o'r drwydded (sydd wedi'u nodi uchod yn yr adran ar Drwydded Forol: 12/45/ML). Gofynnodd Ysgrifennydd y Cabinet i Gadeirydd y Pwyllgor ystyried nifer o bwyntiau wrth ystyried y ddeiseb, gan gynnwys y pwyntiau a ganlyn:

Mae nifer o amodau yn y drwydded forol sy'n galw am samplu a phrofi deunyddiau sydd i'w gwaredu ac mae'n rhaid i CNC gymeradwyo hyn cyn i unrhyw waredu ddigwydd. [...]

Nid oes unrhyw ddeunydd wedi'i waredu o dan delerau'r drwydded hyd yma a dim ond os bydd canlyniad samplu'r deunydd yn dangos ei fod yn ddiogel ac yn addas i'w waredu yn y môr fydd hyn yn digwydd.

Hefyd, yng ngoleuni rôl Gweinidogion Cymru mewn perthynas ag apeliadau o dan y drefn trwyddedu morol, dywedodd nad oedd yn briodol i Weinidogion gynnig sylwadau ar agweddau penodol o'r penderfyniadau a wneir ynghylch trwyddedu morol. Dywedodd y dylid cyflwyno sylwadau ynghylch y penderfyniad hwn i Cyfoeth Naturiol Cymru yn uniongyrchol, ac nid i Weinidogion Cymru.

Yn olaf, o ystyried bod pobl yn parhau i bryderu am y mater hwn, nododd Ysgrifennydd y Cabinet:

...byddaf yn gofyn i'm swyddogion ystyried gyda CNC sut y gallant rannu gwybodaeth am y drwydded hon cyn gliried ac agored â phosibl i geisio lleihau pryderon pobl.

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



Eich cyf/Your ref P-05-785  
Ein cyf/Our ref LG/02382/17

David John Rowlands AC  
Cadeirydd – Pwyllgor Deisebiadau  
Cynulliad Cenedlaethol Cymru  
Bae Caerdydd  
CF99 1NA

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Annwyl David

24 Hydref 2017

Diolch am eich llythyr dyddiedig 27 Medi, ynghylch Deiseb P-05-785 yn galw am 'atal Trwydded Forol 12/45/ML i waredu gwaddodion morol ymbelydrol o safle niwclear Hinkley Point i ddyfroedd ar arfordir Cymru ger Caerdydd'.

Rwy'n pryderu ynghylch ymdeimlad y cyhoedd ar y mater hwn a'r gefnogaeth ar gyfer y ddeiseb hon. Cyflwynais ddatganiad ysgrifenedig ar 29 Medi i egluro'r sefyllfa gyda'r bwriad o leihau'r pryderon ar y mater. Mae'r datganiad ysgrifenedig llawn i'w weld ar y dolenni isod:

<http://gov.wales/about/cabinet/cabinetstatements/2017/marinelicencehinkleypoint/?lang=cy>

Cyfoeth Naturiol Cymru yw'r awdurdod trwyddedu morol yng Nghymru, ac maent yn gweithredu ar ran Gweinidogion Cymru. Cyhoeddodd Cyfoeth Naturiol Cymru y drwydded hon (12/45/ML) ac maent yn parhau i fod yn gyfrifol amdani, gan gynnwys sicrhau cydymffurfio â'r amodau sydd ar y drwydded.

Hoffwn dynnu eich sylw at amodau 9.3 i 9.5 i'r prosiect:

9.3. Mae'n rhaid i Ddeiliad y Drwydded gyflwyno cynnig ar gyfer cynllun samplo gwaddod o'r safle a'r ardal gyfagos i Cyfoeth Naturiol Cymru, sy'n gweithredu ar ran Awdurdod Trwyddedu, ar gyfer ei gymeradwyo'n ysgrifenedig o leiaf 6 mis cyn i unrhyw waredu ddigwydd wedi'r 4 Mawrth 2016. Bydd y cynllun yn cynnwys manylion grid samplo, canllawiau dadansoddi (gan gynnwys asesiad radiolegol priodol) a fformat arfaethedig ar gyfer adroddiad sy'n penderfynu a yw'r deunydd yn addas i'w waredu ar safle LU110 yn ogystal ag amserlen ar gyfer cyflawni hyn.

Bae Caerdydd • Cardiff Bay  
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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

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

9.4. Mae'n rhaid i ddeiliad y drwydded sicrhau bod samplu'r gwaddod yn digwydd yn unol â'r cynllun y cytunwyd arno, fel y cyfeiriwyd ato ym mharagraff 9.3. Mae'n rhaid i adroddiadau cynlluniau samplu gael eu cyflwyno i Cyfoeth Naturiol Cymru, sy'n gweithredu ar ran yr Awdurdod Trwyddedu o fewn yr amserlen y cytunwyd arni yn y cynllun.

9.5. Mae'n rhaid i Ddeiliad Trwydded sicrhau nad oes deunydd yn cael ei waredu wedi'r 4 Mawrth 2016 heb gadarnhad ysgrifenedig gan CNC, yn gweithredu ar ran Awdurdod Trwyddedu, fel eu bod yn fodlon bod y deunydd yn addas i'w waredu ar safle LU110.

Fel Cadeirydd y Pwyllgor Deisebiadau, rwy'n gofyn ichi ystyried y pwyntiau canlynol fel rhan o'ch ystyriaeth ffurfiol cyntaf o'r ddeiseb hon:

- Mae nifer o amodau yn y drwydded forol sy'n galw am samplu a phrofi deunyddiau sydd i'w gwaredu ac mae'n rhaid i CNC gymeradwyo hyn cyn i unrhyw waredu ddigwydd.
- Fel arfer gorau, mae'n rhaid i Weinidogion Cymru gofio eu swyddogaeth o ran apeliadau o dan y system trwyddedu morol ac felly nid yw'n briodol i Weinidogion gynnog sylwadau ar agweddau penodol o'r penderfyniadau ynghylch trwyddedu morol. Felly, mae'n ddrwg gennyf na fydd modd imi gynnog gwybodaeth ychwanegol i'm datganiad ysgrifenedig na chynnig unrhyw sylwadau pellach ar y mater hwn.
- Dylid cyflwyno unrhyw sylwadau ynghylch y penderfyniad hwn i Cyfoeth Naturiol Cymru yn uniongyrchol, ac nid i Weinidogion Cymru.
- Fodd bynnag, mae'r cyhoedd yn Ne Cymru yn parhau i fod yn bryderus a byddaf yn gofyn i'm swyddogion ystyried gyda CNC sut y gallant rannu gwybodaeth am y drwydded hon cyn gliried ac agored â phosib i geisio lleihau pryderon pobl. Bydd angen hefyd i CNC ystyried y pryderon a godwyd yn ystod eu proses o wneud penderfyniad.
- Nid oes unrhyw ddeunydd wedi'i waredu o dan delerau'r drwydded hyd yma a dim ond os bydd canlyniadau samplu'r deunydd yn dangos ei fod yn ddiogel ac yn addas i'w waredu yn y môr fydd hyn yn digwydd.

Diolch am eich llythyr ar y mater hwn ac os y gallaf fod o unrhyw gymorth yn y dyfodol, cofiwch gysylltu â mi.



**Lesley Griffiths AC/AM**

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

**P-05-785 Suspend Marine Licence 12/45/ML to dump radioactive marine sediments from the Hinkley Point nuclear site into Wales coastal waters off Cardiff – Correspondence from the Petitioner to the Committee, 13.11.17**

**Outline/Summary submission from the Stop the Dump campaign to the Petitions Committee**

The Campaign to re-assess the decision to permit the disposal of 300,000 tonnes of radioactively contaminated sediment at the Cardiff Grounds disposal site is concerned that the environmental and human health (dose) risks from the proposed disposal have not been adequately researched and that any conclusions based on the current incomplete data, are unreliable.

The sediments to be dredged are adjacent to the waste pipes used for the discharges from Hinkley's 4 existing reactors. Analysis, commissioned by UK Government agencies, shows that the sediment is contaminated by radioactive waste discharged to sea over 50+ years of operations at the Hinkley site. Calculations derived from the official data indicate that the proposed dredge sediments may hold at least 7 billion Bqs of aggregated radioactivity, yet reports state that doses to humans would be very low.

We note that although sedimentary radioactive material is initially likely to disperse, a number of studies carried out in Wales have proved that it later re-concentrates in coastal and estuarine mudflats and salt marshes, and is also available for sea-to-land transfer during episodes of coastal flooding.

Two studies at Welsh coastal sites have demonstrated sea to land transfer of marine radioactivity, one has clearly shown the entry of marine radioactivity into coastal terrestrial food chains (dairy/meatstock) up to 10 miles inland, evidence which further implies the entry of marine radioactivity into arable and horticultural food chains and hence dietary doses (via terrestrial foodstuffs) of marine radioactivity. The presence of airborne marine radioactivity in terrestrial coastal zone environments plainly also implies the potential for inhalation doses

Additional concerns are based upon the following issues|:

**1: Absence of baseline data:**

a: Despite our ongoing review of the scientific literature, the Campaign has, to date, found no evidence of any (empirical or modelling) study of the long, medium and short term environmental behaviour and fate of radioactive material deposited into the Cardiff Grounds site.

b: Thus, there appears to be a complete absence of information information about how the (at least) 7 billion Bqs of aggregated radioactivity, attached to the sediments, will behave in the Welsh inshore waters, or where those contaminated sediments will eventually end up being deposited

c: apart from some small area investigations of liquid radioactive discharges from the GE Healthcare Ltd/Maynard Centre, consisting of a very limited sample set taken from sites between the Orchard Ledges and Lavernock Point, we have, to date, found no evidence of any wider research into the nature and concentrations of South Wales coastal environment radioactivity.

d: thus there appears to be a complete absence of any data on the current levels of radioactivity in the extensive inter-tidal and sub-tidal sedimentary environments (estuarine mudflats (Usk, Wye etc) and the very extensive coastal fringing inter-tidal mudflats along the coast of the Gwent levels etc.

*(NB: these are repeatedly shown by many studies to be the kind of environment where radioactively contaminated sediments suspended in the marine water column, will be deposited and where, as a result of such deposition, radioactivity concentrations will be elevated)*

e: without such baseline data, it is impossible to properly check/monitor the impact of the disposal of the 7 billion bqs of aggregated radioactivity in the Hinkley sediments

## **2: Incomplete data on the radiological status of the Hinkley sediments:**

a: Hinkley's radioactive discharges to sea contain over 50 radio-nuclides, but the analysis in support of the proposal to dump has only investigated 3 of them. Thus, the actual aggregated radioactivity content of the sediments will be much higher than indicated by the available analysis suggests.

b: the campaign does not believe that the analysis for only 3 of the 50+ radio nuclides believed to be constituents of the liquid waste streams of the Hinkley site, is





The Campaign requests series of actions as follows:

A: a full Environmental Impact Assessment including improved radiological surveying as advised and requested by this Campaign and the completion of the appropriate baseline data gathering studies recommended above

B: a Public Inquiry, or some form of “open hearing” of contra-indication independent evidence and a Public Consultation to take place before any dump of the Hinkley sediments is permitted. “

C public disclosure of precisely which Agency and which WG minister “signed off” on the Licence and what radiological expertise was available to NRW. (and/or their predecessors) and the Welsh Government

D: complete radiological analysis and core sampling, commissioned and scoped by Natural Resources Wales, after public hearings of contraindicating evidence, to be publicly reported and discussed, to take place before any dump of the Hinkley sediments is permitted.

Tim Deere-Jones (*Marine Radioactivity Research & Consultancy*) on behalf of the Stop the Dump Campaign

Diane McCrea  
Chair  
Natural Resources Wales

13 November 2017

Dear Diane,

### **Disposal of dredged sediment at sea under marine licence 12/45/ML.**

You will be aware of recent public interest in the marine licence you granted (11 July 2014) to NNB Genco for the disposal of dredged sediment in the Cardiff Grounds disposal site, relating to the construction by EDF Energy of a water cooling system for Hinkley Point C.

Assembly Members have raised concerns on this issue on several occasions in Plenary and the Cabinet Secretary for Energy, Planning and Rural Affairs has made related statements. This matter is also the subject of an Assembly petition, "Suspend Marine Licence 12/45/ML to dump radioactive marine sediments from the Hinkley Point nuclear site into Wales's coastal waters off Cardiff", which has been supported by 7,171 members of the public.

Given the level of public interest, the Climate Change, Environment and Rural Affairs Committee agreed to receive a presentation from EDF Energy on this matter on 26 October. A number of issues were raised during that presentation on which the Committee would like further clarity.

#### **1. Compliance with Marine licence 12/45/ML**

Section 9.5 of the license requires that the Licence Holder must ensure that "no material is deposited after 4th March 2016 without written confirmation from NRW, acting on behalf of the Licensing Authority, that they are satisfied the material is suitable for deposit at site LU110".

**Question 1:** *Can you explain the process NRW will undertake to ensure that the dredged sediment is "suitable" for deposit in the Cardiff Grounds site?*

Section 72 of the Marine and Coastal Access Act 2009 (hereafter the Marine Act) provides a procedure for "varying, suspending or revoking" a licence. The



grounds for suspension of a licence include where there has been a change in circumstances relating to the environment or human health, or because of an increase in scientific knowledge relating to either of those two matters.

**Question 2:** *Can you clarify how you will assess whether the grounds for suspension outlined in Section 72 have been met in relation to the results of the new samples acquired in May and reported to NRW in September 2017? Against what criteria would those grounds be assessed?*

## **2. Public health concerns**

Section 69 of the Marine Act requires the licensing authority to have regard to the need to protect human health when determining an application. You will be aware that there has been considerable public concern and media coverage about the potential impact on human health of the disposal of sediment in the Cardiff Grounds site, specifically in relation to the radioactivity of the sediment. The Assembly petition relating to Marine licence 12/45/ML states that “Hinkley’s radioactive discharges to sea contain over 50 radio-nuclides, but the analysis has only investigated 3 of them. Thus, the actual aggregated radioactivity content of the sediments will be much higher than indicated by the available analysis.”

**Question 3:** *EDF Energy has told the Committee that its initial tests investigated over 50 radio-nuclides but only three radio-nuclides were detected. Can you confirm this is the case?*

EDF Energy also informed the Committee that Cefas has undertaken recent testing for radiation on sediment samples from the area to be dredged. The Committee does not wish to cast doubt on the reliability of Cefas’ work, but given the public concern on this matter, we believe that any steps that can be taken to reassure the public should be given serious consideration.

**Question 4:** *Would you be prepared to consider commissioning a third party to review the findings of those tests? I trust that you will, in any event, share with this Committee and make public the findings of the most recent tests from May 2017.*

The Assembly petition sets out concerns that only surface samples of sediment have been analysed and, as a consequence, radioactive content below the surface may not be detected. EDF Energy reassured the Committee that, in its earlier work, Cefas had analysed samples from beneath the surface (up to 4.8m). They stated that the analysis had not identified abnormal levels of radio-nuclides.

**Question 5:** *What is NRW’s view on this issue? Is NRW satisfied that no further analysis of samples from beneath the surface is necessary?*



### 3.Environmental impact

Section 69 of the Marine Act requires the licensing authority to have regard to the need to protect the environment.

The Assembly petition relating to Marine licence 12/45/ML requests that the licence should be suspended to ensure that a “full Environmental Impact Assessment, complete radiological analysis and core sampling are carried out”.

**Question 6:** *Has an Environmental Impact Assessment been undertaken in relation to this specific licence? If not, why? Is NRW satisfied that in looking at this application for a licence to dispose dredged material at sea, that a robust process was followed that gave sufficient consideration to the protection of the marine environment and protection of human health?*

You will also be aware of concerns about the lack of reliable data to inform any assessment of the impact of the disposal of sediment in the Cardiff Grounds site.

**Question 7:** *Is NRW satisfied it has sufficient data and information on the material, such as sediment samples at depth and testing for radioactivity, to assess in a reliable way the impact of the disposal of the material?*

### 4. Monitoring

Section 9.1 of Marine licence 12/45/ML states that “The Licence Holder must submit a proposal for a monitoring programme of the disposal site and immediate environs to Natural Resources Wales acting on behalf of the Licensing Authority for written approval at least 12 weeks before any disposal operation. The scheme will include details of pre, during and post disposal operation surveys, and any actions to be taken as a consequence of the survey findings. The purpose of the scheme will be to enable the avoidance of significant build-up of material and any consequent shallowing.”

We understand from EDF Energy that the monitoring plan was received by NRW in October 2016 and approved in November 2016. They also advised that new samples acquired in May 2017 and associated analysis of these were reported to NRW in September 2017.

**Question 8:** *Can you explain the process undertaken by NRW to scrutinise this latest analysis and in doing so, satisfy itself that the conditions of the licence continue to be met?*

### 5. Public perception

Throughout this letter I have referred to concerns expressed by members of the public about the potential impact of the disposal of sediment in the Cardiff Grounds site. During its presentation, EDF Energy sought to reassure the Committee that the public concern was unfounded.



If that is the case, the Committee believes that there is a considerable amount of work needed to translate that message to the public, both locally and more widely. This view appears to be shared by the Cabinet Secretary, who has informed the Petitions Committee that she would ask officials to “consider with NRW how they can communicate information on this licence as clearly and openly as possible to alleviate concerns further.”

**Question 9:** *Can you inform the Committee of any advice NRW received from the Cabinet Secretary or her officials on this issue and the actions you are taking in response?*

**Question 10:** *Are you satisfied that the public were consulted sufficiently during the process under Section 69 of the Marine Act?*

## **6. Licensing process**

The Committee is aware that marine licensing is a function delegated to NRW on behalf of Welsh Ministers via the Marine Licensing (Delegation of Functions) (Wales) Order 2013.

**Question 11:** *Can you confirm that NRW is satisfied that the marine licensing process is robust, fit for purpose and that NRW has sufficient resources to administer it? Are there any aspects of the marine licensing process you believe could be improved, or any matters you would like to draw to this Committee’s attention?*

Copies of this letter will be sent to EDF Energy and Public Health Wales, who may wish to note its contents in relation to the public health concerns raised with Assembly Members. A copy will also be provided to the Chair of the Assembly’s Petitions Committee.

Yours sincerely,



**Mike Hedges AM**

**Chair of Climate Change, Rural Affairs and Environment Committee**

Cc: EDF Energy; Public Health Wales; Chair of the Assembly’s Petitions Committee.



### P-05-786 Arbedwch ein cefn gwlad – dylid adolygu TAN 1

Cyflwynwyd y ddeiseb hon gan Cllr Mike Priestley, ar ôl casglu 706 o lofnodion ar-lein.

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

Mae newidiadau i Nodyn Cyngor Technegol 1 (TAN1) yn 2015 wedi arwain at dargedau tai blynyddol na ellir eu cyrraedd. Mae hyn wedi arwain at wahanu penderfyniadau cynllunio oddi wrth y broses gynllunio ddemocrataidd leol, ac wedi tanseilio Cynlluniau Datblygu Lleol mabwysiedig (CDLlau) ledled Cymru.

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i adfer y defnydd o "fethodoleg cyfraddau adeiladu yn y gorffennol" o fewn Nodyn Cyngor Technegol 1, ochr yn ochr â'r "fethodoleg weddilliol". Byddai hyn yn sicrhau bod Cynghorau yn gallu cynnal asesiadau anghenion cyflenwi tir deallus a chredadwy. Mae perfformiad o ran cyflenwi tai yn y gorffennol wedi adlewyrchu amodau economaidd a gallu a gwydnwch y diwydiant adeiladu lleol.

Er mwyn sicrhau cyflenwad o dir hygyrch a chyflawnadwy, ac i gydbwysu'r angen am dai gyda'r angen i ddiogelu ein hamgylchedd a'n treftadaeth, mae'n hanfodol bod amodau economaidd a chynhwysedd y diwydiant adeiladu lleol yn cael eu hystyried mewn cyfrifiadau blynyddol o ran y Cyflenwad Tir Pum mlynedd ar gyfer Tai.

Mae newidiadau i TAN1 wedi gorfodi Cynghorau Lleol i ganiatáu datblygiadau tai sy'n fwy na'r hyn a ystyrir yn alw lleol. Mae'r datblygiadau hyn yn aml ar raddfa fawr ac yn cael effaith andwyol ar y llain werdd a threftadaeth ein Sir, wrth i ardaloedd trefol a gwledig or-ehangu. Mae hyn, yn ei dro, yn rhoi galwadau ychwanegol ar wasanaethau sydd eisoes wedi'u hymestyn, fel Meddygon Teulu, Ysbytai, Gwasanaethau Cymdeithasol ac Ysgolion.

Mae tynnu methodoleg y cyfraddau adeiladu yn y gorffennol yn 2015 yn achosi i nifer cynyddol o Awdurdodau Lleol ddatgan diffyg Cyflenwad Tir am bum mlynedd. Mae hyn, yn ei dro, yn gorfodi Cynghorau Lleol, yn erbyn eu hewyllys a'u tueddiad naturiol, i gymeradwyo ceisiadau datblygu hapfasnachol ar dir maes glas sy'n sensitif yn lleol, tir heb ei ddyrannu yn eu

CDLlau a, phan na roddir cymeradwyaeth leol i'r ceisiadau hapfasnachol hyn, mae penderfyniadau democrataidd lleol yn cael eu gwrthdroi ar apêl, yn benodol oherwydd diffyg Cyflenwad Tir 5 mlynedd ar gyfer Tai.

### **Gwybodaeth ychwanegol:**

Yn 2014, roedd gan Gyngor Sir Conwy gyflenwad tir am fwy na saith mlynedd pan archwiliwyd ei Gynllun Datblygu Lleol gan yr Arolygydd Cynllunio, ac y cymeradwywyd ef. Lai na 12 mis yn ddiweddarach roedd y newidiadau i TAN 1 wedi lleihau cyflenwad tir Sir Conwy i lai na phum mlynedd. Mae hyn wedi lleihau ymhellach gyda chyfrifiadau blynyddol o'r cyflenwad tir a fu ers hynny. Yn 2017, mae cyflenwad tir Conwy yn 3.1 blynedd erbyn hyn, o ganlyniad uniongyrchol i'r newidiadau i TAN1, ac mae'r Gyngor yn cael ceisiadau datblygu hapfasnachol ar gyfer tir nad yw wedi'i ddyrannu yn y CDLI, er bod tir a ddyrannwyd ar gael. Pe bai methodoleg y cyfraddau adeiladu yn y gorffennol yn cael ei ganiatáu o hyd, byddai gan Sir Conwy gyflenwad am 8.5 mlynedd heddiw.

Mae canllawiau Llywodraeth Cymru ar TAN1 yn dweud wrth Gyngorau Lleol sut i gyfrifo eu cyflenwad o dir tai. Dylai pob Gyngor feddu ar ddigon o dir i ddiwallu anghenion ar gyfer pum mlynedd o adeiladu tai. Yn y TAN1 blaenorol, roedd dau ddull o gyfrifo faint o dir yr oedd ei angen:

1. Y dull gweddilliol, sy'n seiliedig ar gyfanswm yr angen am dai o Gynllun mabwysiedig.
2. Y dull cyfraddau adeiladu yn y gorffennol, gan ddefnyddio'r cyfraddau adeiladu tai ar sail y 5 mlynedd ddiwethaf i ragweld y drefn am y 5 mlynedd nesaf.

Mae Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 yn ei gwneud yn ofynnol i ni gydbwyso ein penderfyniadau a'n gweithredoedd o ran effaith heddiw ac effaith yn y dyfodol. Yn sicr, oni ddylem ddefnyddio'r meddylfryd hwn i gynllunio tir a'r defnydd o dir? Mae polisi presennol Llywodraeth Cymru yn gorfodi i dir glas allweddol gael ei goncritio ac i ddod yn dir llwyd yn barhaol. Gwrthodwyd yn chwyrn y cam o osod a chyfyngu ar y defnydd o'r "fethodoleg weddilliol" yn ystod y cyfnod ymgynghori a thu hwnt, ond anwybyddwyd lleisiau'r Cynghorau Lleol. Mae angen i Gyngorau Lleol allu:



- amddiffyn treftadaeth a'r amgylchedd, a'r defnydd o dir glas sensitif, ac ymarfer disgresiwn, dyfarnu a rheolaeth leol o ran ble y mae angen datblygu a ble y'i caniateir.

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

- Aberconwy
- Gogledd Cymru

## Deiseb: P-05-786 Achub ein Cefn Gwlad – Adolygu TAN

Y Pwyllgor Deisebau | 21 Tachwedd 2017  
Petitions Committee | 21 November 2017

### Papur briffio gan y Gwasanaeth Ymchwil:

Rhif y ddeiseb: P-05-786

Teitl y ddeiseb: **Achub ein Cefn Gwlad – Adolygu TAN 1**

Testun y ddeiseb:

Mae newidiadau i Nodyn Cyngor Technegol 1 (TAN1) yn 2015 wedi arwain at dargedau tai blynyddol na ellir eu cyrraedd. Mae hyn wedi arwain at wahanu penderfyniadau cynllunio oddi wrth y broses gynllunio ddemocrataidd leol, ac wedi tanseilio Cynlluniau Datblygu Lleol mabwysiedig (CDLlau) ledled Cymru.

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i adfer y defnydd o "fethodoleg cyfraddau adeiladu yn y gorffennol" o fewn TAN 1, ochr yn ochr â'r "fethodoleg weddilliol". Byddai hyn yn sicrhau bod Cynghorau yn gallu cynnal asesiadau anghenion cyflenwi tir deallus a chredadwy. Mae perfformiad o ran cyflenwi tai yn y gorffennol wedi adlewyrchu amodau economaidd a gallu a gwydnwch y diwydiant adeiladu lleol.

Er mwyn sicrhau cyflenwad o dir hygyrch a chyflawnadwy, ac i gydbwysu'r angen am dai gyda'r angen i ddiogelu ein hamgylchedd a'n treftadaeth, mae'n hanfodol bod amodau economaidd a chynhwysedd y diwydiant adeiladu lleol yn cael eu hystyried mewn cyfrifiadau blynyddol o ran y Cyflenwad Tir Pum mlynedd ar gyfer Tai.

Mae newidiadau i TAN1 wedi gorfodi Cynghorau Lleol i ganiatáu datblygiadau tai sy'n fwy na'r hyn a ystyrir yn alw lleol. Mae'r datblygiadau hyn yn aml ar raddfa fawr ac yn cael effaith andwyol ar y llain werdd a threftadaeth ein Sir, wrth i ardaloedd trefol a gwledig orhangu. Mae hyn, yn ei dro, yn rhoi galwadau ychwanegol ar wasanaethau sydd eisoes wedi'u hymestyn, fel Meddygon Teulu, Ysbytai, Gwasanaethau Cymdeithasol ac Ysgolion.

Mae tynnu methodoleg y cyfraddau adeiladu yn y gorffennol yn 2015 yn achosi i nifer

cynyddol o Awdurdodau Lleol ddatgan diffyg Cyflenwad Tir am bum mlynedd. Mae hyn, yn ei dro, yn gorfodi Cynghorau Lleol, yn erbyn eu hewyllys a'u tueddiad naturiol, i gymeradwyo ceisiadau datblygu hapfasnachol ar dir maes glas sy'n sensitif yn lleol, tir heb ei ddyrannu yn eu CDLlau a, phan na roddir cymeradwyaeth leol i'r ceisiadau hapfasnachol hyn, mae penderfyniadau democrataidd lleol yn cael eu gwrthdroi ar apêl, yn benodol oherwydd diffyg Cyflenwad Tir 5 mlynedd ar gyfer Tai.

Yn 2014, roedd gan Gyngor Sir Conwy gyflenwad tir am fwy na saith mlynedd pan archwiliwyd ei Gynllun Datblygu Lleol gan yr Arolygydd Cynllunio, ac y cymeradwywyd ef. Lai na 12 mis yn ddiweddarach roedd y newidiadau i TAN 1 wedi lleihau cyflenwad tir Sir Conwy i lai na phum mlynedd. Mae hyn wedi lleihau ymhellach gyda chyfrifiadau blynyddol o'r cyflenwad tir a fu ers hynny. Yn 2017, mae cyflenwad tir Conwy yn 3.1 blynedd erbyn hyn, o ganlyniad uniongyrchol i'r newidiadau i TAN1, ac mae'r Cyngor yn cael ceisiadau datblygu hapfasnachol ar gyfer tir nad yw wedi'i ddyrannu yn y CDLI, er bod tir a ddyrannwyd ar gael. Pe bai methodoleg y cyfraddau adeiladu yn y gorffennol yn cael ei ganiatáu o hyd, byddai gan Sir Conwy gyflenwad am 8.5 mlynedd heddiw.

Mae canllawiau Llywodraeth Cymru ar TAN1 yn dweud wrth Gynghorau Lleol sut i gyfrifo eu cyflenwad o dir tai. Dylai pob Cyngor feddu ar ddigon o dir i ddiwallu anghenion ar gyfer pum mlynedd o adeiladu tai. Yn y TAN1 blaenorol, roedd dau ddull o gyfrifo faint o dir yr oedd ei angen:

1. Y dull gweddilliol, sy'n seiliedig ar gyfanswm yr angen am dai o Gynllun mabwysiedig.
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Mae Deddf Llesiant Cenedlaethau'r Dyfodol (Cymru) 2015 yn ei gwneud yn ofynnol i ni gydbwysu ein penderfyniadau a'n gweithredoedd o ran effaith heddiw ac effaith yn y dyfodol. Yn sicr, oni ddylem ddefnyddio'r meddylfryd hwn i gynllunio tir a'r defnydd o dir? Mae polisi presennol Llywodraeth Cymru yn gorfodi i dir glas allweddol gael ei goncritio ac i ddod yn dir llwyd yn barhaol. Gwrthodwyd yn chwyn y cam o osod a chyfyngu ar y defnydd o'r "fethodoleg weddilliol" yn ystod y cyfnod ymgynghori a thu hwnt, ond anwybyddwyd lleisiau'r Cynghorau Lleol. Mae angen i Gynghorau Lleol allu amddiffyn treftadaeth a'r amgylchedd, a'r defnydd o dir glas sensitif, ac ymarfer disgrisiwn, dyfarnu a rheolaeth leol o ran ble y mae angen datblygu a ble y'i caniateir.

## Cefndir

Nodir polisi cynllunio cenedlaethol Llywodraeth Cymru i Gymru ym [Mholisi Cynllunio Cymru \(PCC\)](#). Mae PCC yn cael ei gefnogi gan nifer o [Nodiadau Cyngor Technegol](#) sy'n darparu arweiniad manylach ar agweddau penodol ar bolisi cynllunio. Mae'r ddeiseb hon yn ymwneud â [Nodyn Cyngor Technegol \(TAN\) 1: Cyd Astudiaethau Argaeledd Tir ar gyfer Tai](#).

Mae PCC yn nodi:

9.2.2. Bydd angen i awdurdodau cynllunio lleol sicrhau bod ganddynt ddealltwriaeth glir o'r ffactorau sy'n dylanwadu ar yr anghenion o ran tai yn eu hardaloedd dros gyfnod y cynllun. Bydd Amcanestyniadau diweddaraf Llywodraeth Cymru o Aelwydydd, a gyflwynir fesul awdurdod lleol, ynghyd â'r Asesiad diweddaraf o'r Farchnad Dai Leol, yn rhan o'r sylfaen dystiolaeth ar gyfer y cynllun. Bydd materion eraill hefyd yn rhan o'r sylfaen honno, er enghraifft, yr hyn y mae'r cynllun yn ceisio'i gyflawni, y cysylltiadau rhwng cartrefi a swyddi, yr angen am dai fforddiadwy, ystyriaethau'n ymwneud â'r Gymraeg, darpariaethau mewn strategaethau corfforaethol, a'r gallu i gyflawni'r cynllun.

...

9.2.3 Rhaid i awdurdodau cynllunio lleol **sicrhau bod digon o dir ar gael mewn gwirionedd, neu y bydd digon ar gael yn y dyfodol, i ddarparu cyflenwad pum mlynedd o dir** ar gyfer tai, wedi ei farnu yn ôl yr amcanion cyffredinol a graddfa a lleoliad y datblygu y darperir ar ei gyfer yn y cynllun datblygu. Mae hyn yn golygu bod rhaid i safleoedd fod yn rhydd, neu'n hawdd i'w rhyddhau, oddi wrth gyfyngiadau ar gynllunio, cyfyngiadau ffisegol a chyfyngiadau perchenogaeth, a'i bod yn ymarferol yn economaidd eu datblygu er mwyn creu a chefnogi cymunedau cynaliadwy lle y bydd pobl eisiau byw. Rhaid bod digon o safleoedd sy'n addas ar gyfer yr ystod lawn o fathau o dai. Er mwyn ystyried tir fel tir sydd ar gael yn wirioneddol, rhaid iddo fod yn safle sydd wedi'i nodi mewn Cydastudiaeth Argaeledd Tir ar gyfer Tai. Bydd Llywodraeth Cymru yn monitro'r cynlluniau datblygu a'r modd y cânt eu gweithredu er mwyn sicrhau y caiff digon o dir ei gyflwyno i'w ddatblygu yn ardal pob awdurdod cynllunio lleol, ac na fydd cyfyngiadau afresymol ar ddatblygu economaidd a chyfleoedd perthnasol am swyddi.

Mae PCC hefyd yn datgan:

2.14.4 Mater i'r sawl sy'n gwneud y penderfyniad, yn y lle cyntaf, yw penderfynu, drwy fonitro ac adolygu'r cynllun datblygu, a yw polisiau mewn CDLI a fabwysiadwyd wedi dyddio at ddibenion penderfynu ar gais cynllunio. Lle mae hyn yn wir, dylai awdurdodau cynllunio lleol roi llai o bwys ar y cynllun a throi at ystyriaethau perthnasol eraill megis polisi cynllunio cenedlaethol, gan gynnwys rhagdybiaeth o blaid datblygu cynaliadwy.

Mae TAN 1 yn nodi:

6.2 Dylai ffigur y cyflenwad o dir sydd ar gael ar gyfer tai hefyd gael ei drin fel ystyriaeth berthnasol wrth benderfynu ar geisiadau cynllunio ar gyfer tai. Pan fo'r astudiaeth gyfredol yn dangos bod y cyflenwad tir yn llai na'r cyflenwad 5 mlynedd gofynnol, neu lle nad oedd modd i'r awdurdod cynllunio lleol gynnal astudiaeth ... , dylid rhoi pwyslais sylweddol ar yr angen i gynyddu'r cyflenwad wrth ddelio â cheisiadau cynllunio os yw'r datblygiad fel arall yn cydymffurfio â'r cynllun datblygu a pholisiau cynllunio cenedlaethol.

Cyhoeddwyd y TAN 1 diwygiedig yn 2015 a chyflwynodd ddull newydd o gyfrifo cyflenwad tir ar gyfer tai – y dull 'gweddilliol'. Cyn 2015 gallai awdurdodau cynllunio lleol ddefnyddio'r dull 'cyfraddau adeiladu yn y gorffennol' amgen. Gwnaeth Llywodraeth Cymru [ymgyngori ar y newidiadau i TAN 1 yn 2014](#).

O dan y dull gweddilliol, i fodloni'r gofynion ar gyfer cyflenwad tir pum mlynedd ar gyfer tai, rhaid cymharu'r swm o dir y cytunwyd ei fod ar gael yn wirioneddol gyda'r gofyniad tai sy'n weddill yn y CDLI a fabwysiadwyd. Mae TAN 1 yn dangos y fformiwla ar gyfer y cyfrifiad hwn ar dudalen 27. Mae'r fethodoleg 'cyfraddau adeiladu yn y gorffennol' wedi'i seilio ar berfformiad y diwydiant adeiladu tai yn y gorffennol.

Cyhoeddodd Llywodraeth Cymru [Grynodeb o'r Ymatebion](#) i'r ymgyngoriad yn 2014. Rhannwyd ymatebwyr ar y cwestiwn o wneud y dull gweddilliol yr unig fethodoleg a ganiateir ar gyfer cyfrifo cyflenwad tir ar gyfer tai – 21 (44%) o blaid a 22 (46%) yn erbyn. Fodd bynnag, roedd gwahaniaeth amlwg ym marn busnesau ac awdurdodau cynllunio lleol – roedd pob busnes o blaid (15), ynghyd â phedwar (17%) o awdurdodau cynllunio lleol; i'r gwrthwyneb, gwnaeth 19 (79%) o awdurdodau cynllunio lleol anghytuno.

## Camau Gweithredu Llywodraeth Cymru

Yn ei llythyr i'r Pwyllgor, mae Ysgrifennydd y Cabinet dros yr Amgylchedd a Materion Gwledig, Lesley Griffiths AC, yn nodi safbwynt polisi Llywodraeth Cymru, ac yn datgan:

Prior to the 2015 revision of TAN 1 Local Planning Authorities could use the alternative 'past build rates' methodology of calculating housing land supply, however its use was generally restricted to those Authorities without an adopted development plan. Being based on the past performance of the house-building industry, the methodology did not relate to the housing delivery required to meet the needs of local communities and by simply rolling forward past delivery rates, which in many cases were too low, reinforced housing affordability problems. In addition, given the significantly improved position regarding development plan coverage across Wales, use of the past build rates methodology was no longer considered appropriate.

Mae Ysgrifennydd y Cabinet yn mynd ymlaen i ddweud y gall awdurdodau cynllunio lleol ddefnyddio'r dull cyfraddau adeiladu yn y gorffennol fel cymharydd, os dymunant wneud hynny, wrth asesu darpariaeth yn erbyn y gofynion tai fel rhan o'u proses monitro CDLI flynyddol.

Dywedodd Ysgrifennydd y Cabinet hefyd:

I recognise Local Planning Authorities without a five-year housing land supply may receive speculative planning applications for housing developments. All such applications should be determined in accordance with the relevant policies in the approved or adopted development plan for the area, including the principle of sustainable development. The lack of a five-year housing land supply may be one of the considerations in determining a planning application, however applications which do not meet the relevant policy requirements may be refused by the Authority.

# Camau Gweithredu Cynulliad Cenedlaethol Cymru

## Cwestiynau Ysgrifenedig y Cynulliad

Cyflwynodd Janet Finch–Saunders AC ddau gwestiwn ysgrifenedig ar 19 Medi 2017:

WAQ74200. Pa ystyriaeth y bydd Ysgrifennydd y Cabinet yn ei roi i ddiwygio TAN 1 er mwyn caniatáu defnyddio'r dull cyfraddau adeiladu yn y gorffennol wrth gyfrifo cyflenwad tir tai?

WAQ74201. Pryd fydd Ysgrifennydd y Cabinet yn adolygu TAN 1 Adran 7. 5. 1 i ganiatáu ystyried methodolegau cyflenwi tir eraill?

Atebodd Ysgrifennydd y Cabinet ar 25 Medi 2017:

As part of the revisions to TAN 1 in 2015, the use of the alternative methodology for calculating housing land supply, based on past build rates, was removed. This methodology was based on the past underperformance of the house-building industry and does not relate to delivery against the housing requirements established by Local Planning Authorities in their Local Development Plans to meet the needs of their communities.

Mae polisi a chanllawiau cynllunio, gan gynnwys TAN 1, yn cael ei adolygu'n rheolaidd.

## Y Cyfarfod Llawn

Roedd Janet Finch–Saunders AC eisoes wedi [holi Ysgrifennydd y Cabinet yn y Cyfarfod Llawn](#) ar 14 Medi 2016:

... Wrth gwrs, mae effeithiau canlyniadol y newidiadau i'r cyfrifiad argaeledd tir ar gyfer tai o dan y TAN1 diwygiedig bellach yn dechrau dod yn amlwg i breswylwyr yng Nghonwy ac ym mhob awdurdod ledled Cymru. Mewn ymateb i'r ymgynghoriad ar TAN 1, roedd awdurdodau cynllunio lleol yn gyffredinol yn anghytuno â defnyddio'r fethodoleg weddilliol yn unig ar gyfer cyfrifo'r cyflenwad o dir sydd ar gael ar gyfer tai—dull sydd, yn ôl Cymdeithas Llywodraeth Leol Cymru, yn brin o realaeth ac yn agored i gael ei wrydroi gan gyfraddau adeiladu i gynhyrchu canlyniadau afrealistig ac anghyraeddadwy, ac sy'n arwain at golli llawer o'n safleoedd maes glas ar yr un pryd. O ystyried sefyllfa o'r fath, Ysgrifennydd y Cabinet, a wnewch chi edrych ar hyn yn yr adolygiad mis Hydref nesaf o'r cynllun datblygu lleol ar gyfer awdurdodau lleol ledled Cymru ac mewn gwirionedd yn rhoi synnwyr mwy cyffredin i'r broses? Oherwydd, credwch fi, bydd y safleoedd sy'n dod ymlaen yn awr yng Nghonwy yn ddinistriol a bydd colledion enfawr i'n safleoedd maes glas.

Ymatebodd Ysgrifennydd y Cabinet:

Rwy'n credu eich bod newydd ddweud yn union pam y dylid cael yr adolygiad o TAN 1. Rwy'n credu bod y nodyn cyngor technegol wedi cael ei ddiwygio am nad oedd safleoedd yn dod ar gael ac rwy'n credu ei fod wedi datgelu'r hyn a oedd yn digwydd o'r blaen. Felly, rwy'n credu ei fod yn ymwreiddio yn awr. Mae wedi gosod methodoleg ar gyfer cynnal yr adolygiad. Gellir cymhwyso honno'n gyson ledled Cymru, ac rwy'n credu bod hynny'n rhoi dangosydd allweddol i awdurdodau lleol ar gyfer monitro'r ddarpariaeth dai i ddiwallu'r gofynion a nodir yn eu Cynllun Datblygu Lleol.

Gwneir pob ymdrech i sicrhau bod y wybodaeth yn y papur briffio hwn yn gywir adeg ei

gyhoeddi. Dylai darllenwyr fod yn ymwybodol, fodd bynnag, nad yw'r papurau briffio hyn yn cael eu diweddarau na'u diwygio fel arall o reidrwydd i adlewyrchu newidiadau dilynol.



Eich cyf/Your ref P-05-786  
Ein cyf/Our ref LG/02302/17

David John Rowlands AC  
Cadeirydd y Pwyllgor Deisebau,  
Cynulliad Cenedlaethol Cymru,  
Bae Caerdydd  
Caerdydd  
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11 Hydref 2017

Annyl David

Diolch i chi am eich llythyr dyddiedig 2 Hydref ynghylch Deiseb P-05-786 gan y Cynghorydd Mike Priestly ynglŷn â Nodyn Cyngor Technegol (TAN 1).

Mae Cynllun Datblygu Lleol yn nodi gweledigaeth Awdurdod Cynllunio Lleol ar gyfer ei ardal, ar sail tystiolaeth leol, ac maent yn fodd i ddylanwadu ar ddatblygiadau yn y dyfodol. Mae hyn yn cynnwys nodi'r angen am dai a dyrannu safleoedd i fodloni'r angen hwnnw yn unol ag amcanion y cynllun, tystiolaeth o asesiadau'r awdurdod o'r farchnad dai leol a chan ystyried amcanestyniadau anghenion tai gan Lywodraeth Cymru.

I fod yn effeithiol, dylai'r cyflenwad o dir yr Awdurdod sydd ar gael ar gyfer tai fod yn seiliedig ar yr angen am dai y mae wedi'i nodi yn ei gynllun datblygu lleol, a dylai fod yn ymarferol. Nodir hyn ym mholisi Llywodraeth Cymru, *Polisi Cynllunio Cymru*, ac mae'n sail i'r fethodoleg "weddillio" a nodir yn TAN 1. Y nod yw sicrhau bod yr awdurdodau cynllunio lleol yn cynnal digon o dir addas i fodloni anghenion eu cymunedau o ran tai yn unol â'u strategaethau cynllun datblygu lleol. Hyn yw'r polisi ers cyhoeddi *Polisi Cynllunio Cymru* yn 2002.

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

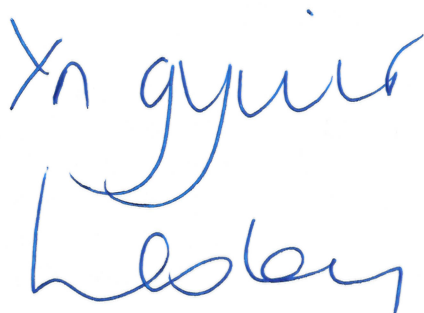
**Tudalen y pecyn 64**  
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.



Cyn diwygio TAN 1 yn 2015, gallai awdurdodau cynllunio lleol ddefnyddio methodoleg oedd yn seiliedig ar gyfraddau adeiladu blaenorol i gyfrifo'r cyflenwad o dir a oedd ar gael ar gyfer tai. Fodd bynnag, fel arfer, dim ond yr Awdurdodau hynny heb gynllun datblygu allai ddefnyddio'r fethodoleg hon. Gan fod y fethodoleg hon yn seiliedig ar berfformiad y diwydiant adeiladu tai yn y gorffennol lle'r oedd y cyfraddau adeiladau'n aml yn rhy isel, nid yw'n addas ar gyfer cyfrifo anghenion tai cymunedau lleol, ac mae hyn wedi cyfrannu at broblemau o ran y gallu i fforddio prynu tŷ. Yn ogystal, yng ngoleuni sefyllfa well o lawer o ran cynlluniau datblygu ar draws Cymru, ystyriwyd nad oedd defnyddio'r cyfraddau adeiladu blaenorol yn briodol. Serch hynny, caniateir awdurdodau cynllunio lleol i ddefnyddio'r fethodoleg hon o hyd fel cymharydd wrth asesu darpariaeth yn erbyn gofynion tai fel rhan o adroddiad monitro blynyddol y cynllun datblygu lleol. Mae'r adroddiad hwn yn rhoi cyfle i awdurdodau cynllunio lleol fonitro'r ddarpariaeth yn erbyn y targedau a nodir yn eu cynllun datblygu lleol, gan gynnwys gofynion tai a'u tuedd, ac ystyried camau gweithredu posibl. Gallai'r camau gweithredu gynnwys adolygu'r cynllun datblygu lleol yn gyfan gwbl neu'n rhannol a dyrannu safleoedd amgen ar gyfer tai neu adolygu'r angen am dai gan gymryd i ystyriaeth capasiti cwmnïau adeiladu tai.

Rwy'n cydnabod y gallai awdurdodau cynllunio lleol sydd heb gyflenwad pum mlynedd o dir sydd ar gael ar gyfer tai gael ceisiadau cynllunio tybiannol i adeiladu tai. Dylid penderfynu pob cais yn unol â'r polisiau perthnasol sydd yn y cynllun datblygu lleol cymwys ar gyfer yr ardal, gan gynnwys yr egwyddor datblygu cynaliadwy. Gallai'r diffyg cyflenwad pum mlynedd o dir sydd ar gael ar gyfer tai fod yn un o ystyriaethau wrth benderfynu cais cynllunio. Fodd bynnag, caniateir yr Awdurdod i wrthod ceisiadau nad ydynt yn ateb gofynion y polisi perthnasol.

Yn olaf, mae cyfrifo'r cyflenwad o dir sydd ar gael ar gyfer tai o dan y fethodoleg a nodir yn TAN 1 yn rhan integredig o lunio a monitro cynllun datblygu lleol. Mae monitro'r cyflenwad o dir sydd ar gael ar gyfer tai o dan TAN 1 wedi tynnu sylw at ddiffyg tir addas. Fe gadarnhawyd hyn gan ymchwil a gomisiynwyd gan Lywodraeth Cymru sy'n dangos bod hyfywedd yn un o'r ffactorau allweddol wrth nodi safleoedd datblygu addas. Ar hyn o bryd mae argymhellion perthnasol yr ymchwil sy'n ymwneud â pholisiau cenedlaethol yn cael eu hystyried fel rhan o adolygiadau presennol *Polisi Cynllunio Cymru a Llawlyfr ar Gynlluniau Datblygu Lleol*.



**Lesley Griffiths AC/AM**

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

# Eitem 3.1

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

### **Geiriad y ddeiseb:**

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

**Prif ddeisebydd:** Mervyn James

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

**Nifer y llofnodion:** 25



**Elin Jones AC, Llywydd**

Cynulliad Cenedlaethol Cymru

**Elin Jones AM, Presiding Officer**

National Assembly for Wales

David J Rowlands AC  
Cadeirydd, Y Pwyllgor Deisebau  
Cynulliad Cenedlaethol Cymru  
Bae Caerdydd  
CF99 1NA

Eich cyf:  
Ein cyf: PO243/EJ/DT

9 Tachwedd 2017

Annwyl David

Diolch am eich llythyr ar 7 Awst 2017 lle gwnaethoch ofyn a fyddai'r Comisiwn yn archwilio opsiynau ar gyfer datblygu cynllun i wneud Iaith Arwyddion Prydain a/neu is-deitlo ar gael ar gyfer Cwestiynau eraill y Cynulliad (a ddarperir ar hyn o bryd ar gyfer Cwestiynau'r Prif Weinidog) a thrafodion o fewn amserlen addas.

Mewn cyfarfod diweddar, trafododd y Comisiynwyr y ddarpariaeth bresennol o wasanaethau Iaith Arwyddion Prydain ac is-deitlo, yn ogystal â chynlluniau cyfredol i ymestyn y gwasanaethau hyn o fewn cyfyngiadau'r adnoddau sydd ar gael a'r cyfyngiadau technolegol wrth ddarparu is-deitlau cywir o drafodion byw.

Roeddwn yn meddwl y byddai o gymorth i'r Pwyllgor grynhoi'r hyn sydd eisoes yn cael ei ddarparu, pa newidiadau a gynllunnir, a'r cyfyngiadau sy'n gysylltiedig â'r gwaith hwn.

Yn gywir

Elin Jones AC  
Llywydd

Croesewir gohebiaeth yn Gymraeg neu Saesneg / We welcome correspondence in Welsh or English

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Tudalen y pecyn 67



## **Yr hyn rydym yn ei ddarparu ar hyn o bryd ac opsiynau**

### *Cofnod y Trafodion a thrawsgrifiadau'r pwyllgorau*

Mae trawsgrifiadau trafodion y Cyfarfod Llawn yn darparu adnodd hygyrch yr ydym yn ei gyhoeddi ar ffurf fersiwn ddrafft ar sail dreigl. Mae'n dechrau ymddangos tuag awr ar ôl dechrau'r Cyfarfod Llawn a chaiff ei ddiweddarau bob chwarter awr. Rydym yn cyhoeddi'r trawsgrifiadau hyn i ddechrau yn yr iaith a siaredir gyda thrawsgrifiad o'r cyfieithiad ar y pryd lle siaredir Cymraeg. Mae hefyd yn cynnwys lincs i dudalennau bywgraffiad yr Aelodau.

Cyhoeddir y Cofnod ei hun o fewn 24 awr ac mae'n cynnwys lincs i'r canlyniadau pleidleisio llawn a lincs manwl i senedd.tv. Cyhoeddir atebion i Gwestiynau Llafar nas cyrhaeddwyd yn y Cyfarfod Llawn o fewn 24 awr. Cyhoeddir y fersiwn derfynol ddwyieithog, gyda phob cyfraniad yn y ddwy iaith, o fewn tri diwrnod gwaith.

Rydym yn sicrhau bod trawsgrifiadau o gyfarfodydd pwyllgorau ar gael ar ffurf ddrafft o fewn tri i bum diwrnod gwaith, ac mae fersiwn derfynol yn cael ei chyhoeddi o fewn 10 diwrnod gwaith, sy'n cynnwys y cyfieithiad o Gymraeg i Saesneg a ddarllledwyd yn ystod y cyfarfod.

### *Iaith Arwyddion Prydain*

Ym mis Ebrill 2016, yn dilyn penderfyniad S4C i gael gwared ar y rhaglen 'Y Dydd yn y Cynulliad' a oedd yn cynnwys dehongliad Iaith Arwyddion Prydain o Gwestiynau'r Prif Weinidog, cytunodd y Comisiwn, gan gydnabod yr angen, i gymryd y cyfrifoldeb dros weithredu a chyllido'r gwasanaeth hwn am gost o £15,000 y flwyddyn. Rydym yn darparu dehongliad Iaith Arwyddion Prydain ar gyfer pob sesiwn Cwestiynau'r Prif Weinidog; mae hyn yn dod i tua 5 y cant o gyfanswm busnes y Cynulliad, sy'n cyd-fynd â chanllawiau Ofcom ar gyfer darllledwyr o 5 y cant o gyfanswm allbwn Iaith Arwyddion Prydain. Ar hyn o bryd, ni yw'r unig ddeddfwrfa yn y DU sy'n darparu'r gwasanaeth rheolaidd hwn. Rydym yn gwneud hyn drwy gofnodi Cwestiynau'r Prif Weinidog yn fyw ac yna rhoi amser i'r dehonglydd wyllo'r sesiwn cyn darparu'r dehongliad. Mae hyn wedi gwella cywirdeb ac ansawdd y gwasanaeth, y mae dehonglwyr a defnyddwyr wedi'i groesawu'n fawr. Mae'r sesiynau iaith arwyddion mewn man penodol ar senedd.tv (<http://www.senedd.tv/meeting/seneddexra>) ac ar ein sianel YouTube.



Yn flaenorol, rydym wedi ymchwilio i ymestyn darpariaeth dehongliad Iaith Arwyddion Prydain - i gynnwys trafodion ehangach y Cyfarfod Llawn ac i bwyllgorau. Fodd bynnag, mae gan y dehonglwyr Iaith Arwyddion Prydain bryderon gwirioneddol ynghylch eu gallu i ddehongli trafodaethau byw yn gywir, o ystyried cyflymder a chymhlethdod y trafodion. Mae ein hiaith seneddol a thechnegol yn achosi mwy o broblemau iddynt - rydym yn defnyddio termau nad oes cyfwerth Iaith Arwyddion Prydain ar eu cyfer ac, unwaith eto, mae'r her o ran y Gymraeg - nid yw pob dehonglydd yn siarad Cymraeg. O ganlyniad i hyn, hyd yma nid yw'r dehonglwyr wedi cytuno i ddarparu gwasanaethau yn y meysydd hyn.

Rydym wedi ystyried ymestyn dehongliad Iaith Arwyddion Prydain i sesiynau Cwestiynau eraill y Gweinidog. Byddai hyn yn gofyn am fwy o ddehonglwyr Iaith Arwyddion Prydain i gwmpasu'r oriau hwy (mae dehonglwyr yn gweithio am gyfnodau byr ar gylchdro) ac rydym yn amcangyfrif y byddai hyn yn ychwanegu hyd at £40,000 y flwyddyn at y gost bresennol, ac y byddai angen darparu cyllideb ychwanegol ar ei gyfer.

### *Is-deitlau*

Rydym wedi bod yn ystyried cyflwyno is-deitlo ers 2014. Fodd bynnag, mae'r dechnoleg yn heriol o ran cywirdeb a chadw is-deitlau wedi'u cydamseru gyda thrafodion, yn enwedig pan fo mwy nag un person yn siarad. Mae gennym hefyd her ychwanegol o drafodion dwyieithog ac nid yw'r dechnoleg sydd ar gael ar hyn o bryd yn cyfieithu'n ddigon cywir i fod yn ddibynadwy ac yn effeithiol. Fodd bynnag, rydym yn parhau i wthio'r dechnoleg ac yn y misoedd nesaf byddwn yn gwerthuso trawsgrifiad byw o Ddatganiadau'r Gweinidogion a sesiwn llawn y Cyfarfod Llawn.

Rydym yn cyflwyno offer clipio a lawrlwytho ar gyfer senedd.tv a fydd yn ein galluogi i ddod o hyd i, dewis a thynnu darn o ffilm o gyfarfodydd. Yna byddem yn gallu is-deitlo'r clipiau llai hyn yn gywir, a'u cyhoeddi ar ein sianel YouTube.

### **Beth arall rydym yn bwriadu ei wneud?**

O fewn Senedd.tv rydym am roi rhestr chwarae benodol i fideos Iaith Arwyddion Prydain y mae'n hawdd dod o hyd iddi.



**Elin Jones AC, Llywydd**

Cynulliad Cenedlaethol Cymru

**Elin Jones AM, Presiding Officer**

National Assembly for Wales

Byddwn yn trydar pan fydd Cwestiynau'r Prif Weinidog ar gael yn Iaith Arwyddion Prydain ar YouTube.

Mae gennym nifer o fideos sy'n cynnwys iaith arwyddion y gellir eu hail-hyrwyddo'n rheolaidd, yn enwedig ar DyGynulliad.

Mae Allgymorth/Addysg yn gwneud llawer o waith allgymorth/addysg wedi'i deilwra mewn iaith Arwyddion Prydain - defnyddiwyd cynnwys fideo yn ddiweddar o sesiwn fel hyn i hyrwyddo ymgynghoriad Senedd Ieuencid. Cafodd ei dderbyn yn dda iawn a byddwn yn ymdrechu i wneud mwy o hyn.

### **Pethau eraill a wnawn i wneud gwahaniaeth**

Rydym yn ariannu dehongliad iaith Arwyddion Prydain ar gyfer y cyfarfodydd grŵp trawsbleidiol; pan fydd dadl yn ymwneud â materion byddar wedi'i drefnu, rydym yn sicrhau bod dehongliad ar gael; rydym wedi ariannu gwersi iaith Arwyddion Prydain ar gyfer staff y Cynulliad sy'n cwrdd â'r cyhoedd; ac mae dolenni clywed wedi'u gosod drwy'r adeilad, gan gynnwys ystafelloedd cyfarfod pwyllgorau ac orielau cyhoeddus.

Mae ein hymdrechion wedi'u cydnabod dro ar ôl tro gan yr elusen Action on Hearing Loss, sydd wedi achredu'r Cynulliad Cenedlaethol gyda'r Marc Siarter Yn Uwch na Geiriau, ac wedi ennill y categori Rhagoriaeth Gwasanaeth yng Ngwobrau Rhagoriaeth Action on Hearing Loss Cymru yn ddiweddar.

### **P-04-408 : Gwasanaeth i Atal Anhwylder Bwyta ymysg Plant a Phobl Ifanc**

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

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i ariannu'r Gwasanaeth i Atal Anhwylder Bwyta ymysg Plant a Phobl Ifanc yng Nghymru i'r un graddau â'r Gwasanaeth i Atal Anhwylder Bwyta ymysg Oedolion yng Nghymru.

Daeth i'm sylw bod symiau gwahanol o arian yn cael eu rhoi i Wasanaethau i Oedolion a Gwasanaethau i Blant a Phobl Ifanc ar gyfer ymdrin ag anhwylder bwyta. Ar hyn o bryd, mae'r Gwasanaeth i Atal Anhwylder Bwyta ymysg Oedolion yn cael £1 filiwn y flwyddyn gan Gynulliad Cymru, yn ogystal â phedwar grŵp darparu a hyfforddwyd gan arbenigwyr. Yn anffodus, mae gwaith ymchwil yn nodi'r ffaith bod pobl yn fwyaf tebygol o gael eu profiad cyntaf o anhwylder bwyta, yn enwedig Anorecsia Nerfosa, yn ystod eu glaslencyndod. Yn hanesyddol, roedd pobl yn cyrraedd glaslencyndod pan oeddent rhwng 12 a 15 oed. Fodd bynnag, bellach, mae hyn yn digwydd pan fydd pobl yn llawer iau ac felly mae'r ystadegau'n dechrau dangos bod mwy o blant iau yn dioddef o Anorecsia Nerfosa. Bydd pobl fel arfer yn dechrau dioddef o Fwlimia Nerfosa pan fyddant rhwng 18 a 25 oed. Fodd bynnag, fel gydag Anorecsia, gall hyn amrywio o berson i berson. Mae'r ffaith mai cymryd camau buan yw'r allwedd i sicrhau gwellhad cyflym mewn perthynas â'r ddau anhwylder, ac, yn ddiaw, pob anhwylder bwyta y gellir ei ddiagnosio, sy'n atal goblygiadau ariannol hirdymor i'r Llywodraeth, yn gwneud y cais hwn yn fwy perthnasol. Felly, rwy'n ymbil ar y Cynulliad i ystyried hyn yn flaenoriaeth ar gyfer dadl i gael gwared ar y gwahaniaeth hwn drwy roi'r un swm o arian i'r Gwasanaeth i Atal Anhwylder Bwyta ymysg Plant a Phobl Ifanc Nghymru ag a roddir i'r Gwasanaeth i oedolion.

**Cyflwynwyd y ddeiseb gan:** Helen Missen

**Ysytiriwyd am y tro cyntaf gan y Pwyllgor:** 17 Gorffennaf 2012

**Nifer y llofnodion:** . 246



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



Llywodraeth Cymru  
Welsh Government

Ein cyf/Our ref VG/02740/17

David John Rowlands AM  
Chair - Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
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6 November 2017

Dear David,

Thank you for your letter of 18 October on behalf of the Petitions Committee regarding Petition P-04-408 and the provision of Eating Disorder Services.

Eating disorders are debilitating long-term conditions which affect not only the individual but their family and friends. This is why ensuring services are able to react quickly and effectively to support the individual when they need it is a priority. To ensure this, in recent years we have invested £1million to establish adult treatment teams including £250,000 to improve provision for children and young people and most recently £500,000 recurrently from this year to strengthen the links between children's and adult services.

Our Together for Mental Health Delivery Plan 2016-2019 includes a commitment to consider reviewing the Eating Disorder Framework for Wales which was first published in 2009, in the light of new National Institute for Health and Clinical Excellence (NICE) guidance 'Eating disorders: recognition and treatment NICE guideline' [NG69] published in May 2017. The new guidance aims to improve care people by detailing the most effective treatments for anorexia nervosa, binge eating and bulimia nervosa.

My officials are currently in the process of discussing with health boards and others how best to take forward the review. I would expect the issues you raise to be considered as part of wider consideration on how services are currently delivered and what, if any changes are needed to ensure they are able to meet the best practice contained in the new NICE guidelines.

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[Correspondence.Vaughan.Gething@gov.wales](mailto:Correspondence.Vaughan.Gething@gov.wales)

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

**Tudalen y pecyn 72**  
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.



I hope this information is helpful.

Yours sincerely,

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

**Vaughan Gething AC/AM**

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

**P-04-408 Child and Adolescent Eating Disorder Service – Correspondence from the petitioner to the Chair, 08.11.17**

Dear Mr Rowlands

Thank you, once again, for giving me the opportunity to respond to the recent letter received from Mr Vaughan.

I am at a loss as to how to keep telling you the same thing without boring you all to tears, but onward we shall go, until there is resolution to the primary request of this petition.

Mr Vaughan is correct in his assertion that 'eating disorders are debilitating illnesses', however they need not be 'long term' if treated effectively and with early intervention. It is well known that full recovery from an eating disorder can be, and should be expected.

The £1 million is exactly what this petition is all about, and whilst Mr Vaughan is seemingly applauding it, the truth is: the investment remains only for adult eating disorder services.

The £250,000 is only provided in South Wales, a fact that is beyond comprehension as Wales is a vast nation, and not just based in the south of the country. Unfortunately, Eating Disorders do not discriminate by geography.

The £500,000 provision is for the training and transition service, of which I sit on the committee to provide good use of the money and disseminate who should have the training, when and delivered by whom.

It is not for early intervention, which is still my fundamental cry through this petition.

The new NICE guidelines state:

1.2.1: People with eating disorders should be assessed and receive treatment at the earliest opportunity.

1.2.4: Although eating disorders can develop at any age, be aware that the risk is highest for young men and women between 13–17 years of age.

As Mr Vaughan also alludes to the refreshed framework for eating disorders I have provided it here for your interest, alongside the NICE guidelines (May 2017).

It may be of interest that I am on the committee for the integration of the NICE guidelines into Wales, plus am the carer that was used by Public Health Wales to speak at their service user days for the refresh document.

<https://www.nice.org.uk/guidance/ng69>

<http://gov.wales/docs/dhss/publications/160824eating-disorderen.pdf>

The stalling of the minister regarding further provision of funding specifically for early intervention in CAMHS is rather wearing. He fails to mention my specifics regarding the SPEED team in North Wales, and the fact that the outcome measures are looking good as far as treatment with a multi disciplinary approach to treating young people at the onset of the eating disorders is going. It may be prudent to obtain these figures from Dr Glaze and his team.

Thank you once again for your ongoing interest in seeing a resolution and further investment to early intervention in CAMHS.

As always, and Happy Christmas!

Helen Missen

# Eitem 3.3

## **P-05-761 Mynnu cyllid gan Lywodraeth Cymru i gefnogi Autism Spectrum Connections Cymru**

Cyflwynwyd y ddeiseb hon gan Aled Thomas, ar ôl casglu 148 o lofnodion ar wefan e-ddeiseb arall.

### **Geiriad y ddeiseb**

Rydym yn galw ar Lywodraeth Cymru i ddarparu cyllid i gefnogi Autism Spectrum Connections Cymru.

Mae'r elusen hon yn unigryw yng Nghymru. Nid yw Autism Spectrum Connections Cymru yn cael dim cyllid gan y Llywodraeth ar hyn o bryd. Mae'n dibynnu'n llwyr ar gyllid gan ffynonellau nad ydynt, o angenrheidrwydd, yn gallu ei chefnogi'n barhaol.

Mae'r ganolfan galw heibio agored, unigryw hon yn chwarae rhan bwysig o ran gwella bywydau pobl sy'n byw gydag awtistiaeth yng Nghymru.

Hoffem gael sicrwydd gan Lywodraeth Cymru y bydd yr elusen hon yn parhau i fod ar agor ac yn cael ei hariannu'n llawn o hyd.

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

- De Caerdydd a Phenarth
- Canol De Cymru

RE- Petition P-05-761

29<sup>th</sup> October 2017

Dear Mr Rowlands

I am writing further to your correspondence dated 24<sup>th</sup> July 17, in which you included a copy of the petition submitted by Aled Thomas. We have now had a chance to consider this petition and also the attached response from Rebecca Evans AM.

We are pleased that the flexible support service we provide for more than 600 people with autism across South East Wales received the required level of support for this petition to have been considered.

Whilst we are very aware that Welsh Government cannot give the guarantee of permanent funding to any non-statutory organisation, I am equally mindful of the lack of transparency around the procurement process by which the £13m of funding allocated by the Welsh Government to develop an Integrated Autism Service (IAS) in Wales, was made, and its true impact to date.

ASCC's One Stop Shop Service (OSS), 21 High Street, which is based in Cardiff city centre, has been open since January 2015. It was developed over the two years preceding this and Government officials were aware of the plans to create this service which at the time met an identified need. The massive uptake of our services since provides ample evidence of its effectiveness in meeting need. WG officials were invited to the launch in January 2015 but did not reply to the invitation or attend, the impact of which was to both disappoint and concern us at a critical point in the charity's development.

We currently provide a range of services which benefit people with autism over the age of 16yrs across the whole of South East Wales region. These services include, Post Diagnostic groups run in partnership with Cardiff & Vale UHB (the only such service in Wales), Specialist Employment support, Specialist Benefits support, Anxiety Management groups, 1:1 problem solving and a range of individualised support. In addition, we run a range of activity/shared interest-based social opportunities both in the OSS and within the community. People registered with the service can access the support and the building facilities as and when they choose, with many people regularly dropping in as it represents

a “safe space” in the city centre. I have attached a copy of an OSS leaflet for your information.

Whilst we welcome the Welsh Government’s increased investment in autism in Wales, the development of their IAS has simply tried to duplicate many of the services which are currently provided by our charity. The impact has been to limit our ability to fundraise and support this existing, established and vital service for people with autism.

There was no consultation with the charity around the development of the IAS despite the high profile of the OSS service and the need to accurately and definitively identify gaps in existing provision. We are aware that other models, including the OSS run by our parent charity Autism Initiatives in Edinburgh, were visited by staff from the WLGA who travelled from Cardiff to Edinburgh for a 2 hour meeting in 2015. I had previously met with WG officials and Scottish Government officials at the Edinburgh OSS in May 2014 when we were developing the Cardiff OSS.

Between our chance meeting in Scotland May 2014 and a second meeting in August 15, there had been no communication or response from officials within the Department of Social Services, despite our several requests for a meeting with them. Eventually I met with WG Officials along with the Chief Executive of Autism Initiatives Group in August 2015. At this meeting we were informed by the Assistant Director for Social Services, with a junior colleague in attendance, that there was now an understanding that the model we had created in Wales works well and that they were keen to support this. At that time we were informed that there was limited resources available through the Autism Strategy and that an application to the Sustainable Social Services Fund would be welcomed.

Based upon their advice, a hastily prepared bid for this fund was submitted on 4th September 2015, outlining a plan to develop and improve access to services for people with autism across Wales, through the provision of flexible support staff and a single point of contact/access for people requiring information assistance and advice. At this time I met with Johanna Manikiza the ASD National Lead employed by the WLGA who informed me that she had submitted WLGA proposals to WG for a pilot Integrated Autism Service based on the model adopted by the Liverpool Asperger Team and that this would be trialed in two areas of Wales. No further consultation on the development of her proposal and service was sought by WG / WLGA.

We later became aware in April 2016 that plans for the pilot IAS had been scaled up to include a pan-Wales service which would receive £6m of WG funding. I met with Johanna Manikiza at this time and was informed that the WLGA/WG IAS was in fact going to mirror the services provided by the OSS and offer a comprehensive diagnostic service, with support for parents and adults with autism. In April 2017 it was announced that the IAS would receive a further £7m investment from WG.

I am aware that a sizable percentage of the £13m of funding has been allocated to support the work of the ASD National Coordinator and new Regional Development Team employed by the WLGA. My understanding is that this money supports seven job roles and also funds the hosting of the [www.asdinfo.wales](http://www.asdinfo.wales) website, something which could have easily been provided far more cost-effectively by third sector organisations.

I have spoken to many public sector staff involved in the development of the Integrated Autism Services across SE Wales who have indicated that the service will not be able to meet its stated aims and will not be able to cope with the number of referrals going into each of the three services. Each have reflected how they really need the ongoing support of existing services such as the OSS to meet the needs of people with autism. We are aware of requests for funding made by public sector staff to be provided to the OSS to provide the support worker functions of the IAS, however these have been rebuffed out of hand.

In response to Rebecca Evans' letter in which she states that the role of the third sector is valued and that the IAS seeks to enhance and work in partnership with existing services, our experience does not support her statement.

We are aware that The Sustainable Social Services Grant, if it is continued, may be a possible source of future funding, however as this is not guaranteed, nor is it available until 2019/20 it does not offer any support to our charity at this time. It is clear that the IAS will lean heavily on the OSS moving forward and we are very open to working in partnership with them, however funding and support to do this has not been forthcoming from statutory sources.

We would therefore be interested to understand the procurement process which was utilised to select the WLGA as the lead partner, host of the regional



Autism Spectrum Connections Cymru

Registered Office:

21 High Street, Cardiff CF10 1PT

Telephone: 029 2022 8794

Email: [info@asc-cymru.org](mailto:info@asc-cymru.org)

Twitter: @ASCCymru

Facebook: /ASCCymru

[www.asc-cymru.org](http://www.asc-cymru.org)

development team and the [www.asdinfo.wales](http://www.asdinfo.wales) website, especially in view of their function as a non-statutory organisation.

It is now unclear what opportunities exist for third sector organisations seeking to bring their flexibility and expertise to the development of the Wales Autism Strategy, which of course originated from the work of a Welsh charity, no longer in existence. Additionally we are conscious that people with autism themselves do not appear to have been consulted in large enough numbers to have had a meaningful input into the development of the IAS, and we would therefore welcome any move by WG to work to be more inclusive in their efforts to seek feedback and advice from people who are best placed to identify the support which they require.

We have recently held a consultation in the OSS with Paul Davies AM in which a number of people with autism took the opportunity to give feedback on existing services and share their aspirations for the support that may be forthcoming as the result of the proposed Autism Bill.

We look forward to your response regarding the way in which £13m of public funding has been allocated and would welcome the opportunity to work collaboratively in partnership with the IAS moving forward with equality of opportunity for third sector partners regarding funding opportunities in the future.

Kind regards

Gareth Morgan





## WHAT IS 21 HIGH STREET?



21 High Street is a flexible support service based in a 4 storey building in Cardiff city centre for the use of people aged 16 and over, who have a diagnosis of high functioning autism or Asperger syndrome.

21 High Street is a service delivered by the charity Autism Spectrum Connections Cymru (ASCC).

### ABOUT ASCC

ASCC is a Welsh charity which provides specialist autism services. ASCC is part of the well respected Autism Initiatives group of charities.

We understand that each person's autism will impact upon them in unique ways and work in partnership with them and those close to them, to develop and achieve their own goals utilising a strength based model of support, shaped around each individual.



## IS 21 HIGH STREET FREE TO USE?

The 21 High Street Team offer focused 1:1 support, housing, employment and benefits advice. They can also meet with you to discuss problem solving in a number of areas, as well as providing a variety of social opportunities throughout each month.

You can also access independent advocacy through 21 High Street.



### HOW MUCH DOES IT COST?

The only cost to individuals is for certain social groups. For example if you attend a cinema trip you will pay for your own ticket and any refreshments you want. However, we always try our best to make as many of our social activities and opportunities free or as low cost as possible.

## HOW DO I REGISTER?

To self-refer email: [info@asc-cymru.org](mailto:info@asc-cymru.org) or call: 029 2022 8794. A member of staff will then arrange an initial meeting with you at 21 High Street.

### THE PURPOSE OF THIS MEETING IS TO:

- 1 Tell you about the service in more detail
  - 2 Give you the opportunity to ask questions
  - 3 Complete a short 'about me' form which includes your contact details & information which will help us support you in the future.
- This meeting should take around 30 minutes to an hour.

### YOU'LL BE ABLE TO:

- Visit 21 High Street during drop-in hours (check our website for up to date drop-in times).
- The building is a safe place where you can make use of the various facilities or just relax and meet other people.
- Access a variety of activity based social groups.
- Arrange 1:1 appointments with staff for specialist advice/ support.
- Receive a monthly newsletter keeping you up to date with our available services and one-off events.

## WE WANT YOUR INPUT!

It's important that 21 High Street is a true reflection of what people with autism want to see, so if you have any ideas we'd love to hear them. Perhaps you've had some thoughts about a social group you would like to start up or what we can do to promote a positive image of autism to others, including employers.

Some of the people registered with 21 High Street are part of a Think Tank and help to influence and shape the direction of our service. If you'd like more information about the Think Tank please speak to a member of staff.

If you would like to work with us to support people with high functioning autism or Asperger syndrome please get in touch.

### Autism Spectrum Connections Cymru

21 High Street, Cardiff CF10 1PT Telephone: 029 2022 8794 Email: [info@asc-cymru.org](mailto:info@asc-cymru.org)

Follow us on social media for a quick way to stay up to date with our work and the wider autism community.

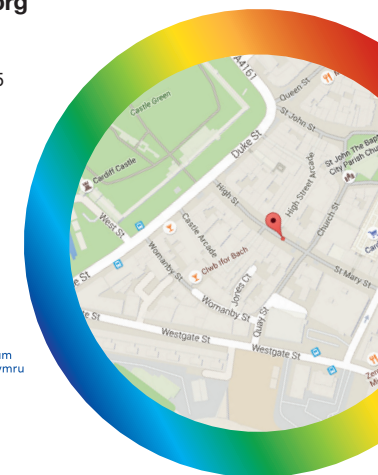
Twitter: @ASCCymru

Facebook: /ASCCymru

[www.asc-cymru.org](http://www.asc-cymru.org)

Charity number 1158045

 autism spectrum connections cymru



# AUTISM SPECTRUM CONNECTIONS CYMRU

DDIOGEL  
EICH GWASANAETH  
CYMDEITHASU  
CYFLOGADWYEDD  
CYN AC AR ÔL DIAGNOSTIG  
**CYMORTH**  
GALW HEIBIO  
GRWPIAU  
GWEITHGAREDDAU  
CREADIGRWYDD



## BETH YW 21 HIGH STREET?



## ALLA I DDEFNYDDIO 21 HIGH STREET AM DDIM?

Mae tîm 21 High Street yn cynnig cymorth unigol â ffocws a chyngor am dai, cyflogaeth a budd-daliadau. Hefyd, gallant gwrdd â chi i drafod datrys problemau mewn nifer o feysydd, yn ogystal â darparu amrywiaeth o gyfleoedd cymdeithasol bob mis.

Cewch wasanaeth eirioli annibynnol drwy 21 High Street hefyd.



### FAINT YDY O?

Dim ond am rai grwpiau cymdeithasol penodol y bydd yn rhaid i'r unigolyn dalu. Er enghraifft, os byddwch yn mynd i'r sinema, byddwch yn talu am eich tocyn eich hun ac unrhyw luniaeth yr hoffech ei gael. Fodd bynnag, rydym bob amser yn ceisio cynnig cymaint o'n gweithgareddau a'n cyfleoedd cymdeithasol â phosibl am ddim neu am gost isel.

Mae 21 High Street yn adeilad pedwar llawr yng nghanol dinas Caerdydd ar gyfer pobl sy'n 16 oed a throsodd, sydd â diagnosis o awtistiaeth neu weithredu lefel uchel neu syndrom Asperger. Mae 21 High Street yn wasanaeth a ddarperir i'r bobol yn yr elusen Autism Spectrum Connections Cymru (ASCC).

### WYBODAETH AM ASCC

Mae ASCC yn elusen a lywodraethir yng Nghymru ac fe'i sefydlwyd er mwyn darparu wasanaethau awtistiaeth penodol ar gyfer pobl sydd ag awtistiaeth yng Nghymru. Mae ASCC yn rhan o Grŵp Elusennau Mentrau Awtistiaeth sy'n hirsefydledig ac yn uchel ei barch. Rydym yn deall y bydd awtistiaeth unigolion yn effeithio arnynt mewn ffordd unigryw, ac rydym yn gweithio mewn partneriaeth â hwy a'r rheini sy'n agos atynt er mwyn datblygu eu nodau eu hunain, a'u cyflawni, gan ddefnyddio model cymorth yn seiliedig ar gryfder sydd wedi'i lunio ar gyfer yr unigolyn.



## SUT GALLA I GOFRESTRU?

Er mwyn atgyfeirio eich hun, anfonwch e-bost at: [info@asc-cymru.org](mailto:info@asc-cymru.org) neu ffoniwch: 02920 228 794. Wedyn, bydd aelod o staff yn cynnal cyfarfod cychwynnol â chi yn 21 High Street.

### DIBEN Y CYFARFOD HWN YW:

- 1 Rhoi mwy o fanylion i chi am y wasanaeth
- 2 Rhoi cyfle i chi ofyn cwestiynau
- 3 Cwblhau ffurflen fer 'amdana i', sy'n cynnwys eich manylion cyswllt a gwybodaeth a fydd yn ein helpu i roi cymorth i chi yn y dyfodol.
- Dylai'r cyfarfod hwn bara tua 30 munud i awr.

### BYDDWCH YN GALLU:

- Ymweld â 21 High Street yn ystod oriau galw heibio (edrychwch ar ein gwefan i weld yr amseroedd galw heibio diweddaraf).
- Mae'r adeilad yn fan diogel lle gallwch ddefnyddio'r cyfleusterau amrywiol neu ymlacio a chwrrd â phobl eraill.
- Mynychu amrywiaeth o grwpiau cymdeithasol sy'n seiliedig ar weithgareddau.
- Trefnu apwyntiadau unigol â staff i gael cyngor/cymorth penodol.
- Derbyn cylchlythyr misol sy'n rhoi'r newyddion diweddaraf i chi am y wasanaethau sydd ar gael a'n digwyddiadau unigol.

## HOFFEM GAEL EICH MEWNBWN!

Mae'n bwysig bod 21 High Street yn adlewyrchu'r hyn yr hoffai pobl sydd ar y sbectrwm ei weld, felly os oes gennych unrhyw syniadau, byddai'n wych clywed amdanynt. Efallai eich bod wedi meddwl am grŵp cymdeithasol yr hoffech ei ddechrau neu'r hyn y gallwn ei wneud i hyrwyddo delwedd gadarnhaol yngly'n ag awtistiaeth i eraill, gan gynnwys cyflogwyr.

Mae rhai o'r bobl sydd wedi'u cofrestru â 21 High Street yn rhan o Felin Drafod, ac maent yn helpu i ddylanwadu ar gyfeiriad ein gwasanaeth a'i lunio. Os hoffech fwy o wybodaeth am y Felin Drafod, siaradwch ag aelod o staff.

Cysylltwch â ni i drafod sut yr hoffech fod yn rhan o'r gwasanaeth.

### Autism Spectrum Connections Cymru

21 High Street, Caerdydd, CF10 1PT Telephone: 029 2022 8794 Email: [info@asc-cymru.org](mailto:info@asc-cymru.org)

Dilynwch ni ar y cyfryngau cymdeithasol i gael y newyddion diweddaraf am yr hyn sy'n digwydd yn 21 High Street a'r gymuned awtistiaeth ehangach.

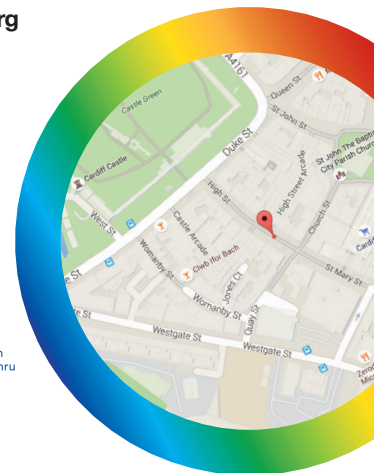
Twitter: @ASCCymru

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[www.asc-cymru.org](http://www.asc-cymru.org)

Rhif elusen 1158045

autism spectrum connections cymru



# AUTISM SPECTRUM CONNECTIONS CYMRU

SAFE  
YOUR SERVICE  
SOCIALISING  
EMPLOYABILITY  
PRE & POST DIAGNOSTIC  
SUPPORT  
DROP-IN  
GROUPS  
ACTIVITIES  
CREATIVITY

**P-05-761 Demand Funding from the Welsh Government to Support Autism Spectrum Connections Cymru – Correspondence from the petitioner to the Committee, 12.11.17**

Dear Petitions Committee.

I am writing a further response to my petition under the reference number, P-05-761.

Having read Autism Spectrum Connections Cymru (ASCC)'s response to my petition, I am concerned that the development of ASCC's One stop shop have been ignored and marginalised by Welsh Government officials.

I'm further concerned that there may be a bias towards proposals by the Welsh Local Government Association (WLGA). Who are the WLGA and what is their connection to the £13m proposed for the National Integrated Autism Service (NIAS)? Are they a private members organisation?

Is all of the £13m going to the development of the NIAS? Or is it all going to the WLGA and only some of it is going to NIAS? The Welsh Government should be able to tell me exactly where the £13m is going and how every penny is spent on improving the lives of people living with autism.

Please could you tell me what the WLGA is and what is their relation to the Welsh Government? Should public money be granted to the WLGA without any procurement? It doesn't seem to be an open and transparent organisation that are allowing for the best value for public money in Wales. Procurement ensures fairness and equal opportunities for suppliers within a competitive market.

As a person living with autism, it is unclear for me how the money is being spent exactly on ways which are going to genuinely improve my own life. I believe that ASCC should definitely be classed as a need for people with autism by the Welsh Government and the work done here should be taken into account when deciding where to allocate third sector funding grant schemes by the Welsh Government in the future.

Yours Sincerely,

Aled Thomas.

### **P-05-763 Diweddarau'r cyngor a roddir ynghylch strôc – B.E.F.A.S.T. – a helpu i achub bywydau a bywoliaethau**

Cyflwynwyd y ddeiseb hon gan Phillip Easton, ar ôl casglu 105 o lofnodion ar-lein.

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

Rydym ni, sydd wedi llofnodi isod, yn gofyn i Gynulliad Cymru adolygu'r cyngor a roddir ynghylch strôc gan weithwyr gofal iechyd proffesiynol ac mewn llenyddiaeth marchnata. Ar hyn o bryd, mae hyn wedi'i seilio ar ganllawiau FAST (Face, Arms, Speech, Time) – sy'n annog pobl i ystyried yr wyneb, y breichiau, y lleferydd ac amser. Gall strôc effeithio ar rannau o'r ymennydd nad ydynt yn gyfrifol am unrhyw un o'r swyddogaethau hynny, felly dylid hefyd ystyried cydbwysedd a llygaid (Balance, Eyes) i unioni hynny.

Daeth yr anaf i fy ymennydd i, a ddangosodd fy mod wedi cael strôc cerebelar, i'r amlwg yn ddamweiniol pan gefais MRI am reswm arall. Roedd hyn yn egluro'r fertigo sydyn a ddaeth drosod dros flwyddyn ynghynt. Pe bai'r gweithwyr meddygol proffesiynol amrywiol a welais bryd hynny wedi sylweddoli mai dyna oedd yn bod, gallwn fod wedi cael triniaeth ar gyfer strôc yn syth ac mae'n bosibl na fyddai fy ymennydd wedi'i niweidio i'r fath raddau. Pe bawn i, fel aelod o'r cyhoedd, yn gwybod am BEFAST, byddwn wedi deall pa mor beryglus oedd fy symptomau. Mae Prifysgol Stanford wedi bod yn ein cyngori i ddefnyddio canllawiau BEFAST ers blynyddoedd: <http://scopeblog.stanford.edu/2014/05/02/be-fast-learn-to-recognize-the-signs-of-stroke/>

#### **Gwybodaeth ychwanegol:**

Fy stori bersonol i yw fy mod yn byw ar fy mhen fy hun, a chefais bwl sydyn o fertigo drwg ddechrau mis Rhagfyr 2015. Bûm yn fy ngwely am dri diwrnod cyfan ac nid oeddwn yn gallu symud i fwyta, yfed nac i wneud unrhyw beth arall. Pe bawn i'n gwybod bod posibilrwydd fy mod wedi cael strôc, buaswn wedi galw am ambiwlans ar unwaith. Ar ôl gwella'n ddigonol, es i'n ôl i weithio ond wythnos yn ddiweddarach, cefais bwl arall o fertigo, a hynny'n gyhoeddus – a ffoniodd rhywun am ambiwlans. Daeth y pwl hwn i ben yn gynt y tro hwn ond bu'r parafeddyg gyda mi am awr cyn trefnu apwyntiad i mi weld fy meddyg y noson honno. Pan es i weld fy meddyg yn yr ysbyty, lle'r oedd yn gweithio ar y pryd, cefais bwl arall o fertigo, ac ni fu modd i mi

weithio o gwbl am fis o leiaf ar ôl hynny. Ar ôl mynd i weld y meddyg droeon dros y tri mis nesaf, cefais fy nghyfeirio yn y diwedd i'r adran ENT er mwyn trin fy fertigo, gan nad oedd fy symptomau'n diflannu fel roedd pawb wedi gobeithio. Ddiwedd mis Ionawr 2107, cefais MRI o'r diwedd i geisio darganfod y rheswm dros y boen barhaus yn fy nghlust. O ganlyniad, gwelwyd fy mod wedi cael strôc. Cefais wybod ar 14 Chwefror 2017, dros 15 mis ar ôl i fy symptomau cyntaf ymddangos.

Nid wyf yn gallu gweithio'n llawn amser, ac rwyf yn dal i gael profion i geisio deall ay rhesymau dros y strôc. Mae'n bosibl mai TIAs oedd y digwyddiadau cyntaf ac mai dim ond y strôc lawn olaf achosodd y niwed parhaol – ar ôl i'r parafeddyg fy ngweld. Mae'n amhosibl gwybod yn bendant a fyddwn wedi gallu osgoi'r problemau hyn pe bai fy nghyflwr wedi'i ddarganfod ynghynt – hyd yn oed pe bawn i wedi dechrau cymryd aspirin bob dydd i deneuo'r gwaed (sef y cyngor a roddir os oes amheuaeth bod rhywun wedi cael TIA). Ni chefais y cyngor hwnnw, ac fe wyddom fod fy ymennydd wedi'i niweidio.

Diolch i chi am roi sylw i'r mater hwn.

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

- Cwm Cynon
- Canol De Cymru

**Cwestiynau am strôc? Questions about stroke?**  
Ffoniwch ein llinell gymorth neu ewch at y wefan:  
Phone our helpline or visit our website:  
**0303 3033 100 / stroke.org.uk**  
(Ffôn testun / Textphone 18001 0303 3033 100)



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

Greenmeadow Springs Business Park  
Unit 8 Cae Gwyrd  
Tongwynlais  
Cardiff  
CF15 7AB  
Tel: 02920 524407

14 November 2017

Dear Mr Rowlands

**Petition P-05-763 Introduce updated stroke advice - B.E.F.A.S.T. - and help save lives and livelihoods**

Thank you for your letter dated 7 August 2017 regarding the petition submitted by Philip Easton and for your invitation to provide our views.

The Stroke Association has been an active proponent of the 'FAST' test for a number of years. The FAST test is:

- Face: look at the person's face and ask them to smile. Has their face fallen on one side?
- Arms: ask the person to raise both of their arms and keep them there. Are they unable to raise one arm?
- Speech: ask the person to tell you their name, or say 'hello'. Is their speech slurred?
- Time: if you spot any of these signs, always call 999.

The BEFAST test contains all of these elements, and as described in the petition, problems with eyes and balance.

Stroke is a medical emergency, but one which can vary significantly between different people experiencing a stroke. It can present in a number of different ways and this certainly can include problems with vision and balance. However, while we accept these

**Gydai'n gilydd gallwn gencro strôc | Together we can conquer stroke**

Prif Weithredwr Juliet Bouverle BA Hons (Oxon), DMS  
Mae Cymdeithas Strôc yn Gwmni Cyfyngedig trwy Warrant a gofrestrwyd yng Nghymru a Lloegr (Rhif 61274).  
Swyddfa gofrestrdig: Stroke Association House, 240 City Road, Llundain EC1V 2PR.  
Cofrestrwyd fel Elusen yng Nghymru a Lloegr (Rhif 211015) ac yn yr Alban (SC037789).  
Cofrestrwyd hefyd yng Ngogledd Iwerddon (XT33805) Ynys Manaw (Rhif 945) a Jersey (NPO 369).

Chief Executive Juliet Bouverle BA Hons (Oxon), DMS  
Stroke Association is a Company Limited by Guarantee, registered in England and Wales (No 61274).  
Registered office: Stroke Association House, 240 City Road, London EC1V 2PR.  
Registered as a Charity in England and Wales (No 211015) and in Scotland (SC037789).  
Also registered in Northern Ireland (XT33805) Isle of Man (No 945) and Jersey (NPO 369).





can be symptoms of a stroke we do not agree with the petitioner that FAST should be replaced by BEFAST for a number of reasons.

The FAST test is one which is evidence based and has been shown to be effective in increasing awareness among the public of the fact that stroke is a medical emergency requiring a 999 response. Our own research in Wales suggests 55% of people can correctly identify both what FAST stands for, and that they should call 999<sup>1</sup>. Changing the message risks reducing awareness of the symptoms and correct response to a stroke. A study of the whole of the UK noted “Delays to seeking and receiving medical attention after major stroke in the UK fell strikingly in 2009, coinciding with the start of the FAST TV campaign”<sup>2</sup>.

FAST has also been proven to be an effective test for identifying potential strokes. A 2003 study looked at the use of the FAST test by primary care doctors and in the emergency room. The study looked at 487 patients and found “paramedics using the Face Arm Speech Test achieved high levels of detection and diagnostic accuracy of stroke”<sup>3</sup>. Using a test with a high degree of accuracy is vital due to the large number of non-stroke referrals to stroke services (commonly referred to as stroke mimics). Research suggests anywhere between 5% and 33%<sup>4</sup> of suspect stroke patients may be mimics, with a study of London HASUs suggesting a figure of a quarter of all stroke admissions<sup>5</sup>. Reducing the number of mimics will lower the pressure on existing stroke services.

There is limited evidence to suggest BEFAST would be a more effective test for stroke. One recent study did note 14% of ischemic strokes did not present with FAST symptoms<sup>6</sup> but the evidence remains too limited to suggest it being appropriate to change FAST to BEFAST at present. It is important to note this study also confirms that 86% of ischemic strokes do present with FAST symptoms. The high number of strokes presenting with FAST symptoms makes this an effective test for identifying potential strokes.

---

<sup>1</sup> Research conducted for the Stroke Association by Beaufort Research. Fieldwork conducted in November 2016 and March 2017.

<sup>2</sup> Wolters et al, International Journal of Stroke, *Sustained impact of UK FAST-test public education on response to stroke: a population-based time-series study*, 8 April 2015, <http://onlinelibrary.wiley.com/doi/10.1111/ijvs.12484/full> Retrieved 2 November 2017

<sup>3</sup> Harbison et al, Stroke, *Diagnostic Accuracy of Stroke Referrals From Primary Care, Emergency Room Physicians, and Ambulance Staff Using the Face Arm Speech Test*, 1 January 2003, <http://stroke.ahajournals.org/content/34/1/71.long> Retrieved 2 November 2017

<sup>4</sup> Edwards, MJ et al, British Medical Journal, *Stroke Mimics in the pre-hospital setting*, <http://emj.bmj.com/content/32/5/e8.2> Retrieved 18 July 2017

<sup>5</sup> Ibid.

<sup>6</sup> Aroor et al, Stroke, *BE-FAST (Balance, Eyes, Face, Arm, Speech, Time) Reducing the Proportion of Strokes Missed Using the FAST Mnemonic*, 12 January 2017, <http://stroke.ahajournals.org/content/48/2/479> Retrieved 2 November 2017



The FAST message is one which has been established with a high level of public awareness. Changing this message to BEFAST risks causing confusion among members of the public about what to do if they see these symptoms. This could reduce or delay the number of people seeking medical attention during a medical emergency.

The vast majority of strokes present with FAST test symptoms, which makes this an effective way of identifying potential strokes. In our own promotional materials, while we may concentrate on the FAST symptoms, we do provide information on the other potential symptoms of stroke, including vision and balance problems.

We would like to express our thanks to the petitioner for raising awareness of the symptoms of stroke and our thanks to the Committee for giving us the opportunity to give our views on the petition. The Stroke Association will continue to review evidence around how we can best communicate the risk factors, symptoms and effects of stroke.

Yours sincerely

**Matt O'Grady**  
Stroke Association  
Policy, Information and Campaigns Officer, Wales

**P-05-763 Introduce updated stroke advice – B.E.F.A.S.T. – and help save lives and livelihoods – Correspondence from the petitioner to the Committee, 14.11.17**

Dear Kayleigh,

Many thanks for your update, and the correspondence from Stroke Association.

According to their own figures\*, around 80% of strokes are Ischemic in nature (up to 85% depending on which literature you read). Based on their argument in the received correspondence, this is a vast majority, and as such all strokes should be treated with clot-busting drugs or aspirin at the onset of symptoms. However, they are not, because this would make the situation far more life-threatening to the 20% who have haemorrhagic strokes as it would potentially cause a bleed to actually become worse.

Using some more of their statistics:

“1 in 5 strokes are fatal.” – that’s only 20% – should we bother to raise awareness at all?

“For every 1,000 patients who receive thrombolysis, a clot busting treatment, 80 will live more independently.” – that’s less than 1% so why even try thrombolysis?

“For every cancer patient living in the UK, £295 is spent each year on medical research, compared with just £22 a year for every stroke patient.” – maybe an increase in funding and awareness would help?

Out of the UK nations, Wales actually has the highest ratio of diagnosed stroke sufferers (3%)

However, this is only a response to the points made by Mr O’Grady, and not fully relevant to my petition.

The wording of my petition was to improve BEFAST understanding within the professional medical community as well as in other literature. I was seen by several professionals including doctors and a paramedic who was called out regarding sudden onset vertigo, which were most likely Transient Ischemic Attacks (TIAs) which are considered ‘mini-strokes’ or warning signs that an actual stroke could happen. It was the evening of the day I saw the paramedic (who offered me a trip to hospital but recommended against it as most likely a waste of time) that I finally suffered the stroke. This happened as I was actually walking into Mountain Ash hospital to see my GP who was based there at the time. Nobody in the hospital considered the sudden onset as I walked through the door, or the lasting symptoms whilst I was waiting for a lift home – whereas that afternoon they resolved far faster.

There is a section (4.9.2) in the 2016 National Clinical Guideline for Stroke\*\*\* regarding Balance in patients who have suffered stroke, but even though it’s recognised as a common after-effect, it’s apparently not considered as an important symptom by the Stroke Association despite their inclusion of a recent study extolling the benefits of the BEFAST

advice as evidence that as “only” 14.1% of ischemic strokes didn’t present any of the normal FAST symptoms it should not, in fact, be considered. The conclusion of that study even states “If validated in a prospective study, a revision of public educational programs may be warranted.”

Again, I am not necessarily suggesting a public release of BEFAST (though I do believe it would be effective and only improve recognition of more stroke sufferers rather than decrease the identification), but primarily better education of medical professionals. Had a different paramedic come to me with prior experience of my symptoms meaning stroke, I may have had a scan and preventative treatment that morning.

Section 3.4 of the Guideline states “Any person with the acute onset of a neurological syndrome with persisting symptoms and signs (i.e. suspected stroke) needs urgent diagnostic assessment to differentiate between acute stroke and other causes needing their own specific treatments. To maximise the potential benefit from revascularization treatments and the acute management of intracerebral haemorrhage, the Working Party has further reduced the recommended maximum time between admission and brain imaging for suspected stroke from 12 hours to ‘urgently and at most within 1 hour of arrival at hospital’.”

The Guideline also notes in Section 3.2 that “Any person with a fully resolved acute onset neurological syndrome that might be due to cerebrovascular disease needs urgent specialist assessment to establish the diagnosis and to determine whether the cause is vascular, given that about half have an alternative diagnosis.”

You may note it clearly states that alternative diagnoses are possible, and for this reason I believe that relevant tests should indeed be carried out first before submitting for the acute stroke tests. If balance is the issue there are various possible causes, which can be identified in the following methods:

Ear infection – easily noted with a visual inspection

BPPV – a type of vertigo caused by loosened calcium deposits in the ear canal, and can potentially be cured within minutes (or at least diagnosed) using the Epley Manoeuvre.

Hearing tests can also be performed as a deeper ear infection may not be immediately obvious in the ear canal but could affect hearing.

I was showing no signs of an ear infection other than the vertigo (which as we know has multiple diagnoses), and the Epley Manoeuvre was never attempted. However, despite symptoms continuing for nearly a year (though to a lesser degree), my (first) ENT specialist refused me the scan I requested, still didn’t see any signs of infection, no problems in a hearing test, and didn’t suggest the Epley Manoeuvre. It was only the next specialist (who I was only able to see months later) who sent me for an MRI which revealed the stroke suffered.

In previous correspondence you have sent to me, you noted that a symposium of Stroke specialists was asked their opinion on the FAST advice given. The response was that they follow the recommendations made by NICE and have no problem with that. I actually had an appointment with my own specialist the week following that, and he discovered that it was my petition. It was my first appointment with him, and he didn't realise how young I was, or how long it had taken to be diagnosed – I remind you again that it was 15 months before diagnosis of a cerebellar stroke, as it affected only my balance. He was surprised I had suffered a stroke because of my physical condition and age. He explained the cerebellum deals with balance, and it's perfectly obvious to him that was the cause of my vertigo. However, due to my physical condition and age, it wouldn't have been his first thought.

This exactly what my GP said after diagnosis during follow-up treatment. 25% of diagnosed strokes are suffered by those under 65, but I wonder if that would be higher if diagnosis was more effective?

I do understand this is a slightly jumbled response, but I hope you have been able to make sense of it. My point is that I simply believe that medical professionals should consider stroke as a possibility when there are balance issues, and BEFAST should be recognised by them. Do the standard tests – ear and throat examination, Epley Manoeuvre, hearing test – and if they don't come up with anything, stroke is the next possibility. This should be recognised and then tested for as per the guidelines mentioned above. I have discussed this with all my doctors, and they do agree with me.

The importance of correct diagnosis is more important now even than when I submitted my petition. In July a new study highlights the “substantial long-term morbidity and mortality” risk\*\*\*\* of Stroke and TIA sufferers for up to five years from the incident date. Correct diagnosis and treatment at the soonest possible time can help much more in the long-term – therefore decreasing costs for the NHS in Wales.

For such a high ratio as 14% of *diagnosed* strokes that do not present with FAST symptoms, it is well worth educating NHS Wales staff to identify these correctly, before they turn into strokes that *do* display FAST symptoms which could have been prevented by earlier diagnosis.

In a recent article by Wales Online\*\*\*\*\*, The Stroke Association suggests that stroke survivors in Wales may increase to 100,000 – an increase of 50% on their current estimation – with spending potentially trebling in the next 18 years. This is currently living stroke survivors – though around 7,400 people in Wales have a diagnosed stroke each year\*\*\*\*\*, with 2,317 diagnosed stroke deaths in 2014 (ONS figures used). Over 30% of diagnosed strokes in Wales are deaths. Shouldn't we be doing as much as possible to prevent this?

There are multiple posters in my GP's surgery regarding Sepsis and Meningitis. One that always catches my attention goes as follows:

S – slurred speech

E – extreme shivering or muscle pain

P – passing no urine (in a day)

S – severe breathlessness

I – “I feel like I might die”

S – skin mottled or discoloured

It’s amazing that this is promoted by the Sepsis Trust with such a bizarre range of symptoms and no easy acronym, but the Stroke Association don’t trust doctors with two extra words which fit and are actually in the ‘extra symptoms’ advice of almost all stroke advice, which account for 14% of diagnosed strokes.

Finally, I want to reiterate the text of my petition:

“We the undersigned request the Welsh Assembly to review the stroke advice currently **given to healthcare professionals** and in other marketing literature.”

“Had this been recognised by the multiple medical professionals I saw I could have received stroke treatment immediately and the extent of brain damage may have been avoided.”

Throughout this response I have been careful to say ‘diagnosed strokes’ because I do wonder how many incidences of vertigo – especially in younger people – have been caused by stroke but remained undiagnosed.

Thank you for your attention. I am happy to discuss this further. I am sure I can also obtain a supporting signed letter from medical professionals given more than a week to respond.

Best regards,

Phillip Easton

## Eitem 3.5

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

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

### Geiriad y ddeiseb

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

### Etholaeth a Rhanbarth y Cynulliad

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

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



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-05-667  
Ein cyf/Our ref KS/03558/17

David John Rowlands AM  
Chair - Petitions committee.

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

6 November 2017

Dear David,

Thank you for your letter of 5 October regarding petition P-04-667 A Roundabout for the A477/A4075 Junction.

Please find enclosed a copy of the RSA 4 document. I have passed the Town Council's comments to my officials so that they can be considered as part of the RSA 36 month review.

Yours ever,

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

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

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

Tudalen y pecyn 95

# South Wales Trunk Road Agent

Managing and Improving  
Motorways and Trunk Roads  
through South Wales



# Asiant Cefnffyrdd De Cymru

Rheoli a Gwella'r Traffyrdd  
a'r Cefnffyrdd yn Ne  
Cymru

**A477 Nash Fingerpost Junction Improvements**  
Stage 4 (12 month) Road Safety Audit  
October 2016  
Final Report








**A477 Nash Fingerpost Junction  
Improvements  
Stage 4 (12 month) Road Safety Audit  
Final Report**

Service Provider/Consultant Name: Atkins

Service Provider/Consultant Project Number: JR15-911/8002-890

T-WHIS Number:

File Number:

	Name	Signature	Date
Author:	Rob Hunt		October 2016
Checked:	Francis Johns		
Reviewed:	Fraser Arnot		October 2016
Approved:	Rob Hunt		October 2016

*Left blank intentionally*

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APPENDIX A: LIST OF DRAWINGS AND DOCUMENTS

APPENDIX B: SCHEME DRAWING

# 1 Introduction

## 1.1 Commission and Terms of Reference

Atkins Transportation has been commissioned by the South Wales Trunk Road Agent (SWTRA) on behalf of the Welsh Government to undertake a 12-month Stage 4 Road Safety Audit of the previously installed improvements at the A477 Nash Fingerpost junction.

The Audit Team Membership has been approved by the Project Sponsor, Darryn Hill of Welsh Government, and was as follows:

Rob Hunt	BEng (Hons), MSc (Eng), CEng, MICE, MCIHT Audit Team Leader Managing Consultant Atkins Transportation
Fraser Arnot	BSc (Hons), MCIHT, CMILT Audit Team Member Principal Consultant Atkins Transportation

Mike James of SWTRA also participated in the site visit. The views of Dyfed Powys Police were also sought as part of the Road Safety Audit process. Rob Hunt and Fraser Arnot both hold a Highways England-approved Certificate of Competency in Road Safety Auditing (gained via the TMS Consultancy route).

This Stage 4 Road Safety Audit has been conducted with reference to the procedures and scope set out in the Welsh Government's 'Design Manual for Roads and Bridges' (DMRB), Volume 5, Section 2, Parts 2 and 3, 'Road Safety Audit' Standard HD 19/15.

## 1.2 Scope

The Road Safety Audit Brief was provided by Jon Robinson of Atkins Transportation on an email dated 10<sup>th</sup> October 2016. Details of the information provided as part of the brief are included in Appendix A.

Following an initial analysis of the collision data a site visit was deemed to be required in accordance with HD 19/15 paragraph 2.50. The criterium contained in HD 19/15 that prompted this conclusion was "where higher than expected numbers of personal injury collisions have occurred since the scheme became operational (when compared to control data)".

The Road Safety Audit comprised a desktop review of the information provided in the Road Safety Audit Brief and a subsequent site visit, which was carried out by the Road Safety Audit team during early afternoon on Wednesday 12<sup>th</sup> October 2016. Weather conditions at the time of the audit were dry and bright;

the road surface was also dry. Mike James of SWTRA also participated in the site visit.

The Nash Fingerpost Junction Improvement scheme on the A477 was previously subject of the following RSAs:

- Stage 1/2 Road Safety Audit in March and April 2014; and
- Stage 3 Road Safety Audit in February 2015.

The team has examined and reported only on the road safety implications of measures as presented and has not specifically examined or verified the compliance of the designs to any other criteria.

## 2 Scheme Details

The Road Safety Audit Brief provides the following scheme description:

As a part of this scheme, the A477 Nash Fingerpost junction was upgraded to a wide single lane dualling (WSLD) layout. In addition, provision was made for a shared use path (SUP) in the eastbound verge. The footpath tied into a future scheme for shared use path provision along the A477 between Slade Cross and Milton.

The works for this scheme comprised:

- Excavation of existing land and construction of a new verge adjacent to the eastbound carriageway.
- Widening of existing central reserve.
- Full depth carriageway construction in the eastbound direction where the carriageway is widened.
- Resurfacing of carriageway.
- Provision of a SUP adjacent to the eastbound carriageway.
- Relocation of existing highway drainage in the form of a filter drainage system adjacent to the SUP.
- Reconstruction of existing culvert under farm access.
- Installation of replacement signage at the junction.
- Translocation of existing hedge-bank adjacent to the eastbound carriageway.

Construction of the scheme was completed in December 2014.

### 3 Analysis of Collisions

#### 3.1 Severity and General Characteristics

Collision data for the A477 Nash Fingerpost Junction Improvements scheme extents for the pre-scheme ('Before') and post-scheme ('After') periods were provided as follows. These periods exclude the construction period.

- Before (48 months): 1st January 2010 to 31st December 2013.
- After (12 months): 1st January to 31st December 2015.

The Before data was used to assist with deliberations regarding the need for a site visit.

During the After period between 1st January and 31st December 2015, a total of 2 personal injury collisions were recorded within the extents of the scheme, both of which resulted in slight injuries. This gives a killed or seriously injured (KSI) index of 0.

The first recorded slight injury collision occurred during the middle of the day on a Thursday in April 2015. A right-turning agricultural vehicle emerging from the A4075 side road failed to give way to a westbound car on the A477. The collision record indicates that the point of impact upon both vehicles was the front but the record also indicates that there was no skidding involved and the westbound car left the carriageway to the nearside. The road surface was dry, the weather was dry and there were no special conditions recorded.

The second slight injury collision occurred on a Friday evening in July 2015 at approximately 8pm. A right-turning car emerged from the A4075 side road and was struck in the offside by a westbound car on the A477. The collision record indicates that a low sun was possibly dazzling the westbound A477 driver. It also indicates that the driver emerging from the side road was very likely to have failed to look properly and possibly failed to judge the other (A477 westbound) vehicle's speed. Neither vehicle left the carriageway but the westbound A477 vehicle was recorded as skidding. The carriageway was recorded as being dry, the weather was dry and there were no special conditions recorded.

The average annual collision frequency of two collisions at the A477 Nash Fingerpost Junction in the 12-month After period was higher than the value predicted in the COBA Manual which predicts a collision frequency of 0.8 collisions per year based on the Annual Average Daily Traffic (AADT) shown in Section 4 for the A477 and A4075, taken from the Department for Transport traffic count website for Pembrokeshire.

A comparison of the key characteristics of the collision records for the Before and After periods at the A477 Nash Fingerpost Junction is summarised in the table. Collision totals in the Before period have been averaged to show annual rates for comparison.



Characteristic	Before (48 months)	After (12 months)	Change
Fatal	1 (0.25 per year)	0 (0 per year)	-0.25 per year
Serious	1 (0.25 per year)	0 (0 per year)	-0.25 per year
Slight	2 (0.5 per year)	2 (2.0 per year)	+1.5 per year
<b>Total</b>	<b>4</b> <b>(1 per year)</b>	<b>2</b> <b>(2 per year)</b>	+1 per year
Wet road surface and hours of darkness	1 (0.25 per year)	0 (0 per year)	-0.25 per year
Vehicle skidded	1 (0.25 per year)	1 (1 per year)	+0.75 per year
Powered two-wheeler	2 (0.5 per year)	0 (0 per year)	-0.5 per year
Light goods vehicle	1 (0.25 per year)	0 (0 per year)	-0.25 per year
Turning right from A4075 and failing to give way	4 (1 per year)	2 (2 per year)	+1 per year

There has been an increase in the total number of collisions per year in the After period compared with the average for the three years in the Before period. In addition there has been an increase in the number of collisions involving a right turning vehicle emerging from the A4075 failing to give way to a westbound A477 vehicle. This is the most common collision type in the Before and After period; two collisions in the Before period involved motorcycles although none were involved in the two collisions in the After period.

## 4 Traffic Conditions

The available Annual Daily Traffic (AADT) flow for the route is shown in Table 2 below.

SITE	2013		2014		2015	
	AADT	%HGV	AADT	%HGV	AADT	%HGV
<i>A477 west of Nash Fingerpost Junction</i>	9033	6.1	9067	6.0	9165	6.2
<i>A477 east of Nash Fingerpost Junction</i>	12872	6.7	12935	6.6	13111	6.8
<i>A4075 south of Nash Fingerpost Junction</i>	3870	14.4	3993	14.7	4103	14.8

## **5 Review of Previously Raised Road Safety Audit Items**

There are no outstanding items from the Stage 1 and 2 Road Safety Audit (April 2014).

The first item raised as part of the Stage 3 Road Safety Audit undertaken in February 2015 related to limited visibility to the give way markings for eastbound A477 users entering the right turn lane. This has been addressed by the introduction of a vertical Give Way traffic sign. Tyre marks on the surface of the right turn lane indicate there has been sudden braking, possibly created by queuing vehicles requiring other to stop earlier than expected. However, it is not clear if these tyre marks pre-date the introduction of the sign.

The second item raised concerns for westbound users failing to understand the alignment of the main carriageway immediately downstream of the side road. The problem appears to have been addressed through changes to the road studs.

The final item in the previous Stage 3 Road Safety Audit related to the western end of the shared use path; this issue has been resolved by the recent construction of the next section of shared use path to the west of the junction.

## 6 Conclusions

There has been an increase in the annual recorded personal injury collision rate but there has been a fall in the overall severity of these collisions. In the three-year Before period there was one fatal collision and one serious collision (both involving motorcycles) and none in the After period. In both the Before and After periods there were two slight injury collisions.

Both collisions recorded in the After period involved a vehicle turning right from the A4075 into the path of a westbound A477 which was also the most common collision type in the Before period. The police records indicate that driver error was likely to be responsible for both collisions, with one of the collisions also apparently involving the westbound A477 user being affected by driving towards a low evening sun. Only one of the Before collision records and none of the After collision records indicate that excessive speed was a factor.

The collision records do not directly indicate a problem with the changes to the junction layout. However, the layout has been reviewed with reference to the recorded collisions and the following items were noted:

- The junction is located at a section of the A477 where there is a combination of horizontal and vertical curvature ie westbound vehicles do not approach the junction in a straight line. It is possible that this can make it more difficult for users emerging from the A4075 to judge the speed of these vehicles, which is a problem that might be expected at a single lane dualling junction.
- Due to westbound users approaching the junction on a right hand bend, when a vehicle enters the left turn lane to leave the A477 towards the A4075 it can obscure other vehicles behind it. Whilst the following vehicle(s) may only be obscured for a short time, it is possible that some users emerging from the A4075 do not fully observe all of the approaching vehicles.
- There seems to have been very little change to the alignment and view to the right for users emerging from the A4075 and turning right when comparing the previous layout to the current layout. However, priority over users turning right into the A4075 has been clarified in accordance with the design standard TD 42/95 Design of Major/Minor Priority Junctions.

During the site visit several other points of interest were noted regarding driver behaviour at the junction:

- A car transporter accessing the Vauxhall garage in the direction of Milton was observed to undertake a complicated and non-standard U-turn manoeuvre including travelling the wrong direction through the exit onto the A4075 (see Appendix B) blocking the junction and creating potential conflicts with five different traffic movements at the junction. This led to queues of vehicles waiting to turn off the A477 in both directions. The manner in which the manoeuvre was carried out suggested this was regular practice.

- Several instances of an informal change of priority for right-turning vehicles were observed when users turning right from the A4075 indicated they were giving priority to users turning right from the A477.
- There are numerous different tyre marks on the carriageway, presumably created by sharp turning or heavy braking movements. Many of these marks are in areas where vehicle movements would be expected but a significant proportion are in areas and directions that are at odds with normal operation of the junction. This suggests that there are unpredictable vehicle movements occurring at the junction.

All of these items indicate that driver behaviour – and particularly unusual/unexpected actions – are likely to have an impact upon the operation of the junction.

The most common collision type at the junction has not changed and this is mirrored by the relatively minor changes to the alignment and layout of the section of the junction affecting this collision type.

## 7 Road Safety Audit Team Statement

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

### 7.1 **Audit Team Membership**

#### Audit Team Leader

Rob Hunt  
Managing Consultant  
Atkins Transportation

Signed:



Date:

October 2016

#### Audit Team Member

Fraser Arnot  
Principal Consultant  
Atkins Transportation

Signed:



Date:

October 2016

#### Others Involved in the Road Safety Audit

Mike James  
South Wales Trunk Road Agent

## 8 Acceptance

**This part to be signed by the Welsh Government Project Sponsor.**

In connection with the Stage 4 (12 month) Road Safety Audit prepared for the A477 Nash Fingerpost Junction Improvements Scheme, I acknowledge receipt of this report.

Signed: .....

Date: .....

Name: .....

Position: .....

**APPENDIX A: LIST OF DRAWINGS AND DOCUMENTS**

**The Stage 4 (12 month) Road Safety Audit Brief included:**

**DOCUMENTS:**

Email dated 10<sup>th</sup> October 2016  
Stage 4a Road Safety Audit Brief  
Brief

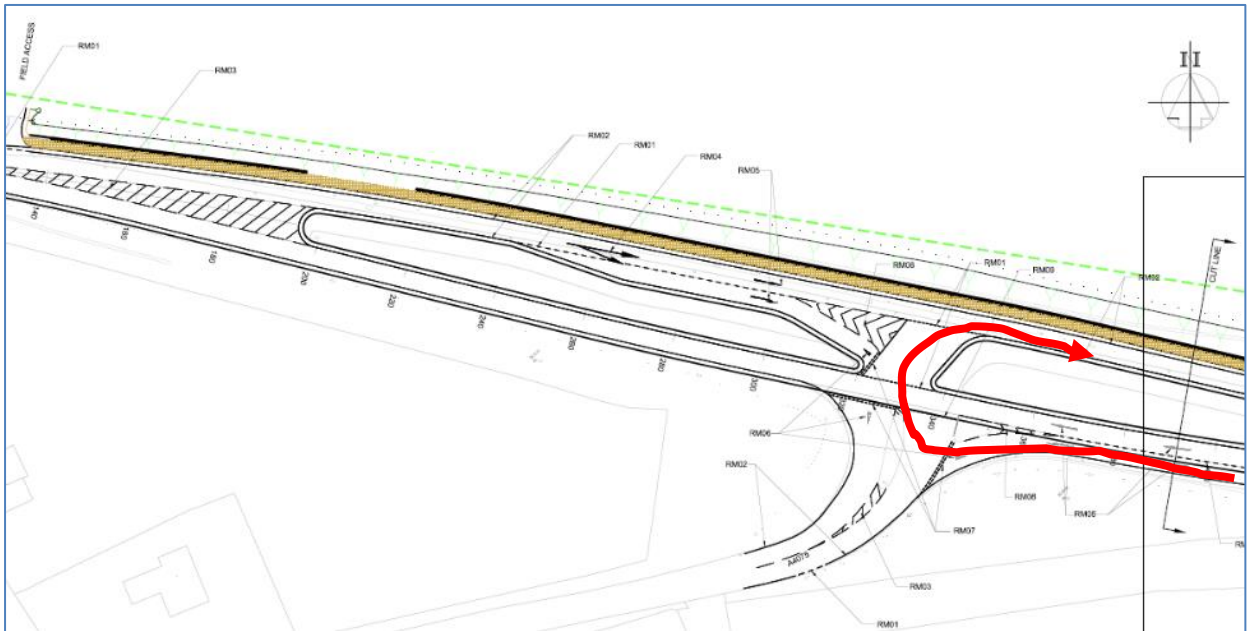
Jon Robinson to Hywel Davies  
A477NFP.ATK.008.DO.001-RSA4

**DRAWINGS:**

A477NFP-ATK-001-DR-501 Rev A	Drainage Drawing
A477NFP-ATK-001-DR-601 Rev A	Earthworks Drawing
A477NFP-ATK-001-DR-701 Rev A	Pavement Drawing
A477NFP-ATK-001-DR-1101 Rev A	Kerbs and Footways Drawing
A477NFP-ATK-001-DR-1201 Rev A	Road Markings
A477NFP-ATK-001-DR-1202 Rev A	Signs Drawing



### APPENDIX B: SCHEME DRAWING



Path of transporter vehicle observed by the Audit Team is shown by the red arrow

South Wales Trunk Road Agent  
Asiant Cefnffyrdd De Cymru

Unit 12A, Llandarcy House  
The Courtyard, D'Arcy Business Park  
Llandarcy, Neath. SA10 6EJ

Tudalen y pecyn 114  
[www.southwales-tra.gov.uk](http://www.southwales-tra.gov.uk)

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

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

#### **Geiriad y ddeiseb**

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

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



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

**Please ask for :** Mainstream School Transport

**My Ref :** 101004259615//CN

**Date :** 11 October 2017

Dear Mr Rowlands,

**Petition P-05-716 Free Train Transport for School Pupils with Arriva Trains Wales**

Thank you for your letter of 5 October 2017, regarding the petition from Elin Tuckwood that is seeking the provision of free, safe transport following the withdrawal of the above provision in June 2016.

The criteria used by this Council to determine the eligibility to receive free school transport is based on walking distance, measured by the shortest, available walking route, with free transport being provided to secondary school learners whose home address is more than two miles from the nearest or catchment school. The efficient use of resources dictate the mode of transport provided and in this case, safe and stress free travel is solely provided by contracted school buses, which operate from Blaencwm, Blaenrhondda, Gelli, Maerdy, Tynewydd, Ynyshir and Ystrad.

The provision of free train transport to Treorchy Comprehensive School was a long standing arrangement between the school and the train operator, to which the Council has had no direct involvement. It was promoted by the school primarily for the benefit of learners who lived outside of the school's catchment area, who were not entitled to the Council's free school transport.

However in 2014, the Council did express concern to the school following the receipt of complaints from concerned parents that issues of overcrowding on the trains and the station platforms were possibly being exacerbated by some pupils, who were in receipt of free school transport on the Council's contracted services, choosing instead to use the train. The Council operates a strict "no pass no travel" policy on its contracted transport and it was therefore suggested that it might be appropriate for the school and the train operator to put in place some form of entitlement control for the arrangements that they had put in place.



I would also add that in May 2016, the Council's Integrated Transport Unit was approached by a number of parents, Councillors and the local MP, all of whom were attributing the Arriva Trains Wales announcement that it was replacing free train transport with a chargeable Educational Season Ticket to the Council's withdrawal of funding from school transport. However it was easy to see how this conclusion had been reached, as the train operator was claiming that "The increase in pupils travelling (by rail) is partly a consequence of the local authority reducing road transport subsidy to local families...." This statement was totally untrue. There had been no change in the Council's funding in this area, nor in its school transport provision, and although it had been under review during the spring / summer of 2015, the ongoing, unchanged provision was confirmed on 16 March 2016.

This provision, which continues to be predicated on one of the most generous eligibility criteria in the country, forms part of the largest school transport operation in Wales. Sufficient capacity is provided on the contracted school buses for the 415 pupils who live within the Treorchy Comprehensive School catchment area and who are two miles or more from school. The rail arrangements therefore remain a matter for the school and the train operator.

I trust the foregoing is of assistance in clarifying the Council's position.

Yours sincerely,

**Chris Bradshaw**  
**Chief Executive**



# Eitem 3.7

## P-05-770 Ailagor gorsaf Drenau Crymlyn

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

### **Geiriad y ddeiseb:**

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

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

- Islwyn
- Dwyrain De Cymru

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



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-05- 770  
Ein cyf/Our ref KS/03559/17

David John Rowlands AM  
Chair - Petitions committee.

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

25 October 2017

Dear

Thank you for your further email of 5 October regarding Petition P-05-770 to reopen Crumlin Railway Station.

I appreciate you providing the latest comments from the petitioner.

When Crumlin Station is taken through the Stage 2 assessment process we will consider the additional information provided by Councillor Mike Davies as part of that process.

My officials are open to receive further local views as the Stage 2 exercise progresses and when appropriate, will liaise with Councillor Davies.

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

Bae Caerdydd • Cardiff Bay  
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[Correspondence.Ken.Skates@gov.wales](mailto:Correspondence.Ken.Skates@gov.wales)

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

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

Tudalen y pecyn 119



## Eitem 3.8

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

Cyflwynwyd y ddeiseb hon gan Jocelle Lovell, ar ôl casglu 723 o lofnodion ar-lein a 1,032 ar bapur – cyfanswm o 1,755 lofnodion.

#### Geiriad y ddeiseb:

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

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

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

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



a sut i hwyluso ymgysylltiad â phartneriaid eraill.' (Fframwaith Diogelwch y Ffyrdd Llywodraeth Cymru (Gorffennaf 2013)).

### **Gwybodaeth ychwanegol:**

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

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

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

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

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

## **Etholaeth a Rhanbarth y Cynulliad**

- De Caerdydd a Phenarth
- Canol De Cymru

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



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-05-774  
Ein cyf/Our ref KS/03853/17

David John Rowlands AM  
Chair - Petitions committee.

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

6 November 2017

Dear David,

Thank you for your letter of 18 October regarding P-05-774 Pass Wide And Slow Wales.

My Officials continue to have regular contact with the British Horse Society in Wales and will work with them to support their campaigns as appropriate.

Yours ever,

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

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

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

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

Tudalen y pecyn 123



## **Briefing Note – British Horse Society**

The safety of horses on the roads – The Dead Slow campaign

Response to Petition P-05-774 Pass Wide and Slow - Wales

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### **Background**

The British Horse Society is the largest equestrian charity in the UK. One of our charitable objectives is to promote and advance the education, training and safety of the public in all matters relating to the horse.

There are 2.7 million riders in the UK, 1.3 million ride regularly. Horse riders represent a significant group of vulnerable road users. Despite this horse riders have received little attention in terms of academic research and transport policy.

The British Horse Society launched a Horse Accidents website in November 2010. To October 2017 there have been 134 reports of road incidents involving horses in Wales reported to us. The incidents include any near miss or collision with a horse. This is the tip of the iceberg, as the vast majority of incidents go unreported.

***Since the start of [horseaccidents.org.uk](http://horseaccidents.org.uk) there have been reports of 1 rider killed, 32 riders have been injured, 9 horses killed or euthanized because of their injuries. 30 horses have been injured.***

80% of these incidents have been where the vehicle has passed too close or too fast to the horse.

In March 2016, the British Horse Society launched the Dead or Dead Slow campaign on national TV. This is a campaign to educate drivers and influence their behaviour on how to pass horses safely.

The four Dead Slow messages are:

When passing horses:

Slow down to a maximum of 15 m.p.h

Be patient, don't sound your horn or rev your engine.

When safe to do so, pass the horse wide and slow, at least a cars width.

Drive slowly away.

## **To date the British Horse Society has;**

- Had meetings and interest from Welsh Assembly Members and Westminster MPs.
- Met with the National Police Chiefs Council Lead on Road Policing, as a result content from our Dead Slow campaign will be included in relevant NDORS Courses.
- Met with the Strategic Roads Policing Group for Wales.
- Involved with Operation Snap in Wales, and will be presenting at its launch in Cardiff in December.
- Presented at the Megadrive event in Cardiff in October.
- Formed a partnership with the Driving Instructors Association and IAM Roadsmart. (Dead Slow won the DIA- Driver Education Campaign of the Year 2106)
- Formed partnerships with other vulnerable road users (Cycling UK and the Motorcycle Industry)
- Trained the driver trainers for Ocado.com, DHL, Morrisons and Stagecoach.
- Met with the UK Governments DfT , 'Think' campaign team. The 'Think' logo has been used on the BHS' Dead or Dead Slow marketing materials and, on a joint awareness video showed on TV and in cinemas. Launched a video with the Think Campaign DfT.
- Worked with various Police Forces around the UK, specifically Operation Considerate in GMP, Operation Spartan in North Yorkshire and Op Snap in Wales to facilitate the submission of head-cam footage of vehicles passing too close or too fast when passing horses.
- Met with the DVSA to discuss increasing the hazard perception content (horses) of the driving test.
- Horse rider awareness through a series of rider responsibility events. The latest event in North Wales in October had over 60 riders attending.
- Publicity and awareness of the 'BHS Ride Safe' education programme.
- Driving awareness through a PR campaign and presentations to driving groups..

## **Objective**

The British Horse Society aims to change driver's attitude and behaviour when passing horses on the road.

Drivers often have good intentions when passing horses but are unaware of what speed or at what distance they should pass the horse. They are unaware of how quick a horse can move. They are unaware that a horse is a flight animal and how it may react to a fast moving car. They are also unaware of how much damage a horse can do to a vehicle notwithstanding the injuries a horse may receive.

The British Horse Society does not believe legislation regarding obeying horse riders hand signals and giving an enforceable speed limit when passing horses is the answer. It would cause an already stretched police force greater enforcement challenges. This would also alienate many drivers who just need to be educated about horse's behaviour and the challenges horse riders face.

The British Horse Society would support a reduction in speed limits on specific rural roads where horses have to use the roads from 60 mph to 40 mph.

The British Horse Society actively campaigns to increase safe off road riding. We campaign for all new routes to be truly multi user and to include horse access.

To drastically reduce the number of horses and riders involved in road incidents we ask that:

Section 215 of the Highway Code is amended and strengthened.  
Greater emphasis on driver education - how to pass horses safely.  
Horse riders educated about their responsibilities on the road.  
More safe off road access.

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November 2017

Alan Hiscox. Director of Safety. British Horse Society.

Jan Roche. National Manager for Wales. British Horse Society.

## P-05-774 Pass Wide and Slow – Correspondence from the petitioner to the Committee, 15.11.17

David John Rowlands AM

Chair – Petitions committee

14 November 2017

P-05-774 Pass Wide and Slow Wales (PWASW)

Dear David Rowlands,

Thank you for allowing us to respond to the communications you have received from both The British Horse Society (BHS) and Ken Skates Cabinet Minister for Economy and Transport.

PWASW endorses, supports and promotes the good work that has and is being done by the BHS, to change driver's attitudes and behaviour when passing horses on the roads. In particular we would welcome any moves towards:

- 1) Reducing the speed limit from 60mph to 40mph on rural roads that horses use;
- 2) Increasing the provision of off road riding and carriage driving;
- 3) Increasing driver awareness around horses, delivered through an annual education campaign that targets all ages;
- 4) Strengthen and amend section 215 of the Highway Code.

Even whilst all this good work has been taking place another, horse and rider, were hit by a car. Thankfully the rider (Bethan Williams aged 15) was unharmed but the same cannot be said for her horse. Bethan, tells her story below:

*"I was returning from a ride on 22nd Oct, and whilst on Wick Road, Ewenny, I had stopped to talk to a friend who was walking. A car came down the hill very fast (but not speeding as the lane is national speed limit) and hit the rear end of my horse. I was thrown off and my friend had to jump in to a hedge to avoid being hit. The impact ultimately killed my horse due to severe tissue damage sustained. The driver stated that she did not see us due to the sun restricting her vision. The road where the incident happened is popular with horses, cyclists and walkers so my family and I feel that she simply should not have been going at such speed if her vision was impaired. I am constantly reminded of how lucky I am to be alive. Because, had I, fallen off the horse on to the road, I would have been struck by the car. This is a mental trauma that no one should have to suffer especially a child like myself"*

Everybody has a right to use the public highways and when doing so to be safe whether that be, on foot, on horseback, driving a horse and carriage or cycling. Equally, we (vulnerable road users) have a responsibility to make ourselves as visible as possible to other road users. We do not believe that what has been done to date has had enough coverage to make a real difference, and we still believe that Welsh Government have a pivotal role to play in ensuring our safety.

Therefore we are calling on Welsh Government to utilise (or enable appropriate bodies, by making available the resources) the Dead Slow campaign materials, make them appropriate to Wales (bilingual) and run on an annual basis. Including; more mainstream media channels including TV primetime.

We maintain what we set out in the petition (supported by the BHS response) its about educating drivers. The BHS cannot do this alone, so we need to see more resources made available to ensure the message reaches audiences of all ages and at appropriate viewing times.

We are really encouraged by the work of the South and North Wales police forces and the GoSafe partnership in creating Operation SNAP making it easier for people to submit video footage of road incidents, and following its launch we will be promoting it to the riding community via social media.

Horse riding has so many positive benefits including:

- 1) Improving peoples mental, and physical health and wellbeing
- 2) Encourages people to spend more time outdoors and in the countryside
- 3) Contributes to the Welsh economy – the estimated annual cost of keeping a horse is £3,105.

The Welsh Governments own act ‘The Wellbeing of Future Generations’ (2015) sets out the need for public bodies to think in a more sustainable way; think about the long term, work better with people, communities and each other, to prevent problems, take a more joined-up approach. It will expect public bodies to take action to try and stop problems getting worse – or even stop them happening in the first place.

Unfortunately when it comes to horse rider and carriage driver safety the roads seem to be getting worse. Sian Vesey talks below about an incident involving her daughter and horse in 2011.



*'My daughter and her friend were making their way back from pony club (accompanied by an adult) when a young inexperienced driver in a heavy goods type vehicle drove past too closely. The events that unfolded were horrific and resulted in the tragic loss of a much-loved pony. The aftermath was devastating for all involved and the pony suffered whilst the vet struggled to make her way through heavy traffic to get to the scene of the incident. Thankfully my daughter was uninjured, but the events of that day will stay with us and others involved forever'*

PWASW believe that horse riding supports the following three aims of the act:

A healthier Wales – A society in which people's physical and mental wellbeing is maximised and in which choices and behaviours that benefit future health are understood;

A more equal Wales – A society that enables people to fulfil their potential no matter what their background or circumstances (including their socio economic background and circumstances);

A Wales of vibrant culture and thriving Welsh language – A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.

Therefore are calling for a joined up approach between public, private and third sector bodies to make the roads in Wales a safer place for horses and riders (along with other vulnerable road users).

Yours sincerely

Jocelle Lovell

Rachel Francis

Ulrike Smalley

Angela Baker

## Eitem 3.9

**P-05-775 Caewch y bwlch sy'n ymwneud â gweithio trawsffiniol ac is-gontractio yn y gyfraith trwyddedu taccsis.**

Cyflwynwyd y ddeiseb hon gan Taxi Drivers of Cardiff, ar ôl casglu 390 o lofnodion ar-lein.

### **Geiriad y ddeiseb:**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru, yng nghyd-destun ei hymgynghorriad ar y diwygiadau i gyfreithiau trwyddedu taccsis, i gau'r bwlch sy'n ymwneud â gweithio trawsffiniol ac is-gontractio yn y gyfraith, gan olygu bod cannoedd o daccsis a cherbydau hurio preifat o'r tu allan i'r dref yn heidio i Gaerdydd i weithio ar sail hurio preifat.

### **Gwybodaeth ychwanegol:**

Mae digon o gerbydau trwyddedig yng Nghaerdydd i wasanaethu'r ddinas heb fod angen y ceir hyn o leoedd mor bell i ffwrdd â Llundain, Glannau Mersi, Canolbarth Lloegr ac ati yn ogystal ag awdurdodau cyfagos fel Casnewydd, y Fro a Rhondda Cynon Taf ac ati. Cafwyd cerbydau hyd yn oed nad oeddynt yn gweithio ar unrhyw lwyfan, gan weithredu'n anghyfreithlon a chuddio y tu ôl i'r ffaith fod cynifer o daccsis 'estron' yn y ddinas.

Nid oes DIM marciau ar lawer o'r cerbydau hyn, sy'n dirmygu'r safonau a osodwyd gan Gyngor Sir Caerdydd ar gyfer cerbydau y mae'n eu trwyddedu, gan gynnwys lifrai amlwg iawn a gwybodaeth fanwl am y strydoedd lleol. Gwaetha'r modd dim ond mater o amser yw hi cyn i rywun agored i niwed neidio i mewn i gar heb drwydded, â chanlyniadau trychinebus.

Rydym yn annog Llywodraeth Cymru i sicrhau mai'r unig daccsis a cherbydau hurio preifat y caniateir iddynt weithio yng Nghaerdydd yw'r rhai a drwyddedwyd gan Gyngor Sir Caerdydd. Y rheswm am hyn yw i sicrhau diogelwch y cyhoedd ac i sicrhau nad yw Caerdydd yn cael ei gorlenwi â mwy o geir na'r hyn sydd ei angen gan y bydd hynny'n arwain at fwy fyth o dagfeydd a llygredd yn ein prifddinas os caniateir i'r sefyllfa barhau. Bydd hefyd yn rhoi cyfle i yrwyr presennol a drwyddedir gan Gyngor Caerdydd ennill rhywbeth sy'n agosáu at fod yn gyflog byw.

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

- De Caerdydd a Phenarth
- Canol De Cymru

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



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-05-775  
Ein cyf/Our ref KS/03844/17

David John Rowlands AM  
Chair - Petitions committee.

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

6 November 2017

Dear David

Thank you for your further letter of 24 October regarding Petition P-05-775, calling on the National Assembly for Wales to urge the Welsh Government to put a stop to the 'cross border' and 'sub-contracting' loophole in the law which means hundreds of out of town taxis and private hire vehicles descend on Cardiff to work Private Hire.

I appreciate you providing the further information you have received from the taxi drivers of Cardiff in support of their petition. The examples depicted in the paper set out some of the practices that are taking place in Cardiff and are further evidence that reform of the law governing the licensing of taxis and private hire vehicles is overdue.

My officials are assessing the responses received during the public consultation that ended on 8 September and I will be publishing a summary outcome report by the end of December.

Yours ever,

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

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

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

Tudalen y pecyn 132



Since the initial meeting of the Petitions Committee we have received replies to enquiries concerning Intended Use Policy and Cross Border hiring from Rhondda Cynon Taf and Newport City Licensing Departments. Intended use is when a council asks an applicant where they intend to use their taxi, if they state that it's predominantly away from that licensing area the council in question would refuse the application.

The two Authorities in question are responsible for the highest number of cars working predominantly in Cardiff

Their replies highlight the urgent need to put a stop to Cross Border hiring.

Rhondda CynonTaf confirmed that they currently operate an Intended Use Policy and that they have recently undertaken a joint exercise with Cardiff County Council Licensing Officers.

The following is an extract from the email received from RCT

*"I can confirm that Rhondda Cynon Taf County Borough Council currently operate an "Intended Use" policy which states that Hackney Carriages licensed with this Authority would be expected to trade primarily within the area of Rhondda Cynon Taf.*

*However, as a result of complaints concerning drivers of RCT licensed vehicles plying for hire in the area of Cardiff, Licensing Enforcement Officers have recently carried out joint enforcement exercises with their Cardiff counterparts.*

*Regarding instances where complaints have been received concerning a specific vehicle, enquiries have been made with the proprietor's insurance provider to bring this matter to their attention."*

As can be seen from the email RCT Council acted on receipt of complaints received so have obviously accepted that there is a problem. Whilst they have informed Insurance Companies of the situation they do not appear to have taken any direct action to suspend or revoke licenses.

Latest information shows that 77 RCT Vehicles were licensed at a Cardiff address. Averaging out the annual cost of a drivers badge and taxi plate at £187 per car based on current RCT charges this results in income of £14,399 paid to RCT from cars registered to Cardiff addresses.

Newport City Council have informed us that they do not operate an Intended Use Policy in any form. This has obviously had a huge part to play in the unbelievable number of Newport cars working predominantly in Cardiff as it has created a free for all.

The following is an extract from the email received from Newport City Council Licensing :

*"Afternoon,*

*Newport City Council does not currently have an 'Intended Use Policy', we view a 'Intended Use Policy' does not work in practice as we have multiple operators who complete work outside the borough, example of this would be airport contracts and school contracts, most of which are not completed in area. We understand that some boroughs have implemented this policy to prevent companies like Uber operating. In theory this could be implemented, in practice this would unfairly penalise and place unfair restrictions on operators.*

*Best Regards,*

*Mr Llyr Roberts*

*Swyddog Trwyddedu/ Licensing Officer*

This response was extremely worrying for a number of reasons: They have not grasped the concept that if a journey were to start or finish inside their Licensing Area that wouldn't infringe any Intended Use Policy. Also of concern is that they have seen fit to actually name Uber and made vague accusations that other authorities have implemented Intended Use Policies to prevent Uber from operating. Surely there is no unfair penalty to any Bona Fide Operator whose business is based in Newport and whose cars operate predominantly within the area.

Maybe there is a clue in the fact that latest figures show 122 Newport Licensed cars registered to Cardiff postal addresses. That figure will significantly grow due to the fact that Newport are currently experiencing a huge amount of applications for licenses, so much so that due to the high demand the next available knowledge test to obtain a Newport license is the end of January 2018.

Using the current figures the income from a drivers badge and plate is £249 per car per annum. A total of £30,378 collected from Newport plated cars registered in Cardiff.

Therefore it can be seen that, as well as being a problem for Cardiff drivers who find their work being eroded by out of town cars, RCT and Newport Councils benefit financially to the detriment of Cardiff.

When adding Merthyr (at last count 15) and Transport for London (at last count 74) to those from RCT and Newport there are 288 "out of town" cars registered to Cardiff addresses. At current rates the cost of a drivers badge and taxi plate in Cardiff is £135. So Cardiff County Council are missing out on £38,880 that they would have collected had the cars been licensed in their home area.

These are figures from just four authorities, and where the license holder actually resides in Cardiff. There are, no doubt, many more drivers that actually live in the area that they are licensed yet travel to Cardiff to work. Equally there are other authorities cars that are frequently seen working in Cardiff, further depressing the earning potential of local drivers in what is already an area with severe vehicle overcapacity.

Other Councils are therefore reaping the financial benefits of licensing cars whilst not having to fund the regulation of the vehicles.

Cardiff on the other hand is losing a substantial sum of money and having to deal with the problems associated with large numbers of out of town cars.

As we stated in our first response we don't want this to be an 'anti-Uber' rant, we welcome the competition another operator brings to the City, it also offers local drivers more choice with another operator BUT there's no disguising the fact that it is Uber that primarily take advantage of the cross-border and sub-contracting loophole in the law. We brought this petition because of the legislation that allows Uber to work in the way they do.

TAXI DRIVERS of CARDIFF



## P-05-778 Amddiffyn Cyllyll Môr ar Draeth Llanfairfechan

Cyflwynwyd y ddeiseb hon gan Vanessa L Dye, ar ôl casglu 225 o lofnodion ar-lein a 234 ar bapur – cyfanswm o 459 lofnodion.

### Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i wneud y canlynol:

- comisiynu astudiaeth ymchwil i ganfod cyflwr gwelyau'r cyllyll môr a'u hyfywedd fel adnodd naturiol hirdymor, a rhoi moratoriwm ar waith ar gyfer pysgota cyllyll môr hyd nes y gall yr ymchwil adrodd ar ei ganfyddiadau;
- cadarnhau tymor 'caeëdig' ar gyfer cynaeafu cyllyll môr sy'n cyd-fynd â'r tymor silio h.y. mis Mai i fis Medi;
- llunio rheoliadau yn ogystal â'r maint glanio lleiaf o 10cm i gynnwys cwotâu penodol y mae unigolion yn cael eu casglu; a
- chyflwyno deddfwriaeth a rheoliadau i amddiffyn y cyllyll môr ar draeth Llanfairfechan.

"Mae'r cynaeafu ar raddfa fawr o gyllyll môr ar draeth Llanfairfechan wedi bod yn destun pryder i lawer o drigolion a chadwraethwyr ers nifer o flynyddoedd." (Cyf: llythyr at Lesley Griffiths AC, Ysgrifennydd y Cabinet gan Janet Finch Saunders AC 28 Gorffennaf 2017.)

Ar hyn o bryd yr unig reolaeth reoliadol ar gyllyll môr yw bod yn rhaid iddynt fod â maint glanio lleiaf cyfreithiol o 10cm, ac mae gwiriadau sy'n ymwneud â rheoli'r hyn sy'n dod yn rhan o'r gadwyn fwyd. Mae llawer o drigolion yn pryderu am y diffyg ymddangosiadol o weithdrefnau a/neu reoliadau sy'n llywodraethu'r broses o gasglu cyllyll môr yn enwedig o ran dynodi tymor 'caeëdig' yn ystod silio, y cwotâu a ganiateir, a'r angen am gynnal gwaith ymchwil ar y cyllyll môr i ganfod yr effaith ar yr ecosystem a'r amgylchedd lleol.

Ers 2013 nodwyd gan nifer o ffynonellau fod cyllyll môr yn cael eu cynaeafu mewn niferoedd mawr o draeth Llanfairfechan. Mae tystiolaeth i gefnogi'r honiad hwn wedi cael ei dogfennu ar sawl achlysur yn y cyfryngau cymdeithasol. Mae cais diweddar ar Hysbysfwrdd Llanfairfechan ar gyfer unrhyw luniau neu fideos o'r rheini sy'n casglu cyllyll môr yn dangos yn glir bod nifer fawr o bobl yn ymwneud â'r gweithgarwch hwn. Mae'r broses o gasglu'r cyllyll môr fel arfer yn digwydd ar ôl llanw uchel.

### **Gwybodaeth ychwanegol:**

Dyma rywfaint o gefndir hanesyddol am y mater hwn. Yn 2013 amlygwyd y cynaeafu gan bapur newydd Weekly News gan Tom Davidson pan nodwyd fod 'criw o dros 100 o bobl yn cynaeafu llawer iawn o gyllyll môr...' Roedd pryderon hefyd fod gweithwyr anghyfreithlon yn cael eu hecsbloetio a bod y cyllyll môr yn cael eu pysgota at ddibenion masnachol. Ar y pryd, dywedodd un o'r trigolion ei fod 'wedi gweld golygfeydd tebyg yn ymwneud â nifer cynyddol o gasglwyr yn ystod yr ychydig wythnosau diwethaf. Mae'r trigolion yn flin oherwydd y nifer fawr o gynaeafwyr gydag ofnau y gallai'r cynefin lleol gael ei ddifrodi yn anadferadwy, gyda channoedd o gyllyll môr yn cael eu casglu oddi ar y traeth yn rheolaidd.'

Er bod yr ofnau o ran bod y casglwyr yn cael eu defnyddio fel rhan o gaethwasiaeth fodern a'r pysgod cregyn yn dod yn rhan o'r gadwyn fwyd wedi cael eu tawelu gan ymdrechion parhaus yr heddlu a'r Asiantaeth Safonau Bwyd, mae canlyniadau amgylcheddol y broses gyson a systematig o gasglu cyllyll môr yn parhau i fod yn broblem fawr, a all effeithio ar fywyd adar môr ac eraill yn yr ardal, ynghyd ag achosi newidiadau posibl yn y dwysedd o dywod ar y traeth. Mae rhai pryderon ynglŷn â'r tywod yn ansefydlog mewn mannau a gallai pobl sy'n anghyfarwydd â'r traeth yn hawdd fynd i drafferthion e.e. mae rhai o'r casglwyr yn cynaeafu'r cyllyll môr gryn bellter i ffwrdd oddi wrth ddiogelwch y tir.

Mae wedi bod yn eithaf diraddiol a rhwystredig i ddinasyddion cyffredin wylio'r ysbeilio o adnodd amgylcheddol ac yn cwestiynu pam mae sefydliadau sydd â chylch gwaith i warchod yr amgylchedd yn ymddangos i gael eu llyffetheirio oherwydd y diffyg gweithdrefnau/deddfau priodol. Mae hyn yn syndod o gofio bod traeth Llanfairfechan wedi'i dynodi'n Safle o Ddiddordeb Gwyddonol Arbennig, Ardal Gwarchodaeth Arbennig ac Ardal Cadwraeth Arbennig. 2013. Mae'n rhaid bod rheoliadau o fewn y cyrff hyn o wybodaeth i fanteisio arnynt fel ffynhonnell i ddiogelu'r anghydbwysedd hwn mewn ecosystem o'r fath?

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

- Not provided

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




Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-05-778  
Ein cyf/Our ref LG/02476/17

David John Rowlands AM  
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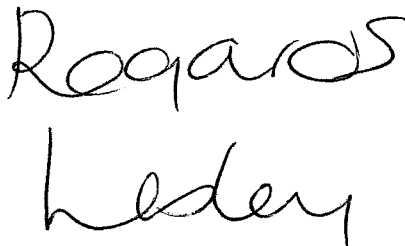
 October 2017

Dear David

Thank you for your letter of 18 October, regarding P-05-778, Protect the Razor Clams on Llanfairfechan Beach.

The Welsh Government have commissioned a study to investigate the biology and ecology of razor clams in Wales in order to determine the most effective inter tidal and at sea stock assessment techniques. This work will be completed by 31 March 2018 and its recommendations will be used to plan a stock assessment survey of razor clams in early spring 2018. I will forward the committee a copy of the report together with the plans for the stock assessment survey.

Following the closure of the fishery on 18 August 2017, the Welsh Government's Marine Enforcement Officers have been present at Llanfairfechan during every suitable tide for razor clam gathering. My officers have provided information and guidance to members of the public on the beach and have seen no razor clams removed from the beach.



**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.

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

Tudalen y pecyn 139

**P-05-778 Protect the razor clams on Llanfairfechan beach – Correspondence from the petitioner to the Committee, 9.11.17**

Dear Kayleigh,

Thank you for the attachment. It is pleasing to note that some research is taking place in respect of the health and stock of the razor clams on Llanfairfechan beach. Currently there is a ban for harvesting the clams until 31st December this year. Will this ban be extended until the completion date of the survey? I would also question the statement that no clams were taken after the closure date (18th August) as is noted in the original 'supporting notes' sent to you prior to the petition committee's first meeting. There is evidence (On facebook – Llanfairfechan Noticeboard group) that clams were indeed taken after 18th August.

Many thanks once again

Yours sincerely,

Vanessa L Dye(Mrs)

## **P-04-628 Mynediad at Iaith Arwyddion Prydain i bawb**

### **Testun y ddeiseb**

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i wella mynediad at addysg a gwasanaethau o ran iaith Arwyddion Prydain er mwyn gwella ansawdd bywyd pobl fyddar o bob oedran.

Gwella mynediad fel y gall teuluoedd ddysgu iaith Arwyddion Prydain: Pan fo plentyn yn cael diagnosis ei fod yn fyddar / yn drwm ei glyw, dylid cynnig gwersi am ddim / gwersi â chymhorthdal i'w rieni, fel y gallant ddysgu iaith Arwyddion Prydain (mae cwrs iaith Arwyddion Prydain lefel un yn costio tua £300 y pen). Drwy ddefnyddio lleferydd yn unig, mae plant byddar yn ei chael yn anodd datblygu sgiliau cyfathrebu, neu'n methu â gwneud hynny, gan fethu â chyrraedd cerrig milltir pwysig. Bydd dysgu ieithoedd eraill drwy iaith Arwyddion Prydain (Saesneg / Cymraeg) yn gwella dealltwriaeth y plentyn.

Cyflwyno iaith Arwyddion Prydain ar y Cwricwlwm Cenedlaethol: Bydd plant a phobl ifanc byddar sy'n dysgu iaith Arwyddion Prydain pan fyddant yn ifanc yn cael gwell mynediad at addysg a bydd yn fuddiol i'w lles. Dylai iaith Arwyddion Prydain gael ei haddysgu i bawb gan athrawon byddar cymwys mewn ysgolion, a byddai hynny'n sicrhau gwell mynediad i bawb yn y gymdeithas. Credwn y dylai iaith Arwyddion Prydain gael ei chynnig fel cymhwyster iaith i bob dysgwr. Nid yw TGAU Cymraeg (ac ieithoedd modern eraill) yn cael eu cynnig bob amser i ddisgyblion byddar; mae angen gwella'r sefyllfa hon hefyd.

Gwella mynediad at addysg mewn iaith Arwyddion Prydain i blant a phobl ifanc byddar: mae eu mynediad at addysg mewn iaith Arwyddion Prydain yn gyfyngedig ar hyn o bryd, ac yn aml, mae cymwysterau'r cynorthwywyr sydd ar gael yn annigonol. Mae bwlch enfawr o ran addysg plant byddar, ac mae llawer yn cael eu trin, ar gam, fel pe tai ganddynt anabledd dysgu. Mae hynny'n effeithio'n negyddol ar eu datblygiad, gan olygu eu bod nhw'n llai annibynnol oherwydd addysg wael, gan arwain at ddiffyg cyflogaeth. Mae

angen sicrhau bod gweithwyr cymorth cyfathrebu sydd â chymwysterau digonol ar gael mewn ysgolion.

Sicrhau bod gwasanaethau ac adnoddau ym maes Iaith Arwyddion Prydain ar gael i bobl ifanc fyddar: galluogi defnyddwyr Iaith Arwyddion Prydain i gael gafael ar wybodaeth yn eu dewis iaith drwy adnoddau digidol ar gyfer gwasanaethau fel addysg, gofal iechyd, gwasanaethau cymdeithasol a thrafnidiaeth gyhoeddus, gan sicrhau bod gwasanaethau ar gael iddynt yn ddiwahân, yn yr un modd â mynediad yn achos yr iaith Gymraeg.

**Sefydliad:** Deffo

**Prif ddeisebydd:** Cathie Robins–Talbot

**Ysytirwyd am y tro cyntaf gan y Pwyllgor:**

**Nifer y llofnodion:** 502 llofnod ar lein. 660 llofnod bapur. Cyfanswm=1162 llofnod

**Ein Cyf /Our Ref:**  
**Dyddiad /Date:**  
**Llinell uniongyrchol/Direct line:**  
**Ebost/Email:**

ST/ British Sign Language  
7<sup>fed</sup> Tachwedd 2017  
02920 468600



David J Rowlands AC  
Cynulliad Cenedlaethol Cymru  
Bae Caerdydd  
Caerdydd  
CF99 1NA

Annwyl Mr Rowlands,

## **P-04-628 Gwella mynediad i Addysg a gwasanaethau yn Iaith Arwyddion Prydain**

Llawer o ddiolch ichi am eich ymholiad diweddar parthed gwell mynediad i addysg a gwasanaethau yn Iaith Arwyddion Prydain er mwyn gwella ansawdd bywyd pobl fyddar o bob oedran, ac ymddiheuriadau am yr amser a gymerwyd cyn ymateb. Fel y gwyddoch, nid yw WLGA yn dal gwybodaeth am y pwnc hwn yn ganolog ond rydym wedi cysylltu â phob un o'r 22 o awdurdodau lleol yng Nghymru gan ofyn am eu barn.

Ein dealltwriaeth yw bod yr awdurdodau yn darparu cryn dipyn o gefnogaeth i blant a phobl ifanc sy'n fyddar ond fel bob amser mae problemau yn bodoli o ran cyllid ac adnoddau o fewn y gweithlu. Bydd athrawon arweiniol y byddar yn cwrdd yn rheolaidd yn rhanbarthol ac yn genedlaethol i rannu arferion gorau a hybu cysondeb. Mae gan Gymdeithas Cyfarwyddwyr Addysg (ADEW) is-grŵp ym maes Gwasanaethau Nam ar y Synhwyrâu sy'n cynnwys y penaethiaid gwasanaeth o bob un o'r awdurdodau lleol yng Nghymru ac mae'r awdurdodau yn gweithio gyda Chymdeithas Athrawon y Byddar Prydain (BATOD) drwy BATOD Cymru. Mewn sawl ardal, crëwyd cysylltiadau effeithiol iawn â Chymdeithas Plant Byddar Cenedlaethol Cymru sy'n gallu cynnig sesiynau hyfforddiant iaith arwyddion wedi'u teilwra ar gyfer teuluoedd sydd â phlant o dan bump oed. Mae hyn yn berthnasol gan fod dosbarthiadau BSL sy'n arwain at achredu yn tueddu i ganolbwyntio ar eirfa i oedolion ac nid ar yr hyn sydd ei angen ar blant. Hwyrach bydd y fforymau hyn mewn lle gwell i helpu'r Pwyllgor Deisebau gyda'i ymholiad ac i roi rhagor o wybodaeth am y ddarpariaeth. Rwy'n fodlon iawn darparu rhagor o fanylion cyswllt os bydd angen.

Fel a nodais, rwyf hefyd yn ymwybodol bod problemau gan yr awdurdodau o ran adnoddau o fewn y gweithlu a heriau cyllido. Y sefyllfa ddelfrydol fyddai cyflenwi'r cwricwlwm a chyfleoedd cymdeithasol gan ddefnyddio BSL fel cyfrwng addysgu, dysgu a rhyngweithio. Er mwyn gwneud hyn byddai angen arbenigwyr pwnc sy'n defnyddio ac yn dysgu drwy BSL a grŵp o gymheiriaid byddar ehangach o lawer a modelau rôl byddar i gefnogi'r gwaith o

Steve Thomas CBE  
Prif Weithredwr  
Chief Executive

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Leol Cymru  
Tŷ Llywodraeth Leol  
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**Croesawn ohebiaeth yn y Gymraeg a'r Saesneg a byddwn yn ymateb i ohebiaeth yn yr un iaith.**

**Ni fydd defnyddio'r naill iaith na'r llall yn arwain at oedi.**

**Tudalen y pecyn 143**  
We welcome correspondence in Welsh and English and will respond in the same language.  
Use of either language will not lead to a delay.

ddatblygiad cymdeithasol ac emosiynol. Ychydig iawn o awdurdodau sy'n gallu cynnig y lefel yma o wasanaeth. O ganlyniad, bydd rhai awdurdodau yn cefnogi ceisiadau gan bobl ifanc fyddar a'u teuluoedd i gael eu lleoli mewn llefydd arbenigol, fel er enghraifft The Exeter Academy for the Deaf; Mary Hare School; a Hamilton Lodge yn Brighton. Yma hefyd, ceir goblygiadau o ran adnoddau o ran y ddarpariaeth yma sy'n golygu y bydd plant a phobl ifanc yn derbyn eu haddysg i ffwrdd o'u cartref.

Ymhlith y pryderon eraill a godwyd gyda ni y mae mynediad i diwtoriaid BSL a chyllido i gefnogi lefelau hyfforddiant a gallu ar gyfer y gweithlu. Mae'n cymryd o leiaf tair blynedd i aelod o staff gyrraedd Lefel 3 BSL, sef y lefel y byddai NDCS yn ei argymhell ar gyfer staff mewn ysgol sy'n gweithio gyda phlant sydd â BSL yn iaith gyntaf. Dadleuir felly bod angen ymagwedd tymor hir o ran datblygu sgiliau'r gweithlu. Mae'n anodd iawn hysbysebu a dod o hyd yn gyflym i gynorthwydd dysgu sy'n meddu ar Lefel 3 BSL. O ganlyniad, bydd gwasanaethau yn tueddu i ddatblygu eu hadnoddau a'u gallu eu hunain yn fewnol. Ymddengys bod nifer y tiwtoriaid BSL cymwys sy'n gallu darparu hyfforddiant yn broblem ar draws y DU.

Pryder arall sy'n codi yw'r ffaith bod defnyddio iaith mewn cyd-destun cymdeithasol yr un peth ar gyfer defnyddwyr BSL. Her yw cefnogi'r dasg o gynnwys plant yn effeithiol ym mhob agwedd ar fywyd ysgol os bydd plentyn yn unig defyddiwr BSL neu arwyddion mewn ysgol a'r unig berson arall sy'n arwyddo yw'r oedolyn o gynorthwydd dysgu. Mae darparu clybiau a grwpiau iaith arwyddion yn y cyd-destun hwn yn hanfodol, ond gall y gwaith o ddod o hyd i bobl a all eu darparu mewn ysgolion fod yn anodd. Mae datblygu ymwybyddiaeth BSL drwy glybiau ar ôl oriau ysgol hefyd yn cefnogi statws BSL fel iaith yn ei rhinwedd ei hun.

Mae rhai awdurdodau wedi awgrymu y gellid ystyried ysgol arbenigol i'r Fyddar yng Nghymru i ddiwallu anghenion y grŵp yma o ddysgwyr ac er ei bod yn ymddangos na fyddai'r dull yma hwyrach yn cyfateb i addysg gynhwysol, mae'n bosibl mai dyma fyddai'r unig ffordd o gyflenwi'r cwricwlwm yn effeithiol drwy BSL.

Yn gywir



Steve Thomas CBE  
**Prif Weithredwr**

**Croesawn ohebiaeth yn y Gymraeg a'r Saesneg a byddwn yn ymateb i ohebiaeth yn yr un iaith.**

**Ni fydd defnyddio'r naill iaith na'r llall yn arwain at oedi.**

**We welcome correspondence in Welsh and English and will respond to correspondence in the same language.**

**Use of either language will not lead to a delay.**



Ein Cyf /Our Ref:  
Dyddiad /Date:  
Llinell uniongyrchol/Direct line:  
E-bost/Email:

ST/ British Sign Language  
7<sup>th</sup> November 2017  
02920 468600



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

Dear Mr Rowlands,

## **P-04-628 To improve access to Education and services in British Sign Language**

Many thanks for your recent inquiry regarding improved access to education and services in British Sign Language to improve the quality of life for deaf people of all ages and apologies for the time taken to respond. As you know, the WLGA does not hold information on this issue centrally but we have liaised with all 22 local authorities in Wales and sought their views.

Our understanding is that there is a significant amount of support provided by authorities to deaf children and young people but as always there are funding and capacity issues. The lead teachers of the deaf meet on a regular basis, across the regions and also nationally, to share best practice and promote consistency. The Association of Directors of Education ADEW also has a subgroup for Sensory Impairment Services which includes the service leads from all local authorities across Wales and authorities work with the British Association of Teachers of the Deaf (BATOD) through BATOD Wales. In many areas there are also very effective links with the National Deaf Children Society Cymru who can offer family sign language training sessions designed specifically for families with deaf children under five. This is relevant as BSL classes that lead to accreditation tend to focus on adult themed vocabulary and not what is needed for a child. These fora might be better placed to help the Petitions Committee with its inquiry and provide further information about provision. I am happy to provide further contact details if required.

As indicated, I am also aware that there are capacity issues and funding challenges for authorities. The ideal would be to deliver the curriculum and social opportunities using BSL as the medium of teaching, learning and interaction. This would require subject specialists who use and teach through BSL and a much wider deaf peer group and deaf role models to support social and emotional development. Very few authorities are in a position to deliver this level of service. As a consequence, some authorities support requests from deaf young people and their families for specialist residential placements at for example the Exeter Academy for the Deaf; Mary

Steve Thomas CBE  
Prif Weithredwr  
Chief Executive

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**Croesawn ohebiaeth yn y Gymraeg a'r Saesneg a byddwn yn ymateb i ohebiaeth yn yr un iaith.**

**Ni fydd defnyddio'r naill iaith na'r llall yn arwain at oedi.**

**Tudalen y pecyn 145**  
We welcome correspondence in Welsh and English and will respond in the same language.  
Use of either language will not lead to a delay.

Hare School; and Hamilton Lodge Brighton. There are again resource implications to this provision and it means children and young people being educated away from their locality.

Other issues of concern raised with us include, access to BSL tutors and funding to support training and competency levels for staff. It takes at least three years to take a member of staff to BSL Level 3, which is the level NDCS would recommend staff working with children who have BSL as a first language require in a school setting. It is argued therefore that there needs to be a long term approach to developing staff skills. It's very difficult to advertise and quickly source a teaching assistant with Level 3 BSL. As a consequence, services tend to look to develop their own capacity internally. The number of qualified BSL tutors able to provide training appears to be problematic at a UK level.

Another concern relates to the importance of using language in a social context is the same for BSL users. If a child is the only BSL or sign user in a school and the only other person who signs is the adult teaching assistant then, it is a challenge to support effective inclusion in all aspects of school life. Providing peer sign language clubs and groups in these contexts is vital, but finding people who can provide them in schools can be difficult. Developing the awareness of BSL thorough afterschool clubs also supports the status of BSL as a language in its own right.

Some authorities have suggested that a specialist school for the Deaf within Wales might be considered to meet the needs of this group of learners and that although this approach might not seem very inclusive, it might be the only way of delivering the curriculum effectively through BSL.

Yours sincerely



Steve Thomas CBE  
**Chief Executive**



The voice for Youth Deaf Youth in Wales

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15<sup>th</sup> November 2017

Dear Mr Rowlands,

**Subject: Response to the letter issued from the WLGA**

We were greatly disappointed having watched the most recent Petitions meeting that was held last week. We have watched all of the meetings that have taken place (we have had them translated them into BSL for us to access) discussing the petition submitted by Deffo! The petition was submitted back in 2015 by a group of young people, coming together as Deffo! keen to make a big difference to Deaf Children and Young People's experience in the Education system.

Since Deffo! was formed in 2006, we have had four meetings with the Minister for Education, two with Jayne Hutt and two with Jane Davidson. During the period since we have submitted the petition, there have been two elections, two different Ministers that have met with us and now a third in post, a lot of discussion and evidence gathering sessions from Deffo! and Alun Davies, and now a report from the WLGA. We now hope that the WLGA are able to move the actions forward.

Huw Lewis has made many responses (yet never met with us), whereas Alun Davies has met with us and parents here in Swansea and other locations, on two occasions. The Children's Commissioners' annual report also highlighted that Deaf children are being failed in education and has called on the Welsh Government to do something about it. The Children's Commissioner has met with a number of Deaf families to hear their concerns.

We are aware that there are capacity and funding issues and this is a constant battle that is faced by parents who want their children to receive a good educational service in BSL, but there are a lack of placements and not enough provision.

The letter from WLGA mentions BATOD and the National Deaf Childrens Society. Deffo! would like to know what the views of BATOD are on BSL being taught in schools, as many members / Teachers of Deaf Children only have a minimum of Level 1 BSL themselves. The NDCS are providing training sessions in Family Sign Language and it may be true that some vocabulary is different for babies and small children however, the parents need to be in advance of their children's language learning to be able to maintain, develop and also stretch their childrens communication and language development.

Talking Hands Charity, based in Swansea, is supporting their families and Deaf young people by helping to fund accredited BSL classes that are being run at the local Deaf centre. They have had a great number of parents, grand parents and young people taking up the offer of support and learning the language gaining recognised accreditation for their achievements. The Deaf Centre themselves have also tried to access funding streams to support families on low incomes / unemployed, to access financial aid to help fund these Nationally Accredited BSL Courses. One place on the course starts from £300 but the funding has been rejected as they have been told that money for adult education lies with lifelong learning? These parents and family members need the financial backing now to enable them, especially parents, to communicate more effectively with their own children.

It is positive that the WLGA are looking at this and they have even made the suggestion that the only way to resolve this is to establish a school dedicated to the education of Deaf Children. This, even if it happens is going to take time, so we would strongly urge the Minister for Education to put BSL on the National Curriculum for all children to learn it from primary age through to College. It would also be useful if Welsh Universities would follow in the footsteps of UCL London in accepting BSL as a modern foreign language, to raise awareness and encourage access to the language.

We agree with the need to implement a long term strategy to encourage Deaf people to come forward to train as teachers / tutors and would like to extend that further and encourage schools to employ Deaf people in roles that will provide mentoring and positive role modeling for Deaf children.

There are clubs for Deaf children young people and families, but support is needed to enable access to these, as transport is one of the biggest issues that prevents the open access of these clubs. Training is also required for the staff to develop their skills, to enable quality services to be delivered and maintained.

We welcome the WLGA's report which in a way sounds depressing but on the other hand raises the very real problematic issues that this petition is highlighting. Big organisations have their roles, but it is vital that the small clubs and groups *already offering support*, mentors and role models to the families also need to be recognised for the work and contribution that they are already doing.

We thank you for the opportunity to respond and look forward to the next Petitions Committee sitting to see where we go next .

On Behalf of Deffo!

Regards  
Cathie Robins - Talbot

You can follow us on twitter @deffo\_cymru : facebook Deffo! & Deffo Access to BSL for all petition

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

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

### **Geiriad y ddeiseb**

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

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

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

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

- Gorllewin Caerdydd
- Canol De Cymru

Mae cyfyngiadau ar y ddogfen hon

## **P-04-564 Adfer Gwlâu i Gleifion, Gwasanaeth Mân Anafiadau ac Uned Pelydr-X i Ysbyty Coffa Ffestiniog**

### **Geiriad y ddeiseb:**

Nes y bydd y Gweinidog Iechyd wedi cael cyfle i ystyried argymhellion yr Athro Marcus Longley yn ei adroddiad ar safon y gwasanaeth iechyd yng nghefn gwlad Cymru – adroddiad a gomisiynwyd gan y Gweinidog ei hun yn Ionawr 2014 – yna rydym yn galw ar Gynulliad Cenedlaethol Cymru i ddwyn perswâd ar Lywodraeth Lafur Cymru i ohirio trafod Cynllun Busnes Bwrdd Iechyd Prifysgol Betsi Cadwaladr sy'n argymhell israddio Ysbyty Coffa Ffestiniog i ddim byd mwy na 'Canolfan Goffa'.

**Prif ddeisebydd:** Geraint Vaughn Jones

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

**Nifer y llofnodion:** 2,754

Mae cyfyngiadau ar y ddogfen hon