

## Petitions Committee

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Meeting Venue:  
**Committee Room 1 – Senedd**

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Meeting date:  
**29 January 2013**

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Meeting time:  
**09:00**

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Cynulliad  
Cenedlaethol  
Cymru

National  
Assembly for  
Wales



For further information please contact:

**Naomi Stocks**  
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## Agenda

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- 1. Introduction, apologies and substitutions 09.00**
- 2. New petitions 09.00 – 09.20**
  - 2.1 P-04-448 Improve Sexual health services for Western Vale (Pages 1 – 3)
  - 2.2 P-04-449 Bridgend Princess Of Wales – Save Our Services – Stop the Downgrade (Page 4)
  - 2.3 P-04-450 Barry & Vale needs a fully functioning hospital (Page 5)
  - 2.4 P-04-451 Save the Royal Glamorgan Hospital Services (Page 6)
  - 2.5 P-04-452 Equal Rights for Tube-fed Youngsters (Page 7)
  - 2.6 P-04-453 Improvements at Cardiff Airport (Page 8)
  - 2.7 P-04-454 Call to end Councillor and Assembly Member Dual Role (Page 9)
  - 2.8 P-04-455 Save Prince Phillip Hospital A&E (Page 10)
- 3. Updates to previous petitions 09.20 – 10.00**
  - 3.1 P-04-421 Oppose Trident moving to Wales (Pages 11 – 12)
  - 3.2 P-04-434 The Welsh and Somalilanders have common love of poetry (Pages 13 – 14)

## **Housing, Regeneration and Heritage**

3.3 P-04-322 A call to revise Cadw's hold upon churches in Wales (Pages 15 – 17)

## **Health and Social Services**

3.4 P-03-236 The Charter for Grandchildren (Pages 18 – 20)

## **Local Government & Communities**

3.5 P-03-187 Abolish the Severn Bridge Toll (Pages 21 – 32)

3.6 P-03-240 Road safety on the A40 in Llanddewi Velfrey (Pages 33 – 35)

## **The following two items will be considered together**

3.7 P-04-345 Rail and Bus Links between Aberystwyth and Carmarthen (Page 36)

3.8 P-04-429 Re-opening of the Carmarthen to Aberystwyth Train Line (Pages 37 – 40)

3.9 P-04-363 Town Centre Improvement Scheme for Fishguard (Pages 41 – 92)

3.10 P-04-409 Welsh names for new trunk roads in Wales (Pages 93 – 94)

## **Education and Skills**

3.11 P-04-376 Reorganise Education in Powys (Pages 95 – 96)

3.12 P-04-427 A new Welsh language law for Wales (Pages 97 – 98)

3.13 P-04-437 Opposing compulsory registration for home educating children (Pages 99 – 100)

3.14 P-04-442 Guarantee good support close to home for disabled children and their families (Pages 101 – 104)

## **Environment & Sustainable Development**

3.15 P-04-399 Slaughter Practices (Pages 105 – 106)

3.16 P-04-433 CCTV in Slaughterhouses (Pages 107 – 109)

## **4. Motion under Standing Order 17.42 to resolve to exclude the public from the meeting for the following business: 10.00**

Item 5

5. **P-04-335 The Establishment of a Welsh Cricket Team: Key Issues 10.00 - 10.15**

6. **Admissibility - non-devolved issues 10.15 - 10.30**

7. **Papers to Note** (Pages 110 - 123)

Consultation Responses for P-04-410 A Permanent Memorial to Wales's Workers

# Agenda Item 2.1

## **P-04-448 : Improve Sexual health services for Western Vale**

### **Petition wording:**

We call on the National Assembly for Wales to urge the Welsh Government to increase funding to the Cardiff and Vale University Health Board. This increased funding should be directed towards improving sexual health services for the Western Vale.

### **Additional Information:**

Currently only one clinic is held once a week every Friday lunchtime in Llantwit Major. This clinic serves the whole of the Western Vale. This clinic gives sexual health advice and family planning services. This service is not adequate to meet the needs of this large geographical area. The town of Barry alone has 3 clinics/week. Help us to improve the sexual health of many young and vulnerable people who are often unable to travel 10 miles or further to a local clinic. These clinics offer the vital information/education/support/medical treatment that young people need. Improving sexual health services can help guide, support and care for the most vulnerable groups within our society. Please help us make a difference. Although teenage pregnancy rates are declining, abortion rates are rising (as cited by Helen Rogers Director of the Royal College of Midwives, source BBC Wales 29/03/12) WAG in response to this report promised increased funding via Public Health Wales to improve access to integrated sexual health centres (BBC Wales 29/03/12) These vulnerable young people often from households which are deprived, do not receive the care they need. Had these young people lived in Barry, they would have received a much improved service. The rural vale is often dismissed as being "affluent" real pockets of socio-economic deprivation exist within this area. More clinics are needed. Wales wants a "World Class Health Service" built for the future. These young people are our future. Teenage pregnancy/abortion can have wide reaching detrimental effects on our young people. Sexually transmitted diseases are preventable if people get the right information.

**Petition raised by:** Rebecca Lowrie

**Date petition first considered by Committee:** 29 January 2013

**Number of signatures:** 16

## **P-04-448: Improve Sexual health services for Western Vale – Additional information from Petitioner**

Dear Mr Williams

Thank you for taking the time to listen to my concerns, apologies for interrupting your evening.

I will forward the agenda for 28th January, I would be grateful if the town council would consider this issue at it's next meeting.

Currently Cardiff & Vale UHB fund 1 x clinic (11-1pm every Friday) for family planning/contraception services. This clinic is attended by children as young as 12 who feel unable to approach their GP and value the non judgemental holistic, professional care this service provides.

I am a community nurse working within this locality, I am also a resident of Llantwit Major and mother of 3 girls. I was shocked to learn that this is the only such clinic for the entire western vale. I subsequently placed an e petition with the assembly. This petition requested WAG to increase funding to the UHB to increase services (Barry alone currently has 3 clinics) I have since learned that there are rumoured plans to remove the service completely in favour of an ISHC in Barry.

Just last year in a BBC Wales report on this subject WAG made a promise to improve access and funding for sexual health services in Wales. This statement followed concerns raised by the head of midwifery who cited that the numbers of abortions within the <18 age group and risen significantly.

As a current Bsc student at Cardiff University I have identified this issue as a very real health inequality and testament to the fact that the postcode lottery is alive and well in Wales, especially within rural areas.

The vale of Glamorgan is all too often wrongly perceived as an affluent area. As a local community nurse I see very real pockets of poverty. These families have the added challenge of facing a disparity in service provision. Projects such as sure start/flying start are widely available in Barry or Bridgend but not the western vale.

As a resident/mother/nurse I feel strongly that we can not allow yet another service to be taken away. How much longer should residents tolerate paying their hard earned money in taxes only to discover that services are to be provided outside of their area?

This clinic currently cares for the young and vulnerable in our

community. Our government and health service has a duty to protect such vulnerable groups.

As a constituent I am asking my Town council to help prevent the loss of yet another service in the Western Vale.

Kind regards  
Becky lowrie

## **P-04-449 : Bridgend Princess Of Wales – Save Our Services – Stop the Downgrade!**

### **Petition wording:**

On Wednesday 26th September 2012, Abertawe Bro Morgannwg Health Board announced changes that could radically affect the way our hospital services are delivered in Bridgend. Although nothing has been set in stone, it is probable that, if implemented, this will result in the loss of some paediatric, obstetric, neonatal, and accident and emergency care. Put simply, if you require intensive care, have a very sick child or are likely to have a pregnancy that is not straight forward you will have to travel to Cardiff, Swansea, and one of the other Specialist Service Sites in South Wales. Bridgend's population is ever increasing; as such we need more, not less local services. We the strongly condemn the move by Abertawe Bro Morgannwg Health Board, and demand that the Welsh Assembly Government spends more of its funding keeping these essential local services rather than putting the most at risk patients' lives in danger. We the undersigned call on the National Assembly for Wales to urge the Welsh Government to protect services in Bridgend, Princess of Wales Hospital, and ensure that the hospital retains all of these essential services without a downgrading.

**Petition raised by:** Ian Matthew Spiller

**Date petition first considered by Committee:** 29 January 2013

**Number of signatures:** 4,218

# Agenda Item 2.3

## **P-04-450 : Barry & Vale needs a fully functioning hospital.**

### **Petition wording:**

We call on the National Assembly for Wales to urge the Welsh Government to ensure that Barry Hospital has a fully functioning minor injuries unit that is open to patients 8 hours a day, 5 days a week.

Supporting information: We call on the Welsh Government to stop sitting on their hands and intervene in the way the Cardiff & Vale NHS trust are running Barry Hospital. For too long the trust have sold the Barry & Vale people down the river! With excuses such as staff sickness and operational pressure. The Barry & Vale people need a fully functioning Minor Injuries unit. This is unacceptable for a hospital with a catchment area the size of Barry and the Vale of Glamorgan. The reasoning behind these problems are that 'the Minor Injuries Unit at Barry Hospital is a very busy service which is currently under significant operational pressure because of staff sickness and maternity leave. As a result, and for safety reasons, the Unit will run on a reduced hours basis until further notice. It will open at 8.30am, and will close to new patients at 2pm. This means that, after 2pm, we will only treat those patients who are already waiting'. (quote from official website)

This is unacceptable for a hospital with a catchment area the size of Barry and the Vale of Glamorgan. The reasoning behind these problems are that 'the Minor Injuries Unit at Barry Hospital is a very busy service which is currently under significant operational pressure because of staff sickness and maternity leave. As a result, and for safety reasons, the Unit will run on a reduced hours basis until further notice. It will open at 8.30am, and will close to new patients at 2pm. This means that, after 2pm, we will only treat those patients who are already waiting'. (quote from official website)

**Petition raised by:** Jeffrey Heathfield

**Date petition first considered by Committee:** 29 January 2013

**Number of signatures:** 50



## **P-04-451 : Save the Royal Glamorgan Hospital Services.**

### **Petition wording:**

We call on the National Assembly for Wales to urge the Welsh Government to save our health services at the Royal Glamorgan Hospital

A decision is being made by that, if implemented, this will result in the loss of some paediatric, obstetric, neonatal, and accident and emergency care. Put simply, if you require intensive care, have a very sick child or are likely to have a pregnancy that is not straight forward you will have to travel to Cardiff, Merthyr, or Bridgend. For RCT residents reliant on public transportation, this could result in travel times in excess of 2 hours to attend vital appointments. We the undersigned residents of Rhondda Cynon Taff strongly support option 5.2 under the proposals outlined in the consultation document for the reconfiguration of health services, "Matching the Best in the World – Challenges facing Hospital Services in South Wales. "We further support the retention and development of the Royal Glamorgan Hospital facilities and services to ensure the people of Rhondda Cynon Taff can receive and access the services they deserve within these Count Boundaries.

**Petition raised by:** Cllr Mark Adams

**Date petition first considered by Committee:** 29 January 2013

**Number of signatures:** 1077

# Agenda Item 2.5

## **P-04-452 : Equal Rights for Tube-fed Youngsters.**

### **Petition wording:**

We call on the National Assembly for Wales to urge the Welsh Government to ensure that funding is made available to ensure that the vital equipment and services required by tube-fed children and young people are made available to them.

For example, equal rights for tube-fed youngsters in the Caerphilly County Borough Council currently fall between 2 defined categories of need. The Aneurin Bevan Health Board say as they are not Continuing Health Care (CHC) children – 'only tube-fed' – they cannot fund the vital equipment and services we need. Caerphilly Social Services also say they cannot help as these children 'have significant health needs'. These definitions exclude and therefore discriminate against Tube-fed Youngsters and we demand an investigation into this practice in Caerphilly. Whilst our Youngsters do not 'qualify' for help from either Health or Social Services in the Caerphilly Borough we still have a Youngster with 24/7 care needs – the same as a newborn – often with disabilities due to a life-threatening illness.

### **Additional Information:**

Our Youngsters need a 'label' in order to be able to automatically access funding for vital equipment and services. At present inter-departmental financial wrangling takes place on request for anything for a Tube-fed Youngster and this should not involve Parents / Carers. We just need the help for our Youngsters as quickly as possible. We ask that a quick, common-sense, long-term solution be achieved for our Youngsters and for the sake of the health and wellbeing of their Parents / Carers.

**Petition raised by:** Dr Tymandra Blewett-Silcock

**Date petition first considered by Committee:** 29 January 2013

**Number of signatures:** 142

## **P-04-453 Improvements at Cardiff Airport.**

### **Petition wording:**

This petition aims to attract voices at concern over our national airports lack of services. We want to attract more airlines and business into Cardiff Airport, the city of Cardiff and the wider South Wales communities. Fly Cardiff hopes to work alongside the airport and act as a bridge between it, its customers and the Welsh Government.

**Petition raised by:** Kelvin Hayes

**Date petition first considered by Committee:** 29 January 2013

**Number of signatures:** 144

# Agenda Item 2.7

## **P-04-454 : Call to end Councillor and Assembly Member Dual Role.**

### **Petition wording:**

The petitioner asks the Welsh Government to bring forward legislation to bar the practice currently exhibited by 7 currently serving Assembly Members to hold TWO elected positions simultaneously, namely holding office as a Councillor within the Welsh Jurisdiction and also holding office as an elected Assembly Member in the National Assembly of Wales.

**Petition raised by:** Nortridge Perrott

**Date petition first considered by Committee:** 29 January 2013

**Number of signatures:** 52

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

### **Petition wording:**

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

**Petition raised by:** Angharad Howells

**Date petition first considered by Committee:** 29 January 2013

**Number of signatures:** 1038

# Agenda Item 3.1

## **P-04-421 : Oppose Trident moving to Wales**

### **Petition wording:**

The First Minister Carwyn Jones has said that the UK's nuclear fleet (Trident) would be more than welcome in Milford Haven if an Independent Scotland decided that they were no longer welcomed there. We oppose having these WMDs in Wales and urge the Welsh Government to oppose the idea of allowing the UK's nuclear fleet to move to Wales.

**Petition raised by:** Mabon ap Gwynfor

**Date petition first considered by Committee:** 2 October 2012

**Number of signatures:** 1236



Eich cyf/Your ref: P-04-421

William Powell AM  
Chair  
Petitions Committee  
National Assembly for Wales  
Naomi.stocks@wales.gov.uk

28<sup>th</sup> November 2012

Dear William,

Thank you for your letter of 13 November in your capacity as Chair of the Petitions Committee.

All issues relating to Trident are the responsibility of the United Kingdom Government. I do not believe it would be helpful for the Welsh Government to engage further public debate on hypothetical positions on the UK's nuclear capability.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Carwyn Jones'. The signature is fluid and cursive, with the first name 'Carwyn' being more prominent than the surname 'Jones'.

**CARWYN JONES**

## Agenda Item 3.2

### **P-04-434 : The Welsh and Somalilanders have common love of poetry**

#### **Petition wording:**

We call upon the National Assembly for Wales, a nation known worldwide for its love of poetry, to applaud the similar love enjoyed by its citizens of Somaliland descent whose traditional culture considers poetry to be the core form of cultural expression. Our call comes at the start of the Olympic Truce, that period which extended from one week before to one week after each Olympic Games in the ancient era enabling athletes to travel unhindered through the lands of traditional enemies to compete in the spirit of ekecheiria, the holding of hands. And as citizens of Wales, as lovers of poetry and being committed to striving for peace within and between all nations, we welcome the National Eisteddfod of Wales which we believe to unite these values and we invite all to add their names to this petition and we hope you will promote communities to communities links between our two nations.

**Petition raised by:** Wales Somaliland Communities Link

**Date petition first considered by Committee:** 6 November 2012

**Number of signatures:** 30





William Powell AM  
Chair, Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
CF99 1NA

Your ref: P-04-434  
Our ref: PO344

20 November 2012

*Ieuan Williams*

Thank you for your letter of 13 November concerning the petition from Wales Somaliland Communities Link. I am delighted that the group has engaged with the Assembly and agree with them that Wales is certainly a country that has a love for poetry. Poetry is rooted in our culture and celebrated in various forms including at our Eisteddfodau which is acknowledged in the petition. Please pass on my thanks to the Wales Somaliland Communities Link for bringing this shared cultural interest to our attention.

*Rosemary*

**Rosemary Butler AM, Presiding Officer**

Bae Caerdydd  
Caerdydd  
CF99 1NA

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# Agenda Item 3.3

## **P-04-322 A call to revise Cadw's hold upon churches in Wales**

### **Petition wording**

We call upon the National Assembly for Wales to investigate the inflexible way in which Cadw enforces its regulations upon active, vibrant congregations using listed buildings across Wales, thereby keeping them in a state of architectural inertia, unable to take advantage of modern developments in building materials and making it difficult for churches to make changes necessary for them to serve the coming generation and the local community.

**Petition raised by:** Graham John

**Number of signatures:** 147

**Petition first considered:** June 2011

Huw Lewis AC / AM  
Y Gweinidog Tai, Adfywio a Threftadaeth  
Minister for Housing, Regeneration and Heritage



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref  
Ein cyf/Our ref HL/06603/12

William Powell AM

Chair Petition's committee  
Ty Hywel  
Cardiff Bay  
Cardiff  
CF99 1NA

8 January 2013

Dear William,

Thank you for your letter of 14 December 2012 regarding the setting up of a task and finish group to look at ecclesiastical exemption.

I have asked my officials to set up such a group and all the denominations that are party to the exemption have been invited to a first meeting in January. The terms of reference for the group will be to consider any existing issues with the operation of the system such as where exemption does not apply (known as dual control); revisit recommendations made in the Howell report (a review of the system of ecclesiastical exemption in Wales); and to identify and examine issues related to the decline in listed places of worship in active use to help inform future Cadw policy and guidance on redundant listed places of worship.

I am happy to keep you informed as the discussions progress.

Yours sincerely

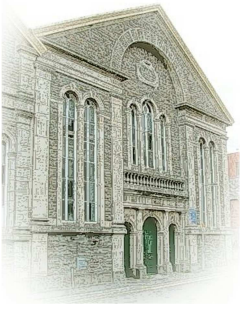
**Huw Lewis AC / AM**  
Y Gweinidog Tai, Adfywio a Threftadaeth  
Minister for Housing, Regeneration and Heritage

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Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)  
Page 16

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**Ebenezer Baptist Church**  
**Ebenezer Street, Swansea. SA1 5BJ**

Pastor: Rev Graham John



14<sup>th</sup> January 2013

Dear Chair of Petitions committee

Would you be so kind enough to ask Mr Huw Lewis AM whether the task and finish group looking at ecclesiastical exemption mentioned in his letter addressed to you dated 8<sup>th</sup> January has taken adequate steps to contact the independent churches in Wales which in a previous correspondence he admitted had been left out of the process due to difficulties in identifying them.

I fear that the group has simply sent out invitations to the denominations that were on their database.

May I suggest he asks his task and finish group to send invitations to the following groups which represent well over 100 independent churches in Wales:

**1. Evangelical Alliance Wales**

*Address: The Secretary EA Wales, 20 High Street, Cardiff. CF10 1PT*

*Tel: 029 2022 9822      [wales@eauk.org](mailto:wales@eauk.org)*

**2. Associated Evangelical Churches of Wales**

*Address: The AECW Secretary, Pennant, 110 Coed Onn Road, Flint, Flintshire. CH6 5QE.*

*Tel: 01352 732308      [secretary@aecw.org.uk](mailto:secretary@aecw.org.uk)*

**3. Fellowship of Independent Evangelical Churches**

*Address: 39 The Point, Market Harborough, LE16 7QU*

*01858 43 45 40      [admin@fiec.org.uk](mailto:admin@fiec.org.uk)*

Yours sincerely

Rev Graham John

## **P-03-236 The Charter for Grandchildren**

### **Petition wording**

We call upon the National Assembly of Wales to urge the Welsh Government to adopt The Charter for Grandchildren and to make the Charter mandatory for professional workers who are employed in the welfare of children.

**Petition raised by:** Grandparents Apart Wales

**Number of signatures:** 19

**First considered by Committee:** October 2009

**Y Pwyllgor Iechyd a Gofal Cymdeithasol  
Health and Social Care Committee**

Cynulliad  
Cenedlaethol  
Cymru  
National  
Assembly for  
Wales



**William Powell AC AM**  
Chair, Petitions Committee  
Cadeirydd, Pwyllgor Deisebau

11 December 2012

Dear William,

**Petition on The Charter for Grandchildren (P-03-236)**

Thank you for your letter of 28 November regarding the petition on The Charter for Grandchildren.

As you will be aware, the Social Services (Wales) Bill is yet to be formally introduced. Should the Bill be remitted to the Health and Social Care Committee by the Business Committee for legislative scrutiny, we will seek to consider the issues raised by the petitioners and include them in any consultation we run.

Yours sincerely,

*Mark Drakeford.*

**Mark Drakeford AC AM**  
Cadeirydd - Chair

Bae Caerdydd  
Cardiff Bay  
CF99 1NA

Ffôn /Tel: 029 2089 8403  
E-bost /Email: [HSCCommittee@wales.gov.uk](mailto:HSCCommittee@wales.gov.uk)

**P-03-236: The Charter for Grandchildren – Additional Information from Petitioner**

Dear Sian,

19<sup>th</sup> January 2013

Thank you for your email of the 14<sup>th</sup> January 2013 advising us of the next meeting of the Petitions Committee which is to be held on the 29<sup>th</sup> January 2013.

We have had no correspondence from you to respond to, so we suppose that the correspondence written by us to the committee for the meeting of the 20<sup>th</sup> November 2012 will be available at the above committee meeting.

Even with the inclusion of the UN Convention on the Rights of a Child in Domestic Law supported by the Social Services Wales Bill the position of many grand/parents being denied access to their grand/children is still intolerable and cluttering our family and county courts.

Such long term court actions have a detrimental consequence on some children which is agreed by governments, without them taking radical action to guillotine cases that go on for years, as many of them do, at colossal cost to the individuals involved and tax payers.

We still wish to pursue, equal rights for parents and compulsory mediation which we think would assist the courts.

We welcome the amount of support that is available from Cafcass Cymru's website as well as the information accessible on the Social Serves Wales Bill but only when society recognises the needs of children to have contact with the people that they love and cherish, will we start eradicating the emotional damage inflicted on many children.

A Charter for Grandchildren supports the family and puts children first. It is a concept created to protect the rights of the child and does not come into conflict with any other legislation which would appear to be similar in aims and principles.

It compliments them and we believe given your support, it would lead to a greater recognition of the importance that grandparents are to children which is acknowledged by all governments in the UK.

Kind regards.

Frank Bradfield.

Grandparents Apart Wales

# Agenda Item 3.5

## **P-03-187 Abolish the Severn Bridge Tolls**

### **Petition wording**

We the undersigned call upon the National Assembly for Wales to urge the UK Government in Westminster to do everything in its power to abolish the two Severn Bridge tolls.

**Petition raised by:** John Warman

**Date petition first considered by Committee:** March 2009

**Number of signatures:** 23



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Welsh Government

## The Impact of the Severn Tolls on the Welsh Economy

### Executive Summary

216322

Issue | 30 May 2012

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 216322

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## Executive Summary

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### Background

The Severn Crossings are the primary gateway to South Wales, catering for average daily traffic of around 80,000 vehicles. The first Severn Bridge was opened to traffic in 1966. The Second Severn Crossing was opened in 1996 and the two bridges now operate in tandem. Tolls have been in place for the entire history of the Severn Crossings and, as with most toll bridges around the world, the charges have been used to pay for their construction, maintenance and operation through a concession agreement with a private operator.

The concession agreement currently in place ends at the point that the operator has collected £996m in 1989 prices. Recent estimates have suggested that this point could be reached by around 2017. Following the end of the concession agreement, ownership (as well as the future maintenance burden) will transfer back to the UK Government. This offers the opportunity to consider the possible implications of alternatives to the current user charging regime on the Severn Crossings.

In December of 2010, the report of the Welsh Affairs Committee enquiry into the Severn Crossings Toll was published. One of the main findings of the Committee was the lack of robust evidence for the impact of the tolls. This study, commissioned by the Welsh Government and undertaken by Arup and the University of the West of England (UWE), is the first comprehensive assessment of the impact of the tolls on the Severn Crossings.

### Study Approach

The complex relationship between the Severn Crossings and the Welsh economy is such that the study covers a broad range of transport and economic issues. The terms of reference for the study are to assess the impact of the tolls on the Severn Crossings in relation to traffic patterns, the environment, impacts on consumers and businesses, effects on the labour market, influences on business location and the impacts on overall economic performance of South Wales, and the comparative effects on the South West of England.

The study employs a number of scenarios to consider the potential impact of a range of alternative tolling regimes were they to be introduced after 2017. For simplicity three different scenarios were chosen, each of which have been compared against a 'do minimum' scenario under which the tolls are assumed to remain unchanged (in real terms<sup>1</sup>) from current levels:

- *Scenario 1 – Reduce tolls on both bridges by 50%;*
- *Scenario 2 – Remove tolls from the Severn Crossings, and;*
- *Scenario 3 – Increase tolls on both bridges by 50%.*

The scenarios are intended to examine the potential effects of toll removal or reduction. An equivalent increase in the toll has also been used to explore the

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<sup>1</sup> This is equivalent to the current arrangement under the concession agreement whereby toll prices are adjusted at the start of each year 'by the same percentage as the percentage difference between the retail prices index for March 1989 and the retail prices index for the month of September immediately preceding the making of the order'. (Severn Bridges Act 1992, <http://www.legislation.gov.uk/ukpga/1992/3/section/9>). The adjustment is rounded to the nearest 10 pence.

symmetry or otherwise of the effect of an increase or decrease in the toll. All of the scenarios are highly simplified and none of the scenarios are intended to represent policy proposals.

Given that the level of the toll has remained unchanged (in *real terms*) over the past decade (since the tolls are adjusted in line with inflation), the study is unable to draw conclusions from historical changes in the toll on the Severn Crossing. Therefore, the conclusions of the assessment are based on what we can infer from existing patterns of behaviour, on secondary evidence, and through modelled transport behaviour and economic impacts building on logical and evidence based assumptions. The following research and analysis was undertaken:

- A literature review of the impact of road tolls, including tolled bridges, elsewhere;
- High-level traffic and transport modelling;
- A survey of businesses in South Wales and the South West of England;
- In depth interviews with a selection of businesses and representative groups;
- A survey of consumers in the South West of England, and;
- Modelling of the effects of tolling on productivity.

### **Severn Crossings Traffic and Travel Patterns**

Based on two-way vehicle count data, since 2003 there has been steady growth in traffic across the M4 Second Severn Crossing, with an average annual growth over the period of 1.78%, compared with 0.63% across the UK motorway network. In 2008, in terms of Annual Average Daily Traffic (AADT)<sup>2</sup>, 61,455 vehicles crossed the M4 Second Severn Crossing per day and 17,772 crossed the M48 Severn Crossing per day. The M48 carries more local traffic with the majority of origins / destinations being Monmouthshire, Bristol and the South West of England, whilst the M4 is more strategic in nature serving a much wider market, with origins and destinations from across all areas of South Wales and across Southern England.

There is a small directional imbalance, with 4.7% more traffic in the eastbound direction compared with the westbound direction. This is due to the fact that the toll is charged only in the westbound direction and therefore a small proportion of traffic crossing uses an alternative route to make the westbound trip (via Gloucester).

### **Direct Costs of the Severn Tolls**

In 2011, the cost of the toll stood at £5.70 per car, or £11.50 for small buses and for goods vehicles of up to 3.5 tonnes and £17.20 for heavy vehicles in excess of 3.5 tonnes. As noted, the toll is adjusted in line with the Retail Price Index. Since 2000, growth of nominal GVA per capita and wages in Wales slightly exceeded the rate of growth of the toll price until the recession which started in 2008. Over the period 2000 to 2010, the toll is largely unchanged relative to GVA per capita and wages. Growth in fuel costs, vehicle maintenance costs and vehicle tax and insurance costs have significantly exceeded growth in the price of the toll. However, vehicle purchase costs have fallen since 2000 such that total 'motoring expenditure' inflation has risen slower than the price of the toll.

The toll increases the cost of journeys between South Wales and parts of the South and South West of England. It is useful to place the cost of the toll in the context of

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<sup>2</sup> The number of vehicle travelling in both directions per day, averaged over the year, taken from automatic vehicle count data provided by Traffic Wales.

total journey costs, taking into account fuel costs, vehicle maintenance and depreciation costs as well as the opportunity cost of time spent travelling. Average costs and 'values of time' for different road users are provided by the Department for Transport for this purpose.

The proportion of trip costs accounted for by the toll varies greatly across different types of user. For a car journey (excluding commuters and business travel) the toll represents approximately 19% of trip costs for a journey between Cardiff and Bristol<sup>3</sup>. For a business traveller, considering the value of lost productive time, toll costs fall to approximately 8% of trip costs. For goods vehicles making the equivalent journey, tolls represent 23% of total journey costs for a light goods vehicle and 21% for a heavy goods vehicle. The proportionate impact of the toll falls with distance travelled.

### *Annual Toll Costs*

Total revenue from the tolls (both crossings combined) in 2010 amounted to £76m. Taking all goods vehicles toll payments and toll payments of business users, the direct toll costs imposed on businesses can be roughly estimated to be £47m (excluding VAT) in 2009 prices, with remaining £34m (including VAT) being paid by consumers. Therefore the total cost to businesses and consumers, once VAT is taken into account, is in excess of £80m a year.

There are further direct costs imposed by the toll due to the time related costs of the stop-start delay at the toll booths and the impact on drivers taking alternative routes and therefore experiencing longer journey times and costs. The latter appears (based on the small directional imbalance) to make up a relatively small proportion of trips.

Conversely, tolls and user charges are often associated with having congestion relieving effects which serve to reduce congestion and improve journey times for other users who are willing to pay tolls. Whilst this is not a major factor for the Severn Crossings (given that the Crossings themselves operate well within capacity), traffic modelling suggests that the tolls are likely to have a minor positive effect on traffic flows elsewhere on the network.

There is no data available which allows an accurate assessment of how these costs are split between vehicles and businesses based in Wales, or elsewhere. Given that it is likely that there is some 'cost pass through' or sharing of toll costs between the toll payer and the end customer this is highly complex. In either case (excluding the significance of through journeys to or from Ireland) the tolls represent a cost imposed on economic transactions between South Wales and the South and West of England.

## **Impacts on Traffic and Transport**

### *Evidence from Toll Roads Elsewhere*

Empirical evidence on the elasticity of demand<sup>4</sup> with respect to road tolls is limited because of the relative scarcity of toll roads and crossings worldwide, as well as the lack of ex-post assessment following the introduction or removal of tolls. In general,

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<sup>3</sup> Based on the Cardiff to Bristol leg of a return trip assuming half the toll cost applies to each leg, under average morning peak conditions.

<sup>4</sup> In economics, an elasticity measures how a change in one variable affects another. In this case, the elasticity of demand with respect to the toll refers to the sensitivity of demand for travel on a tolled road to changes in the prices of the toll. Price elasticity (point elasticity) is measured as the ratio of the percentage change in demand to the percentage change in the price. A negative elasticity typically occurs because demand is inversely correlated with price.



Generally, under average conditions, the increase in traffic under the toll removal scenario would be expected to result in marginal changes in traffic flow and speed. However, the scenarios do highlight potentially more significant effects at the Brynglas tunnels where capacity is already constrained. A more detailed assessment of forecast traffic impacts under varying traffic conditions would be required before firm conclusions can be drawn on the effects on congestion more generally. The analysis also shows that reducing or removing the tolls would result in a permanent increase in carbon emissions, although removing the stop-start delay at the toll booth would have some offsetting effect. The magnitude of the change would probably be small in comparison with total emissions from transport in Wales.

The above changes in traffic demand have been applied to recent data on SRC plc toll revenue in order to understand the financial implications of the scenarios<sup>7</sup>. Total revenue in 2009 was £77.4m. The *reduction* in revenue if the toll were halved is estimated to be approximately £36m per annum (2009 prices), a 46% reduction. An increase in the toll of 50% would result in *additional* revenue of around £36m per annum, a 41% increase. In each case, the change in revenue is less than proportional to the change in toll because of the offsetting effect of higher or lower traffic flows.

### **Impacts on Business Performance and Location**

Based on the responses from the business survey as well as evidence drawn from more in depth interviews, an analysis was undertaken of the impacts of the Severn Crossing on the performance, behaviour and competitiveness of business in South Wales.

#### *Business Costs and Performance*

The research confirms the importance of the Severn Crossings for businesses in South Wales. Of those businesses surveyed, 50% considered the crossings to be either 'important' or 'very important' for their business. The proportion of businesses for which the tolls are 'significant' is a substantial minority, with 12% reporting the tolls to be significant and 8% reporting the tolls are highly significant. The importance placed on the tolls was closely related to the particular sector, location and operating structure of the firm in question. Not unexpectedly, businesses based in South Wales are more likely to place importance on the crossings and the tolls than businesses based in the South West of England.

The significance of toll costs, however, must be seen in the context of overall operating costs. For the vast majority of businesses direct toll costs represent a very small proportion of total costs. For the service sector and 'high value' manufacturing firms, transport costs typically make up a small proportion of overall costs and therefore toll charges are of diminishing importance.

The exception is transport and logistics businesses predominantly engaged in trade between the South and West of England and South Wales. Evidence provided to the Welsh Affairs Committee, as well as media reports<sup>8</sup>, suggests that, at the highest end, a small number of businesses spend in excess of £200,000 per year on tolls. This was supported by consultations with representatives of freight operators. An illustrative analysis suggests that toll costs could, in the most extreme cases amount to between

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<sup>7</sup> Estimated changes in toll levels and traffic flows have been applied to the latest available data on Severn Crossing revenue from 2009 taken from SRC plc Annual Reports. The analysis assumes that SRC plc revenue is unchanged in real terms from 2009 and ignores the effect of changes in demand between 2009 and 2018.

<sup>8</sup> <http://www.bbc.co.uk/news/uk-wales-11719614>

5% and 10% of annual vehicle operating costs<sup>9</sup> for freight vehicles. Given that profit margins tend to be relatively low in this sector, the implications for business performance and profitability can be significant where a firm is predominantly engaged in ‘cross-Severn’ goods transport.

### *Business Location and Markets*

It should be considered that the tolls could be expected to deter competition in local markets as well as providing a barrier for Welsh businesses when competing in England, although the relative size of the two markets is such that any ‘barrier to trade’ is likely to be felt more keenly by business in South Wales. Based on the analysis of the survey responses, businesses were more likely to report that tolls affected their cost base and profitability than they were to suggest that the tolls deter customers or place their business at a disadvantage, in comparison with businesses located in England, when competing in particular markets.

Within the logistics sector, there is some evidence of businesses being encouraged by toll costs to locate vehicles at depots in England rather than in South Wales, although for the most part freight businesses are likely to be engaged in movements involving either a Welsh pick up or drop off for which any operator, whether based in England or South Wales, would be subject to the toll.

Where toll costs are significant for businesses, tolls effectively increase the cost of doing business in South Wales, thereby making South Wales a less attractive location for investment. Location decisions are highly complex and businesses will consider access to markets, access to skills, wage costs, costs of land and property. More generally, evidence from the business survey suggests that the quality of existing transport links (quality of access to motorways, local road network, public transport, and parking) are seen as a key advantage of firms’ current location. When asked about the main disadvantages of their location, transport related factors were also frequently identified by Welsh firms. The Severn tolls were specifically noted by one firm to be a disadvantage without being prompted.

As with previous reports into the tolls, whilst it was established that some businesses pay regard to toll costs when considering locations in South Wales, no instances could be identified where toll costs were pivotal in a decision not to locate in South Wales. In the specific case of Regional Distribution Centres (RDCs), when choosing a location it is typical to undertake a detailed cost-benefit assessment of potential locations which takes into account all operating costs including tolls. On this basis, it is possible to imagine a situation in which the tolls contribute to a decision to locate outside South Wales. However, given the wage and fuel costs associated with journeys across the estuary notwithstanding the tolls, in most cases proximity (to the M5 corridor for example) is likely to be a more significant factor than the tolls themselves.

### *Impacts on the retail, tourism and leisure sectors*

The study has considered whether the cost imposed on consumers by the toll deters visitors to Wales, thereby having a negative effect on the tourism or retail sectors. As with tolls and business location, the significance of the tolls in determining visitor’s travel decisions should be seen in the context of total trip costs. From this perspective, toll costs are likely to be significant mainly for trips of a short duration, such as day trips and shopping trips, and where the distances travelled are relatively short. For

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<sup>9</sup> Vehicle operating costs includes fuel costs, vehicle operating costs, wages, overheads and other costs such as vehicle licensing.

longer distance trips and overnight stays, the toll is likely to be a small proportion of the total costs of a visit. Therefore, 'higher value' tourism is less likely to be affected.

A survey of households in South West England was undertaken to help better understand the impact of the tolls on the perceptions of potential visitors to Wales. When asked if they would expect to make more trips to Wales by car if the Severn tolls are removed, 22% of surveyed residents of South West England said they would expect to make more trips to Wales in the next twelve months. Whilst survey responses of this nature are potentially subject to bias, the results might suggest that removing tolls would encourage more visits to Wales. Notably, the proportion of respondents expressing this view falls with distance from the crossings, perhaps supporting the assertion above that tolls are more likely to influence trips of a shorter duration.

It should, however, be considered that the tolls might be expected to deter trips in either direction. Therefore, the net effect on the Welsh visitor economy could be positive or negative. Given the importance of the visitor economy in Wales and the increasing importance of Cardiff as a retail destination (relative to Bristol for example), it is considered likely that the net effect of the tolls is, on balance, negative.

A further consideration, raised by tourism industry representatives, is whether toll negatively affects the way people *perceive* Wales as a visitor destination and whether this has an effect disproportionate to the financial cost of the toll. For example, the cost and inconvenience of the toll were highlighted as potential issues during the 2010 Ryder Cup when tourism bodies were seeking to encourage return visits. However, effects on perceptions are difficult to measure or to separate from other factors and there is no firm evidence on the link between tolls, perceptions and propensity to holiday in Wales.

### Impacts on the Labour Market

Based on the current toll cost of £5.70 per vehicle, a simple analysis would suggest that toll costs for a commuter crossing the Severn each working day would amount to around £1,400 over a year<sup>10</sup>. For a commuter trip between Newport and Bristol, the toll accounts for approximately one quarter of total journey costs. As such, the tolls represent a potentially significant deterrent to commuting between South Wales and the South East of England.

Evidence from the 2001 census showed around 6,600 workers commuting from the 'Welsh Severnside'<sup>11</sup> area to the 'English Severnside'<sup>12</sup>, with a further 8,500 travelling to work in other parts of England. There is a directional imbalance in commuting across the Severn with around 2,000 commuters travelling in the opposite direction from the English Severnside to the Welsh Severnside. It should be noted that a proportion of these commuters are likely to travel by other modes or take alternative routes to the crossings. Traffic model data suggests that there are around 12,000 return trips across the bridges made by drivers reporting that they are travelling to work, although the relationship between this number and numbers of commuters or jobs filled is not necessarily direct.

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<sup>10</sup> Based on one crossing for each working day – 240 crossings at £5.70 gives £1,368.

<sup>11</sup> The 'Severnside' area has been defined in order to broadly reflect normal commuting distances. Welsh Severnside includes Cardiff, Newport, Monmouthshire, Caerphilly, and Torfaen.

<sup>12</sup> English Severnside includes Bath and North East Somerset, the City of Bristol, North Somerset, South Gloucestershire, and Stroud.



The traffic analysis suggested that removing the tolls would result in an increase in commuting across the Severn Crossings of 11% (excluding reassignment of traffic). Changes in commuting patterns will take time to play out and this should be considered a long term adjustment. This degree of change could represent upward of 1,000 commuters. However, this result is based on general observation of transport user behaviour and is a relatively crude measure. Local labour markets are complex and individuals typically make their commuting decisions based on a range of factors. Mobility, recruitment and job search geographies vary by sector and by occupation. Individuals typically make their commuting decisions based on the balance of wage and job differentials between home and work locations, differences in the cost of living / quality of life and the costs of mobility.

Some inferences can be made based on the existing profile of commuters. Firstly, the existing directional imbalance and the differential in wage rates between the 'English Severnside' and the 'Welsh Severnside' might suggest the greatest part of any increase in commuting would relate to residents of Wales travelling to jobs in England. This effect could be reinforced by patterns of migration with more affordable house prices in Wales and the rural amenity of an area such as Monmouthshire which currently has the highest number of commuters into England of the South Wales Local Authorities.

Secondly, given the occupational profile of commuters and the fact that higher paid workers are typically more mobile than lower paid workers, it is likely that additional commuters will also be above average in terms of pay and skill levels. The inference from this is that the additional commuting is likely to primarily represent changing employment search areas or changing distribution of employment rather than any increase in participation rates.

### **Effects on Productivity**

Exploratory economic modelling techniques have been employed to attempt to quantify the overall impact of the Severn tolls on the performance of the South Wales economy. The analysis is intended to supplement the survey and other approaches through reference to statistical data on the relative performance of firms in Wales and England. The analysis builds on previous studies into the relationship between accessibility (broadly, proximity to economic mass) and economic performance. The approach taken is to estimate the extent to which differences in economic performance (in this case measured as productivity) can be explained by spatial factors that are in turn influenced by transport costs (including toll charges). Given that there is significant uncertainty in the results provided, the precise estimates provided are intended to be illustrative and should be interpreted with caution.

A peripherality variable has been constructed based on the cost of travel between all areas in the model. The research finds a statistically significant relationship between this measure of peripherality and firm productivity. The model indicates that a 1% reduction in peripherality would lead to an increase in productivity of 0.033%.

The peripherality variable has subsequently been adjusted to reflect conditions if the toll were to be removed after 2018. The impact of toll changes becomes more marked the closer the area is to the crossings. The results suggest that, based on the peripherality-productivity relationship, the tentative conclusion of the economic modelling exercise is that removing the tolls would boost productivity by in the order of 0.48% which would translate to an increase in the annual Gross Value Added (GVA) of South Wales of around £107m. This compared with 'direct' effects (reduced transport costs – i.e. toll payments) of some £80m giving a potential

‘multiplier’ of around 1.3. The results indicate that the indirect effects discussed elsewhere in this report are such that the overall impact of the toll exceeds the direct cost of the toll. However, caution should be applied in drawing precise conclusions the magnitude of GVA impacts through economic modelling techniques.

## **Conclusion**

This study is the first comprehensive attempt to consider the effects of alternative futures for the tolls on the Severn Crossings. The study has highlighted the many complex impacts and issues related to Severn tolls. The tolls impose a cost on users of the Severn Crossings and therefore much of the analysis has focussed on the degree to which the tolls impact negatively on the economy. It is clear that such impacts are not evenly distributed across individuals, sectors or geography. The study has not attempted to consider the potential trade-offs or opportunities associated with re-investment of toll revenue following the end of the concession agreement. Furthermore, whilst the research has tested some relatively simple scenarios for the future of the tolls it has also highlighted interesting opportunities relating to alternative approaches to tolling – such as the level of toll for different vehicle types, discounts for regular use, variable tolls and new technology – which could mitigate against some of the negative impacts highlighted in this report.

P-03-187 Abolish the Severn Bridge Toll - Link to Final Report: The Impact of the Severn Tolls on the Welsh Economy

[http://wales.gov.uk/about/aboutresearch/econoresearch/completed/severn\\_tolls/?lang=en](http://wales.gov.uk/about/aboutresearch/econoresearch/completed/severn_tolls/?lang=en)

# Agenda Item 3.6

## **P-03-240 Improvements to the A40 in Llanddewi Velfrey**

### **Petition Wording**

Due to the increasing levels of traffic, especially heavy goods vehicles, on the A40 and due to the inadequate provision of safe pavements and pedestrian crossings acknowledged by the Trunk Road Agency through research on behalf of the Welsh Assembly Government we, the undersigned, hereby demand the Welsh Assembly Government, as a matter of urgency, improve road safety in the village of Llanddewi Velfrey, Narberth, Pembrokeshire through implementation of the following measures:

1. Improve the inadequate pavement along the southern side of the A40 between Llandaff Row and the far eastern end of the village to ensure that it meets current safety standards, that it is sufficiently wide for the safe use of pedestrians, pushchairs and wheel chair users taking into consideration the proximity of heavy goods traffic passing by at speeds often in excess of the current limit of 40mph.
2. Install speed cameras at the eastern and western ends of the village.
3. Utilise the existing electrical installation for road crossing signs to provide flashing warning lights at times when children will be crossing the A40 to catch their school bus.
4. Install traffic calming measures at each end of the village and at road junctions to emphasise the need to reduce speed.
5. Reduce the speed limit to 30mph.

**Petition raised by:** Llanddewi Velfrey Community Council

**Date petition first considered by Committee:** September 2009

**Number of signatures:** 154

Carl Sargeant AC / AM  
Y Gweinidog Llywodraeth Leol a Chymunedau  
Minister for Local Government and Communities



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-03-240  
Ein cyf/Our ref CS/07560/12  
William Powell AM  
Chair Petition's committee  
Ty Hywel  
Cardiff Bay  
Cardiff  
CF99 1NA

December 2012

Thank you for your letter of 13 November regarding funding bids for speed limit enhancement works on the A40 in Llanddewi Velfrey.

I can confirm that my officials and the South Wales Trunk Road Agent recently met to discuss the outline bid for 2013/14.

The bid includes the design and construction of speed limit enhancements in the form of repeater signs, roundels and gateway enhancements. The success of funding will need to be considered in the next few months against other network priorities and available funding on an all Wales basis.

Footway improvements are not being promoted currently as they may be disruptive and made un-necessary if the A40 Llanddewi-Penblewin Improvement Scheme proceeded later.

The process to appoint an Employer's Agent for the A40 Llanddewi-Penblewin Improvement Scheme has commenced and an appointment is expected early in 2013. The next stage will be to procure the appointment of a design and build contractor.

**Carl Sargeant AC / AM**  
Y Gweinidog Llywodraeth Leol a Chymunedau  
Minister for Local Government and Communities

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

English Enquiry Line 0845 010 3300  
Llinell Ymholiadau Cymraeg 0845 010 4400  
Correspondence: Carl.Sargeant@wales.gsi.gov.uk  
Printed on 100% recycled paper

William Powell AM  
Chair Petitions Committee  
Ty Hywel, Cardiff Bay  
CF99 1NA

19.1.13

Dear Mr Powell

**Re: Petition submitted by Llanddewi Velfrey Community Council P-03-240 to be discussed at your next meeting**

Prior to your last meeting I wrote again regarding the serious safety issues for pedestrians in Llanddewi Velfrey and the excessive delays in achieving a response to our petition submitted 3 years ago. While we appreciate that plans are being made for a bypass for Llanddewi Velfrey as part of the Welsh Government's Transport Plan, the following issues nevertheless need to be addressed as a matter of urgency to safeguard residents in this community adjacent to the A40. They are:

- unacceptably narrow pavements adjacent to a busy trunk road
- inadequate crossing facilities
- vehicles travelling at unsafe and excessive speeds through a residential area

During your last meeting, Joyce Watson AM offered to make a site visit to provide your committee with more information. She referred to our situation as 'an interesting case' by which we hope she means it is worthy of attention. As Clerk I was asked to write to Ms Watson to invite her to attend a site meeting which I did through an email in mid November. I regret to say that I have had no reply. We would welcome Ms Watson to meet representatives of the Community Council for a brief discussion and to see, at close quarters, the main issues of concern.

With reference to the letter from the Minister, Mr Carl Sargeant, he said that he is looking at specific traffic calming measures and that his department will 'monitor this section of the A40.... in order to review and proactively manage safety issues'? We would ask you to consider two points:

- The problems outlined above have already been investigated many times and were acknowledged by the former Deputy Minister, Ieuan Wyn Jones, who himself made a site visit, and said that something definitely needed to be done.
- Creation of a 50mph buffer zone to the west of the village, suggested by Mr Sargeant, has already been discounted by the Trunk Road Agency as it can only be created by shortening the existing 40mph zone owing to the surrounding topography.

We appreciate that in the current economic climate there are many demands on budgets, but this is a genuinely serious issue and we have been waiting for action for the past 3 years. Angela Burns AM and Rebecca Evans AM have offered their support, but we would very much appreciate a meeting with Ms Watson as both a member of the Petitions Committee and as someone with local knowledge.

Yours sincerely

Lynda Hill  
Clerk to the Community Council

## **P-04-345 Rail and Bus Links between Aberystwyth and Carmarthen**

### **Petition wording:**

We call upon the National Assembly of Wales to urge the Welsh Government to restore and/or improve rail and bus links between Carmarthen in the county of Carmarthenshire and Aberystwyth in the county of Ceredigion.

### **Supporting information:**

They may be in adjoining counties, but the train ride from Carmarthen to Aberystwyth is a marathon that takes more than six hours. The Manchester and Milford Railway line, which linked Carmarthen and Aberystwyth, came to Tregaron in 1866 from a southerly direction. It served as a 'regular' route between the towns of Carmarthen and Aberystwyth and linked South Wales to North Wales, a link which sadly no longer exists in such a straightforward route, since Lord Beeching's report on reshaping British Railways resulted in many line closures in the 1960s. Today, with the growth of Aberystwyth and Lampeter as some of Britain's most prestigious universities, along with the beauty of many seaside towns, such as Aberaeron, Welsh residents are calling for this train route to be re-established. It would make travel for commuters easier, quicker and safer as a railway connecting main western towns could reduce traffic and accidents on rural roads, statistically the most dangerous.

**Petition raised by:** Craig Owen Lewis

**Date petition first considered by Committee:** 29 November 2011

**Number of signatures:** 555

**Please follow the link to access full consultation response**

<http://www.senedd.assemblywales.org/mglIssueHistoryHome.aspx?Ild=2429>

# Agenda Item 3.8

## **P-04-429 : Re-opening of the Carmarthen to Aberystwyth Train Line**

### **Petition wording:**

We call on the National Assembly for Wales to urge the Welsh Government to re-open the train line from Carmarthen to Aberystwyth. We believe this is vital for the local communities and the Welsh economy as a whole as it will allow the transition of people and services to areas which are otherwise isolated.

This will support the local economies and create a more fluid connection between North and South Wales. At present the only rail connections from North to South Wales must divert through England.

**Petition raised by:** Mark Worrall

**Date petition first considered by Committee:** 6 November 2012

**Number of signatures:** 1191



Carl Sargeant AC / AM  
Y Gweinidog Llywodraeth Leol a Chymunedau  
Minister for Local Government and Communities



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-04-429  
Ein cyf/Our ref CS/07670/12

William Powell AM  
Chair Petition's committee  
Ty Hywel  
Cardiff Bay  
Cardiff  
CF99 1NA

committeebusiness@Wales.gsi.gov.uk

19 December 2012

Thank you for your letter of 13 November, on behalf of the Petitions Committee. I note that the Committee has received a 1191 signature petition calling on the Welsh Government to re-open the railway line from Carmarthen to Aberystwyth.

Your letter asks if there has been a change in my position since I wrote to you about a similar petition in December 2011. I can confirm that my position remains the same for the reasons outlined below.

As you are aware, I published my prioritised National Transport Plan (NTP) last December detailing the Welsh Government's core funding priorities for transport until 2015. The prioritisation process did not consider including additional projects to the existing Plan. As the reopening of the line between Carmarthen and Aberystwyth was not included in the original NTP it was therefore not prioritised for delivery in the period to 2015.

The Welsh Government has a strong record of reopening railway lines having successfully reinstated the Vale of Glamorgan line in 2005 and the Ebbw Vale line in 2008.

In considering potential lines for reopening, a key factor is the amount and condition of the original trackbed that remains, as this is a major determinant of the overall project cost. The Welsh Government has undertaken a preliminary site visit of the former Carmarthen to Aberystwyth railway. This found that a significant portion of the trackbed has been built on, while other sections are no longer visible. This indicates that ensuring the trackbed is suitable for modern rail operations would be prohibitively expensive in these times of financial constraint.

I note that this conclusion is in line with that of both of the regional transport consortia with an interest in the proposed route, SWWITCH and TraCC, in their respective submissions to the similar petition last year.

It is also important to note that since 2004 the Welsh Government has been instrumental in delivering a package of measures to improve transport links on the Aberystwyth, Lampeter to Carmarthen corridor. This has included the introduction of an hourly bus service on weekdays and, better connections between bus and trains at Aberystwyth and Carmarthen and through ticketing on the route.

In March 2010, Welsh Ministers announced proposals to further improve bus services on this key route, including the introduction of faster journey times between key centres.

Arriva Buses Wales have subsequently introduced a new commercial bus service on this route, without any public subsidy from either the Welsh Government or the local authorities. The Welsh Government will continue to work closely with Arriva Buses Wales and the local authorities to further improve this new commercial bus service, as part of a Quality Bus Partnership Scheme.

I trust that this answers your query.

A handwritten signature in black ink, appearing to read 'Carl Sargeant', followed by a vertical line.

**Carl Sargeant AC / AM**

Y Gweinidog Llywodraeth Leol a Chymunedau  
Minister for Local Government and Communities

**P-04- 429: Re-opening of the Carmarthen to Aberystwyth Train Line -  
Additional information from petitioner**

Annwyl Sian,

Sorry for the delay in replying. I hope that although I have missed the deadline, you will be able to consider my comments in the forthcoming committee meeting on 29th January.

I have considered the response from Carl Sargeant and, although I agree that re-opening th Carmarthen to Aberystwyth trainline would be a costly venture, it is one that would benefit both the local and national economy of Wales in the long term. I believe that it would link communities that have had to contend with sub-standard public transport services for too long. Furthermore, it would attract more tourists and more businesses to the area – afterall, tourists will only travel as far as you will let them – which is why they are more likely to visit Tenby than Newcastle Emlyn, for example.

As for business people – they are not going to alight a train at Carmarthen to wait for an hourly bus service that may or may not arrive – depending on traffic delays, mechanical breakdowns etc...and with no 'real-time' information how are they to know if one is due or not? In this way, I believe that the Minister is not truly considering the needs of the local communities – better transport links will attract more business, better services, leading to greater employment and prosperity to an area that desperately needs it.

I wonder if the Minister has entered into any initial consultations with businesses to see if they would be interested in co-funding the project? I'm sure that enough capital can be raised, even in economically difficult times, especially when the initial cost is weighed against the overall long term gains to Wales as a whole. I believe that if the project does not go ahead then Wales really has lost an opportunity to develop in ways that are absolutely vital for the future generations of this country.

Kind regards,

Mark Worrall

# Agenda Item 3.9

## **P-04-363 Town Centre Improvement Scheme for Fishguard**

### **Petition wording:**

We, the undersigned, request that the National Assembly supports the call on the Welsh Government to work with Pembrokeshire County Council to ensure that investment is made in a Town Centre Improvement Scheme for Fishguard, including pedestrian and traffic management measures. Such an Improvement Scheme must improve the viability and sustainability of the Town and make it fully accessible for all residents and visitors, including those with mobility and other disability needs.

**Petition raised by:** Councillor Bob Kilmister

**Date petition first considered by Committee:** 7 February 2012

**Number of signatures:** 1,042



Fishguard & Goodwick Town Council  
Cyngor Tref Abergwaun ac Wdig  
**Town Hall, Fishguard, Pembrokeshire SA65 9HE**  
**Neuadd Y Dre, Abergwaun, Sir Benfro SA65 9HE**  
Clerk/Clerc: Vanessa Walker Tel: 01348 874406  
email: [clerk@fgtc.demon.co.uk](mailto:clerk@fgtc.demon.co.uk)

25<sup>th</sup> June, 2012.

fao Abigail Phillips  
Petitions Committee  
Welsh Government  
Cathays Park  
CARDIFF

Dear Ms. Phillips,

### **Regeneration of Fishguard Town Centre**

You will be aware that a meeting was held in Fishguard on the 18<sup>th</sup> May to discuss opportunities for regeneration of the town centre.

A copy of the report from the meeting is included with this letter, together with a copy of the presentation given by Mr. George Grace from TownCentred, a company which specialises in innovative solutions to regeneration of urban centres.

Subsequent to this meeting a Town App has been produced by the local Chamber of Trade and the Town Council is in the process of creating a Town Team along the lines recommended by George Grace. Once formed, this team will have the following remit:

- Quarterly meetings of all stakeholders
- Separate stakeholder 'forums'
  - Major landlords/developers, eg StenaLine, Conygar
  - Chamber of Trade – local businesses
  - Residents – selection of Town and County Cllrs and Mayor
  - Public and Voluntary Sectors
  - Professional Town Centre Facilitator – p/t appointment
- Agree priorities
- Start meanwhile users

Although positive actions are now being taken by the Chamber of Trade and the Town Council, a major impediment for the regeneration of Fishguard town centre to become a pedestrian-friendly environment is the fact that three Trunk Roads meet in the centre with two way traffic on each one despite the fact that there is inadequate pavement provision.

It is felt that any major regeneration will be dependent on a resolution of the congestion and safety issues in Fishguard regarding the traffic flow through the town centre. Visitors and residents have lodged many concerns about the danger of walking down the High Street where the pavement at times is less than a foot wide.

There have also been several incidents where people have been knocked by lorry, caravan and motor home mirrors and some collisions between large vehicles because of the narrowness of the road.

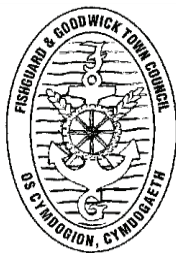
Furthermore, large commercial vehicles continue to ignore Trunk Road directives to avoid Lower Town and Fishguard town centre.

A new road system for Fishguard has been promised for many years now but in the meantime the congestion and accessibility issues affect our visitors and residents alike. May I urge you, on behalf of the Town Council, to make funding available so that a safe and improved road infrastructure within our town can contribute and enable our town centre regeneration plans.

Yours sincerely,

*Margaret Stringer*

Cllr. Margaret Stringer  
Mayor of Fishguard & Goodwick



Fishguard & Goodwick Town Council  
Cyngor Tref Abergwaun ac Wdig  
Town Hall, Fishguard, Pembrokeshire SA65 9HE  
*Neuadd Y Dre, Abergwaun, Sir Benfro SA65 9HE*  
Clerk/Clerc: Vanessa Walker Tel: 01348 874406  
email: [clerk@fgtc.demon.co.uk](mailto:clerk@fgtc.demon.co.uk)

REPORT AND ACTIONS ARISING OUT OF THE MEETING HELD  
ON THE 18<sup>TH</sup> MAY, 2012, AT THE FISHGUARD BAY HOTEL,

## THE REGENERATION OF FISHGUARD TOWN CENTRE.

### ATTENDEES

George Grace - TownCentred  
Dai Davies - creative enterprise  
C Cllr. Pat Davies  
C Cllr. Bob Kilmister,  
PCC Business Manager  
Paul Davies AM  
Stephen Crabb MP  
Dr. Kay Swinburne MEP for Wales  
William Powell AM (sent representatives)  
Fishguard & Goodwick Town Council:  
Cllrs: Maggie Stringer (Mayor), Paul Mason, Mike Mayberry, Chris John, Sally Wilson,  
Richard Grosvenor, Brian Morse, Bob Wheatley  
Vanessa Walker (Town Clerk)  
Ian Davies - StenaLine  
Mike Conellan - Conygar  
ex Mayor Richard Davies  
Fishguard & Goodwick Chamber of Trade – Michael Charlton

Mr. Grace introduced himself, his background and his interest in Fishguard. He was very positive about the number of opportunities for regeneration most of which would require a pedestrian friendly environment. A copy of the presentation is available electronically with this report.

The package of regeneration initiatives shared by Mr Grace included examples of successful strategies that have resulted in the transformation of small and large town centres not only in Britain but in a variety of countries.

Previously run down and depressed areas have been revitalised into thriving, vibrant cultural and commercial centres of excellence.

Mr Grace emphasised that the key to such changes lay in the construction of a committed working partnership for the development of Fishguard and Goodwick between political decision-makers, business entrepreneurs, and members of the community with cultural and commercial expertise.

The presentation provoked much discussion from the floor. A list of comments is given at the end of this report. The discussion eventually centred on the need for positive action which could best be achieved by the creation of a Town Team comprised of major stakeholders in the town. This model had worked well in other places.

The following collaborative actions were then put forward for the Town Council and the Chamber of Trade to work on.

- *Assemble a Town Team*
- *Draft a town plan with professional help*
- *Start meanwhile uses (short-term, low rent usage of empty premises in agreement with local landlords)*
- *Agree priorities*

During the Q&A session the following points were made:

- *Higher education very important – no HE centre in Pembrokeshire*
- *E learning an opportunity for the area – broadband issues though?*
- *New arts investment has been constricted by Theatr Muldur and the Torch Theatr – subsidised arts enhance the quality of life – indirect economic benefit*
- *Commercial creative industries are real businesses – direct economic benefit*
- *Need to stop the young people leaving the area.*
- *Need to provide starter premises for businesses to come into the area because the job market has decreased substantially. Port development will provide some opportunities.*
- *Golden Mile and old school site could become a new town centre rather than creating a market square outside the Town Hall.*
- *Professional urban designers should be employed by the PCC to decide where the new town centre should be.*
- *High speed internet is a must for young businesses.*
- *Liked suggestion of a Creative Coast – Business Improvement Directive*
- *Could tap into EU money if vision was appropriate- very underfunded compared with the Valleys*
- *Fishguard is the gateway to Ireland – must use that much more effectively.*
- *A new road layout is imperative for a successful regeneration*
- *The key is partnerships.*
- *Need to re-engage the Town and County Councils for any chance of success*





Regenerate, Revitalise, Refresh, Renew, Revive

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# Fishguard Town Centre

**Not answers...**

**A few thoughts on ideas and partnerships**

George Grace, TownCentred, 18<sup>th</sup> May 2012

# Agenda

- Introductions
- Context
- Ideas
- Film (and break)
- Q&A
- Partnerships
- Q&A

Page 47

# About Us

- Former partner at property consultants Jones Lang LaSalle
- Previous experience in retailing and management consulting
- Specialising in high street and town centre regeneration

Page 48

...and a native of Fishguard



# Currently Advising



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- Boscombe  
Bournemouth Town  
Team
- Welsh Assembly  
Government (Swansea  
High Street)
- Commission for  
Regeneration  
Excellence Wales

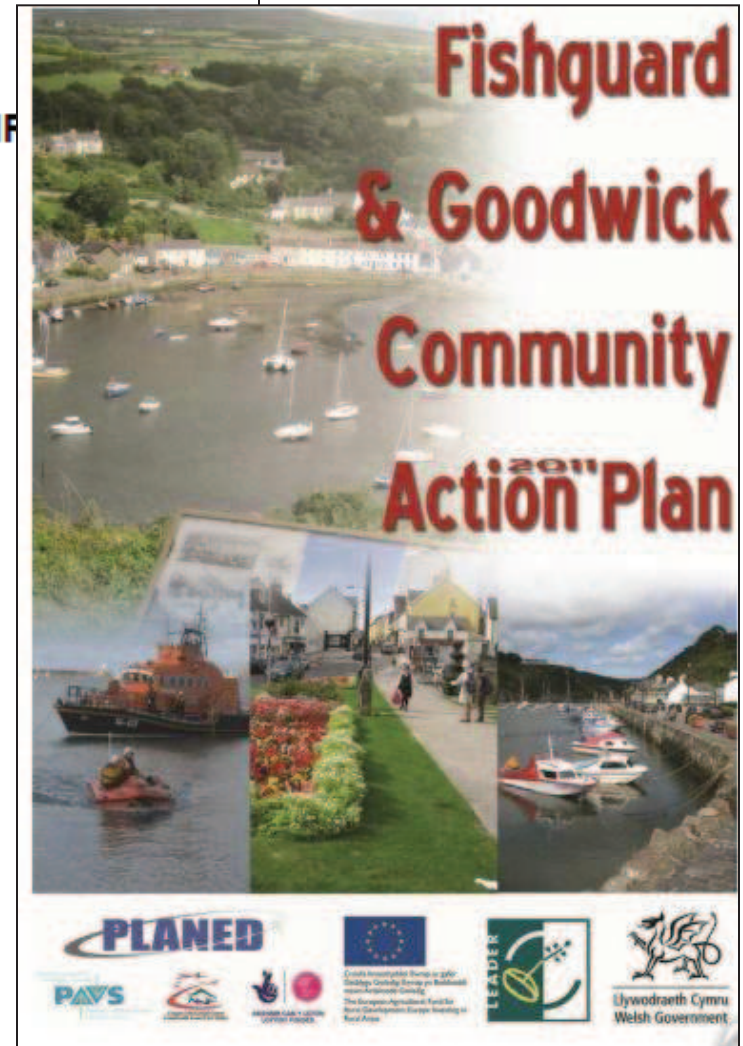


# Fishguard Context

## FISHGUARD AND NORTH PEMBROKESHIRE REGENERATION PLAN

A Plan by the Welsh Assembly Government,  
Pembrokeshire County Council  
and "Team Wales" agencies

March 2003



# Strengths

- World class **coastline** and good quality tourism accommodation in some sectors eg country cottages.
- The **port** – though infrastructure under-developed.

# Weaknesses

- Relatively high unemployment, **low economic activity** and low pay.
- Narrow range of marketable **skills** in the labour force.
- **Weak enterprise** culture, few thriving SMEs.
- **Ferry** related tourism **traffic not captured**.
- **Lack of modern, quality business premises**.
- **Broadband** connectivity and relatively high charges.
- **Town Centre** operating below its full potential..

# Opportunities

- The **port**
- **Marina**
- The **town – potential** for it to reclaim lost business and provide enhanced retail and leisure role for the benefit of residents and visitors
- **EU** funding – need to capitalise on status.
- **Tourism**
- Potential for life-style businesses in the **knowledge economy**

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# Threats

- **Ongoing weaknesses**
- Growing importance of **superfast broadband**

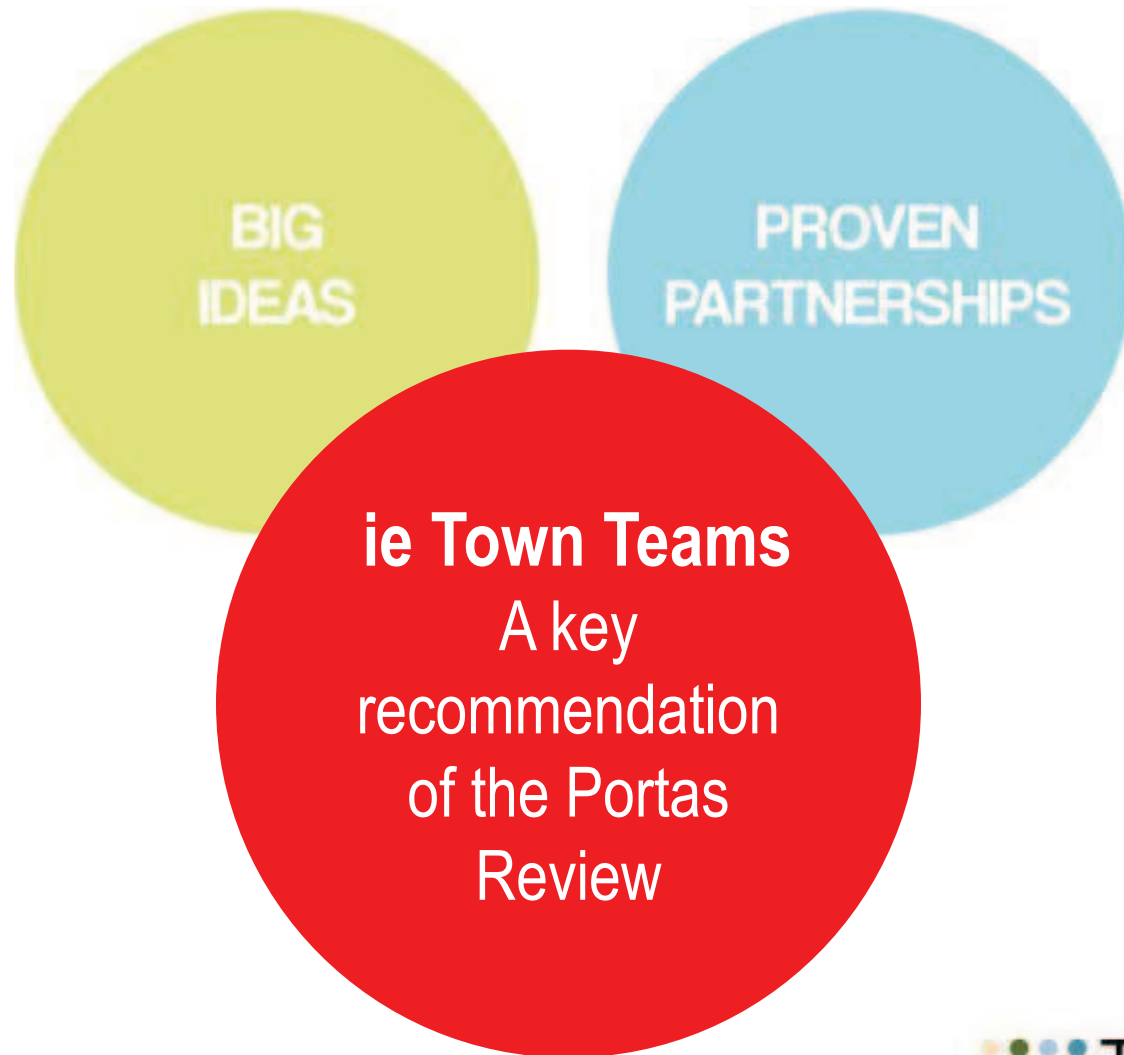
# The County Council

- Key projects e.g **leisure centre, new school, town hall** refurbishment, **Marine walk**, car parking and Civil Parking Enforcement, support (no rent/rates) for Theatre Gwaun/Events 4U, new railway station, **Marina**, lobbying with Stena re port investment.
- A **supermarket** (c 20,000sq ft) to reduce leakage and new link road (Welsh Government issues over trunk road – they should fund it)
- **Grants for festival** activity (more than we do anywhere else in the county)
- Twin towns constant fragment and re-invent – 4-5 new groups and new ‘visions’ launched in the last 5 years...
- Can't expect the County Council to do everything

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# Realising the Opportunities



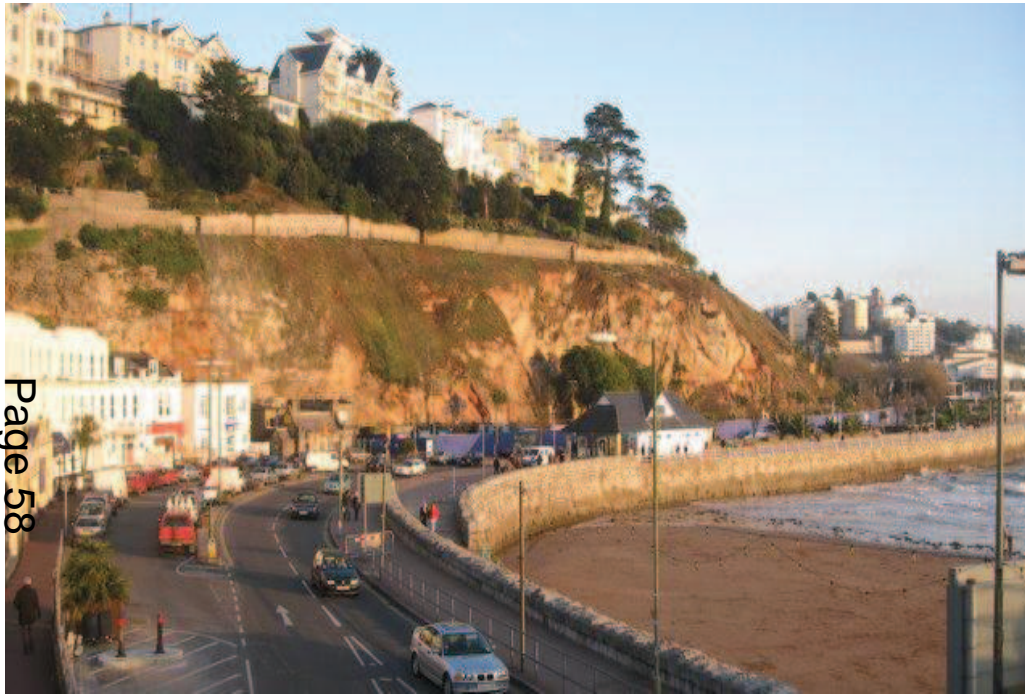
Page 56

# Ideas

- Importance of good urban design – ‘place-making’
- Embrace the marina development / align with the developers
- Towncentre-heart – for people (rather than cars)
- Creative Industries ‘Anchor’ (Town Hall, St Mary’s Hall?)
- Supermarket design must be exceptional
- Density
- Choose one retail ‘niche’
- Meanwhile Use Renaissance

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# Outstanding urban design – wide pedestrian promenades in San Sebastian v. Torquay dual carriageway



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# Marina Development

- Work with the developers positively... 1+1=3
- Beyond apartments... tourism
  - Lobster Hatchery and 'Lobster Stop' shop eg Padstow, Orkney
  - Maritime Trust - historically "significant" lifeboat 'Charterhouse' - catalyst to build upon a Maritime exhibition
  - Dolphin etc pods...Cardigan Bay, Seawatchfoundation.org.uk
  - Sea Zoo...Anglesey attracts c500,000 people visited
  - Outstanding watersports centre
  - Art/sculpture eg around the last invasion
- Make town renaissance in developer financial interest

# The Square, make it the town's *heart*

## Design for people, not cars





North

South  
West

A Market Square  
for 'people'

Market







*It can't be done!*

*It costs too much!*

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# Creative Industries (Richard Florida)

- Agricultural economy... industrial... knowledge/creative
- Before we got the job and went and lived 'there'
- Today's the top talent chooses the place and then gets the job
- The most talented people will live in the best places
- Fishguard could and should attract the best creative entrepreneurs by offering
  - outstanding quality of life
  - basic creative industries infrastructure/hub

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# Town Hall or St Mary's Hall – Creative Industries? Exemplar – Tobacco Factory, Bristol

- Creative industries niche
- Funky offices
- Superbroadband
- 2 'funky' restaurant-bars
- Theatre



# Town Hall and Market

- Used a few hours 2-3 times per week
- Is this good enough use of a fine building?
- Convert to a 'Creative Hub'?
- Move market onto new square?
- **Fishguard has this very lucrative option. Most places don't.**

Page 67



# Broadband

- Pembrokeshire was ranked 195th out of 200 areas in the UK for broadband speeds in an Ofcom report.
- The average broadband speed in Pembrokeshire is just 4.8Mb per second, which is 2.7Mb per second slower than the national average of 7.5Mb per second, and 19.2Mb below 'super fast' levels.

Page 68

# **St Mary's Hall – 'Casual' restaurant/bar concept**

## **Exemplar – *AtTheChapel*, Bruton (3,000 pop.)**

- Bakery
- Winestore
- Bar
- Café
- Restaurant
- Open 9–11
- 'Transformed' the town

**...affordability and flexibility...no minimum spend, people are encouraged to visit for everything from breakfast or and coffee, to drinks with friends or a full three-course meal with wine...**



# Supermarket design must be exemplar Totnes Vancouver Roof(!)



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Page 71

More people  
living in and  
around the  
centre

=

More demand  
for local shops



*‘Densification’ – more people in and around the centre*

- The Georgian’s knew better?
- Tenby 18C v Fishguard 21<sup>st</sup> C

Page 72 Create opportunities for developers to contribute more

- s106, ‘New Homes Bonus’
- More people = more demand for local shops
- Best towns – 4 stories +





- And the Italians (Amalfi)

# Densification? Or, pocket park



Page 74

Report a problem Image Date: July 2009

# Land-swap with ¼ lota park... pepper Fishguard with 'pocket parks'



# How radical do you need to be?

- West Wales is now behind parts of Romania
- Soup kitchens are common in Greece
- The Chinese are not going away... it's going to get tougher
- It's going to require radical solutions
- Fishguard on Pembs coast and outside the National park ... a unique opportunity?

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**Be the best small town in the UK to live AND work.**



# Cars v pedestrians – 1-way system? – shared space? – keep the hustle and bustle



- attractive streetscapes attract business
- low-speed street design to reconcile cars with a distinctive neighbourhood
- pioneering examples of shared space and integrated streetscapes from the UK
- see [www.hamilton-baillie.co.uk](http://www.hamilton-baillie.co.uk)



# Best small town high streets in Southwest

Pedestrian priority, traffic calming (but not by speed bumps) and carparking



Salcombe, Padstow, Totnes

TOWN CENTRED

# Choose and excel in one retail 'niche'

- Hay – books
- Kinsale – restaurants
- Barga – artists
- **Booktowns**
- Can  $1+1 = > 2$ ?
- Careful selection of tenant mix
- Close working between property owners and the wider business community.

# Empty Shops – ‘Meanwhile’ Uses Exemplars in UK: Brixton Village, Bristol... numerous



# Empty Shops – ‘Meanwhile’ Uses Exemplar: Newcastle, Australia

**Before**



**After**



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# Exemplar – ‘Renew’ Newcastle (and now Australia)

- Newcastle Australia, 150 empty buildings on the city’s former main street lay empty - no incentive for private to do anything
- Frustration with traditional approaches to regeneration – ie rebuilding has become unviable in the economic crisis.
- Fresh perspective was required - an issue of ***‘software rather than hardware’***
- Renew acting as an intermediary has turned the town around through community and arts groups taking ‘meanwhile use’

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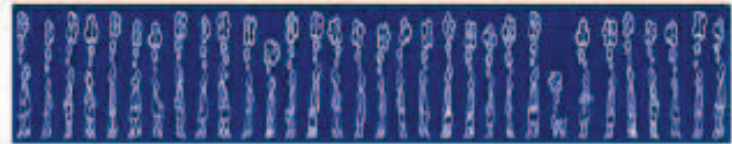
# Renew Newcastle Film





CENTRE FOR  
**REGENERATION**  
EXCELLENCE WALES

CANOLFAN  
RHAGORIAETH  
ADFYWIO



## Meanwhile Uses: Revitalising the High Street

Cardiff University, School of City and Regional Planning

Glamorgan Building, King Edward VII Avenue,

Cardiff. CF10 3WA

Tuesday, 22<sup>nd</sup> May 2012

4pm-7pm

**Speaker: Marcus Westbury**, an internationally recognised expert on the development of temporary uses to stimulate the arts and creative Industries for regeneration.

The Centre for Regeneration Excellence Wales (CREW), the Cardiff University School of City and Regional Planning (C Plan) and Coastal Housing Group Ltd are delighted to host Marcus Westbury, the founder of Renew Australia and Renew Newcastle (in NSW Australia) on the subject of 'temporary' and 'meanwhile' uses.

Renew Australia is a national social enterprise designed to catalyse community renewal, economic development, the arts and creative industries across Australia. It works with

# Agenda

- Introductions
- Context
- Ideas
- Film
- Q&A
- Partnerships
- Q&A

Page 85



# Town Teams

- “*visionary, strategic, strong operational management structure for high streets*”
- *highly competent, inspired, high street governance*
- *mix – landlords, large and small shopkeepers, council, MP, residents”*

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A screenshot of the Scarborough's Future website. The header features the "Scarborough's Future" logo and navigation links for "A VISION FOR SCARBOROUGH" and "LINKS". Below the header is a large illustration of a woman in a purple top using a laptop. A "SITE SEARCH" box is overlaid on the left, containing a search input field and a "Go!" button. Below the search box is a "LINKS" section with a link for "Action Group &amp; Town Team Meetings" dated "May...". At the bottom of the search box is an advertisement for "Get Adobe Reader". On the right side of the page, there is a "Town Team" section with a sub-link for "Action Groups" and a paragraph of text describing the town team process.

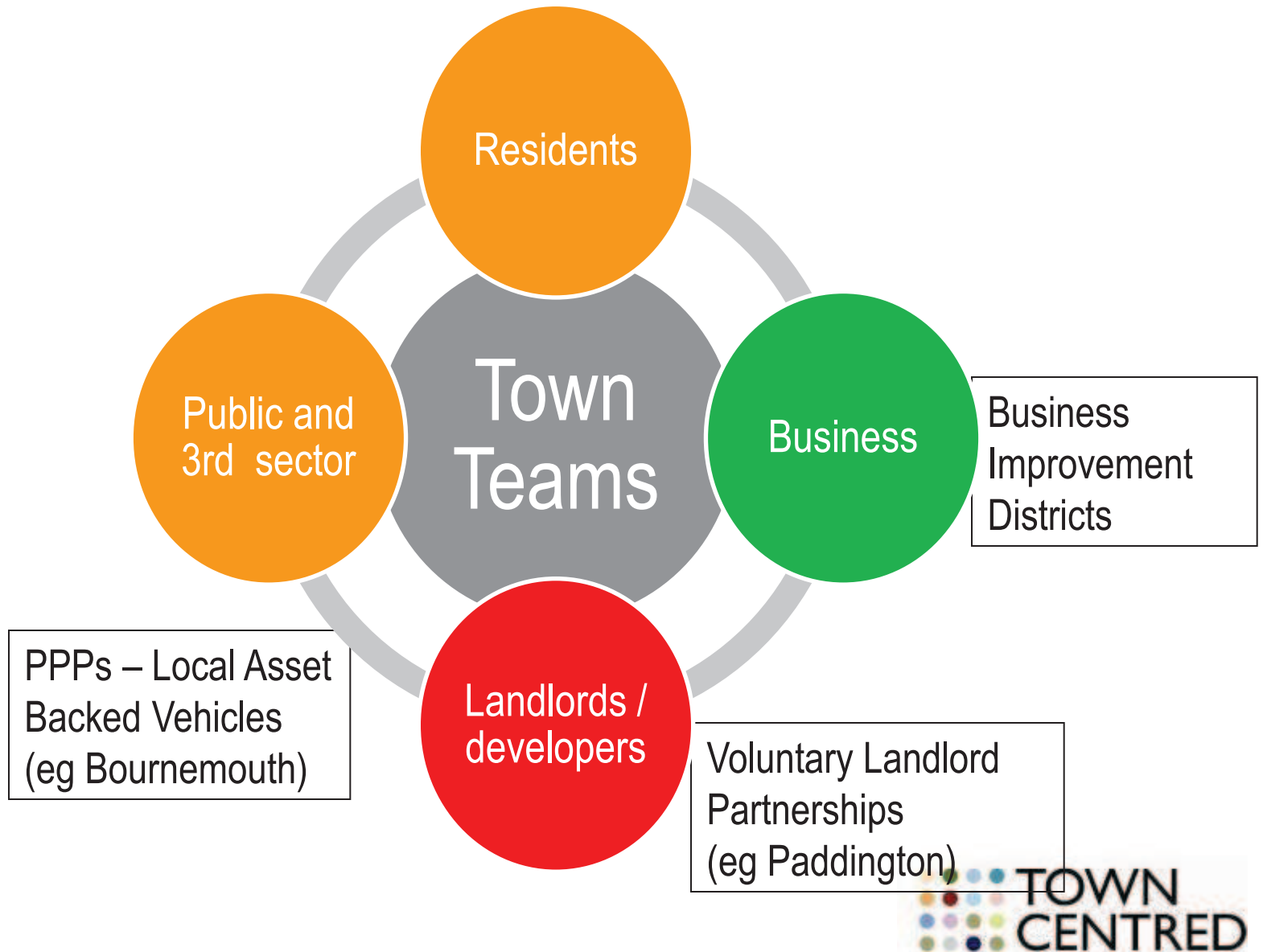
# Scarborough Awards

- Academy of Urbanism's Great Town Award.
- Recognise the best, most enduring or most improved urban environments.
- Scarborough...distinctive town ...locally driven renaissance in recent years.
- The town's cultural and visitor attractions were recognised, award winning Sea Life Marine Sanctuary, Art Gallery and the newly refurbished Rotunda, many festivals, including Seafest, Jazz, Bike Week, Scarborough Fayre and the Scarborough Cricket Festival.

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# Town Teams

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# 1. Business Improvement Districts (BIDs)

- What: business (occupier) led partnerships in which hundreds of geographically close businesses
  1. vote on a series of neighbourhood and trading improvement initiatives (eg cleaning, greening, safe, collective purchasing etc) and
  2. pay for them via a 1-2% business rates levy
- Why:
  - Collective innovation and implementation by business community
  - Proven concept borrowed from Canadian cities – the world's most 'liveable' (EIU) – thousands established across the world
  - Money to pay for things!

- Bournemouth Coastal BID – 6 miles across and 700 businesses
- North Pems Coastal BID?
- St Davids -> Cardigan?
  - Coastal towns
  - Cardigan creative edge
  - Howies, The Do Lectures etc

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# Voluntary Developer Partnerships

What: simple, effective, informal partnership that aligns multiple land ownerships who subscribe into a central pot that pays for improvements to the town

Why:

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- a platform for place making
- enables landowners to cooperate and compete at the same time
  - cooperate – in terms of interfacing with the public sector, public realm, place making, s106
  - compete – in terms of building and marketing their own individual buildings



# Next Steps

- Form a Town Team
- Quarterly meetings of all stakeholders
- Separate stakeholder 'forums'
  - Landlords/developers – led by Conygar
  - BID by council for businesses
  - Residents – selection of Town and County Cllrs and a 4 Year Mayor?
  - Recruit a p/t professionally qualified 'Director'
- Tour exemplars, draft a Town Plan; start 'meanwhile' uses agree priorities



# Agenda Item 3.10

## **P-04-409 : Welsh names for new trunk roads in Wales**

### **Petition wording:**

We call upon the Welsh Government to ensure that all new trunk roads in Wales have names in Welsh. Not only does this help preserve the identity of our cities, towns and villages. It also helps non Welsh speakers learn basic Welsh pronunciation and spelling.

**Petition raised by:** WelshnotBritish.com

**Date petition first considered by Committee:** 2 October 2012

**Number of signatures:** 47



**P-04-409 – Welsh Names for new trunk roads in Wales: Petitioner to Clerking team**

Hi Sian, they have completely missed the point of the original petition. It did not ask for renaming only for them to use a Welsh name if applicable. If the current numbering system continues then so be it.

I do however find the minutes for the petition to be both massively offensive and hypocritical. They refuse to accept this petition for NEW roads but are willing to rename a section of the A470 with an English name.

Please forward this to the committee as they say they wish to formally seek my view.

Stuart

# Agenda Item 3.11

## **P-04-376 Reorganise Education in Powys**

### **Petition wording:**

We call on the National Assembly for Wales to urge the Welsh Government to call in Powys County Council's proposals to reorganise education in Powys, which would lead to Builth Wells' bilingual dual stream English-medium sixth form becoming a Welsh designated sixth form.

**Petition raised by:** Sarah Wheeler

**Date petition first considered by Committee:** 13 March 2012

**Number of signatures:** 1,177

**P-04-376 - Builth Wells Supporting Education for all: Deputy Clerk to Petitioner**

Dear Sarah,

As you know, the Petitions Committee last considered your petition in May, when they decided to write to the new education portfolio holder in Powys County Council to seek her views on the situation. We have yet to receive a response from the councillor, although we have chased her several times. However, according to press reports yesterday, it seems that the council have dropped the plans to centralise Welsh-medium education and that Builth Wells, Llanfair Caereinion and Llanfyllin sixth forms will continue to be bilingual.

Could you let us know whether you feel the issue has now been resolved and whether there is anything further you feel the Petitions Committee could do?  
Many thanks,

Sarita Marshall

# Agenda Item 3.12

## **P-04-427 : A new Welsh language law for Wales**

### **Petition wording:**

We call on the Welsh Assembly to create a new Welsh language law as we feel that the current laws regarding the Welsh language do not go far enough to protect the rights of Welsh speakers. Currently, the private sector is not required to have Welsh language plans or policies and does not have to treat the Welsh language as an equal to English. Whilst Welsh speakers have increased rights, they now need to have the right to be able to use Welsh in ALL aspects of their daily lives.

**Petition raised by:** Gethin Kurtis Sugar

**Date petition first considered by Committee:** 16 October 2012

**Number of signatures:** 93

Correspondence from the Petitioner to the Clerk, 03.01.13

Dear Naomi Stocks,

I would like to thank you for seeking my views on the Minister's correspondence. I have read his response and considered it very carefully.

I welcome the implementation of the Measure and believe that the new standards will help develop the provision of Welsh-medium services in the public sector and, in particular, the provision of bilingual services in the following sectors: electricity, gas, water, telecommunications, mail and public transport.

I welcome the Minister's explanation, but I still believe that we need the capability to impose standards on other private companies. In my opinion, duties should be imposed on banks to offer bilingual services, in particular, but also on some other private companies.

As someone who has learned Welsh, I believe that it is very important to offer every kind of service on a bilingual basis in order to persuade everyone who wants to use or learn Welsh to do so, and to provide them with support.

In the wake of the census results relating to the Welsh language, which were released before Christmas, it is more important than ever to ensure that Welsh speakers and learners have as many opportunities as possible to use the language. People will not use Welsh often or become fluent without having the opportunity to use the language in their everyday lives. I also believe that we need to change the way in which we teach Welsh as a second language in our schools, though this is not part of my petition.

Once again, I would like to thank you for giving me this opportunity.

Sincerely,

Gethin Sugar

# Agenda Item 3.13

## **P-04-437 : Opposing compulsory registration for home educating children**

### **Petition wording:**

We call upon the Welsh Assembly for Wales to abandon plans for a compulsory register for home educated children as part of the draft Education (Wales) Bill. The law states that parents, not the state, are responsible for the education of their children, which makes such a register both inappropriate and unnecessary.

**Petition raised by:** Wendy Charles-Warner

**Date petition first considered by Committee:** 20 November 2012

**Number of signatures:** 1614

Leighton Andrews AC / AM  
Y Gweinidog Addysg a Sgiliau  
Minister for Education and Skills



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-04-437  
Ein cyf/Our ref LA/07453/12

William Powell AM

committeebusiness@Wales.gsi.gov.uk

13 December 2012

*Deo Molltan,*

Thank you for your letter of 28 November regarding a petition led by Wendy Charles-Warner and enclosing the supporting briefing document which I have also received direct from Mrs Charles-Warner.

A consultation on proposals for the introduction of a compulsory registration and monitoring system for those who elect to provide home-based education was launched on 31 August. The consultation ran for twelve weeks and provided an opportunity for all stakeholders, including home educators, local authorities and those who are home educated to comment on and inform further policy development of the proposals. The consultation exercise closed on the 23 November, and over 500 responses have been received.

I will ensure that the petition and the concerns raised in the document are noted and considered as part of the consultation process. My officials are currently compiling a summary of the points raised during the consultation period. The analysis of the responses will be published early in the New Year and a Written Ministerial Statement will indicate how I intend to proceed.

*Yours sincerely,  
Leighton Andrews*

Leighton Andrews AC / AM  
Y Gweinidog Addysg a Sgiliau  
Minister for Education and Skills

# Agenda Item 3.14

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

### **Petition wording:**

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

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

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

**Petition raised by:** Scope Cymru

**Date petition first considered by Committee:** 4 December 2012

**Number of signatures:** 2,606



Leighton Andrews AC / AM  
Y Gweinidog Addysg a Sgiliau  
Minister for Education and Skills



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-04-442  
Ein cyf/Our ref LA/07537/12

William Powell AM

committeebusiness@Wales.gsi.gov.uk

8 January 2013

*Dear William,*

Thank you for your letter of 14 December with regard to the on-going campaign by Scope Cymru to make services for disabled children available as locally as possible.

The Welsh Government is committed to meeting the needs of children who have additional learning needs. All children in Wales, regardless of their level of need, share the same rights. We recognise the importance that those with additional learning needs must have the appropriate access to a wide range of services to help their development and through a range of pro-active policies and legislation, we are committed to ensuring that these services are best placed to cater for their needs.

However, as you will know the duty to provide services rests at a local level. Local Authorities are responsible for providing local services and in education they have a statutory duty to ensure that appropriate educational provision is made available to children regardless if their level of need. They must, wherever possible and practical, endeavour to secure appropriate education provision close to home. In making such provision for children and young people with special educational needs (SEN), all Local Authorities in Wales must also have due regard to the SEN Code of Practice for Wales which provides practical advice to Local Authorities, maintained schools, early years settings and others on carrying out their statutory duties to identify, assess and make provision for children's SEN.

The Welsh Government, in developing policy and legislation, is committed to improving the life chances of all learners with a variance of need. The Welsh Government is proposing to replace the statutory framework for the assessment and planning of provision for children and young people with SEN with a simpler, more person centred system for children and young people with additional learning needs. Central to the proposals is the development of the Individual Development Plan (IDP). By adopting a wholly person-centred planning approach, the IDP facilitates more efficient multi-agency working thereby allowing the young person and their family to participate in an equal and open way. The process also cuts through the lengthy and more bureaucratic processes associated with the current statementing system.

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

English Enquiry Line 0845 010 3300  
Llinell Ymholiadau Cymraeg 0845 010 4400  
Correspondence: Leighton.Andrews@wales.gsi.gov.uk  
Printed on 100% recycled paper

Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

Included in our proposals is the extension of the Parent Partnership Service to all children and young people with Additional Needs and their parents/carers ("Family Partnership Services"). Our intention is to shift the emphasis towards the prevention of disagreement and disputes by ensuring there is a consistent approach to establishing empathetic partnership working with parents/carers, children and young people, and Family Partnership Services and other related voluntary sector organisations.

The Welsh Government has consulted on its proposals and the consultation period ended on 19 October. There is much to do to develop the Welsh Government's proposals further in light of the consultation responses received and views expressed at the consultation events and family focus groups that were held on the consultation proposals. The 206 responses received are currently being analysed and a document summarising them will issue in early 2013. All the responses to the consultation will help better shape our proposals which we believe will deliver improved systems at local level and allow local authorities to better meet the needs of children with additional needs and their families.

You will wish to note however that the SEN reforms will not be part of the Education (Wales) Bill 2013 but will be included in a piece of future legislation in this Assembly term. This provides the opportunity for the detail and the implications of the proposals to be worked through in more detail with key partners. We will consider the suggestions you have made during that process.

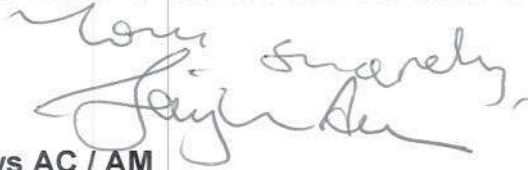
You will be interested to know of the Welsh Government's Families First Programme. Since guidance on this was issued in July 2011, each local authority has submitted an action plan detailing how they will deliver against Families First outcomes with a specific focus on supporting disability. Within the guidance, suggested areas of focus for disability include:

- Improved co-ordination and integration of services;
- Income maximisation and awareness of welfare rights;
- Improved access to employment, education and training;
- Supplementary provision of short breaks and respite;
- Training for specific childcare provision;
- Training and other support opportunities for parents and increased access to play and leisure, including pre-school play provision.

It will be Local Authorities' responsibility to determine what is required for the Families First programme in their area, we expect Local Authorities as part of their commissioning process to provide services that meet their locally identified needs and also the objectives of the Families First programme.

Other existing Welsh Government initiatives aimed at supporting learners with a wider range of needs include the Short Break programme that acts as a source of support for families with disabled children whilst also providing these children with valuable opportunities to spend time with a different adult or child of their own age. We have also provided funding to local authorities to develop projects in partnership with further education colleges, special schools and SEN units, which are aimed at sharing expertise and thereby improving the capacity of further education colleges to meet the needs of young people with complex needs. It is expected that this will help empower local further education colleges to meet the needs of many learners who would otherwise seek specialist provision outside of their local area. I announced earlier this year a total of £1m to support this initiative.

I hope this information highlights the strides that we are taking to improve existing services to better meet the needs of learners with additional learning needs and their families at a local level.

A handwritten signature in black ink, appearing to read "Leighton Andrews".

**Leighton Andrews AC / AM**  
Y Gweinidog Addysg a Sgiliau  
Minister for Education and Skills

# Agenda Item 3.15

## **P-04-399 Slaughter Practices**

### **Petition wording:**

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

**Petition raised by:** Royce Clifford

**Date petition first considered by Committee:** 19 June 2012

**Number of signatures:** 400



Eich cyf/Your ref P-04-399  
Ein cyf/Our ref JG/07200/12

William Powell AM

William.powell@wales.gov.uk

Dear William,

26 October 2012

Thank you for your letter of 10 October concerning the consultation on the Protection of Animals at the Time of Killing. The consultation was published on 24 September and closes on 5 November.

The consultation provides stakeholders and members of the public the opportunity to comment on the proposals that have been prepared by Welsh Government to implement EU Regulation into domestic legislation.

The purpose of the consultation is to seek views on;

- the proposals set out in the detailed implementation document;
- the costs and assumptions presented in the draft Impact Assessment, and
- the scope for amendment to current rules on religious slaughter.

Details of how to respond are included in the consultation package of documents which can be found on the Welsh Government website:

<http://wales.gov.uk/consultations/environmentandcountryside/120924protectionofanimals/?lang=en>

<http://wales.gov.uk/consultations/environmentandcountryside/120924protectionofanimals/?skip=1&lang=cy>

The summary of responses will be published on the Welsh Government consultation website once a comprehensive review has been completed.

Best wishes,

John Griffiths AC / AM  
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy  
Minister for Environment and Sustainable Development

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

Wedi'i argraffu ar bapur wedi'i ailgylchu (100%) Page 106

English Enquiry Line 0845 010 3300  
Llinell Ymholiadau Cymraeg 0845 010 4400  
Correspondence: John.Griffiths@wales.gsi.gov.uk  
Printed on 100% recycled paper

# Agenda Item 3.16

## **P-04-433 : CCTV in Slaughterhouses**

### **Petition wording:**

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

**Petition raised by:** Animal Aid

**Date petition first considered by Committee:** 6 November 2012

**Number of signatures:** 1066

John Griffiths AC / AM  
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy  
Minister for Environment and Sustainable Development



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-04-433  
Ein cyf/Our ref JG/07520/12  
William Powell AM  
Chair Petition's committee  
Ty Hywel  
Cardiff Bay  
CF99 1NA

19 December 2012

Dear William,

Thank you for your letter of 13 November informing me that a petition calling for the National Assembly to urge the Welsh Government to introduce mandatory CCTV in slaughterhouses has collected 1006 signatures.

A question about unobserved monitoring of the slaughter process was included in the recent consultation on implementing regulation 1099/2009 on the protection of animals at the time of killing. The majority of respondents called for the compulsory installation of CCTV in all Welsh slaughterhouses; however the issue of CCTV is outside the scope of the legislation to implement the regulation and will instead be taken forward by the Welsh Government after the regulation has been implemented.

Please see the attached brief summary of responses at Annex 1 which covers the main issues raised. This information forms part of the Decision Report which is due to be published shortly on the Welsh Government website.

<http://wales.gov.uk/publications/accessinfo/drnewhomepage/?lang=en>

<http://wales.gov.uk/publications/accessinfo/drnewhomepage/?skip=1&lang=cy>

A full summary of responses will be published at a later date.

Yn,  
John

John Griffiths AC / AM  
Gweinidog yr Amgylchedd a Datblygu Cynaliadwy  
Minister for Environment and Sustainable Development

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

Wedi'i argraffu ar bapur wedi'i ailgylchu (100%)

English Enquiry Line 0845 010 3300  
Llinell Ymholiadau Cymraeg 0845 010 4400  
Correspondence: John.Griffiths@wales.gsi.gov.uk  
Printed on 100% recycled paper

## Brief analysis of the responses received to the consultation on the Protection of Animals at the Time of Killing

- Maintaining existing national rules that provide more extensive protection than Regulation 1099/2009

In response to the consultation, industry is broadly supportive of the national rules that are currently in place but were concerned that if any rules maintained go beyond the EU Regulation would be “gold plating”. Welfare groups and the public are broadly supportive of maintaining the current requirements on welfare grounds. Industry also sought that a common approach across whole of GB was adopted where possible.

- Religious Slaughter

It is proposed that current provisions are to continue the exception to the legal requirement to stun before slaughter in relation to religious slaughter but to re-visit this issue in the longer term. At that time careful consideration of potential human rights implications will be required, in particular article 9 of Schedule 1 to the Human Rights Act 1998: the right to freedom of thought, conscience and religion.

- Certificates of Competence

The proposed arrangements for Certificate of Competence attracted considerable criticism. In particular they were considered to be too bureaucratic and expensive. Significant issues were raised by small-scale seasonal poultry producers who would struggle to meet the experience requirements as defined, to trigger the simplified application process. Welfare organisations and public want to ensure CoC's are credible and robust. They have suggested that all persons holding WASK licence should receive a Certificate of Competence because they currently meet requirements and have been certified as competent by a vet.

- Measures to ensure unobserved observation of the stunning and slaughter process

Strong views were presented by the responses received, which referred to CCTV, the majority calling for the compulsory installation of CCTV in all Welsh slaughterhouses. The consultation made it clear that it was Welsh Government's intention to re-visit this matter should there be clear objective evidence presented during the consultation.

The issue of CCTV is outside the scope of the legislation to implement the regulation and will instead be taken forward by the Welsh Government after the regulation has been implemented.



## **P-04-410 : A Permanent Memorial to Wales's Workers**

### **Petition wording:**

We call on the National Assembly for Wales to urge the Welsh Government to fund, either directly or through the Arts Council of Wales, a permanent workers memorial.

Last year, eleven people died at work in Wales. Death and injury at work loom large in Wales's history. The tragedy at Gleision last year was a reminder for many of the horrors of the past. Yet despite the way that workers' deaths have shaped Wales's past and continue even today, there is precious little to show that we remember them. Some trades unions marked the International Workers Memorial Day with rallies and so on, but it was just a day, soon over and forgotten. It is surely time for a permanent memorial for all Welsh workers. Some sites of past disasters have memorials, such as Senghenydd and Gresford, but there is nothing to mark the lives of the many others who have died at work. A permanent workers' memorial would show our respects to all these workers, and it would also be a salutary reminder of the importance of much-maligned health and safety.

It's the fifth anniversary of the 2007 Corporate Manslaughter Act this year – how good it would be for the Welsh Government to announce, this year, that it was establishing a permanent memorial to be revealed in 2014, the 40th anniversary of the Health and Safety at Work Act. The Bevan Foundation is an independent charity (no. 104191) concerned with social justice in Wales. We are changing Wales through research, debate in our publications and events. For more information see [www.bevanfoundation.org](http://www.bevanfoundation.org)

**Petition raised by:** Bevan Foundation

**Date petition first considered by Committee:** 2 October 2012

**Number of signatures:** 23

Huw Lewis AC / AM  
Y Gweinidog Tai, Adfywio a Threftadaeth  
Minister for Housing, Regeneration and Heritage



Llywodraeth Cymru  
Welsh Government

Eich cyf/Your ref P-04-410  
Ein cyf/Our ref HL/06401/12

William Powell AM  
Chair Petition's committee  
Ty Hywel  
Cardiff Bay  
Cardiff  
CF99 1NA

12 November 2012

Dear William

Thank you for your letter regarding the Bevan Foundation's petition for a permanent workers' memorial.

There is in fact a permanent memorial that was established by the Wales TUC a few years ago and is sited outside the Unite Wales Regional Office in Cardiff. It was made for the very purpose of remembering all those who have died at work and for the past two years the First Minister has attended an event there on Workers' Memorial Day.

The Bevan Foundation may wish to contact the Wales TUC to find out more information.

**Huw Lewis AC / AM**  
Y Gweinidog Tai, Adfywio a Threftadaeth  
Minister for Housing, Regeneration and Heritage



**NATIONAL UNION OF MINeworkERS**  
South Wales Area

**UNDEB CENEDLAETHOL Y GLOWYR**  
Ardal De Cymru

**Woodland Terrace, Maesycod, Pontypridd, CF37 1DZ**  
**Telephone/Telefon: (01443) 404092 Fax/Ffacs: (01443) 485799**  
**email: numsouthwales@fut.net**

Our Ref.  
Ein Cyf.

Your Ref.  
Eich Cyf.

WT/DT/MISC/Political

5 November 2012

Mr William Powell  
Committee Chair  
National Assembly for Wales  
Petitions Committee  
Cardiff Bay  
Cardiff  
CF99 1NA

Dear Mr Powell

*A Permanent Memorial to Wales' Workers*

Thank you for your correspondence of the 31 October 2012, regarding the above.

The NUM would certainly support the idea of a memorial being constructed, as a reminder of the harsh reality of not having a stringent safety culture in the work place.

Although there are many mining memorials designed from coal drams, pit head wheels etc, we believe that a fitting memorial would be best in the shape of a large upright quarry stone with an appropriate plaque.

We would also respectfully suggest that two memorials should be erected, one at an appropriate site in North Wales (possibly Wrexham) and the second in our capital city Cardiff.

Unfortunately, the NUM is not in a position to offer any funding for this project.

We wish you every success in what we believe is a very worthy cause.

Yours Sincerely

Wayne Thomas  
Area Secretary



Cyngor Celfyddydau Cymru  
Arts Council of Wales

12 November 2012

William Powell AM  
Chair  
Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

*Dear Mr Powell*

**Petition: A Permanent Memorial for Wales**

Thank you for your letter of 31 October on the above.

You asked whether the Arts Council of Wales would be able to provide funding for a memorial commemorating those who'd suffered death or injury at work. I'm not familiar with all of the background to this proposal. But my initial response would be that I think it unlikely that we'd be able to support such a project. Through our Lottery funding programmes we fund Public Arts projects, many of which are pieces of sculpture or other arts projects located in the public realm. Under the guidelines for this funding programme we specifically don't fund Memorials, including those to individual people, that will take the form of statuary or figurative work.

It might be the case, however, that what's envisaged would not be a work in this form. It might therefore be helpful if I summarise the factors that would be most likely to attract our potential support.

Organisations can apply for Capital Lottery funding towards the cost of the design, development and implementation of art in the public realm. Projects can be located in the urban, rural or natural environment, but they must be located on sites with wide public access. This is so that as many people as possible can experience and benefit from your public art project.

Plas Bute, Caerdydd CF10 5AL  
Ffôn: 0845 8734 900  
Ffacs: 029 2044 1400  
SMS: 07797 800504  
E-bost: gwybodaeth@celcymru.org.uk  
Gwefan: www.celcymru.org.uk  
Rhif Elusen Gofrestredig: 1034245

Bute Place, Cardiff CF10 5AL  
Tel: 0845 8734 900  
Fax: 029 2044 1400  
SMS: 07797 800504  
E-mail: info@artswales.org.uk  
Website: www.artswales.org.uk  
Registered Charity Number: 1034245

Page 113



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**Y Loteri Genedlaethol**



BUDDSODDWR MEWN POBL  
INVESTOR IN PEOPLE

We tend not to support one-off projects. We look for projects that are part of a well-conceived, wider strategic plan. Examples include local authority regeneration strategies, town centre regeneration plans, infrastructure works such as highways redevelopments, urban and rural masterplans and rural development plans.

Projects of this type tend to be complex and challenging to manage. There are many issues that relate to location, ownership, commissioning, project management and maintenance to mention just a few. It could be that your petitioner has already addressed all of these issues. If this is the case, we would be happy to meet with them to offer our advice on the next stage of development of the project.

*Yours sincerely*

*Nick Capaldi*

Nick Capaldi  
Chief Executive



Consultation on petition P-04-410 Permanent Memorial to  
Wales's Workers  
Response from Big Lottery Fund

Mr William Powell Committee Chair  
Cardiff Bay  
Cardiff  
CF99 1NA

12 November 2012

Dear Mr Powell,

**Petition: A Permanent Memorial to Wales's Workers**

Thank you for your recent letter dated 31<sup>st</sup> October 2012 outlining the Petitions Committee's view of urging the Welsh Government to fund a permanent workers memorial to mark the lives of the many who have died at work.

There are four main organisations in Wales that distribute funds from the National Lottery: Big Lottery Fund, Heritage Lottery Fund, Arts Council and Sports Wales. Each has its own programme and funding priorities.

At the Big Lottery Fund our grant programmes aim to improve communities and the lives of people most in need. We want to support projects that develop people's skills, promote community involvement and encourage healthier lifestyles. We can fund the community, voluntary, public and private sector through our various grant programmes.  
[www.biglotteryfund.org.uk](http://www.biglotteryfund.org.uk)

From the information you have provided I would suggest contacting Heritage Lottery Fund (HLF). HLF sustains a wide range of heritage projects for present and future generations to enjoy. From museums, parks and historic places to archaeology, natural environment and cultural traditions, they invest in each part of our diverse heritage. Their grant-giving aims relate to Learning, Conservation and Participation. [www.hlf.org.uk](http://www.hlf.org.uk)

The workers memorial may fit with their aims and they can be contacted on 020 7591 6042 or by post at Heritage Lottery Fund, 9 Museum Place, Cardiff, CF1 3NX.

If you require any further information please feel free to contact us.

Yours Sincerely



Cronfa Loteri Fawr  
10fed Llawr  
Tŷ Helmont  
Ffordd Churchill  
Caerdydd CF10 2DY  
[www.cronfaloterifawr.org.uk](http://www.cronfaloterifawr.org.uk)

Big Lottery Fund  
10th Floor  
Helmont House  
Churchill Way  
Cardiff CF10 2DY  
[www.biglotteryfund.org.uk](http://www.biglotteryfund.org.uk)

T 029 2067 8200  
Ff/F 029 2066 7275

Cadeirydd Cymru/  
Wales Chair  
Sir Adrian Webb

Cyfarwyddwr Cymru/  
Wales Director  
John Rose

Cadeirydd DU/UK Chair  
Peter Ainsworth

Prif Weithredwr DU/  
UK Chief Executive  
Peter Wanless CB

Rydym wedi'n hymrwymo i ddod  
â gwir welliannau i gymunedau ac  
i fywydau'r bobl fwyaf anghenus

We are committed to bringing real  
improvements to communities and  
to the lives of people most in need



BUDDSODDWR MEWN POBL  
INVESTOR IN PEOPLE



John Rose  
Cyfarwyddwr Cymru/ Director for Wales

WALES/CYMRU

AJR/mdd

12<sup>th</sup> November 2012

Mr W Powell  
Committee Chair  
Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

Dear Mr Powell

**Petition – A Permanent Memorial to Wales Workers**

Thank you for your letter dated 31/10/12, in connection with the above, the contents of which I find mystifying.

Some years ago the Wales TUC petitioned the WAG for a permanent memorial to all workers who had died at work, to be sited at the Welsh Government building in Cardiff Bay. This was refused.

The Wales TUC has now erected a permanent memorial to all workers at its headquarters at 1 Cathedral Road, Cardiff CF11 9SD and each year, along with the First Minister and family members, who have lost loved ones, we hold a memorial service.

It is clear that the Bevan Foundations are completely ignorant of this longstanding Welsh Labour movement memorial. A fact I find to be quite incredible.

I can absolutely assure you that Unite will not be providing any funding or support for an alternative memorial to the one already erected by the Labour movement in Wales.

Yours sincerely,



**Andy Richards**  
**Regional Secretary**  
**Unite Wales**

Copied to: M Mansfield  
G Smith  
H Blythyn  
C Jones – First Minister  
V Winkler



**Cymru**  
Tŷ James William  
9 Plas yr Amgueddfa  
Caerdydd CF10 3BD

**Wales**  
James William House  
9 Museum Place  
Cardiff CF10 3BD

**Ffôn/Tel**  
029 2034 3413  
**Ffacs/Fax**  
029 2034 3427

**Ffôn Testun/Textphone**  
020 7591 6255  
**Gwefan/Website**  
www.hlf.org.uk



William Powell  
Committee Chair  
National Assembly for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

Dear William

Thank you for your letter of 31 October 2012 outlining the petition recently received by the Petitions Committee from the Bevan Foundation. I note and appreciate the sentiments of the petition in highlighting this important issue.

The emphasis of Heritage Lottery Fund grant giving is on achieving a lasting difference for heritage and people. We try not to be too prescriptive on the type of projects we support, but we do place great weight on bringing heritage into better condition, or better management; and particularly in helping people learn about heritage and gain new skills through it. With these outcomes in mind, it would be difficult to be too optimistic in encouraging an application to fund a new memorial because I think it could struggle to achieve these outcomes.

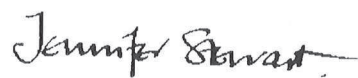
However, I do think it is worth highlighting that we have funded projects which help communities learn and commemorate local people and events without putting significant funding into the creation of a new memorial. For instance, earlier this year we awarded £48,800 to the Aber Valley Heritage Group to work with community groups to research and commemorate the 100th anniversary of the explosion at Universal Colliery Senghenydd in which 440 men lost their lives. Amongst other activities, the HLF grant is funding the following:-

- An intergenerational research project at the public records office; young people and volunteers will search for the death certificates of the victims learning research skills, what is held in public records and more about the history of the Universal Colliery.
- Local primary schools will visit the Aber Valley Heritage Museum to research the details and role of the miners that were killed looking. Volunteer ex-miners will also be present to support the children's research.
- 12 volunteers will receive a day of oral history training delivered. Using these skills, they will record 10 interviews with local residents who have stories of the explosions and its aftermath passed down through generations. These will be transcribed and used in the current displays at Aber Valley Heritage Museum.
- Young people will participate in a digital storytelling workshop, using creative writing skills to bring to life the stories of the miners using images from the Museum.
- Ceramic workshops will be led by a an artist to guide young people in making the commemorative tiles for each miner.
- There will also be an interpretation panel and audio post with excerpts of the collected oral histories.
- A quarterly newsletter will be disseminated to provide up-to-date information about the project to the community and other interested parties.

If the Bevan Foundation want to pursue a project along these lines they will need to submit a Project Enquiry Form through the HLF website ([www.hlf.org.uk](http://www.hlf.org.uk)) and we will give them advice on how to proceed. The process for applications varies depending on the amount requested.

I hope this information is helpful to you and please do not hesitate to contact me if you have further questions.

Yours Sincerely,



**Jennifer Stewart**

**Pennaeth Cronfa Dreftadaeth y Loteri, Cymru/Head of Heritage Lottery Fund, Wales**

**Llinell uniongyrchol/direct line 029 2023 4144**

**[www.hlf.org.uk](http://www.hlf.org.uk)**



Mr W Powell  
Committee Chair  
National Association for Wales  
Cardiff Bay  
Cardiff  
CF99 1NA

Sent by Post & Email

16 November 2012

Dear Mr Powell

### **Petition: A Permanent Memorial to Wales's Workers**

Thank you for your letter of 31 October which I have discussed with colleagues, including those in RoSPA Wales.

In general terms, we did not see the proposal as having a significant appeal, not least because of its expected cost. In our view, greater publicity of commemorative events on Workers Memorial Day would be a more realistic option as a focal point for families, trade unions and campaign organisations. The Welsh Government and its Ministers could be encouraged to help support and promote such events throughout the Principality enabling greater local participation and more widespread recognition.

One less expensive alternative we considered might be to create an online guide to the existing memorials so it can be used by students, tourism advisers and so. At the request of our National Occupational Safety and Health Committee, one of its members, Sheila Pantry, has created an online guide to memorials to workers killed in accidents and disasters (see <http://www.sheilapantry.com/memorial> ). Most of those Wales relate to mining disasters (e.g. Aberbeeg, Gresford, Senghenydd) as opposed to accidents in other sectors or they relate to much greater health tragedies like silicosis (slate mining) asbestos (foundries, railways, shipbuilding), or more recent tragedies such as the VCM liver cancer problem at Baglan Bay - which are largely forgotten.

An alternative might be a temporary memorial (see interesting examples at <http://www.sheilapantry.com/memorial/temporary.html> ) or commissioning a painting (or other artwork).

Ms Pantry is leading a further project to chart the history of health and safety at work. The HHSW portal can be accessed at <http://www.aitisol.co.uk/prototypes/history/index.html>). It might also be possible perhaps to persuade various museums in Wales to cooperate in devoting some exhibition/web space to this subject.



I hope these suggestions are of value. Please do not hesitate to contact me in the future if you would like to discuss this further.

Yours sincerely

A handwritten signature in black ink, consisting of a stylized 'T' and 'M' followed by a long horizontal flourish.

**Tom Mullarkey MBE**  
**Chief Executive**

PET(4) MEM 07

## **Petitions Committee**

### **Consultation on petition P-04-410 Permanent Memorial to Wales's Workers**

#### **Response from Wales TUC**

Further to your request for Wales TUC views on the Bevan Foundation petition - a permanent memorial to Welsh workers.

I would advise that there is already a permanent memorial to all Welsh workers who have died as a result of their work. It is situated outside the Wales TUC offices in Cathedral Road Cardiff and is the site of an annual all Wales commemoration service on Workers Memorial Day in April.

Regards,

**Martin Mansfield**  
**General Secretary**  
**Wales TUC**  
*1, Cathedral Road, Cardiff, CF11 9SD*

PET(4) MEM 08

## **Petitions Committee**

### **Consultation on petition P-04-410 Permanent Memorial to Wales's Workers**

#### **Response from the Health and Safety Executive**

I refer to the letter sent from William Powell in relation to the proposal that a permanent memorial to workers in Wales be provided by the Welsh Government.

The Health and Safety Executive have no objection to such a memorial being provided by Welsh Government indeed we have a similar permanent memorial in our Headquarters in Bootle. HSE support the annual Workers' Memorial Day held on 28th April each year across the UK. HSE commissioned the creation of the permanent memorial in recognition of Workers' Memorial Day which was designated as the official Workers' Memorial Day' following a consultation led by DWP to formally designate the day as a day of remembrance in the national calendar.

HSE regulate health and safety at work across the UK - I note that the statistics for fatalities within Wales provided by the Bevan Foundation looked slightly at odds with HSE's figures for 2011-12. Should you wish to look at fatal accidents statistics including comparisons to previous years they are available online at [www.hse.gov.uk/statistics](http://www.hse.gov.uk/statistics).

I hope this is of use.

Regards  
Jane