

Agenda – Petitions Committee

Meeting Venue:

Committee Room 1 – Senedd

Hybrid

Meeting date: 24 June 2024

Meeting time: 14.00

For further information contact:

Gareth Price – Committee Clerk

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1 Introductions, apologies, substitutions and declarations of interest

(Pages 1 – 20)

2 New Petitions

2.1 P-06-1419 Revoke Wales' National Transport Delivery Plan 2022 to 2027

(Pages 21 – 30)

2.2 P-06-1427 Create a sustainable traffic plan for the Rhiangoll Valley

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2.3 P-05-1440 Establish a Welsh under 18 gender service in Wales for Welsh children and young people asap

(Pages 38 – 43)

2.4 P-06-1455 Protect the junior departments of the Royal Welsh College of Music and Drama from closure

(Pages 44 – 49)

3 Updates to previous petitions

3.1 P-06-1330 We call on the Welsh Government to reject their proposals for a council tax revaluation

(Pages 50 – 51)

[Written Statement: Update on council tax reform \(15 May 2024\) | GOV.WALES](#)

3.2 P-06-1358 Review the inadequate funding for Schools in Wales

(Pages 52 – 55)



3.3 P-06-1367 Fund the removal of quarry rocks and the restoration of sand and groynes to Llandudno North Shore

(Page 56)

3.4 P-06-1378 We want farm subsidies to be extended to small scale and market gardeners

(Pages 57 – 58)

[Written Statement: Future of Farming in Wales \(14 May 2024\) | GOV.WALES](#)

3.5 P-06-1404 Increase clarity and rights for people on direct payments or WILG to live independently

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3.6 P-06-1407 We want the Welsh Government to rescind and remove the disastrous 20mph law

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3.7 P-06-1412 We want the Welsh Government to keep the excellent 20mph law

(Pages 75 – 77)

Agenda Item 1

Document is Restricted

Revoke Wales' National Transport Delivery Plan 2022 to 2027

Y Pwyllgor Deisebau | 24 Mehefin 2024
Petitions Committee | 24 June 2024

Reference: SR24/8621-1

Petition Number: P-06-1419

Petition title: Revoke Wales' National Transport Delivery Plan 2022 to 2027

Text of petition: The recent imposition of the 20mph and subsequent public outcry in Wales has highlighted to the masses the ineptitude of the Welsh Government's Transport Plan. The plan itself sets out to substantially abolish personal vehicular transport for the majority of people in Wales with no true reasoning as to why.

The plan is an unreal, damaging proposal, a blatant attack on the Welsh people and Wales as a country. It is SO deliberately damaging to Wales that it could and should be treated as treason against Wales by all those involved in its creation.

As of 12:25 Sunday 24th Sept 414,077 people have signed an online petition against one aspect alone of the plan, 20mph zones.



1. Background

Llwybr Newydd: the Wales Transport Strategy (WTS), was published in 2021. It's intended to set out a strategy for the next 20 years. The strategy is a statutory document, and the Welsh Government is required to keep it under review.

The National Transport Delivery Plan (NTDP) 2022-2027 is a non-statutory document which sets out the “programmes, projects and policies” by which the Welsh Government intends to implement the Wales Transport Strategy.

2. Welsh Government action

The Welsh Government consulted on a new NTDP in 2022. Subsequently, the Welsh Government's Roads Review Panel published its report, The Future of Road Investment in Wales, in February 2023. The report proposed a set of “purposes” and “conditions” under which the Welsh Government would invest in roads. These focused on support for modal shift, climate adaptation, road safety and supporting prosperity.

The Welsh Government broadly accepted the review recommendations. A new Roads Policy Statement was published, which the then Deputy Minister for Climate Change said “will apply to all schemes, and obviously it'll be a material consideration in the event of any planning dispute.” The NTDP was also published as part of the response to the panel's report setting out the road schemes which can be taken forward.

The NTDP, like the Wales Transport Strategy and Planning Policy Wales, embeds the sustainable transport hierarchy – which gives priority to walking and cycling, public transport and ultra-low emissions vehicles (in that order) over other private motor vehicles.

The petitioner refers to the implementation of the 20mph policy on restricted roads. Following significant public reaction to the policy, on 24 January the then Deputy Minister for Climate Change, Lee Waters MS, announced a review of the approach to exceptions to the policy where 30mph would remain in force.

Since then, there has been a change in First Minister, and Transport Minister. In setting out his priorities for transport in the Senedd on 23 April, the new Cabinet Secretary for North Wales and Transport, Ken Skates MS, said that while the Welsh Government “continues to believe that 20 mph is the right speed limit in places

such as near schools, hospitals, nurseries, community centres, play areas and in built-up residential areas” it is “pressing ahead with refining the policy”. He announced a “genuine programme of listening to people” on transport policy.

The Welsh Government published 2023 data on police recorded road collisions on 6 June, including data for quarter 4 2023 (October to December) when 20mph was introduced. This shows that casualties in 20mph and 30mph limit areas reduced by 32% from 681 to 463 in quarter 4 2023 compared to the same period in 2022. The Cabinet Secretary explained this is “the lowest on record outside the Covid pandemic period”.

In his letter to the Chair, the Cabinet Secretary outlines the review process for 20mph. He also draws attention to his listening approach, stressing this isn't limited to work on speed limits and includes wider transport issues.

3. Welsh Parliament action

There has been extensive discussion of the Welsh Government's policy on 20mph limits and the roads review.

On the NTDP specifically, responding to the then Deputy Minister for Climate Change's February 2023 statement on the roads review and publication of the NTDP, Natasha Ashgar MS, criticised the roads review report and questioned a number of aspects of the new NTDP including its commitment to social justice, progress on plans for roll-out of electric vehicles and home working.

On 8 March 2023, the then Minister for Economy, and now First Minister, Vaughan Gething MS, responded to a question from Sam Rowlands MS on the impact of the 20mph policy on the Welsh Economy by saying:

I have regular meetings and conversations with the Minister for Climate Change. 'Llwybr Newydd', our national transport delivery plan, sets out a vision for a transport system that is good for society, the environment and the economy. That will further help to support economic well-being through thriving towns, cities and villages.

Every effort is made to ensure that the information contained in this briefing is correct at the time of publication. Readers should be aware that

these briefings are not necessarily updated or otherwise amended to reflect subsequent changes.



Eich cyf/Your ref P-06-1419
Ein cyf/Our ref LW/00553/24

Jack Sargeant MS
Chair - Petitions committee

12 June 2024

Dear Jack,

Thank you for your letter of 19 March regarding Petition P-06-1419 Revoke Wales' National Transport Delivery Plan 2022 to 2027.

The primary goal of the 20mph default policy is to save lives and reduce casualties on our roads. I want to build from the consensus that 20mph is the right speed limit near schools, hospitals, nurseries, community centres, play areas and in built-up residential areas.

However, we cannot escape the fact that 20mph has served to polarise some of the people and communities we serve. Against that backdrop, I felt we should take a step back and listen to the views of everyone involved.

To support the National Listening Programme I have instigated, we have published a [webpage](#) to help signpost people towards the relevant highway authority where they want to feedback on specific speed limits.

Through the drumbeat of regional meetings we are putting in place with the support of Transport for Wales, and with the help of the County Surveyors' Society Wales, we want to co-create a framework that supports highway authorities to make the right decisions for local roads – particularly when those calls are finely balanced.

That framework will be published before summer recess. After the summer break, we will continue to support highway authorities in the implementation phase of assessing roads, making of traffic regulation orders and finally in the implementation of changes on the ground. We acknowledge that it may take several months from September onwards before we see any changes on the ground.

My officials will then focus on prioritising guidance for other speed limits where people live. This will be published in April 2025 following stakeholder engagement which will include a 12-week public consultation.

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

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

Further information, including an updated FAQ page, can be found at:
[Introducing 20mph speed limits: frequently asked questions | GOV.WALES](#)
[20mph speed limits | Sub-topic | GOV.WALES](#)

With regards to the National Transport Delivery Plan (NTDP), as I highlighted in my [opening statement](#) to the Senedd at the end of April, the listening approach isn't limited to our work on speed limits. I'll continue to listen to people across Wales on transport issues that they face. Llwybr Newydd: The Wales Transport Strategy, does not look to outlaw any specific type of transportation, but looks to balance the need to provide sustainable transport alternatives for people's journeys whilst helping them make the journeys they wish to make.

Yours sincerely,

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

Ken Skates AS/MS

Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru
Cabinet Secretary for North Wales and Transport

Eich cyf/Your ref P-06-1419
Ein cyf/Our ref LW/00553/24

Dear Ken,

Thank you for having one of your staff forward to Jack Sargeants letter in response to my petition.

Unfortunately Jacks letter in no way shape or form addresses the issues, in fact ignores it really.

Equally unfortunately I have come across this email very late in the day – midnight day of the deadline. I had lost track of the original petition simply assuming that as the Senedd had completely ignored the peoples wishes over the 20mph, a fiasco of virtue signalling - as it continues to be – and almost beyond compare until the rest of the strategy is read, then what chance has a petition over an equally ridiculous “Transport Strategy” as a whole got?

But here we are.

**Caveat. Though I may use the word “you” I mean the strategy and its authors and champions.*

You claim in the plan that a three fold approach is going to be used to dictate the work, living, and transport habits of a the Welsh Nation and though it would be a hard change the people would have to put up it with because a very tiny minority decided its best.

You plan to Reduced the need FOR travel by;

- a) bringing jobs,
- b) services,
- c) facilities closer to where people live to make

- a) walking,
- b) cycling,
- c) public transport an attractive option

all to achieve a “decarbonised economy”, as published in Net Zero Wales. Seriously my main question is What Planet Are You Living On?

Lets address the first elephant in the room. Net Zero, even if “climate change” is real, then the UK as whole, if it went net zero tomorrow and forever would not have the slightest impact on the global climate. Wales – so negligible as not even worth of comment. Left wing socialist wishes do not replace facts. Wales 2020/21 estimated 36.3 million tons (36,300,000) of CO2. Globally for the same period the output was 36.3 giga tons (36,300,000,000) and that was just the energy sector alone. That's 0.1% which in itself is based only on an estimate by Wales and, as we learnt with Covid, estimates tend be way too high.

So, to attempt to save 0.1% worst case scenario CO2 emissions you are selflessly, albeit selfishly in actuality, going to plunge a country into turmoil. For what? Nothing, zero, zilch. The only thing you will do with your absurd Three Point Strategy is stifle the country and chase motorists for easy revenue, attacking the working man/woman – anybody who uses the roads or goes to work.

OK so some questions. (more of the white elephants)

In the last how many years did you achieve Bringing jobs to “where the people are” in Wales? We

don't all work from home, we're not all civil servants sat in their slippers or MSs being ferried around, we even fill our Universal Credit out online so no new dole offices, I don't see it, what have you brought where?

What increased services did you bring? Did you create more plumbers, electricians, joiners, nurses, doctors, mechanics, transport drivers, taxi drivers, bin men, carers, arborists, chemists, farmers? Perhaps you decreased hospital waiting times – oh no, you sacked Doctors by the hundreds instead, or perhaps you ensured the steel industry stayed here? Perhaps not eh?

Facilities? Oh please. Do you not remember Blair and his closing of cottage hospitals etc to “centralise” everything? And that was just the beginning of the destruction of the NHS in Wales and local “facilities”, Labour destroyed it in Wales now. Other facilities like leisure centres and youth clubs – closing the country over unless communities take them on like Plas Madoc, Wrexham – unusual though – labour nearly killed it.

This Strategy (I do struggle to keep a straight face typing that it literally is that ridiculous) to achieve something that you've never managed before, certainly won't manage now – and who in their right mind would want it to anyway all based on getting people walking, cycling and using public transport – all very good if you live and work in a city such as Cardiff or indeed in nAmsterdam where such an existence works to an extent but, Wales by 99.999% is not Cardiff city centre and it is 100% not Amsterdam city.

The transport system was destroyed many years ago when it was privatised and even before that when a lot of the smaller rail lines were closed. Later as car ownership increased train lines and bus routes were being cut. Currently Arriva Wales has many hundreds of subsidised routes already, they have to be subsidised because they are simply not profitable and which private company is going to run a route at a loss? And, though subsidised to the max already, still many routes are simply not covered. How are you going to pay for all of these routes to be covered by public transport that is reliable and frequent and not electric (no charging or safety infrastructure and won't be for at least a 100 years in my opinion) and covers almost every road? You'd have to privatise it and that would cost way too much and become too inefficient.

The public transport industry struggles enough to encourage people to use it simply because of convenience alone, the personal transport always wins. There's also the fact if you force cars off the road the transport companies then have the monopoly and conditions will plummet; Wales is not Japan. You cannot deliver a better public transport system with this plan.

You are aiming to create a country sized version of London's, its ULEZ, and (now defunct) no car zones, for no reason. Imagine a single mum of 3 trying to get her kids to 2 different schools on a morning top of Tonyandy, no car, maybe a pram..... electric bus frozen but she has to get to work in Barry or be sanctioned by UC... walking, cycling and the bus. To quote you “Walking and cycling are often the first and last part of many longer public transport journeys” No they are not at all – seems like very very strict census gathering to me. Cloud cuckoo land.

The plan IS literally a childish wish list with a mish mash of climate, economics, social well being and who knows what, that's not being insulting, it's a simple fact. The whole plan is a joke that needs experienced real world adults working on it, not career politicians with something to prove, or a path to gouge out, which so far is how authoritarian and straight minded they look as well as lacking in real world experience.

The rather condescending letter Jack sent pontificated on about introducing 20mph for safety reason

which, as we all know was originally touted as emissions reductions, which is funnily enough not part of the original three part plan at all. However, the 20mph limit is ridiculous and asking individual communities to choose is singularly THE most ridiculous part of it particularly as it includes his “officials”. Name each one and tell me what they are official in.

I worked the roads for 5 years in this country and a number of others rurally and within cities. Slowing moving traffic, ie below 30 makes people less aware and far more complacent of slower vehicles leading to more issues. For movement of traffic it creates problems such as long tail backs, far more phantom breaking, riskier manoeuvrers, long snakes of uninterrupted traffic stopping side access. A lot of this data with why 30 was chosen is in archive from the 1920s, 30s, and 40s when all of this was done before. However the blanket 20mph (and community requests) should all be removed. The people created THE largest petition in Wales ever and you arrogantly are ignoring it; disgusting and dictatorial.

This Strategy is a level of ineptitude that would fail an O level assignment where no climate change, or CO2 emissions, or woke virtual signalling existed. Put this plan in its entirety and VERY very publicly to the people to see the results, and then file it under B1N with its originator.

Remove the 20mph plan today. Revoke this terrible “Strategy” as a whole today.

Remove any ministers promoting it, fix the roads and get the arteries AND capillaries of Wales' productive workforce flowing today.

Though written over 3 hours in the middle of the night I hope, given the current climate of political change especially, that you come to your senses, and scrap this idea.

This is not a strategy at all, its an easy revenue war on motorists as well as what seems like some silly idea to impose 15/45 minute towns and cities on the populous, and will certainly sound the death bell for Wales – has my petition got?

P-06-1427 Create a sustainable traffic plan for the Rhiangoll Valley

Y Pwyllgor Deisebau | 24 Mehefin 2024
Petitions Committee | 24 June 2024

Reference: SR24/8621-4

Petition Number: P-06-1427

Petition title: Create a sustainable traffic plan for the Rhiangoll Valley

Text of petition:

1. Reduced speed limits through the village of Cwmdru to 30mph and 20mph past the pub, houses and playground.
2. Enforcement of exhaust noise regulations with the installation of monitoring and enforcement cameras at both ends of the A479.
3. Creation of a weight limit for the full length of the road to ensure vibration from heavy freight causes no further damage to historic buildings.
4. Installation of routes for healthy and environmentally sustainable travel such as walking and cycling.

The Rhiangoll Valley is served by a main road called the A479 which runs from south to north starting at the Nant y Ffin junction near Crickhowell and ending in Talgarth.



The bends in the road and scenic views attract motorcycles and cars in the summer who often speed and cause sustained periods of excess noise from loud exhausts.

There are very limited opportunities for sustainable travel such as cycling on the A479 due to the speed and many blind bends in the road. There have been complaints of damage to buildings caused by vibration from heavy freight travelling through the villages and past houses near to the road. There are very limited opportunities for speed enforcement in the traditional and accepted ways due to the topography of the road.

The residents demand action against excess speed, exhaust noise and heavy freight. The residents also demand safe ways to sustainably travel around and between their communities.

1. Background

The Welsh Government is the highway authority for the Welsh trunk road and motorway network and is responsible for maintenance and improvement of the network including the A479. The North and Mid Wales Trunk Road Agent has responsibility for the day to day operation and maintenance of the road.

The A479 connects Crickhowell and Llyswen through the Rhiangoll Valley. A 2021 Road Safety Foundation report considered the statistical risk of a fatal or serious injury crash on British motorways and 'A' roads (based on 2017-2019 data). The report classified the A479 as a "medium-high" risk road. 14% of Britain's A road/motorway network was classed as medium-high risk with only 2% in the "high risk" category.

The petitioner argues for the introduction of a number of traffic measures along the route.

These include lowering the speed limit through the village of Cwmdru - Ordnance Survey speed data accessed by Senedd Research shows the current speed limit is 40mph. The Welsh Government is responsible for setting speed limits on trunk roads in line with its current guidance. This was issued in 2009 and states that "20mph speed limits may be used on trunk roads in exceptional circumstances, generally over short lengths and for limited times of the day".

This guidance is in the process of being reviewed in light of the default 20mph speed limit policy. In response to a written question relating to 20mph speed limits on a different trunk road, the Welsh Government stated in 2023 “we will review the speed limits across the trunk road network, following publication of the [updated] guidance”.

2. Welsh Government action

In his letter to the Chair dated 5 June, the Cabinet Secretary for North Wales and Transport responds to the petitioner’s points. He also outlines that Welsh Government officials have met with local councillors to discuss the concerns.

The Cabinet Secretary also refers to the work taking place to update speed limit guidance (discussed earlier in this brief) and states:

...guidance for roads where people live will be published towards the latter end of the 2024/25 financial year, and following the release of the new guidance [the] Welsh Government will review the speed limits across our Trunk Road Network, including at Cwmdru. Until then, we are not making any changes to individual speed limits so we can ensure the consistency with the new guidance.

3. Welsh Parliament action

The issue of road safety and traffic measures on the A479 does not appear to have been raised in the Senedd. However, in 2020 a section of the road was shut for several months as a result of a landslide. In 2021 James Evans MS tabled a written question on extra funding for the local authority to repair damage on the local road network caused by “excessive use” while the A479 was shut.

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



Eich cyf/Your ref P-06-1427
Ein cyf/Our ref KSNWT/05040/24

Jack Sargeant MS
Chair - Petitions committee

05 June 2024

Dear Jack,

Thank you for your letter of 21 March regarding Petition P-06-1427 Create a sustainable traffic plan for the Rhiangoll Valley. I apologise for the delay in responding.

As the speed limit in Cwmdu is 40mph at present, it was not included in the 20mph national roll-out, which was limited to roads which were 30mph. For all roads outside this, such as the A479 at Cwmdu we are updating the Setting Local Speed Limits in Wales guidance, to reflect current Welsh Government policy including the national roll-out of [20mph speed limits](#) and to meet the ambitions highlighted in [Llwybr Newydd: the Wales Transport Strategy 2021](#). Priority is now being given to guidance for speed limits on roads where people live, with guidance for other roads to follow. This work may see a change in the criteria for lower speed limits in Wales.

We are keen to continue to listen as part of this work, with engagement being an important part of the process. We also want to ensure the work aligns with the updated 20mph guidance to be published in July. It is expected that the guidance for roads where people live will be published towards the latter end of the 2024/25 financial year, and following the release of the new guidance Welsh Government will review the speed limits across our Trunk Road Network, including at Cwmdu. Until then, we are not making any changes to individual speed limits so we can ensure the consistency with the new guidance.

Gareth Day, Head of Operations for the Strategic Road Network Division in Welsh Government, recently met with the local councillors of Cwmdu to provide them with an update on this work and to hear their concerns. They also discussed the reasons why Tretower has had a speed limit reduction, which is in part due to noise and vibration issues that residents have been complaining about following the drainage works on the A479. With reference to a weight limit being imposed, the A479 forms part of the Strategic Road Network in Wales and contributes to both local and national connectivity and is managed as a strategic link, where HGV traffic can be expected.

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

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

There is specific site criteria for installing Average Speed Enforcement, which can be found in the following GoSafe document [Site Policy](#). My officials routinely monitor speed data to inform the need for enforcement, sharing the data with Go Safe, and will be reviewing the data for the A479.

In respect of the noise from cars and motorcycles, it is an offence under the Road Vehicles (Construction and Use) Regulations 1986 for a vehicle to be used on a road in such manner as to cause any excessive noise which could have been avoided by the exercise of reasonable care on the part of the driver.

However, as roads policing and matters relating to the Regulations are not a devolved matter, we are limited in what we can do in respect of taking action to reduce the impact of the noise emitted from vehicles. I understand that a number of Police Forces including North Wales Police supported a previous Department for Transport-led trial of noise cameras that may support enforcement of the Regulations. I would be happy to consider any proposals that they may have in respect of the potential wider roll out of noise cameras or other options to reduce excessive noise from motorcycles and other motor vehicles.

Under the Active Travel (Wales) Act 2013, local authorities have a duty to prepare Active Travel Network Maps which show their plans for networks of active travel routes in all their larger settlements. The Active Travel Fund is aimed at creating these networks and it is for local authorities to prioritise the schemes they put forward for funding.

Yours sincerely,



Ken Skates AS/MS

Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru
Cabinet Secretary for North Wales and Transport

**P-06-1427 Create a sustainable traffic plan for the Rhiangoll Valley –
Correspondence from the petitioner, 11 June 2024**

Please find my response to the letter that relates to petition reference P 06 1427.

Many thanks for the letter, we would like to make the following observations and requests:

While we understand that the limit was not lowered to 20 because it began at 40mph. The community cannot accept that 40mph through our village is a sustainable situation for the safety and well being of our residents. 40mph passed the place where our school bus drops off and young children cross the road on a daily basis, 40 mph passed our playground, church, village hall is completely unacceptable for residents in our village. We cant wait until the end of 2025 for a review of this situation, it needs urgent attention. There have been a number of near miss accidents recently, there is no safe crossing points in the village and we require some urgent action to change this.

While the residents of Cwmdu do appreciate that some of the issues in Tretower are different because of the drainage works, the vibration and noise issues are as relevant to the houses in Cwmdu as they are in Tretower. Cwmdu in fact has a playground, two businesses, a church and village hall on either side of the A479 and so arguably more urgent need.

The letter states that the A479 forms part of a strategic road network and that HGV's can therefore be expected, but the residents still maintain that the road, and valley isn't suitable for such heavy vehicles and specifically requests this to be reviewed. There are stages of the A479 on very steep topography and other sections with tight turns and the road remaining unrestricted is unacceptable to residents who try to use the same road for cycling and horse riding.

We look forward to the review of gosafe data and whether average speed camera's will be considered, the valley lends itself well to the use of this technology.

The letter states that it looks forward to seeing proposals for the use of noise camera's in the valley, but its not clear who will be bringing those proposals forward, surely this is not something that should fall to the community?

The letter also states that the local authority have a responsibility for production of safe and sustainable travel routes for the valley (cycle routes as an example). We also look forward to seeing this plan.

Establish a Welsh under 18 gender service in Wales for Welsh children and young people asap.

Y Pwyllgor Deisebau | Dydd Llun 24 Mehefin 2024
Petitions Committee | Monday 24 June 2024

Reference: SR24/8813

Petition Number: P-05-1440

Petition title: Establish a Welsh under 18 gender service in Wales for Welsh children and young people asap.

Text of petition:

Following the long term and current poor performance of the English under 18 gender service and their extortionate waiting lists that Welsh children and young people have been subjected to, we (Transvisioncymru) have been discussing with the Welsh Government and Commissioner for Wales for over two years about having our own exemplary under 18 Welsh service. The commissioner wants change too but WG health have not moved forward at all yet.

We are a group established by parents of transgender children who have found the current system impossible to navigate and no support to our wonderful children. Over time we have grown into a group that consists of young people, parents/carers and allies. We also have combined in this campaign with lots of other groups to make a strong voice for trans young people's rights.

There is an amazing, inclusive, all Wales LGBTQ+ action plan published in January 2023 that excitingly states one of the main outcomes is to improve health provision and health and social care. They state they will review the Gender Identity Development pathway for young people in Wales and



continue to develop the Gender Identity Service. In a recent meeting with WG health this is not the route they are taking and are going to continue making Welsh young people wait a further 4-5 years on the waiting list for an unsatisfactory service. We need a service now.

1. Background

NHS Wales defines gender dysphoria as “a term that describes a sense of unease that a person may have because of a mismatch between their biological sex and their gender identity.” Children and young people under 18 who experience gender dysphoria are referred to a specialist child and adolescent Gender Identity Service.

The Independent Review of Gender Identity Services for Children and Young People (The Cass Review) was commissioned by NHS England in Autumn 2020 to assess and make recommendations on these services for children and young people who are questioning their gender identity or experiencing gender dysphoria. The Interim Report was published in February 2022, and the Final Report was published in April 2024.

The Cass Review makes a number of recommendations, including that the capacity of gender identity services should be expanded through the establishment of regional hubs, with Gender Identity Services based in existing tertiary paediatric services. To implement these recommendations, NHS England have opened new services based in the North West of England and London. These are the first of up to eight new Gender Identity Services for children and young people that NHS England plans to commission over the next two years.

2. NHS Wales Specialist Children and Young People Gender Identity Services

The NHS Wales Joint Commissioning Committee (JCC) is responsible for the commissioning of certain specialised services on behalf of Local Health Boards in Wales, including Gender Identity Services for children and young people. The policy document NHS Wales Specialist Children and Young People Gender Identity Services outlines the services available, which are commissioned by the

JCC through NHS England (this document was originally published by the Welsh Health Specialised Services Committee (WHSSC) which was replaced by the JCC on 1 April 2024.)

In Wales, children and young people access NHS England Gender Identity Services through a referral by Child and Adolescent Mental Health Services (CAHMS). All referrals in England and Wales are managed by the National Referral Support Service. The JCC say that, as of the 31 March 2024, there were 259 Welsh patients on the waiting list for the children and young people's Gender Identity Services.

The JCC have published their response to The Cass Review's Final Report, which confirms the position in Wales. It says:

The NHS Wales Joint Commissioning Committee and colleagues from Cardiff & Vale University Health Board attend the NHS CYP Gender Service Programme Board (South West) with Bristol Royal Hospital for Children as a phase 2 regional provider. The Board are considering how services can be brought closer to home for Welsh patients with the potential of a satellite clinic being set up on Health Board premises as an initial starting point for collaborative working.

3. Welsh Government action

In her response to the petition (letter dated 10 June 2024) the Cabinet Secretary for Health and Social Care, Eluned Morgan MS, said, "the Welsh Government is committed to improving the gender identity development pathway and the support available for young people in Wales, in line with the commitments in our LGBTQ+ Action plan."

The Welsh Government's LGBTQ+ Action Plan for Wales, published in February 2023, includes the long-term action of reviewing the gender identity development pathway for young people in Wales. It says that the impact of this review will be that "trans children and young people in Wales can access services closer to where they live" and that "health services for trans children and young people are focused on clinical need and based on clinical evidence."

4. Welsh Parliament action

In Plenary on 21 June 2022, then Deputy Minister for Social Partnership, Hannah Blythyn MS, gave a statement about the development of the Welsh Government's LGBTQ+ Action Plan for Wales. The Action Plan was launched in Plenary on 7 February 2023.

The Children's Commissioner for Wales' Annual Report and Accounts 2022-2023 includes the recommendation:

“Welsh Government should expedite work committed to in the LGBTQ+ Action Plan on exploring a Welsh Gender Service for children and young people, to replace reliance on commissioning services from NHS England. A new gender identity service for Wales should be established.”

The Welsh Government published a response to the Annual Report and it was debated in Plenary on 17 October 2023.

A Welsh Conservatives debate on the Cass Review was held in Plenary on 1 May 2024. During the debate the Cabinet Secretary for Health and Social Services said:

“The new NHS Wales Joint Commissioning Committee is working with the transformation programme as it moves to the next stages of the delivery plan. This includes supporting the newly opened children and young people's gender services in London and the north-west, and accelerating work to develop additional regional services and consider how they can be brought closer to home for young people in Wales. This is delivering on our commitment to review the pathway for children in Wales to access gender identity services.”

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



Eich cyf/Your ref P-06-1440
Ein cyf/Our ref EM/05735/24

Jack Sargeant MS
Chair
Petitions Committee
Senedd Cymru
Cardiff Bay
Cardiff
CF99 1SN

petitions@senedd.wales

10 June 2024

Dear Jack,

Petition P-06-1440: Establish a Welsh under 18 gender service in Wales for Welsh children and young people asap

Thank you for your letter of 23 May about the above petition. The Welsh Government is committed to improving the gender identity development pathway and the support available for young people in Wales, in line with the commitments in our LGBTQ+ plan.

You will be aware the Cass Review has recently concluded and published its final report. It was set up to ensure children and young people who are questioning their gender identity or experiencing gender dysphoria, and require support from the NHS, receive a high standard of care that meets their needs and is safe, holistic and effective.

We commission gender identity services for young people from NHS England. The NHS Wales Joint Commissioning Committee is represented on the Gender Dysphoria Services Transformation Programme Board in England, which has been establishing new services for children and young people, in line with the findings from the interim Cass report. Two new children and young people's gender services opened in April.

I have asked the NHS Wales Joint Commissioning Committee to consider the Cass report and recommendations. It has published the following briefing report.

whssc.nhs.wales/commissioning/whssc-policies/gender/publication-of-the-cass-review-final-report-stakeholder-briefing-docx-pdf/

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1SN

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
0300 0604400

Gohebiaeth.Eluned.Morgan@llyw.cymru
Correspondence.Eluned.Morgan@gov.wales

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

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

It is important that support for children and young people is led by the evidence. The Cass Review concluded that there is not enough evidence to assure the safety or clinical effectiveness of puberty suppressing hormones to make the treatment routinely available at this time. Therefore, puberty suppressing hormones will not be available via the NHS as a routinely commissioned treatment option for children and young people in Wales who are referred via the NHS Wales gender identity services pathway.

The service transformation programme being undertaken by NHS England and informed by the Cass review aligns with the model of care we espouse in Wales, while providing a robust and sustainable service.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'M. E. Morgan'.

Eluned Morgan AS/MS

Cabinet Secretary for Health and Social Care

Ysgrifennydd y Cabinet dros Iechyd a Gofal Cymdeithasol

Agenda Item 2.4

P-06-1455 Protect the junior departments of the Royal Welsh College of Music and Drama from closure

This petition was submitted by Rebecca Totterdell, having collected a total of 10,560 signatures.

Text of Petition:

The Royal Welsh College of Music and Drama has provided a junior music and acting programme to students aged from 4 to 18 for the past 25 years. The school currently sees around 300 talented young people through its doors each weekend, and many of those are on bursaries. It is the only such provision in Wales.

Due to financial difficulties the RWCMD is being forced to consult on closing the Young Acting and Young Music programmes at the end of this term..

Additional details:

If the closure goes ahead, the RWCMD will be the only Royal School of Music without a junior department.

Senedd Constituency and Region

- Cardiff North
- South Wales Central

P-06-1455 Protect the junior departments of the Royal Welsh College of Music and Drama from closure – Correspondence from the Petitioner to the Committee, 20 June 2024

Impact of the Potential Closure of Young RWCMD

The Royal Welsh College of Music and Drama are proposing the closure of its junior department, which provides the highest level of specialist education in these subjects in Wales each weekend in term time. The closure is to take effect from the end of this term. 112 staff will suffer redundancy and around 400 students will immediately lose their lessons.

Approximately 50% of these students receive bursaries, many of them paying minimal or no fees. If the department closes these bursaries will no longer be available and many young people will find that accessing music or drama training suitable for their needs will become unaffordable.

Staff were told on 8th May that the department was likely to be closing on 13th July, leaving only eight more teaching weeks before the end of term. These students devote a whole day each week to this education; some have been attending for many years. This is a big commitment, and they care very deeply about the contribution Young RWCMD makes to their lives.

Over the past weeks parents have spoken to us of their worries for their children's wellbeing if the closure goes ahead: many are already experiencing anxiety over the proposals. The community of like-minded, talented young musicians and actors the YRWCMD creates for children across Wales (only 34% of students on the advanced level music courses are from Cardiff, some travel from Pembrokeshire, Carmarthenshire, even from across the border in Bristol, Oxford and Somerset) is irreplaceable.

Alongside this community, music students receive exceptionally high-level individual tuition, musicianship lessons (these include aural, improvisation and composition training in musical styles including classical, jazz, Indian and music from around the world), chamber/ensemble coaching and orchestral tuition, specialist classes in keyboard, voice, harp, jazz, theory, performance practice, concerts, events, and specialist careers advice and mentoring. The curriculum follows the structure of the Curriculum for Wales. The ethos is highly supportive and built firmly around the young people's needs. Many of the students have

additional needs and the department ran a scheme for visually impaired and blind children in past years. Drama students benefit from tuition led by industry specialists, and not only develop skills in acting but also theatre design and devising. Elements of the provision offered are bilingual, and lessons and workshops are delivered by professional musicians and actors who are also able to assist in smoothing the student's transition from junior department to higher education and beyond, into the professions.

The RWCMD suggests that the National Music Service will be there to support these students who will have had their artistic education so abruptly removed, and indeed, many of the music students began their musical lives through the incredible lessons provided by the music services in schools and music centres. The pathway from these invaluable starting points available across Wales is rightly provided through its national conservatoire, which not only provides the best possible facilities (a purpose built concert hall and theatre, soundproofed practice rooms and world-class Steinway pianos throughout the building as well as high quality instruments to loan) where means-tested scholarships are available to all, but also access to other talented students from across the country and the most inspiring, experienced teaching staff. Wales's National Music Service is of course fundamental, but it cannot provide equivalent opportunities. If the Young RWCMD is closed, Wales's national conservatoire will be the only UK conservatoire without a junior department, and arguably, the only conservatoire in the world without a full junior provision. This will leave Welsh children at a profound disadvantage to their English and Scottish counterparts

The National Music and Dance Scheme in England offers government funded, means-tested bursaries of up to £3000 to around 40 children per junior conservatoire. Whilst the fund is not available in Scotland, the Royal Conservatoire of Scotland had access to a substantial Transitions fund within its junior conservatoire, and other government funds prior to that. Also, there is a funded specialist music school in Scotland, St Mary's in Edinburgh.

There is no parity of funding for the junior department of the RWCMD. It currently receives no government funding. Course fees pay for all delivery costs plus a good proportion of course lead, support and administrative costs which is currently in the region of £200,000 a year. Access to a bursary scheme equivalent to the MDS, alongside some modest remodelling and a push for slightly higher recruitment

figures could make the junior departments a fully sustainable part of the RWCMD financially.

The RWCMD is saying that it is subsidising the junior departments from their reserves, and that economic struggles in Higher Education and beyond mean they are no longer able to do so. It is unfair for the crisis of HE funding and recruitment to impact on the opportunities for under 18s. Wales currently sends many of its young actors and musicians to study at degree level in music and drama colleges throughout the country and internationally. So many of these have passed through Young RWCMD. These students are the best advertisement for Wales's fantastic arts industry. We will lose so many of these talented young people from the professions if this closure is allowed to happen.

In addition to those students who move away post 18, many remain in Wales and study at the senior department of the RWCMD. By removing the junior departments there will also be a new issue with recruitment for Wales's national conservatoire.

Often proudly patriotic and political, the students affected by this proposed closure have been fighting hard for the continuation of the Young RWCMD, in many cases doing so while taking their A level exams. Students who are moving on to higher education in September have fortunately been able to capitalise on the opportunities provided by the YRWCMD throughout their formative years, and they want future generations of Welsh children to be able to do the same.

The Young RWCMD sees nearly 100% of its students moving on to higher education, all of whom go on to promote the Welsh arts in their varied places of education and future professions, many also promoting the Welsh language.

With the ecosystem of Welsh arts already threatened by cuts to Welsh National Opera, we are set to make another huge loss to our national identity if the young people of Wales no longer have access to a junior department at their national conservatoire.

Royal Welsh College of Music and Drama “the College”

Petitions Committee- additional information for meeting to be held on 24 June 2024

Option 1

1. Current challenges faced by the College and specifically the junior department.

This is a time of extreme challenge for the arts and for higher education (HE). Numerous financial pressures mean that all organisations in these sectors are facing some very tough choices. They, like us, are having to adapt quickly and to think differently about how they work, deliver on their core mission and coordinate and collaborate with others to achieve their aims. 3 years of high inflation have impacted the core costs of running Universities and Colleges in Wales. Undergraduate student fees have been capped at £9,000 for 12 years and, in Wales, public funding for HE will see a 6% reduction in the next academic year. More widely, the HE-sector in the UK is grappling with similar challenges; confidence is fragile principally driven by a particularly difficult student recruitment outlook with recent new barriers to entry for International Student Recruitment adding further pressure. More than 50 UK universities have already announced redundancies, with many now forecasting a deficit this year.

Conservatoires and Drama Schools, small and specialist institutions, which also operate in the context of additional financial pressures on the performing arts industries, are not exempt from these challenges. For RWCMD, the impact of (i) inflation, (ii) the student fee cap and (iii) a cap on HE funding for conservatoire teaching- means at least a £3m annual income shortfall.

The College is therefore taking urgent action to protect our core mission and to continue to deliver Higher Education Conservatoire level degrees for which we are funded. We are developing detailed proposals to adapt our ways of working by reshaping our academic delivery and professional services support models to ensure we have a robust sustainable business model for the future. Our proposals impact all the College’s operations as we plan to reduce our overall operating costs by 10% (£1.5m) in the 2024/25 academic year and further reductions in the following 2 years to bring the overall savings to 20% (£3m+).

Our weekly term time Young Acting and Young Music work needs a considerable subsidy from the College, and we receive no direct funding for this provision from either the Welsh Government or the Higher Education Funding Council Wales.¹ Continuing to subsidise these parts of Young RWCMD in this way isn’t sustainable given the serious financial pressures on us. The subsidy in 2023/24 for the direct costs of teaching and administering these courses was budgeted at £188k but the actual position at the end of May – indicates that the final outcome will be a deficit which will now be in excess of £200,000. There are also indirect costs associated with supporting these weekend activities – including safeguarding, safety and security, technical operations support and fundraising for scholarships and bursaries which are excluded from this total. Our proposals would mean this subsidy would cease from 2024/25 and the resulting saving would make a material contribution to the 10% overall cost reductions which the College has to make next year.

2. How could a different funding model impact on the junior departments in the future?

It’s important to note that these proposals do not amount to a full withdrawal from our work with under 18’s. Under these proposals, the College remains fully committed to providing opportunities in music, theatre and drama for young people and to creating pathways into professional training. In 2024/25 we would continue to deliver project work, including a series of weekend immersive music workshops, the National Open Youth Orchestra Ensemble Residency (in partnership with BBC NOW and Open up Music) and our holiday courses in Production Arts which are sponsored by Bad

¹ HEFCW’s responsibilities transfer to Medr, Commission for Tertiary Education and Research in 2024/25

Royal Welsh College of Music and Drama “the College”
Petitions Committee- additional information for meeting to be held on 24 June 2024

Wolf. Alongside these, we will consider how best to quickly develop new and sustainable models, collaborating with the National Music Service and building on ongoing partnership work with other organisations.

Beyond 2024/25, our ambition is to establish a long-term sustainable funding model for more work with under 18s that fully aligns with our role as the National Conservatoire for all of Wales – a programme of work that is accessible across all of Wales. Alongside a renewed focus on increasing the use of the Welsh Language in the College, we will look to nurture and develop a talent pipeline equipped to navigate and prosper from future careers in the fast-changing arts industry. And all of this will need to be underpinned by engagement and recruitment strategies that address the limitations in music and drama education provision where social inequality creates barriers for young people. These equity initiatives will strengthen the representation of young people from all backgrounds in the College.

3. Final decisions - timeline for the College.

The staff consultation process ends on 20 June 2024, and we currently estimate that it will take the senior management team at least 3-4 weeks to review and respond to the representation received before a final decision is taken. We are using very best endeavours to be able to communicate the final decisions to staff by 19 July 2024. A public announcement and communications with parents, learners and other stakeholders would follow very quickly after that. We will be able to share more information and detail with this committee and others at that stage.

Agenda Item 3.1

P-06-1330 We call on the Welsh Government to reject their proposals for a council tax revaluation

This petition was submitted by David TC Davies MP, having collected a total of 3,324 signatures.

Text of Petition:

Monmouthshire residents face astronomical council tax hikes if proposals to revalue homes go ahead.

A revaluation of all 1.5 million properties in Wales is being suggested in a Welsh Government consultation. Under 'A Fairer Council Tax' – new bands would be created and new tax rates for each band would be set.

Included in the consultation are links to reports by the Institute for Fiscal Studies and University of Sheffield estimating the extra costs people will face in different parts of Wales.

Additional Information:

This consultation shows that nearly 4 out of 10 homeowners in Monmouthshire will move up a band and face paying £100s more each year in council tax, while less than 1 out of 10 would pay less by moving down a band.

Residents already face an unfair council tax burden because it is the lowest funded local authority area in Wales. The shortfall between what is received from the Welsh Labour Government and what the council spends is made up by council tax.

Monmouthshire is likely to be a net loser from these proposals potentially pushing hard-pressed families into much higher council tax bands, making it even more expensive and for some local people unaffordable to live here at a time when many are struggling with the cost of living.

I urge Monmouthshire residents to sign this petition so that action can be taken by the Senedd to influence the policy of Welsh Government.

www.david-davies.org.uk/news/monmouthshire-residents-face-council-tax-bombshell-under-welsh-government-plans

Senedd Constituency and Region

- Monmouth
- South Wales East

Agenda Item 3.2

P-06-1358 Review the inadequate funding for Schools in Wales

This petition was submitted by Martin Price, having collected a total of 7,007 signatures.

Text of Petition:

Many schools have set deficit budgets for 2023-24 financial year. More, perhaps most schools will be posting deficit budgets for 2024-25. The impacts on children in Welsh Schools are grave – poorer teaching and learning, poorer buildings, safety concerns and staff burnout.

Additional Information:

This petition was prepared by Chairs of Governor Associations throughout Wales.

The impacts of low funding on children in Welsh Schools are:

- Reduction in the quality of learning & teaching
- Increased adult/learner ratios
- Health & safety –less adult supervision, for example at lunchtime and breaks
- Fewer support staff, meaning that children with Additional Learning Needs are at risk of not receiving the help they need.
- Fewer adults in classrooms putting everyone at risk.
- Fewer teachers – either through non-replacement or redundancies.
- Less maintenance on buildings leading to safety concerns
- Increased stress on Headteachers and Senior staff, leading to increased sickness absence and burn-out.

And at the same time schools are struggling to implement educational reforms.

We urge the Welsh Government to urgently review the level of funding for Education for this and next financial years. Our children deserve the best education and must not suffer through funding cuts.

Senedd Constituency and Region

- Vale of Glamorgan
- South Wales Central



Jack Sargant MS
Chair
Petitions Committee
By email

17th June 2024

Dear Chair

Review the inadequate funding for Schools in Wales

We are writing to you in support of the above petition, prepared by the Chair of Governors Association for Wales.

We agree wholeheartedly that a review of the level of funding for education in Wales.

We have recently updated the School Cuts Cymru website, which highlights the cuts in school funding in Wales since 2010. The updated School Cuts Cymru¹ website shows that funding cuts implemented by the UK Government have resulted in 69% of comparable maintained schools in Wales facing real-terms cuts since 2010/11.

In total 922 schools in Wales have faced cuts, with real terms per pupil funding falling by £343 (7%) for primary pupils, £388 (7%) for secondary and £411 (2%) for special schools.

As the organisations behind the School Cuts website, we are collectively calling for all political parties to commit to a plan to invest the funding needed in education to eradicate all school cuts. To restore funding back to 2010/11 levels in real terms for all schools in Wales would require an investment of £154 million.

¹ <https://schoolcuts.cymru/>

We understand that the Welsh Government does not hold all the levers in terms of funding, but none-the-less, education must be a priority.

Further to those issues outlined within the petition, which are caused by insufficient funding, we believe that in order to fully implement the huge numbers of education reforms (including those to the curriculum, qualifications and additional learning needs), additional funding is needed.

Additional funding would allow time outside of the classroom (through funding backfill), to ensure teachers have sufficient time for planning, assessment, professional learning and collaboration. Without this, we could see the opportunities which the new curriculum affords us lost.

Further more, more funding could help support additional time for ALNCos to fulfil the requirements of the ALNET Act, for schools to employ teams to help focus on attendance and for there to be sufficient resources in each and every classroom. Our members tell us they are turning to parents' groups for extra money for basic resources, such as pens, glue sticks and sand.

In FE, classes are getting bigger, and funding is getting smaller, whilst they too grapple with the additional responsibilities of the ALNET Act, and the introduction of Medr.

We would welcome the opportunity to give oral evidence to the committee on this critical issue, as like the petitioners, we believe that "Our children deserve the best education and must not suffer through funding cuts."

Yours sincerely,

Eithne Hughes,
Director, ASCL Cymru

Laura Doel,
National Secretary, NAHT Cymru

Nicola Fitzpatrick,
Acting Wales Secretary, NEU Cymru

Agenda Item 3.3

P-06-1367 Fund the removal of quarry rocks and the restoration of sand and groynes to Llandudno North Shore

This petition was submitted by Ian Turner, having collected 10,752 signatures online and 1,476 signatures on paper, making for a total of 12,228 signatures collected.

Text of Petition:

In 2014 Conwy County Borough Council dumped a further 50,000 tonnes of oversized and untested quarry rocks onto North Shore. This action destroyed the beach. Access for many is almost impossible, and dangerous if people try. It's a blight on the landscape, and detrimental to our main economy Tourism.

Senedd Constituency and Region

- Aberconwy
- North Wales

Agenda Item 3.4

P-06-1378 We want farm subsidies to be extended to small scale and market gardeners

This petition was submitted by Karen Schneider, having collected a total of 413 signatures.

Text of Petition:

Most farmers receive around 50% of their income from government subsidies. This means they have enough money to make a living from farming and they can continue to grow food. Most farms are large but small farms (1-5 hectare) are more productive and tend to grow fruits and vegetables for local markets. These currently are not eligible for subsidies, due to their size, which is unfair and shows a lack of support for local, seasonal food growing.

Additional Information:

This petition is inspired by OurFood1200. They want to build farming that:
Is small-scale, highly productive and commercially viable.

Helps provide food security in South Wales.

Gives the asset poor, particularly our young people, a chance to access land and start a regenerative farming enterprise.

Promotes community through local trading and shared community ownership of our landscape – a “foundational economy”.

Is regenerative: purposefully building biodiversity, fixing carbon in the soil, and avoiding harmful chemicals and pollution.

Creates short local supply chains that keep profits local and at a scale that opens new opportunities to all local farmers.

Provides communities with opportunities for education, training and mental wellbeing support

Encourages healthy eating by making fresh, nutritious, locally grown fruit and veg available to everyone in our region.

Reduces the impact of our food and drink consumption on carbon emissions and deforestation across the world.

Senedd Constituency and Region

- Monmouth
- South Wales East

Agenda Item 3.5

P-06-1404 Increase clarity and rights for people on direct payments or WILG to live independently

This petition was submitted by Nathan Lee Davies, having collected a total of 377 signatures.

Text of Petition:

There's a power imbalance against disabled people. LA's are failing to provide services focusing on well-being, voice and control and co-production- core principles of the Social Services and Well-being Act 2014. We need fairness and

- Better advocacy support & a national organisation to represent the voice of Direct Payment users
- Dispute resolution process
- Better communication channels
- LA complaints panels to have knowledge Welsh law & policy
- Re-training LA staff in the spirit & intent of the Act

Additional Information:

To quote the Final Evaluation Report on the SSWBA 2014 para 6.60: "For the majority of service user & carer respondents interviewed for this evaluation, their experience was one of frustration. Against the hope offered by the Act, they perceived a series of barriers. These included a relatively 'tokenistic' approach to listening, power imbalances between themselves & professionals, the need to constantly chase professionals for support, and a lack of recognition of their rights especially around issues of cultural sensitivity among others. These barriers served to work against the experience 'offered' and 'promised' by the Act's underlying principles." Disabled people face a postcode lottery with regards to the information and services they can expect. Action is needed now.

Surely the Welsh Independent Living Grant is ring fenced money not subject to clawback at the whim of the Council? Where's co-production?

See legal precedent of R (BG) V Suffolk County Council 2021 [EWHC] 3368 (Admin).

Senedd Constituency and Region

- Wrexham

- North Wales

Jack Sargeant MS
Chair
Petitions Committee

29 May 2024

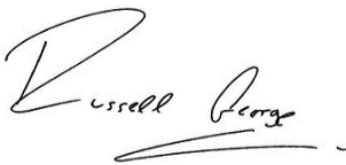
Dear Jack

Petition P-06-1404 Increase clarity and rights for people on direct payments or WILG to live Independently

Thank you for your letter of 11 April 2024, drawing attention to the above petition.

The Committee noted the letter at its meeting on 15 May. As you are aware, we will be starting our Stage 1 scrutiny of the Health and Social Care Bill shortly and will give consideration to the issues raised by the petition as part of that work.

Yours sincerely



Russell George MS
Chair, Health and Social Care Committee

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

P-06-1404 Increase clarity and rights for people on direct payments or WILG to live independently – Correspondence from the Petitioner to the Committee, 18 June 2024

Update to the Senedd Petitions Committee:

1. The fundamentals of my Petition and campaign remain true.
2. It has been very useful to work with the Health and Social Care Committee on the Health and Social Care Bill. I have made a verbal contribution and am in the process of making a written submission by 28-6-24.
3. Whilst this is useful my campaign isn't on all fours with the Health and Social Care Committee.
4. Under this new legislation Local Authorities may lose a tiny % of their social care /Direct Payments money; but they will keep the lions share. They are not being challenged on the principles of the SSWBA 2014 legislation. **My question:** Where is the challenge?
5. The new legislation seems to be focusing upon finance and potential money savings, either to the Local Authorities or to the Welsh Government. But there is no focus upon the distress, and the eternal struggle of those who are disabled and trying to cope within the current systems.
6. We have zero power and control over the Direct Payments and no one to speak up for us!
7. We need an advocate or a third party intermediary (tripartite system) to fight our corner against the Local "rogue" councils who seem to have a will of their own and they can operate almost unchecked at every stage of the disabled person's journey. **My question:** How can we call them to account?
8. Wrexham LA are still pursuing me for £1,314.01 of Direct Payments as we speak. This is money I reasonably thought I could spend on general day to day disability related costs for myself and my PA staff team. **My question:** We need clarity over the control and spending of Direct Payments money; can the Committee pursue this please?
9. I am thereby being hampered in running my small business (self employed) effectively on a day to day basis by the local social services department.
10. Amid this "clawback" of money the Local Authority Direct Payments department are seeking to increase my personal contribution to my Direct Payments from £35.15 per week to £100 – the maximum figure allowed. This

is outrageous and totally beyond my financial capacity based upon my disability related welfare payments.

11. I struggle with ongoing battles over the construction of my Care and Support Plan on a yearly basis. Nil “co-production”. Contrast the speed of the Direct Payments department pursuing me, with the slowness of the social care department, ignoring me – these two departments from the same authority are not working in concert, but effectively undermining me at every turn. Between conspiracy and incompetence, I edge toward the latter. **My question:** What can be done to resolve this organisational failing?
12. Contrast these contrast these malign developments with the positive developments emerging in Scotland, where they have re-launched and extended their Scottish ILF (Independent Living Fund) in the past 2 months. In Scotland the ILF recipients are able to spend their Direct Payments much more creatively so as to boost and enhance their lives. They appear to have real voice and control, wellbeing and “co-production”. **My question:** Why can't Wales adopt a similar approach to that taken over the border in Scotland with the ILF?
13. **Personal update:** Last month I took my “short break” to Florida with 2 PA's for 6 days. This has helped me to clarify my thinking. This trip was ultimately funded by the public when, in desperation, I set up a “Go Fund Me” page. The public response was overwhelming and gratifying, but in effect the public have had to pay twice for me to enjoy a short break.

Nathan Lee Davies

18-06-2024

Agenda Item 3.6

P-06-1407 We want the Welsh Government to rescind and remove the disastrous 20mph law

This petition was submitted by Mark Baker, having collected a total of 469,571 signatures.

Text of Petition:

The new 20mph law is coming into force on the 17th September and it will mark the end of having socialism in power in Wales.

Welsh Government claim to have supporting evidence stating that reducing to 20mph EVERYWHERE saves lives! Yet we get flyers merely claiming that it will, and opinions from doctors that see RTCs coming into A&E. This is NOT evidence. The only true evidence is from Belfast and it states it makes NO DIFFERENCE to RTCs!

Additional details:

At least one of the trial villages in Monmouthshire actually reverted their trial because it was causing absolute carnage on the roads! Mark Drakeford has come out claiming it is a success in St Brides Major but every time I go though there NO ONE is driving at 20mph.

The Welsh Government has FAILED to produce ANY convincing evidence to support these claims of safety. This law is being spearheaded by the WG Climate Change department and NOT Health & Safety!!

YOU HAVE NOT LISTENED TO US.

The Welsh Government was put there BY THE PEOPLE OF WALES, We are your boss! We demand that this foolish idea be stopped.

Senedd Constituency and Region

- Bridgend
- South Wales West

P-06-1407 We want the Welsh Government to rescind and remove the disastrous 20mph law – Correspondence from the Petitioner to the Committee, 11 June 2024

Hi,

Yes, I would like to submit some comments.

- I am fed up to the back teeth of being misled by elected officials. Ken Skates wanted a period of listening YET ignored all our comments and opinions on the matter and simply chose the easy option to keep licking the backside of the pro cycle groups like Sustrans! I was asked to attend several online meetings to discuss this policy, I had hoped that he would have been different to his predecessor but clearly not. Welsh Labour have introduced an extremely controversial policy that is HATED by hundreds of thousands of people and was lobbied by pro cyclist groups that don't like cars. From what I have heard Welsh Labour are claiming a victory by saying overall RTC's are coming down but the truth of the matter is very different and have cherry picked numbers that make this policy seem good on the surface.
- We are NOT being listened to and will do all we can to make sure Welsh Labour does not survive in Wales as Wales cannot take another term of this nonsense. You are elected to represent us not ignore us and do what you want or better yet do what your paying lobbyist groups want!
- Devolution in Wales has turned out to be a MASSIVE FAILURE. We have 60 (soon to be 96 – ANOTHER THING THAT THE PEOPLE DONT WANT BUT LABOUR ARE IGNORING US ON AGAIN) making silly decisions just to be different to central government. You are trying to be relevant no matter the cost.

I have no doubt that the Welsh Labour (NOW A MINORITY) Government in Wales will pay this yet more lip service and crack on with their plans to absolutely destroy Wales!!!!

Regards

Oh and to conduct an 'independent' review on the policy by using the company that brought the policy about in the first place is absolutely disgusting! This company is run by yet another pro cyclist anarchist so was NEVER going to make any changes!

The Senedd has been presented with a petition that garnered more signatures than votes for Welsh Labour and they are burying their heads in the sand.

PRESS RELEASE

SUBJECT: Road Collision Information 20mph

CONTACT: Annette Jones

DATE: 14th July 2024

ARE WELSH ROADS SAFER NOW COMPARED TO WHAT THEY WERE BEFORE THE RESTRICTED ROADS LEGISLATION WAS IMPLEMENTED?

United Voices – Senedd Lobby Group was set up in 2023 to monitor and protest against the impact of the 20mph legislation and hold the Welsh Government to account.

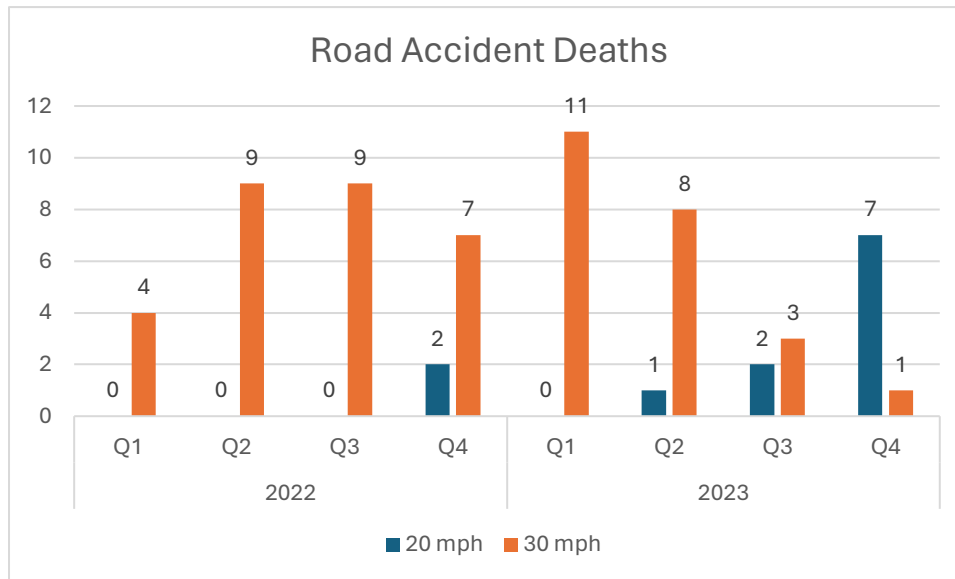
The statistics that have recently been released by the Welsh Government give the first opportunity to compare, like on like, the before and after impact of the legislation.

On 12th June 2024, BBC News reported that road casualty figures, issued by the Welsh government the previous week, showed a 12% drop in people killed and seriously injured at 20mph and 30mph for the last three months of 2023, compared with the same period in 2022.

Whilst the report is true with the data combined, in isolation there has been an increase in the numbers of people who have either been killed or seriously injured on 20mph roads for the same period. The reduction in the numbers at 30mph may be due to the fact that there are now less roads restricted to 30mph resulting in less accidents. It could therefore be argued that the problem overall has remained the same, but it could also be argued that it has moved the problem from the 30mph roads to the 20mph roads. The question is does this make 20mph roads less safe?

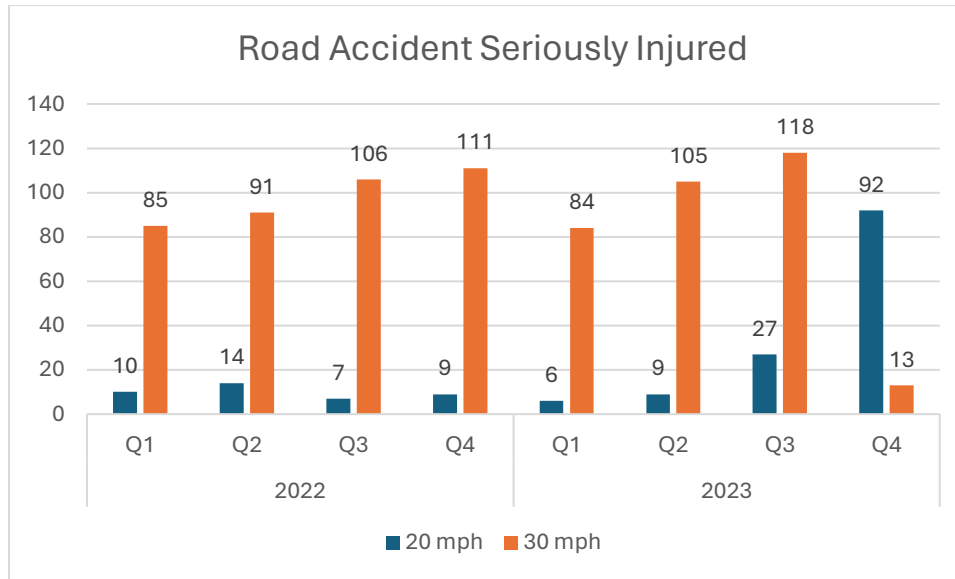
Furthermore, while it appears that one category of road users may have seen some benefit to the implementation, looking at the data as a whole it brings into question whether other categories of road users are now paying a hefty price?

Given the data available, the Welsh Government now need to urgently review the aims of the policy and ensure that benefits they claimed would be seen by the reduction of speed have not inadvertently caused more dangerous roads elsewhere. Questions need to be answered as to whether the overall promised reduction in road casualties plus the promised savings to the NHS have materialised, given the increase in death and serious injury to other categories of road users.



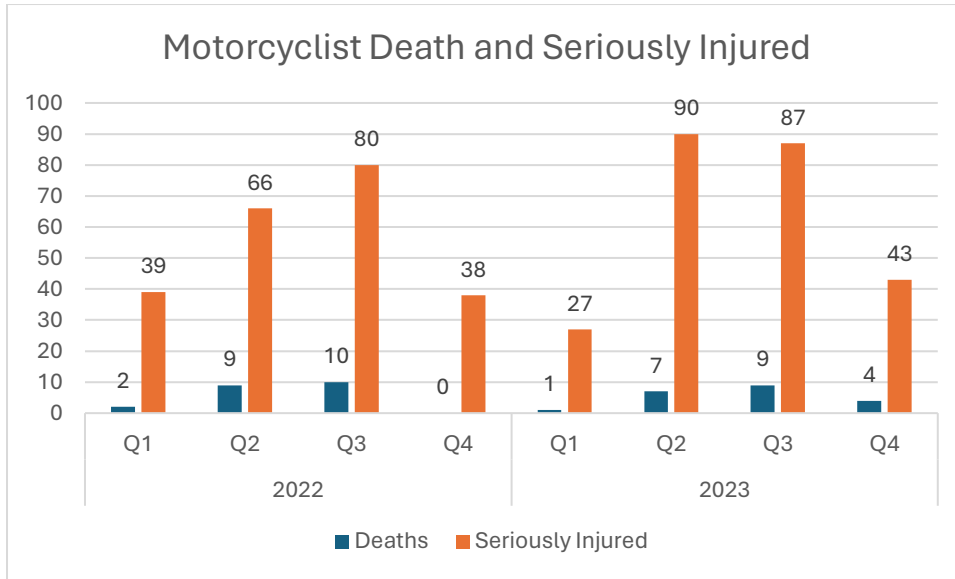
Source: Welsh Government

The above graph illustrates the comparison between 2022 and 2023 on a quarterly basis of deaths as a result of road accidents at speeds of 20 mph and 30 mph. The graph shows that there were 2 deaths in Q4 2022 at 20 mph, whilst this increased to 7 deaths in Q4 2023, an increase of 250%.



Source: Welsh Government

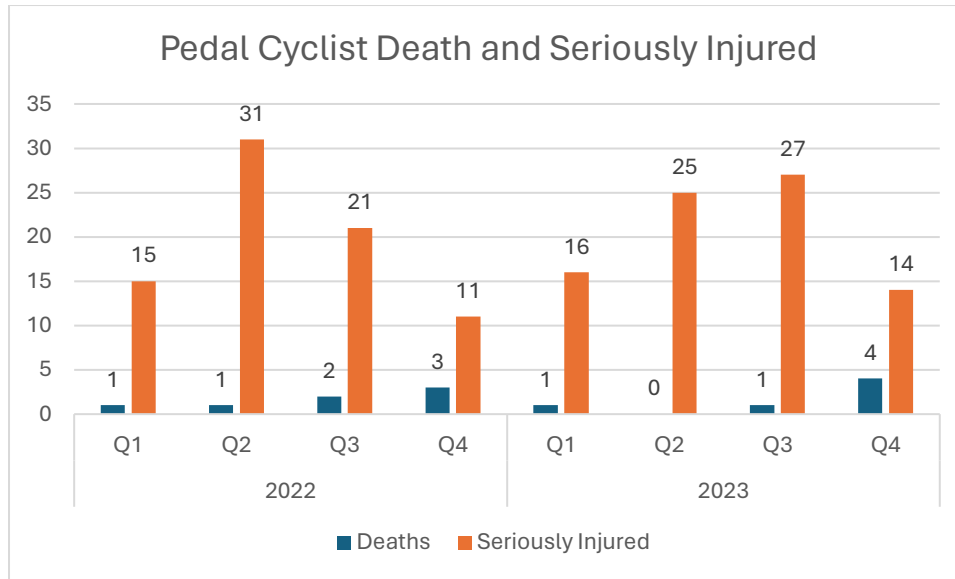
The above graph illustrates the comparison between 2022 and 2023 on a quarterly basis of Seriously Injured people as a result of road accidents at speeds of 20 mph and 30 mph. The change in the default speed limit from 30 mph to 20 mph became a legal requirement on 17th September 2023. The graph shows that there were 9 people seriously injured in Q4 2022 at 20 mph, whilst this increased to 92 seriously injured people in Q4 2023, an increase of 922%.



Source: Welsh Government

The above graph illustrates the comparison between 2022 and 2023 on a quarterly basis of deaths and seriously injured motorcyclists. Since the introduction of the default speed limit changes in September 2023, the number of motorcyclists who have died as a result of a road accident has increased from 0 in Q4 2022 to 4 in Q4 2023, an increase of 400%.

The graph also shows in the same period, an increase in riders who have suffered serious injury due to a road accident from 38 in Q4 2022 to 43 in Q4 2023, an increase of 13%.



Source: Welsh Government

The above graph illustrates the comparison between 2022 and 2023 on a quarterly basis of deaths and seriously injured pedal cyclists. Since the introduction of the default speed limit changes in September 2023, the number of cyclists who have died as a result of a road accident has increase from 3 in Q4 2022 to 4 in Q4 2023, an increase of 33%.

The graph also shows in the same period, an increase in riders who have suffered serious injury due to a road accident from 11 in Q4 2022 to 14 in Q2023, an increase of 27%.

	2022					2023					Q4 23 v Q4 22	%	+/- 23 v 22	%
	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL				
TOTAL DEATHS & S.I. ALL ROADS														
KILLED (ALL ROADS)	22	27	24	22	95	16	25	29	28	98	6	27.3%	3	3%
SERIOUSLY INJURED (ALL ROADS)	192	237	273	219	921	178	295	335	245	1053	26	11.9%	132	14%
TOTAL	214	264	297	241	1016	194	320	364	273	1151	32	13.3%	135	13%

DEATHS & S.I. ALL ROADS BY CATEGORY														
CAR/TAXI/MINIBUS (KILLED)	12	12	9	9	42	8	7	11	14	40	5	56%	-2	-4.8%
CAR/TAXI/MINIBUS (S.I)	95	90	114	112	411	78	116	146	130	470	18	16%	59	14.4%
PEDESTRIAN (KILLED)	7	3	1	9	20	4	6	4	4	18	-5	-56%	-2	-10.0%
PEDESTRIAN (S.I)	33	37	39	49	158	42	27	50	37	156	-12	-24%	-2	-1.3%
MOTOR CYCLIST (KILLED)	2	9	10	0	21	1	7	9	4	21	4	400%	0	0.0%
MOTOR CYCLIST (S.I)	39	66	80	38	223	27	90	87	43	247	5	13%	24	10.8%
PEDAL CYCLIST (KILLED)	1	1	2	3	7	1		1	4	6	1	33%	-1	-14.3%
PEDAL CYCLIST (S.I))	15	31	21	11	78	16	25	27	14	82	3	27%	4	5.1%
OTHER (KILLED)	0	2	2	1	5	2	5	4	2	13	1	100%	8	160.0%
OTHER (S.I)	10	13	19	9	51	15	12	24	21	72	12	133%	21	41.2%
TOTAL (KILLED)	22	27	24	22	95	16	25	29	28	98	6	27%	3	3.2%
TOTAL (S.I)	192	237	273	219	921	178	270	334	245	1027	26	12%	106	11.5%
GRAND TOTAL	214	264	297	241	1016	194	295	363	273	1125	32	13%	109	10.7%

DEATHS & S.I. BY SPEED LIMIT														
20MPH (KILLED)	0	0	0	2	2		1	2	7	10	5	250%	8	400%
20MPH (S.I.)	10	14	7	9	40	6	9	27	92	134	83	922%	94	235%
30MPH (KILLED)	4	9	9	7	29	11	8	3	1	23	-6	-86%	-6	-21%
30MPH (S.I.)	85	91	106	111	393	84	105	118	13	320	-98	-88%	-73	-19%
40MPH (KILLED)	4	5	1	1	11				6	6	5	500%	-5	-45%
40 MPH (S.I.)	10	31	18	26	85	14	18	33	27	92	1	4%	7	8%

50MPH (KILLED)	1	1	2	1	5	3	2	2	3	10		2	200%		5	100%
50MPH (S.I.)	8	23	23	7	61	9	14	23	11	57		4	57%		-4	-7%
60MPH (KILLED)	6	9	11	8	34	2	13	13	9	37		1	13%		3	9%
60MPH (S.I.)	68	73	100	57	298	56	107	117	84	364		27	47%		66	22%
70MPH (KILLED)	7	3	1	3	14		1	9	2	12		-1	-33%		-2	-14%
70MPH (S.I.)	11	5	19	9	44	9	17	17	18	61		9	100%		17	39%
TOTAL DEATHS	22	27	24	22	95	16	25	29	28	98		6	27%		3	3%
TOTAL S.I.'s	192	237	273	219	921	178	270	335	245	1028		26	12%		107	12%
GRAND TOTAL	214	264	297	241	1016	194	295	364	273	1126		32	13%		110	11%

AREA %'S FOR TOTAL DEATHS & S.I.'S										
GWENT	14	15	21	14	16%	50	20	24	14	27%
NORTH WALES	45	48	21	27	35%	13	40	31	29	28.25%
SOUTH WALES	27	11	25	27	23%	31	28	21	43	30.75%
DYFED POWYS	26	33	32	26	26%	6	12	24	14	14%

Agenda Item 3.7

P-06-1412 We want the Welsh Government to keep the excellent 20mph law.

This petition was submitted by Roger Davies, having collected a total of 5,399 signatures.

Text of Petition:

I agree with the new 20mph speed limit in towns and cities across Wales. It will make our streets a lot safer for pedestrians and cyclists.

Senedd Constituency and Region

- Cardiff North
- South Wales Central



Eich cyf/Your ref P-06-1412
Ein cyf/Our ref LW/00546/24

Jack Sargeant MS
Chair - Petitions committee

12 June 2024

Dear Jack,

Thank you for your letter of 18 March regarding Petition P-06-1412 We want the Welsh Government to keep the excellent 20mph law.

The primary goal of the 20mph default policy is to save lives and reduce casualties on our roads. I want to build from the consensus that 20mph is the right speed limit near schools, hospitals, nurseries, community centres, play areas and in built-up residential areas.

However, we cannot escape the fact that 20mph has served to polarise some of the people and communities we serve. Against that backdrop, I felt we should take a step back and listen to the views of everyone involved.

To support the National Listening Programme I have instigated, we have published a [webpage](#) to help signpost people towards the relevant highway authority where they want to feedback on specific speed limits.

Through the drumbeat of regional meetings we are putting in place with the support of Transport for Wales, and with the help of the County Surveyors' Society Wales, we want to co-create a framework that supports highway authorities to make the right decisions for local roads – particularly when those calls are finely balanced.

That framework will be published before summer recess. After the summer break, we will continue to support highway authorities in the implementation phase of assessing roads, making of traffic regulation orders and finally in the implementation of changes on the ground. We acknowledge that it may take several months from September onwards before we see any changes on the ground.

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:
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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynnir yn Gymraeg yn Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.

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

My officials will then focus on prioritising guidance for other speed limits where people live. This will be published in April 2025 following stakeholder engagement which will include a 12-week public consultation.

Further information, including an updated FAQ page, can be found at:
[Introducing 20mph speed limits: frequently asked questions | GOV.WALES](#)
[20mph speed limits | Sub-topic | GOV.WALES](#)

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Ken', with a long, sweeping horizontal stroke above the letters.

Ken Skates AS/MS

Ysgrifennydd y Cabinet dros Drafnidiaeth a Gogledd Cymru
Cabinet Secretary for North Wales and Transport