

# **Agenda – Petitions Committee**

Meeting Venue:	For further information contact:
<b>Committee Room 1 – Senedd</b>	<b>Graeme Francis</b>
Meeting date: 27 November 2018	Committee Clerk
Meeting time: 09.00	0300 200 6565

## 1 Introduction, apologies, substitutions and declarations of interest

(Pages 1 – 29)

## 2 New petitions

**2.1 P-05-847 Create water fountains in the centre of cities and towns to eliminate plastic waste**

(Pages 30 – 36)

## 2.2 P-05-850 Protect the Gwent Levels and stop the proposed M4 motorway

(Pages 37 – 51)

### 3 Updates to previous petitions

## Health

### **3.1 P-05-736 To Make Mental Health Services More Accessible**

(Pages 52 – 57)

### **3.2 P-05-751 Recognition of Parental Alienation**

(Pages 58 – 60)

### **3.3 P-05-797 Ensure access to the cystic fibrosis medicine, Orkambi, as a matter of urgency**

(Pages 61 – 65)

### **3.4 P-05-831 End the unfairness and discrimination in the financial support for victims of the contaminated blood scandals who were infected in Wales**

(Pages 66 – 69)



**3.5 P-05-826 Pembrokeshire says NO!! To the closure of Withybush A&E!**

(Pages 70 – 73)

**Environment**

**3.6 P-05-773 Don't Fill Landfill!**

(Pages 74 – 75)

**3.7 P-05-779 Compulsory scanning of domestic pets for microchips by councils**

(Pages 76 – 79)

**3.8 P-05-803 Our natural world is being poisoned by single use plastics...it's time to introduce a tax!**

(Pages 80 – 83)

**3.9 P-05-837 Green Energy for the Wellbeing of Future Generations in Wales**

(Pages 84 – 93)

**Economy and Transport**

**3.10 P-05-823 Reduce the speed limit on the A487 in Penparcau**

(Pages 94 – 96)

**3.11 P-05-833 Improve rail services for Chepstow**

(Pages 97 – 99)

**4 The Welsh Government's Response to a Committee Report**

**4.1 P-05-690 Resurfacing of the A40 Raglan–Abergavenny Road**

(Pages 100 – 101)

**5 Paper to Note**

**5.1 P-05-796 Calling on the Welsh Government to Ban The Use of Wild Animals in Circuses in Wales**

(Page 102)

Paper to Note: Correspondence – Cabinet Secretary for Energy, Planning and Rural Affairs to the Chair

- 6 Evidence Session – P-05-801 Save the trees and ground in Roath Mill and Roath Brook Gardens before it's too late**  
(09:45) (Pages 103 – 124)

Natural Resources Wales:

John Hogg – Head of Operations South Central Wales

Tim England – Project Sponsor

Gavin Jones – Project Manager

- 7 Motion under Standing Order 17.42 to resolve to exclude the public for items 8 and 9**
- 8 Discussion of Previous Evidence Session – P-05-801 Save the trees and ground in Roath Mill and Roath Brook Gardens before it's too late**
- 9 Petitions with over 5,000 Signatures**

(Pages 125 – 128)

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# Agenda Item 2.1

P-05-847 Create water fountains in the centre of cities and towns to eliminate plastic waste

This petition was submitted by Tereza Tothova, having collected 149 signatures.

## Text of Petition

We call on the National Assembly for Wales to consider creating and providing water fountains in the centre of cities and towns. The main purpose of this action would be to eliminate plastic waste. The number of single-use plastic bottles has dramatically risen in recent years and due to the slow recycling process, it is causing pollution of the environment, especially harming sea life.

Many people try to have a healthy lifestyle that includes drinking at least 2 litres of water every day. Therefore, reusable water bottles have become very popular and useful for keeping a human body hydrated all day. Installing water fountains in the city centres or other parts of cities and towns (Shopping centres, sports centres, colleges, cultural centres etc) would help with access to drinking water throughout the day. These water fountains would also create access to drinking water for homeless people.

To support the local economy in Wales, the water fountains could be sourced by Welsh mineral water companies.

## Assembly Constituency and Region

- Cardiff West
- South Wales Central

## P-05-847 Public Water Fountains

Y Pwyllgor Deisebau | 27 Tachwedd 2018  
Petitions Committee | 27 November 2018

### Research Briefing:

Petition number: P-05-847

Petition title: Create water fountains in the centre of cities and towns in South Wales to eliminate plastic waste

Text of petition: Call on the National Assembly for Wales to consider creating and providing water fountains in the centre of cities and towns in South Wales. The main purpose of this action would be to eliminate plastic waste. The number of single-use plastic bottles has dramatically risen in recent years and due to the slow recycling process, it is causing pollution of the environment, especially harming sea life.

Many people try to have a healthy lifestyle that includes drinking at least 2 litres of water every day. Therefore, reusable water bottles have become very popular and useful for keeping a human body hydrated all day. Installing water fountains in the city centres or other parts of cities and towns (Shopping centres, sports centres, colleges, cultural centres etc) in South Wales would help with access to drinking water throughout the day. These water fountains would also create access to drinking water for homeless people. To support the local economy in Wales, the water fountains could be sourced by Welsh mineral water companies.

### Background

The revival of historical water fountains, installing new ones and improved awareness of publicly available water is gaining momentum as part of the push to reduce plastic waste from drinks related litter.

Research into drinks related litter from Keep Wales Tidy in 2015 showed:

- 18 billion plastic bottles are consumed in the UK every year; and
- 38 million plastic bottles end up in landfill every day in the UK.

Keep Britain Tidy, in partnership with BRITA, produced a research report in April 2017, Understanding provision, usage and perceptions of free drinking water to the public in the UK. Key findings from the report show:

- Licensed premises are legally required to provide free drinking water to customers on request (but can charge for the use of a glass or for their service when providing the water) in Wales, England and Scotland (there is no such legislation in Northern Ireland); and
- There currently exists three ‘community water schemes’ aimed at providing increased access to free drinking water to the public with a view to reducing bottled water consumption. In these schemes, free water is predominately provided by local food and/or drink businesses, particularly smaller independent businesses. The community water schemes identified are:
  - the Refill campaign, managed by environmental charity City to Sea;
  - Tapwater.org; and
  - GiveMeTap! and the associated #MindTheTap campaign.

Keep Britain Tidy published a further report in April 2018, Water, Water, Everywhere: Moving from awareness to action on single-use plastic bottles (PDF 570KB). A key finding from the report is:

- Around eight in 10 (78%) people think that there should be greater availability of free tap water, such as more water fountains and buildings offering free tap water.

The report made a number of recommendations for increasing the uptake of reusable water bottles. These included:

- Consideration should be given to how new provision can be created and existing provisions made more visible through greater promotion. Schemes like Refill and GiveMeTap!... present an opportunity to use existing premises and infrastructure to offer free drinking water without the need for installation and maintenance of new water fountains or taps; and
- ...raising awareness of any water fountains or dispensers provided.

In the press release accompanying the report, Keep Britain Tidy Chief Executive Allison Ogden-Newton said:

Too many people still find it challenging to fill up on the go, while many more are still embarrassed to ask for tap, worried about the safety of water fountains, or just unwilling to go the extra mile and carry around a reusable bottle. We've simply got to get to a situation where topping up in glass or refillable bottle is the norm.

## London Action

On 13 August 2018 the Mayor of London published a draft new London plan. The plan calls for local authorities to identify ‘appropriate locations’ for water fountains during the planning process. It states:

The provision of accessible free drinking water fountains helps improve public health, reduces waste from single-use plastic bottles and supports the circular economy through the use of reusable water

bottles. Free drinking water fountains that can refill water bottles as well as be drunk from should be provided in appropriate locations in new or redeveloped public realm.

The [BBC reported](#) that “the plans are part of a £750,000 scheme to cut plastic waste” and “part of the mayor's ambition to send no biodegradable or recyclable waste to landfill by 2026”.

Recent [reports](#) indicate that the water fountains installed so far as part of the plans are proving successful:

According to the team behind the installations, more than 8,000 litres of water have been dispensed in under a month from two drinking fountains installed at Liverpool Street Station – equal to 16,000 standard bottles of water – while another fountain, installed off Carnaby Street in March, has been used more than 10,000 times a month since tracking began in early June.

## Welsh Government action

On 7 May 2018, Environment Minister Hannah Blythyn AM, [announced](#) plans to work with [City to Sea](#) on developing a [refill scheme for Wales](#) to become the UK's first ‘Refill Nation’. She said:

... work will get underway to improve access to drinking water in public places across Wales. The Welsh Government will work with City to Sea on developing the Refill campaign for Wales, as well as working closely with water companies in Wales and more widely with our businesses, charities and major events. The work will also include a behavioural change campaign to help people see the value of water and make tap water their first choice for hydration.

On 4 June 2018 at the Volvo Ocean Race the Minister [announced](#) the 870 mile Wales Coast Path as the first location for the roll out of the refill scheme:

The Welsh Government will work with towns, villages and food and drink businesses to sign up to become refill points.

Those signed up to this drive to decrease use of single use plastics in Wales will be visible to walkers through window stickers and be listed in a bi-lingual refill app.

The app will provide the public with a list of locations where free drinking water is available making it easier for people to refill their water bottles without needing to purchase further single use beverages.

## National Assembly for Wales action

In response to the refill scheme announcement in [Plenary](#) on 8 May 2018, David Melding AM said:

... on the drinking water initiative and the Refill initiative... this sort of scheme, or encouraging people to use reusable bottles and having points where they can go into places around town where they can be refilled, I think that's excellent and that's definitely part of the solution.

The Petitions Committee is currently considering the following petitions, all concerned with reducing or eliminating plastic waste:

P-05-750 For single use items: introduce a Deposit Return System for drink containers and make fast food containers and utensils compostable

P-05-803 Our natural world is being poisoned by single use plastics...it's time to introduce a tax!

P-05-822 Ban plastic straws (when drinking milk) in our schools

P-05-829 Ban single use plastic items in wales

The Climate Change, Environment and Rural Affairs Committee is currently undertaking an inquiry into microplastic pollution in Welsh rivers.

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.



Ein cyf/Our ref HB/00906/18

Llywodraeth Cymru  
Welsh Government

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

Dear David

Thank you for your letter of 25 September, regarding a petition to create water fountains in the centre of cities and towns to eliminate plastic waste. The Welsh Government is currently in the process of rolling out the Refill scheme across Wales in partnership with City to Sea.

Public water fountains are required to meet stringent requirements regarding their connection and construction, and they must meet and maintain drinking water quality standards as set by regulations. This would require ongoing investment, and means that any water fountain providing a supply of drinking water must have an owner responsible for meeting the drinking water standards. Any fountain without an owner would be switched off or potentially become a risk to public health. In practice this can be costly and unreliable.

The Refill model is based on it being free for all users, and its approach is to encourage businesses and organisations to offer free refilling facilities to members of the public. In return for signing up to become a Refill location, businesses are able to boost their green credentials and receive free publicity through the Refill App and social media. To date there are over 600 Refill points across Wales which are accessible to all members of the public.

The intention behind rolling out Refill across Wales is to trigger a behaviour change, with consumers seeing tap water as a premium product in itself. The two main water companies in Wales, Dŵr Cymru Welsh Water and Hafren Dyfrdwy, are also supporting this initiative.

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynir 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 responding in Welsh will not lead to a delay in responding.

In addition to the Refill scheme Dŵr Cymru Welsh Water are looking to support this initiative by working with developers to assist them in providing suitable connection points for water fountains in new developments allowing easier maintenance should they be installed.

Yours sincerely



**Hannah Blythyn AC/AM**  
Gweinidog yr Amgylchedd  
Minister for Environment

# Agenda Item 2.2

## P-05-850 Protect the Gwent Levels and stop the proposed M4 motorway

This petition was submitted by the CALM. The petition has collected 12,270 signatures on an alternative e-petition website.

### Text of Petition

Please drop plans to construct the M4 motorway across the beautiful Gwent Levels and invest in public transport instead.

### Why is this important?

The current plans to extend the M4 motorway will put otters, rare bees and wildflowers at risk. It would cut across the 'Amazon Rainforest' of Wales, the Gwent Levels, which is a haven for wildlife. Traffic around Newport needs to be improved but it would be better for Wales and the environment if the Welsh government invests in public transport instead. If we want to protect the environment for future generations we need to come up with alternatives to big polluting motorways. The Assembly's own environmental regulator and advisory body, Natural Resources Wales, is against these plans.

### Assembly Constituency and Region

- Newport East
- South Wales East

# Petition: Protect the Gwent Levels and stop the proposed M4 motorway

Y Pwyllgor Deisebau | 27 Tachwedd 2018

Petitions Committee | 27 November 2018

## Research Briefing:

Petition Number: P-05-850

Petition title: Protect the Gwent Levels and stop the proposed M4 motorway

Text of petition:

Please drop plans to construct the M4 motorway across the beautiful Gwent Levels and invest in public transport instead.

Why is this important?

The current plans to extend the M4 motorway will put otters, rare bees and wildflowers at risk. It would cut across the 'Amazon Rainforest' of Wales, the Gwent Levels, which is a haven for wildlife. Traffic around Newport needs to be improved but it would be better for Wales and the environment if the Welsh government invests in public transport instead. If we want to protect the environment for future generations we need to come up with alternatives to big polluting motorways. The Assembly's own environmental regulator and advisory body, Natural Resources Wales, is against these plans.

The Welsh Government is the highway authority for the Welsh trunk road and motorway network in Wales and is responsible for maintenance and improvement of the network, including the M4. Proposals to increase capacity on the M4 around Newport have been discussed since the early 1990s when the UK Government identified a preferred route, broadly similar to current proposals. Although deemed unaffordable in 2009, a 2013 agreement between the Welsh and UK Governments on borrowing powers revived the project.

## M4 corridor around Newport scheme

In 2014, the Welsh Government published [M4 Corridor Around Newport – The Plan](#) setting out its preferred route. In this, the Welsh Government set out plans to build a new section of motorway, known as the ‘black route’ or ‘preferred route’.

Alongside creating a new section of motorway – the ‘black route’ –the Welsh Government also proposed a range of complementary measures including:

- The reclassification of the existing M4 between Magor and Castleton;
- M4 / M48 / B4245 connections; and
- The provision of cycle and walking friendly infrastructure.

The [Welsh Government considers](#) its ‘black route’ proposals and complementary measures to be:

the sustainable, long-term solution to current social, environmental and economic problems associated with this route [and an essential part of its] vision for an efficient integrated transport system in South Wales [alongside other projects such as the [South Wales Metro](#)].

In March 2015 Friends of the Earth were [unsuccessful in their legal challenge](#) to the Welsh Government’s proposals.

## The Gwent Levels

The Welsh Government’s preferred ‘black route’ option would cross an area known as the Gwent Levels in various places. The Gwent Levels is the collective name given to a number of different [Sites of Special Scientific Interest](#) (SSSIs) situated to the south of Newport, lying north of the Severn Estuary.

In March 2016, the Welsh Government published an [Environmental Statement](#) setting out its assessment of the main environmental effects the preferred option would have, and how these would be mitigated. A [non-technical summary](#) (PDF 1.51MB) was also published which highlights that the Gwent Levels:

...is an area of low-lying, flat reclaimed coastal marshes that extend up to the Severn Estuary. The Gwent Levels are designated both for their historic landscape and ecological interest. The Gwent Levels are dissected by an extensive network of tide-locked freshwater drains, locally known as reens, and smaller ditches... It is for these ecological features that the Gwent Levels are designated as SSSIs. The Welsh Government, in accordance with its duties under environmental legislation, has used reasonable endeavours to conserve and enhance the features of the SSSIs during the design of the Scheme.

## Project to date

Alongside the Environmental Statement, a substantial number of other documents were also published in March 2016, marking a key stage in the planning and delivery process for the project. Ten public exhibitions were also announced where members of the public were able

to inspect draft orders, environmental information and other associated reports and materials. A [previous blog post by the Research Service](#) contains more information on these reports.

Following the public exhibitions, in June 2016 the then Cabinet Secretary for Economy and Infrastructure Ken Skates, [announced in Plenary that:](#)

All the responses have been carefully reviewed. There are significant issues that must be given careful consideration before I reach a final decision on whether to proceed with construction...**I have therefore decided that a public local inquiry should be held** [emphasis added by Research Service]. An independent inspector will review the need for the scheme and consider all environmental, social and economic factors. They will hear evidence and examine the technical experts as well as hearing from supporters and objectors...to inform a final decision on whether to proceed to construction.

### Public local inquiry

The public local inquiry was due to begin in Autumn 2016 and in anticipation of this inquiry, the Welsh Government set out its statement of case in August 2016. [Part 1 \(PDF 2.23MB\)](#) of its case details an overview and justification of the scheme. [Parts 2 and 3 \(PDF 2.35MB\)](#) detail a summary of objections received and an outline of the Welsh Government's response.

In October 2016, the Cabinet Secretary [announced that the inquiry was delayed](#) due to the need for revised traffic forecast modelling to be completed. A [further update was given in December 2016](#), where the Cabinet Secretary stated that he had taken a 'fresh look' at the proposals. This took place in light of revised traffic growth data and the Welsh Government's latest proposals for the [South Wales Metro](#), along with duties required under the [Well-being of Future Generations \(Wales\) Act 2015](#). The Cabinet Secretary stated that he had also taken a fresh look at alternative routes including 'the much discussed 'blue route' (more information is included later in this briefing)' but believed that 'the proposed M4 Project remains...the long-term, sustainable solution'.

The inquiry began on 28 February 2017 with an independent inspector appointed to consider evidence in a transparent, fair and impartial way. In his [opening remarks \(PDF 205KB\)](#) to the inquiry, the inspector highlighted the vast number of pieces of correspondence that had been received expressing either support for, or objections to, the proposed 'black route'. The inquiry closed in April 2018, with all of the related documents and information [available to view online](#).

Following the conclusion of the inquiry, a report has been issued to the Welsh Ministers on the inspector's findings and recommendations which is now being considered.

### Alternative options

A number of alternatives have previously been proposed to the Welsh Government's preferred 'black route' option in developing plans for the M4 corridor around Newport. The Welsh Government consulted on a [draft Plan](#) in late 2013 which considered two 'reasonable

alternatives', namely the 'red route' (a dual carriageway to the South of Newport) and a 'purple route' (a motorway along an alternative alignment to the South of Newport).

In July 2014, the Welsh Government published an [appraisal of alternatives considered during the consultation process](#) (PDF 2.39MB). This also considered an alternative 'blue route' which would use a combination of the A48 Newport Southern Distributor Road and the former Steelworks Road on the eastern side of Newport to create a new dual carriageway.

The 'blue route' was proposed by the [Institute of Welsh Affairs](#) and [Professor Stuart Cole](#) in a [Blue Route Report](#) (PDF 814KB) published in December 2013. Supporters argue that this would be both cheaper and quicker to build than the relief road.

However, the Welsh Government's 2014 appraisal suggested that the 'blue route' would not achieve the scheme objectives, and would itself require significant investment with insufficient benefit.

An '[Appraisal of Objectors' Alternative Blue Route Proposals](#)' was published by the Welsh Government in December 2016, in light of the revised traffic modelling that was required as outlined earlier in this briefing. This appraisal concluded that:

The Blue Route would not address the identified transport related problems as well as the M4 Corridor around Newport Scheme... the Welsh Government is not promoting the Blue Route, which has been suggested by objectors. However, the Blue Route and the findings of this appraisal will be considered as part of the Public Local Inquiry into the Welsh Government's proposed M4 Corridor around Newport Scheme.

The Welsh Government's [opening statement](#) (PDF 356KB) to the public local inquiry outlined that it had 'received details of 22 alternative routes' from objectors to the preferred option during public consultation. Details of [these 22 objectors' alternatives](#) (PDF 136KB) were made available as part of the inquiry. In March 2017, the Welsh Government published its '[Objectors' Suggested Alternatives Report](#)' (PDF 56.1MB) which considered each of these alternatives. The Welsh Government was obliged to do this and to submit the report to the inspector as part of the inquiry. This report includes analysis of the impact each alternative would have on the Gwent Levels.

In September 2018, the Future Generations Commissioner for Wales [published a report titled 'Transport Fit for Future Generations'](#) proposing an alternative option to 'solve congestion around Newport' by investing the:

the £1.4bn currently earmarked for the M4 Black Route...in public transport, active travel and ensuring delivery of all phases of the South Wales Metro.

The petitioner - [Campaign Against the Levels Motorway](#) - issued a [press release in September 2018 expressing support](#) (PDF 280KB) for the alternative proposals set out in the Future Generations Commissioner' report.

## **Welsh Government Action**

The Cabinet Secretary for Economy and Transport issued a [written statement in April 2018](#) to announce that the public local inquiry had closed. The statement also committed:

to a debate in Government time in the Assembly before a final decision is made by the Welsh Ministers whether to enter into contracts for construction.

On 16 October 2018, the Leader of the House and Chief Whip, Julie James, was asked in Plenary about the timescales in relation to a decision being made on the scheme. [She stated that:](#)

...the current schedule for Government business shows that there's a debate scheduled for the week commencing 4 December [2018].

On 23 October 2018, the Leader of the House was again asked about the debate and whether it will form a binding vote on the Welsh Government. The [Leader of the House stated in response:](#)

Yes...the debate and vote will be taken into account in final investment decisions...it will be in Government time. So, it's a binding vote in Government time on the Government...we promised that vote—I promised that vote... in the Assembly. And so, we will do that.

This is reaffirmed in the Cabinet Secretary's letter to the Chair of the Petitions Committee which states that the findings of the public inquiry as well as:

...the committed Senedd debate and vote, will inform the final decision on whether the project proceeds.

## **National Assembly for Wales Action**

There have been a number of debates held on the M4 corridor around Newport in Plenary. The most recent took place in February 2018 as Plaid Cymru [tabled a debate on the proposed M4 relief road.](#)

In June 2016, the Cabinet Secretary for Economy and Transport [made a statement in Plenary](#) to announce that the public local inquiry would be held in relation to the scheme. Issues relating to the environmental impacts were raised and [the Cabinet Secretary stated that](#) the Welsh Government had:

identified £45 million within the project, which will be spent on environmental measures, not just to mitigate the impact of the proposed black route but, indeed, to enhance the environment.

The M4 relief road has also been discussed by various Assembly Committees.

The [Climate Change, Environment and Rural Affairs Committee](#) questioned the Cabinet Secretary for Economy and Transport on the scheme [during a scrutiny session held in January 2018](#). The Committee focused on the environmental impacts the proposed route would have and asked the Cabinet Secretary to outline the planned mitigation measures. The Cabinet Secretary stated:

there are major, major initiatives that'll be taking place, indeed taking place before the road is open for use, that will improve the natural environment—for example, the reed beds, the lagoons that are going to be created, the planting of new hedgerows, new woodland...fifty per cent of the road is being constructed on brownfield sites—2 per cent, yes, on the Gwent Levels. There has to be that balance between social, environmental and economic interests. We're trying to achieve that balance as much as possible.

The scheme has also been discussed in [June 2018](#) and [July 2018](#) by the Assembly's [Economy, Infrastructure and Skills Committee](#) as part of its [inquiry into the state of roads in Wales](#).



Ein cyf/Our ref KS/03073/18

Llywodraeth Cymru  
Welsh Government

David John Rowlands AM  
Chair - Petitions committee.

[Government.Committee.Business@gov.wales](mailto:Government.Committee.Business@gov.wales)

6 November 2018

*Dear David,*

Thank you for your letter of 22 October regarding Petition P-05-850 calling to Protect the Gwent Levels and stop the proposed M4 motorway.

As you will be aware, the year-long Public Inquiry robustly scrutinised all aspects of the proposals to address the problems of congestion on the M4 around Newport. The Inquiry provided the opportunity for everyone to be involved and for all views to be heard, both for and against. Following receipt of the Inspectors' report officials are now completing due diligence to review the findings and inform a decision on whether to make the Orders.

This work, as well as the committed Senedd debate and vote, will inform the final decision on whether the project proceeds.

On the basis of there being appropriate processes already in place for considering views and scrutiny of decision making it would not seem necessary or appropriate for the Petitions committee to consider this further but this is of course your decision.

Further information on the project is available at [www.gov.wales/m4newport](http://www.gov.wales/m4newport).

*Yours ever,*

*Ken*

**Ken Skates AC/AM**

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

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Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynir 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 responding in Welsh will not lead to a delay in responding.

**P-05-850 Protect the Gwent Levels and stop the proposed M4 motorway –  
Correspondence from the Petitioner to Committee, 21.11.18**

The Minister suggests that the Public Inquiry precludes any further examination of the arguments for and against the M4 Black Route. We believe, however, that the narrow remit of the PI meant that it was not adequate in itself in order to reach a consensus on the next sixty years of transport in Wales. The decision over the M4 has significance way beyond the immediate local issues of transport around Newport. An issue of this magnitude warrants as exhaustive a process of scrutiny as possible through fully informed debate by elected members of the Assembly.

We would therefore welcome an early opportunity to present our case to the Petitions Committee as part of the decision-making process within the Assembly as a whole. As well as our supporting statement, we also enclose CALM's press release issued at the end of last month when the Petition was transferred to the Assembly, and our bilingual leaflet issued earlier this year. We hope these will be useful to members of the Committee.

Best wishes,

Catherine and Rob



## CAMPAIGN AGAINST THE LEVELS MOTORWAY

[www.savethelevels.org.uk](http://www.savethelevels.org.uk) • [savethegwentlevels@gmail.com](mailto:savethegwentlevels@gmail.com)

P-05-850 - Pwyllgor Deisebau 27.11.18 / Petitions Committee 27.11.18

21<sup>st</sup> November 2018 - Response to the position of the Welsh Government Minister (Ken Skates AM) as communicated to the Petitions Committee on 6<sup>th</sup> November 2018.

The WG Minister suggests that the findings of the Public Inquiry (PI) will be sufficient for the Welsh Assembly to make its decision on the M4 Black Route. CALM believes that the PI process cannot be regarded as sufficiently objective or exhaustive. Our main reasons for stating this are as follows :

- The PI focused exclusively on a new stretch of motorway as a means of solving congestion, rather than looking even-handedly and fully at whether other transport options could meet this aim. The Welsh Government did not commission work to explore all options to tackle transport problems in South East Wales but instead relied entirely on the long-standing scheme to solve congestion by building more motorway capacity. In this sense we cannot agree with the Minister the PI 'robustly scrutinised all aspects of the proposals to address the problems of congestion on the M4.' The PI robustly scrutinised only the WG's own preferred solution.
- The Welsh Government's lawyers claimed that the Bushell principle meant that it was outside the remit of the PI to consider whether the Black Route was a wise use of government financial resources across the board. Those participating in the PI felt that it did not give proper consideration to evidence that questioned the need for a new motorway or which offered alternative approaches to transport infrastructure in general.
- Evidence given at the PI, and in particular the Welsh Government's own case, is already being superseded by new evidence. Since the PI closed, new evidence has come from several quarters to strengthen the case against the M4 Black Route. Above all, the Future Generations Commissioner for Wales, in partnership with the Centre for Transport and Society (CTS), University of the West of England, Sustrans and New Economics Foundation, published a major report in September 2018 which is highly critical of the Black Route. The report shows the Black Route would make many of the challenges facing Wales worse, including carbon emissions, physical and mental health, noise and air pollution, inequality and transport poverty. It would also contradict Wellbeing Objectives established in Local Wellbeing Plans (Cardiff, Newport and Monmouthshire). In fact the report found the case for building the Black Route relies on an assumption that time savings to individual drivers of between 2.5 and 5 minutes each day are worth **20 times more** than lowering carbon emissions, improving human health, reducing pollution and giving a fair transport deal for those on lower incomes. That's before any value is put on the unique wildlife and landscape of the Gwent Levels, and the ecosystem services it provides local people. The Commissioner proposed a package of public and active transport measures costing £578m (a quarter of the likely cost of the Black Route). This would meet the statutory wellbeing goals of the 2015 Act.
- In addition to the FGO report, the recent UN IPCC report warns that we have to halt devastating climate change by 2030. By that date and for many years to come the Black



The Campaign Against the Levels Motorway is an alliance of local people and organisations formed to protect the Gwent Levels from the proposed M4 Relief Road.

Route would be contributing thousands of tons of extra CO<sub>2</sub> emissions in South Wales as the Government's own figures show. WG's only excuse - which many experts regard as highly dubious in itself - is that the M4 Black Route would become carbon neutral by 2078 i.e. in 60 years time. (This date of 2078 also assumes that the carbon gain will continue for 38 years beyond the date at which the UK Government states that petrol and diesel cars will have been phased out. This clearly makes no sense).

- Several of the recommendations in the report of the Assembly's own Economy, Infrastructure and Skills Committee in October 2018 on the State of Roads in Wales question the received wisdom on the Black Route. For example, the Committee recommends that building new roads should be a last resort, and the forthcoming Wales Transport Strategy should set a clear priority for maintaining the existing road network, mainstreaming and upgrading active travel infrastructure and prioritising access in preference to building new roads.
- There are also strong arguments emerging that point to how the Black Route would have little positive impact on the most economically disadvantaged areas of Wales, including those in the South Wales Valleys, and that some areas of South Wales would in fact be negatively affected by a new M4. South West England would instead be a major economic beneficiary.
- The costs of this project are rising on an almost daily basis and the figures used in the PI were already out of date. In 2015 the current First Minister said that the total costs would be "well under £1 billion". Under the Government's own figures this had risen to £1.3 billion by December 2017. In recent weeks it has been reported that WG civil servants have warned Welsh Ministers that **£2bn is now a minimum and the final price could rise to £2.5 billion**. In return for this colossal investment (and four or five years of disruption from construction works), peak M4 journey times around Newport would improve by an average of no more than **5 minutes**.

Until recently, a solution to congestion on the M4 has been seen as a local issue. But now it's become clear that the whole of Wales will be affected by the huge financial cost of the Black Route and that the environmental cost will reverberate across Wales and beyond. Wales has the opportunity, under the Wellbeing of Future Generations Act and the Environment Act, to ensure that on both economic and environmental grounds Wales is at the forefront of sustainable growth. The number of signatures on this petition – 12500 at the time of submission and now 15000 – testifies to the changing mood in Wales and the world.





## CAMPAIGN AGAINST THE LEVELS MOTORWAY

[www.savethelevels.org.uk](http://www.savethelevels.org.uk) • [savethegwentlevels@gmail.com](mailto:savethegwentlevels@gmail.com)

**PRESS RELEASE – embargoed until 00:01 am, Wednesday 31 October 2018**

### **12,000 SIGN PETITION AGAINST M4 BYPASS**

The group campaigning against a £2 billion bypass through the Gwent Levels handed in a petition with over 12,000 signatories to the Welsh Assembly last week. This was 8 times the number on the petition supporting the bypass submitted by the S Wales Chamber of Commerce earlier this month.

The Petition calls on the Welsh Government to “***drop plans to construct the M4 motorway across the beautiful Gwent Levels and invest in public transport instead.***” It will now be considered by the Assembly Petitions Committee

CALM warns in the petition that “*The current plans to extend the M4 motorway would cut across the 'Amazon Rainforest' of Wales, the Gwent Levels, which is a haven for wildlife. If we want to protect the environment for future generations we need to come up with alternatives to big polluting motorways. The Assembly's own environmental regulator and advisory body, Natural Resources Wales, is against these plans.*”

Last month CALM endorsed the alternatives to the motorway recommended by the Welsh Future Generations Commissioner, Sophie Howe, which include boosting investment to ensure the Metro can improve access to jobs and leisure for the whole population in South Wales.

CALM Chair Rob Hepworth said “*Two Welsh Government expert advisory bodies are on the record in opposing the Black Route. We know Welsh Ministers have just been warned that even the estimated costs of an M4 bypass have more than doubled to over £2 billion in the 3 years since 2015 when the First Minister assured the Assembly that it would be well under £1 billion. The names on the CALM petition have doubled in less than 3 weeks to over 12,000. There is now widespread public alarm about the costs and environmental damage of a bypass.*”

Catherine Linstrum (CALM) said “*For every person signing a petition in favour of the road, eight people signed the petition opposing it. That's a pretty strong sense that the public want things to change. They want smart solutions to transport, not more environmentally-damaging miles of concrete.*”

Hugh Mackay (Cycling UK) said “*It would be an utter waste of Wales investment budget which is needed for overdue projects right across our nation, including much more investment in active travel and public transport to benefit our whole population over the next 50 years.*”



Vic Warren (Vice Chair of the Campaign for the Protection of Rural Wales) added “*The Assembly’s own cross-party Economy & Infrastructure Committee of the Welsh Assembly has now recommended that building new roads should be a last resort, and that maintaining the current road network - including active travel routes - should be the priority for a sustainable transport policy. The Government need to take the repeated advice from independent advisers and the Assembly Committee seriously and rule out the Black Route without forcing us to take the issue to Court*”.

Ian Rappel (CEO of Gwent Wildlife Trust) said “*Even without the damage to the Gwent Levels, the rising costs and poor economic and transport case for the Black Route are persuading many people to oppose it. When the damage to priceless and irreplaceable wildlife is added, the arguments are frankly overwhelming. The Black Route is the wrong choice for wildlife and people*”

**Background:** The evidence against the Black Route has been piling up throughout 2018. CALM estimates that its final costs could top £2 billion. From this almost £200 million will be spent on repairing unnecessary damage from driving the bypass through Newport Docks.

As the Future Generations Commissioner’s report <sup>1</sup> showed last month, the Black Route is incompatible with the need to address climate change seriously. Wales’ targets to reduce carbon emissions are being missed because we have become too dependent on cars<sup>2</sup>. The United Nations Report published in early October by IPCC warned Governments that they must decide carbon emissions (to which the Black Route would add 500,000 tonnes) immediately to prevent dangerous global warming<sup>3</sup>. Last week’s report by the Assembly’s Economy, Infrastructure and Skills Committee under the Chairmanship of Russell George AM advised that “*every new road project should be subject to challenge to ensure the Well-being of Future Generations Act has been rigorously applied in the scheme.*” and recommended that “*the forthcoming Wales Transport Strategy should set a clear priority for maintaining the existing road network, mainstreaming and upgrading active travel infrastructure, and prioritising access, in preference to building new roads.*”

Sophie Howe’s report in September 2018 exposed the flawed assumptions made by the recent Public Inquiry, which failed to examine **any** alternatives properly, in breach of Welsh legislation protecting the wellbeing of future generations. Her report found the case for building the Black Route relies on an assumption that time savings to individual drivers of between 2½ and 5 minutes each day are worth **20 times more** to society than a combination of lowering carbon emissions, improving human health, reducing pollution and giving a fair deal for those on lower incomes. And that’s before any value is put on the unique wildlife and landscape of the Gwent Levels, and the ecosystem services it provides local people !

CALM’s petition is still open for signatures on the 38 Degrees site  
- <https://you.38degrees.org.uk/petitions/stop-the-proposed-m4/>

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<sup>1</sup> ‘Transport Fit for Future Generations’ by Future Generations Commissioner for Wales, September 2018.

<sup>2</sup> Decarbonising Transport in Wales, Institute of Welsh Affairs, June 2018

[http://www.iwa.wales/wp-content/uploads/2018/06/IWA\\_Decarbonising\\_Transport-1.pdf](http://www.iwa.wales/wp-content/uploads/2018/06/IWA_Decarbonising_Transport-1.pdf)

<sup>3</sup> See for example <https://www.vox.com/2018/10/8/17948832/climate-change-global-warming-un-ipcc-report>

Traffic congestion on the M4 at Newport and across the area is a serious economic and health problem.



**Building an expensive new motorway across the Gwent Levels will not solve the problem. We need a progressive, imaginative solution for transport around Newport and across Wales, to take the Welsh economy forward and solve transport issues for a generation. We ask our politicians to:**

- provide effective, efficient and affordable public transport systems across Wales,
- ensure effective traffic management on the existing M4 and in Newport,
- develop a comprehensive transport system that meets our needs and the legal requirements for clean air,
- reduce CO<sub>2</sub> emissions, to comply with the Welsh Government's commitments,
- ensure the Welsh Government complies with its own Environment Act and Well-being of Future Generations Act,
- provide solutions which don't damage internationally and nationally important wildlife habitats.

## Economics

- The Black Route will eventually cost £2 billion or more, including nearly £200 million to compensate Newport docks, and is equivalent to 7 new hospitals, 40 new secondary schools or 150 new primary schools.
- £2 billion exceeds the annual Wales education budget and is twice the annual budget for economy and transport. £2 billion is far too much for Wales to spend on a road which will not solve our transport problems nor help small businesses.

## Landscape & Wildlife

- The Gwent Levels are nationally important for wildlife. Four SSSIs plus ancient woodlands will be severely damaged or destroyed. Over 35% of the Levels have already been lost to the steel works, the Second Severn Crossing, distribution centres and retail parks. This nationally important wetland landscape and its rare and sensitive species cannot afford further losses.
- The new M4 will have embankments of up to 18 metres dominating the landscape. That's the equivalent of a six-storey house or higher than the church at Magor.

## Noise and Air Pollution

- The UK Highways Agency and Transport Scotland classify homes as having 'high' sensitivity to noise. The Welsh Government classifies homes as having 'medium' sensitivity, so imposing higher noise levels on Welsh homes than Scottish or English homes.
- The additional road traffic will produce even greater quantities of hazardous air pollutants including carbon monoxide, nitrous oxides, volatile organic compounds (VOCs), ozone and particulates.

## Climate Change

The construction alone will generate vast additional CO<sub>2</sub> emissions. The finished road, using realistic traffic projections, will every year produce significant extra CO<sub>2</sub> emissions in Wales, further contributing to climate change. This makes it even more difficult to meet targets to limit global warming and is contrary to the Welsh Government's own transport planning strategy, its Well-being of Future Generations Act, its Environment Act and Natural Resources Wales objections.

## HOW YOU CAN HELP

Please tell the Welsh Government and your Assembly members that the road is unacceptable and that less costly, more efficient alternatives are available. They could prioritise sustainable transport across Wales and take effective steps to ease traffic flows on the existing M4. Investment in the South Wales Metro, new North/South rail connections, other public transport measures, such as priority bus lanes, car share lanes or Park-and-Ride schemes, and active traffic management would all help solve the problems. The more letters they get, the more likely it is we can stop the road. Don't let them take the easy, failed option of building more roads – we deserve better from our elected representatives and for our children:

- Write to your Assembly Members. You have one Constituency AM and four Regional AMs representing you. Write to them all using [www.writetothem.com](http://www.writetothem.com),
- Visit your local Assembly Member's constituency surgery,
- Ken Skates AM is the Welsh Government Secretary for Economy and Transport. Write to him at: [Correspondence.Ken.Skates@gov.wales](mailto:Correspondence.Ken.Skates@gov.wales),
- If you are a member of a local group that would be affected by the road, get the group to write to the Welsh Government,
- Support the Gwent Wildlife Trust campaign: <http://www.gwentwildlife.org/how-you-can-help/m4-relief-road-help-us-protect-gwent-levels>
- Support the Friends of the Earth campaign: <http://www.foe.cymru/resources>
- Support CALM, the Campaign Against the Levels Motorway: [@CalmCampaign](https://www.facebook.com/campaignagainstthelvelsmotorway/) on Twitter and <https://www.facebook.com/campaignagainstthelvelsmotorway/>
- Support the RSPB campaign by contacting: [campaigns.wales@rspb.org.uk](mailto:campaigns.wales@rspb.org.uk) and visiting: <https://www.rspb.org.uk/our-work/our-positions-and-casework/casework/cases/m4-motorway-diversion/>



# #DimM4Newydd

<https://savethelevels.org.uk/>

Mae tagfeydd traffig ar yr M4 yng Nghasnewydd ac ar ledled yr ardal yn broblem economaidd ac iechyd difrifol.



Ni fydd adeiladu traffordd newydd ddrud trwy Wastadedd Gwent yn datrys y broblem. Mae angen datrymd blaengar, dychmygus arnom ni am drafnidiaeth o amgylch Casnewydd a ledled Cymru, er mwyn gwthio economi Cymru ymlaen ac er mwyn datrys problemau trafnidiaeth am genhedaeth. Rydym yn gofyn i'n gwleidyddion i:

- gynnig systemau trafnidiaeth gyhoeddus effeithiol a ffoddriadwy ledled Cymru,
- sicrhau rheolaeth draffig effeithiol ar yr M4 sy'n bodoli eisoes ac yng Nghasnewydd,
- datblygu system drafnidiaeth gynhwysfawr sy'n cwrdd â'n anghenion yn ogystal â'r gofynion cyfreithlon am awyr glân,
- leihau allyriadau CO<sub>2</sub>, er mwyn cydymffurfio ag ymrwymiadau Llywodraeth Cymru,
- sicrhau bod Llywodraeth Cymru'n cydymffurfio â'i Ddeddf Amgylchedd a'i Ddeddf Llesiant Cenedlaethau'r Dyfodol ei hun,
- gynnig datrysiau sydd ddim yn niweidio cynefinoedd bywyd gwylt sy'n bwysig yn rhyngwladol yn ogystal â chenedlaethol.

## Economeg

- Bydd y Llwybr Du yn y pen draw'n costio £2 biliwn neu fwy, gan gynnwys bron £200 miliwn er mwyn digolledu dociau Casnewydd, sy'n gyfwerth â 7 ysbyty newydd, 40 ysgol uwchradd newydd neu 150 ysgol gynradd newydd.
- Mae £2 biliwn yn fwy na chyllideb addysg flynyddol Cymru ac mae ddwywaith y gyllideb flynyddol am yr economi a thrafnidiaeth. Mae £2 biliwn llawer gormod i Gymru wario ar ffodd ni fydd yn datrys ein problemau trafnidiaeth neu'n helpu busnesau bach.

## Tirwedd a Bywyd Gwylt

- Mae Gwastatiroedd Gwent yn bwysig i fywyd gwylt ar lefel cenedlaethol. Bydd pedwar SoDdGA yn ogystal â choetiroedd hynafol yn cael eu difrodi'n ddifrifol neu eu dinistrio. Mae dros 35% o'r Gwastatiroedd eisoes wedi'u colli i'r gwaith haearn, yr Ail Groesfan Hafren, canolfannau dosbarthu a pharciau manwerthu. Ni all y dirwedd genedlaethol bwysig hon a'i rywogaethau prin a sensitif fforddio colledion pellach.
- Bydd gan yr M4 newydd argloddiau o hyd at 18 metr a fydd yn dominyddu'r tirlun. Mae hynny'n gyfwerth â thŷ chwe llawr neu'n uwch na'r eglwys ym Magwyr.

## Llygredd Sŵn ac Aer

- Mae Asiantaeth Prifffyrrd y DG a Thrafnidiaeth yr Alban yn dynodi cartrefi fel cael sensitifedd 'uchel' i sŵn. Mae Llywodraeth Cymru'n dynodi cartrefi fel cael sensitifedd 'canolog', ac felly'n gosod lefelau sŵn uwch ar gartrefi Cymreig na chartrefi Albanaidd neu Saesneg.
- Bydd y traffig ychwanegol yn creu symiau llygryddion aer sydd hyd yn oed yn uwch gan gynnwys carbon monocsid, ocsidau nitrus, cyfansoddion organig anweddol (VOCs), oson a gronynnau.

## Newid yn yr Hinsawdd

Bydd yr adeiladwaith yn unig yn creu allyriadau CO<sub>2</sub> ychwanegol enfawr. Bydd y ffodd orffenedig, gan ddefnyddio rhagamcaniadau traffig ymarferol, yn cynhyrchu allyriadau CO<sub>2</sub> ychwanegol sylweddol bob blwyddyn yng Nghymru, gan gyfrannu ymhellach at newid yn yr hinsawdd. Bydd hyn yn ei gwneud hi'n anoddach fyth i gwrdd â thargedau sy'n lleihau cynhesu byd eang ac yn groes i strategaeth gynllunio trafnidiaeth Llywodraeth Cymru, ei Ddeddf Llesiant Cenedlaethau'r Dyfodol, ei Ddeddf Amgylchedd a gwrtwynebiadau Cyfoeth Naturiol Cymru.

## SUT ALLWCH HELPU

Dwedwch wrth Lywodraeth Cymru a'ch aelodau Cynulliad bod y ffodd yn annerbyniol a bod dewisiadau amgen llai drud a mwy effeithiol ar gael. Gallant flaenoriaethu trafnidiaeth gynaliadwy ledled Cymru a chymryd camau effeithiol i leihau llif traffig ar yr M4 cyfredol. Buasai buddsoddi ym Metro De Cymru, cysylltiadau rheilffordd Gogledd/De, mesurau trafnidiaeth gyhoeddus eraill, megis lonydd bws, lonydd rhannu car neu gynlluniau parcio a theithio, a rheolaeth traffig gweithredol i gyd yn helpu datrys y problemau. Y mwy o lythyrau y maent yn eu derbyn, y mwy tebygol yw e y gallwn ni atal y ffodd. Peidiwch adael iddynt gymryd yr opsiwn hawdd sy'n methu o adeiladu mwy o ffyrdd – rydym yn haeddu gwell o'n cynrychiolwyr etholedig ac i'n plant:

- Ysgrifennwch at eich Aelodau Cynulliad. Mae gennych chi un AC Etholaethol a phedwar AC Rhanbarthol sy'n eich cynrychioli. Ysgrifennwch atyn nhw i gyd gan ddefnyddio [www.writetothem.com](http://www.writetothem.com),
- Ymwelwch â meddygfeydd etholaethol eich Aelod Cynulliad lleol,
- Ken Skates AC yw Ysgrifennyd Llywodraeth Cymru dros Economi a Thrafnidiaeth. Ysgrifennwch ato yma: [Correspondence.Ken.Skates@gov.wales](mailto:Correspondence.Ken.Skates@gov.wales),
- Os ydych chi'n aelod o grŵp lleol a fydd yn cael ei effeithio gan y ffodd, gofynnwch i'r grŵp ysgrifennu at Lywodraeth Cymru,
- Cefnogwch ymgyrch Ymddiriedolaeth Natur Gwent: <http://www.gwentwildlife.org/how-you-can-help/m4-relief-road-help-us-protect-gwent-levels>
- Cefnogwch ymgyrch Friends of the Earth: <http://www.foe.cymru/resources>
- Cefnogwch CALM, y "Campaign Against the Levels Motorway": [@CalmCampaign](https://www.facebook.com/campaignagainstthelevelsmotorway/) ar Twitter a <https://www.facebook.com/campaignagainstthelevelsmotorway/>
- Cefnogwch ymgyrch yr RSPB gan gysylltu â: [campaigns.wales@rspb.org.uk](mailto:campaigns.wales@rspb.org.uk) ac ymwelwch â: <https://www.rspb.org.uk/our-work/our-positions-and-casework/casework/cases/m4-motorway-diversion/>

# Agenda Item 3.1

## P-05-736 To Make Mental Health Services More Accessible.

This petition was submitted by Laura Williams, which collected 73 signatures.

### Text of the Petition

To make mental health services more accessible the Government should ensure that no-one who approaches a mental health service should be turned away without help. Anyone who goes to their GP or any other health care professional who is experiencing a mental health problem should be automatically referred to the crisis team who should act immediately. The onus should not be on the individual to contact the Crisis Team on their own. There should also always be a one to one therapy option, rather than group therapy.

Many people will know I haven't had an easy time with life or with mental illness; I suffer with depression, anxiety, PTSD and OCD. Recently, I've hit rock bottom and have screamed for help but have been let down by mental health services who I thought would help, instead they have let me down majorly.

I want my experience to help others around Wales and to get the help they need.

### Assembly constituency and Region.

- Cardiff West
- South Wales Central



Ein cyf/Our ref VG/03537/18

Llywodraeth Cymru  
Welsh Government

David John Rowlands AM  
Chair - Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
CF99 1NA

[Government.Committee.Business@gov.wales](mailto:Government.Committee.Business@gov.wales)

14 November 2018

Dear David,

Thank you for your letter of 24 October in your capacity as Chair of the Petitions Committee regarding Petition P-05-736 – ‘Making Mental Health Services More Accessible’.

In relation to the specific questions raised:

1. The Welsh Government’s expectations in relation to the availability of 24/7 crisis services for people experiencing mental health problems across Wales;

Within our *Together for Mental Health* strategy, published 2012, we made it clear that services needed to be in place to respond appropriately when someone is in crisis.

We have made available almost £7m (£2.7m CAMHS / £4m adults) annually since 2015-16 to improve provision for people who present in crisis. These CAMHS Crisis Teams and Adult Psychiatric Liaison Services work extended hours and at weekends and have developed close working relationships to ensure that any person who presents in crisis can be quickly assessed and access appropriate support.

We also have Community Mental Health Teams (CMHTs) which are now embedded across Wales. Linking closely to the CMHTs, health boards also include crisis resolution and home treatment services to provide alternative interventions to hospital admission or support earlier discharge.

To support further improvements in this area, we prioritised improving crisis care and out of hours provision in the £7m mental health transformation fund. As part of this fund, we have committed nearly £1m this year for a range of approaches to improve support, including liaison services, crisis support and street triage.

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

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

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

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynir 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 responding in Welsh will not lead to a delay in responding.

2. An update on the development and implementation of a Crisis Care Concordat for Wales, and how this could be embedded within all relevant agencies and services;

The Welsh Mental Health Crisis Care Concordat (MHCCC) was launched by the Welsh Government in December 2015 and a National task and finish group was also established to guide the development of the MHCCC and local implementation plans across Wales. The task and finish group was responsible for developing a shared national structure for regional delivery plans and shared outcomes and identifying and collecting relevant data.

In Sept 2017, Bangor University published an evaluation of the MHCCC which confirmed that the group had achieved its immediate objectives, including reducing the use of police custody for those detained under section 136 of the Mental Health Act 1983 ("the Act").

In recognition and agreement with key partners that further work is required across the health, social care and policing system to fully implement the spirit of the MHCCC, the MHCCC task and finish group was reframed in 2018 as an assurance group. The MHCCC Assurance Group has a dual role in providing governance and oversight of regional partnerships and strategic leadership, prioritising and supporting the implementation of the MHCCC.

The initial focus of the re-established group is to develop a new data set for section 135/136 detentions in response to changes in legislation and to ensure the data is person centred with an emphasis on patient outcomes. The new data is being piloted in the final quarter of this year with a view to formal implementation in April 2019, subject to meeting the Welsh Information Standards Board (WISB) requirements. The group has also developed a new national delivery plan and an outline proposal for an independent review to better understand the nature of the crisis demand. The aim of this review will be to support the group in making recommendations for multiagency work to improve the response and support for individuals in crisis across systems.

To enable implementation of the MHCCC across relevant agencies, the membership of the MHCCC was also revised and includes representatives from Regional Mental Health and Criminal Justice Partnerships, Police and PCC's, Local Authorities, Local Health Boards, the Welsh Ambulance Service, Public Health Wales and the third sector.

3. Data on the length of time that patients are, on average, currently required to wait for access to psychological therapies in Wales;

We continue to implement our commitment to improve access to psychological therapies and are providing an additional £5.5m a year of funding to support this, £4m of which has been directly allocated to health boards to enable them to implement their own action plans in this area. We have also indicated within our draft budget proposals that further investment is planned in this area.

In Local Primary Mental Health Support Services (LPMHSS), the last published data (June 2018) shows that we are meeting the targets for assessment and interventions. With 84.0% of LPMHSS assessments undertaken within 28 days from the date the referral was received and 82.4% of therapeutic interventions started within 28 days following an LPMHSS assessment. To put these figures into context, there were 5,915 referrals received for an LPMHSS assessment in June 2018.

Welsh Government has also begun collection of the data for specialist psychological therapies prior to the commencement of formal reporting in 2019. Health boards will be expected to have started treatment of 80% of patients within the 26 week target. It is our intention to reduce this target once the new investment we are making from this year enables us to do so.

4. Whether (and when) you intend to publish a report on progress against the Together for Mental Health delivery plan 2016-19;

A progress report for the current delivery plan was published in June and be accessed in the attached link:

<https://gov.wales/topics/health/nhwales/plans/mental-health/?lang=en>

5. The total amount or proportion of mental health spending that is spent on crisis care.

Health boards are responsible for setting their budgets for mental health services in line with their population needs assessments and the requirements of the mental health ring fence. The ring fence itself does not distinguish between different mental health services and therefore we are unable to give a total amount spent on crisis care. Detail of additional funding which has been allocated specifically in relation to crisis / out of hour provision through the mental health transformation fund is included above (in response to question 1.)

Thank you again for writing to me on this matter. I hope you have found my reply helpful.

Yours sincerely,



**Vaughan Gething AC/AM**

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

**P-05-736 To Make Mental Health Services More Accessible –  
Correspondence from the Petitioner to the Committee, 20.11.18**

Having read the reply back from the am I would like to forward my comments on to the committee.

Since my petition has been up and running we've had response from 2 mental health charities which have also stated mental health services around wales are failing and people are still having to wait a very long time on a waiting list to even be seen by a mental health professional, every day I see on social media that someone has committed suicide due to services not helping them when they really need it or failing them or letting them back out into the community when they are clearly not ready, so many people are being failed by services in wales or are just simply slipping through the net.

Having read the reply from Vaughan Gething it's just numbers and percentages of what's been put into mental health services like the likes of cahms that's all good and well but what about the other mental health services not everyone will be suitable for cahms or some people may feel like they don't think cahms is for them I also read the delivery plan for 2019 and I seen this will happen that will happen it's all good and well on paper but will it actually happen since my petition not one thing has been changed in mental health services people are still suffering and you can't put a price on someone's mental health, money has been invested but in what and how much as the letter from the am states the health board decides we're the rest of the money goes but no delivery plan from them or any action plan what services they have injected money into my purpose to set this petition up was to change mental health services I'm still to this day being failed by mental health services I have been on the waiting list for ptsd for 10 months that's a very long time for someone who is suffering with ptsd severe anxiety severe depression and ocd plus panic disorder this just shows how there aren't many trained professionals in this area and that people are having to wait longer which results in longer recovery as there having to go longer without the help and support they need.

When I watched the last live feed the committee agreed that petitions being debated on wouldn't make any difference I disagree with that comment I

believe that things like this should be debated on with more opinions from others and a look into what's working in the mental health services and what's not working I am determined to change services in wales for the better and I will continue to push my petition so other people in wales can get the help and support they really need and want without waiting months. My petition has come this far and I want it to go further I want my petition to actually make a difference to people in wales.

Laura Williams

# Agenda Item 3.2

## P-05-751 Recognition of Parental Alienation

This petition was submitted by Families Need Fathers Both Parents Matter Cymru and was first considered by the Committee in May 2017, having collected 2,058 signatures – 752 on paper and 1,306 online.

### Text of the Petition

We call upon the Welsh Assembly to persuade the Welsh Government to protect children and young people in Wales by formally recognising 'Parental Alienation' as a form of emotional abuse of children. We further call upon the Welsh Government to take specific actions to reduce the impact of Parental Alienation on children and their families.

### Additional Information

We propose the following action by Welsh Government

- Recognise 'Parental Alienation' as emotional abuse of children with a definition incorporating the one given by the Ministry of Justice (paragraph 1) here <https://petition.parliament.uk/petitions/164983> )
- Commission and fund mandatory training for professionals including but not Social Work and Cafcass Cymru staff, in recognising Parental Alienation including pathways to protect children from harm.
- Establish and fund a national campaign to inform children and families about Parental Alienation and the harm that it causes.
- Place a duty on Welsh Ministers to act to protect children from abuse and harm where Parental Alienation has been identified.

Parental Alienation has been defined by the Ministry of Justice as:

'In cases where parents are separated, parental alienation refers to a situation in which one parent (usually the parent with whom the child lives) behaves in a way which creates anxiety in the child, so that it appears the child is opposed to living or spending time with the other parent.'

This definition is taken from the first paragraph of the Government's response to Mr. Darren Towill's petition. <https://petition.parliament.uk/petitions/164983>

CAFCASS in England have already recognised Parental Alienation as an abuse of children. CAFCASS CEO Anthony Douglas stated in an article in the Telegraph online

dated 12th Feb 2017 about Parental Alienation that "It's undoubtedly a form of neglect or child abuse in terms of the impact it can have".

<http://www.telegraph.co.uk/news/2017/02/12/divorced-parents-pit-children-against-former-partners-guilty/>

**Assembly Constituency and Region.**

- West Cardiff
- South Wales Central

1 November 2018

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

Dear David Rowlands AM

**Petition P-05-751 Recognition of Parental Alienation**

Thank you for your letter dated 10 October 2018.

I can confirm that Cafcass Cymru is in the process of developing practice guidance to enhance the existing practice tools, guidance and research available to Family Court practitioners which they can use to support children and families in cases where alienating behaviours may feature. We have been in discussions and are working with Cafcass (England) in developing our approach.

We expect to offer over the coming months a range of training and practice development opportunities to Cafcass Cymru practitioners to support the implementation of the new practice guidance before formally launching the guidance by the end of March 2019.

Yours sincerely



**Nigel Brown**  
**Chief Executive, Cafcass Cymru**

*Rydym yn croesawu gohebiaeth Gymraeg. Cewch ateb Cymraeg i bob gohebiaeth Gymraeg ac ni fydd gohebu yn Gymraeg yn arwain at oedi.*

*We welcome correspondence in Welsh. Correspondence received in Welsh will be answered in Welsh and responding in Welsh will not involve any delay.*

# Agenda Item 3.3

## P-05-797 Ensure access to the cystic fibrosis medicine, Orkambi, as a matter of urgency

This petition was submitted by Rhian Barrance and was considered by the Committee for the first time in January 2018, having collected 5,717 signatures online.

### Text of Petition

We call on the National Assembly for Wales to call for a resolution to ongoing negotiations between NHS Wales, the All Wales Medicines Strategy Group, the Welsh Health and Specialised Services Committee and Vertex Pharmaceuticals regarding access to the cystic fibrosis medicine, Orkambi, as a matter of the utmost urgency.

### Additional Information

418 people in Wales have cystic fibrosis (CF). CF is a life-shortening, inherited disorder. The median age at death for a person with CF in 2016 was just 31 years of age. CF is caused by mutations in the CFTR gene which result in the build-up of thick, sticky mucus in the lungs and other organs. Gradually, this build up causes chronic lung infections and progressive lung damage. The treatment burden for a person with CF is high and daily life can be a struggle.

Orkambi is a precision medicine that 40% of people in the UK with CF could benefit from. While conventional CF treatments target the symptoms, precision medicines tackle the underlying genetic mutations that cause the condition. Though Orkambi is not a cure, it has been found to slow decline in lung function – the most common cause of death for people with CF – by 42%.

In July 2016, the National Institute of Clinical Excellence (NICE) recognised Orkambi as an 'important treatment.' They were, however, unable to recommend the drug for use within the NHS on grounds of cost effectiveness and a lack of long-term data.

In June 2017, the Cystic Fibrosis Trust organised a day of national protest at the Senedd, Stormont, Holyrood, Downing Street and online to demand an

end to the deadlock. Since the protests, the Welsh Health and Specialised Services Committee (WHSSC) have presented the All Wales Medicines Strategy Group (AWMSG) with the portfolio approach developed by the drug's manufacturer, Vertex Pharmaceuticals.

We call on the National Assembly for Wales to call for a resolution to these ongoing negotiations between NHS Wales, the AWMSG, WHSSC and Vertex Pharmaceuticals as a matter of the utmost urgency. It is essential that a fair and sustainable method of reimbursement is found for Orkambi and for the exciting pipeline of future treatments.

People in Wales have been waiting too long for this transformative drug. They deserve better.

#### **Assembly Constituency and Region**

- Cardiff West
- South Wales Central



Our ref VG/03423/18

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

[SeneddPetitions@assembly.wales](mailto:SeneddPetitions@assembly.wales)

7 November 2018

Dear David,

Thank you for your letter of 16 October regarding Petition P-05-797 about access to the cystic fibrosis (CF) medicine, Orkambi® (lumacaftor/ivacaftor).

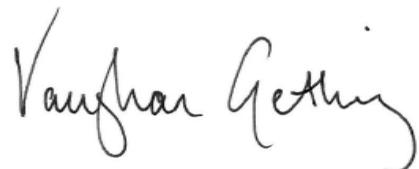
I note the proposal from the Cystic Fibrosis Trust to carry out a pilot project using the UK CF Registry to collect data to monitor the clinical impact of Orkambi® on patients, in addition to the clinical trials conducted previously. Registry data can help us understand the real world outcomes of innovative treatments and I therefore welcome the Trust's offer.

As the Trust acknowledges, any such project would need to be "underpinned by an acceptable interim commercial access arrangement". It would be necessary for any commercial arrangement to reflect the significant uncertainty identified by NICE in its appraisal of Orkambi®. Furthermore an agreement would need to ensure the price NHS Wales pays for Orkambi® could be considered to be within the bounds of what would normally be considered cost-effective by NICE and other UK appraisal bodies, and which is accepted by the UK pharmaceutical industry.

You will no doubt be aware that, to date, the manufacturer Vertex Pharmaceuticals Ltd has only proposed a commercial agreement that covers Orkambi®, several other licensed CF medicines, and as many as 18 medicines which have not yet been licensed or appraised. This portfolio approach has been rejected in all parts of the UK.

It is for Vertex to decide whether it wishes to enter into a specific commercial arrangement for Orkambi® with the NHS in Wales, taking account of the uncertainties and anomalies identified by NICE. Any arrangement would require a clear and binding commitment to engage in a future health technology appraisal by NICE or the All-Wales Medicines Strategy Group (AWMSG) within a specified time (normally 12 months). As it stands I have yet to see any tangible evidence that Vertex is willing to move on these important issues

Yours sincerely,

A handwritten signature in black ink, appearing to read "Vaughan Gething".

**Vaughan Gething AC/AM**

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

# Cystic Fibrosis a fight we must win

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

20 November 2018

Dear Mr Rowlands,

The Cystic Fibrosis Trust is encouraged that the Cabinet Secretary welcomes discussion around using the UK Cystic Fibrosis Registry to support an interim method of access for these vital new medicines for people with cystic fibrosis in Wales. We hope to see some movement in these discussions to ensure that where possible urgent access can be provided.

Monday 19 November marked the third anniversary of the drug Orkambi being licensed by the European Medicines Agency, during which time people who have cystic fibrosis in Wales have suffered an agonising wait.

With an inquiry launched by Dr Sarah Wollaston MP, Chair of the Health and Social Care Select Committee in Westminster, around the availability of Orkambi and other cystic fibrosis drugs, it is vital that Wales are not left out of these investigations into the progress of negotiations.

We are keen to know what steps the Cabinet Secretary will take to ensure Welsh voices are heard while discussions between Vertex Pharmaceuticals and NICE continue to take place.

Will the Committee suggest this issue for debate in the Assembly to enable these concerns to be suitably explored?



David Ramsden  
**Chief Executive**

# Agenda Item 3.4

## P-05-831 End the unfairness and discrimination in the financial support for victims of the contaminated blood scandals who were infected in Wales

This petition was submitted by the Contaminated Whole Blood UK Group, having collected 159 signatures.

### Text of Petition

This petition calls on the Welsh Assembly to end the unfairness and discrimination in financial support for all victims of the infected blood scandal for those infected in Wales, by changing the scheme to at least mirror the provisions for those infected in England.

Many categories of victim infected in Wales are potentially worse off under the scheme by £20,000 or more. Thousands of people were infected as result of receiving infected blood or infected blood products given to them by the NHS until at least September 1991. Over two thousand people have already died.

Following devolving of powers, the responsibility for support of victims and their families, for those infected in Wales, sits under the Welsh Assembly. The schemes for support are operated by the Welsh Infected Blood Support service (WIBSS) which is administered by Velindre NHS Trust and NHS Wales Shared Services Partnership (NWSSP) who are ultimately accountable to the Welsh Assembly.

For those infected in England, the comparable scheme is run by EIBSS, ultimately accountable to parliament in London. Even though the victims were all infected by the NHS pre – devolution, the EIBSS and WIBSS have vastly different provisions in financial support. The determining factor as to which scheme you fall under is where the victim was infected not where they live. There are two schemes that those under the WIBSS cannot access. They are called the 'Special Category Mechanism' and 'The discretionary top up scheme'. The net effect of all this is that many categories victim infected in Wales are potentially worse off under the scheme by £20,000, more if they have children, irrespective where of where they live. Two people living in say Cardiff, both infected by the NHS, both with the same impact might receive £20,000 difference in support simply because one of the two had the 'good fortune' to be infected in England.

We call on the Welsh Assembly to intervene end this injustice now.

### **Additional Information**

Who are we: we are an self organised peer support group that has victims of the infected blood scandal right across the uk

<https://www.facebook.com/groups/ContaminatedWholeBloodUK/> Where can details of the comparative schemes for those infected in England and those infected in Wales be found: For Wales infected people it is here <https://wibss.wales.nhs.uk/> For those infected in England the comparable scheme is found here <https://www.nhsbsa.nhs.uk/england-infected-blood-support-scheme>

What has happened so far:

A number of attempts from various organisations have tried to raise the issue through the inquiry being led by Sir Brian Langstaff and by making the press aware such as this piece which is focussed on the differentials between Welsh and Scottish schemes <https://www.bbc.co.uk/news/uk-wales-politics-43898899>

### **Assembly Constituency and Region**

- Clwyd West
- North Wales



Ein cyf/Our ref VG/03352/18

Llywodraeth Cymru  
Welsh Government

David John Rowlands AM  
Chair - Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
CF99 1NA

[Government.Committee.Business@gov.wales](mailto:Government.Committee.Business@gov.wales)

7 November 2018

Dear David,

Thank you for your letter of 10 October on behalf of the Petitions Committee regarding Petition No P-05-831 concerning unfairness and discrimination in relation to financial support for those affected by infected blood and their families.

I am very grateful to you for bringing to my attention the various examples provided by the petitioners.

I would reiterate that since each of the four UK countries adopted different scheme arrangements, it has been difficult to establish a consistent and equitable UK approach and model for support payments.

In particular, the recent adoption in England of the Special Category Mechanism (SCM) and, even more recently, the new approach adopted in Scotland, has heightened this sense of inequity regarding certain aspects of the different support schemes operating across the UK. As I previously explained, the Welsh Infected Blood Support Scheme (WIBSS) does offer a more balanced and holistic package of support to its beneficiaries compared to that available through some of the other UK schemes.

However, I recognise that beneficiaries in Wales should not be significantly financially worse off than those elsewhere in the UK. My officials are continuing to prepare options for scheme benefits that could include enhanced support for Stage 1 beneficiaries experiencing additional complications, alongside wider ongoing work to review the current discretionary payments framework. The aim is to achieve greater transparency and equitable award criteria, while committing that no existing beneficiary will be worse off.

We will keep all scheme beneficiaries promptly informed of any changes to the WIBSS arising from this review.

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

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

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

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

Pack Page 68  
We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and responding in Welsh will not lead to a delay in responding.

Thank you again for writing on this matter. I hope you have found my reply helpful.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Vaughan Gething".

**Vaughan Gething AC/AM**

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

# Agenda Item 3.5

## P-05-826 Pembrokeshire says NO!! To the closure of Withybush A&E!

This petition was submitted by Myles Bamford-Lewis having collected 40,045 signatures.

### Text of Petition

We the undersigned are calling on the Welsh Government and Hywel Dda Health Board to reverse their decision to downgrade our county hospital and to remove our A&E.

The Hywel Dda Health Board has proposed drastic changes to how hospital services are provided in West Wales. They propose a downgrading of our county's Withybush general hospital and Carmarthenshire's Glangwili general hospital, both to community hospital standard and a new general hospital to be built around the Whitland area. But this also means that we will no longer have a fully functioning A&E department within our county as it will be replaced by a minor injury unit at the Withybush site. In doing so patients who require emergency care in our county will be faced with traveling for up to an hour, possibly even more if you live in our county's more rural areas just to have that life-saving emergency care in a hospital that will be outside the county. A time scale that not only is putting Pembrokeshire lives at risk but doesn't even factor in that added time of having to wait for an ambulance to get to where a patient may be, stabilising the patient, then transporting that patient to a hospital that is beyond the borders of our county. Crucial minutes lost in a situation where time is already not on your side.

Having no A&E department within our county is completely unacceptable and is all in the name of cutting costs but more importantly cutting corners. Well Pembrokeshire is one corner of Wales that we will not let them cut us off the map!

Please sign and share, we can't let the Welsh Government and the Hywel Dda Health Board take our county's greatest asset away from us. They've already taken our SCBU, our Consultant led maternity and our 24 hour paediatric care away from us.. already putting our babies, children and mothers at great risk! Now they are coming to finish off the rest of our county's hospital services. Please don't let that happen!

Together we will send Steve Moore and Vaughan Gething a message that they can think again if they think Pembrokeshire will go down without a fight while they strip our hospital away from us!

Save Withybush A&E! Save Withybush Hospital!

**Assembly Constituency and Region**

- Preseli Pembrokeshire
- Mid and West Wales

Ein cyf/Our ref:	CH.1909.1018	Corporate Offices, Ystwyth Building Hafan Derwen, St David's Park, Job's Well Road, Carmarthen, Carmarthenshire, SA31 3BB
Gofynnwch am/Please ask for:	Chairman's Office	
Rhif Ffôn /Telephone:	01267 239637	
E-bost/E-mail:	<a href="mailto:Habiba.lewis@wales.nhs.uk">Habiba.lewis@wales.nhs.uk</a>	Swyddfeydd Corfforaethol, Adeilad Ystwyth Hafan Derwen, Parc Dewi Sant, Heol Ffynnon Job, Caerfyrddin, Sir Gaerfyrddin, SA31 3BB
Dyddiad/Date:	19 October, 2018	

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

Email: [SeneddPetitions@assembly.wales](mailto:SeneddPetitions@assembly.wales)

Dear Mr Rowlands

**Re: Plenary discussion on the Petitions' Committee's referral (Withybush petition)**

I write in conjunction with the above to both apologise and offer clarification for an unfortunate misunderstanding which has occurred regarding this matter. It has been brought to my attention that it appears from the transcript of the discussion on the 'Pembrokeshire says NO!! To the closure of Withybush A&E' there was one point regarding the date of the Board meeting which caused some confusion.

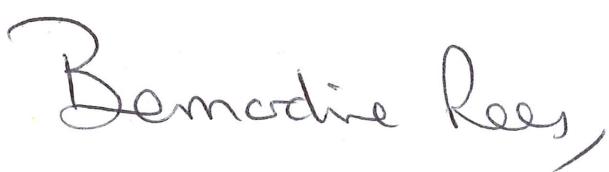
The information which the Health Board provided to the NHS Confederation for submission to Assembly Members in readiness for the Plenary discussion on the Withybush petition, clearly states on page 6 that the report on the work undertaken on Transforming Clinical Services and a number of recommendations for consideration, would be presented at the Extraordinary Public Board meeting on Wednesday 26<sup>th</sup> September 2018. This is reiterated on the final page of the submission where it states that "There will be an Extraordinary Board meeting on Wednesday, 26<sup>th</sup> September 2018 for the Health Board to consider".

The transcript from the Plenary discussion, however, makes two references to Transforming Clinical Services being discussed at Board on the 27<sup>th</sup> September. The first instance is in the introduction to the item where it is recorded "So, the committee could agree to consider the petition again following the imminent debate on this petition and the Health Board meeting on 27<sup>th</sup> September". This indeed was the date originally given for the Board meeting to discuss Transforming Clinical Services, in Steve Moore's (CEO) letter of the 30<sup>th</sup> July to Chair of the Petitions Committee. The second instance is at the end of the discussion where the clerk is quoted as stating "I think one thing we might want to note is that I think it was unfortunate that, in Hywel Dda health board's letter to the committee, it stated that the public board meeting was on 27 September, when in fact, the meeting to discuss these proposals is on 26 September, which is the same day as the debate". What happened in the intervening period was that in order to accommodate the discussion required on such a significant matter and to webcast the meeting live, the decision was taken to hold a separate extraordinary Board meeting, dedicated to Transforming Clinical Services, on the Wednesday, 26<sup>th</sup> September, i.e. a day prior to the scheduled Board meeting on the Thursday 27<sup>th</sup> September.

Any reference to the Health Board meeting on the 27<sup>th</sup> September is quite correct as there was a scheduled meeting of the Board on that day. However, to put this in context of the Board meeting to discuss Transforming Clinical Services is not a correct reflection of the situation as the paper submitted by the NHS Confederation is quite clear in referring to this date as the 26<sup>th</sup> September.

This is a matter I feel, as Chair of Hywel Dda UHB, in the interests of openness and transparency which I need to clarify with you in order to avoid any misunderstanding of the position and again I offer my sincere apologies for this confusion.

Yours sincerely

A handwritten signature in black ink, appearing to read "Bernardine Rees," with a long horizontal stroke extending from the end of the "es" towards the right.

**Bernardine Rees (OBE)**  
**Chair**

# Agenda Item 3.6

## P-05-773 Don't Fill Landfill!

This petition was submitted by Claire Perrin, having collected 33 signatures online and 139 on paper – a total of 172 signatures.

### **Petition text:**

We call on the National Assembly for Wales to urge the Welsh Government to either issue new black wheelie bin stickers ([see example included\\*](#)) or printed wheelie bins which urge households across Wales to consider the bin's contents before leaving it on the kerbside for collection.

We feel that by explicitly describing the bin as a 'landfill' bin, this will serve to reinforce consideration for the items contained within it. We have included some factual information about the amount of time certain everyday items will stay in landfill if not recycled. We think this is very powerful and may improve Wales' commitment to recycle and therefore meet our targets for the future.

Ultimately, we want to encourage people to recycle more as well as help to reduce the amount of recyclable goods that end up in landfill.

\*The graphic was submitted as part of the petition and is available in English only.

### **Additional information:**

My name is Claire Perrin and I am a teacher at Celtic English Academy. At the start of this term, I started a class project on recycling and encouraged my 10 students to identify the possible options residents have in the capital. We also discovered that Wales is exceeding its commitment to reduce landfill by 2025 and is leading the rest of the U.K in terms of improving access to recycling centres and household collections in general.

However, my students began to notice that many residents weren't recycling correctly. We have included photographic examples of green recycle bags in black wheelie bins, food in kerbside green and black bags and recyclable items in black bags. We held class discussions about the possible reasons behind these errors. We also conducted a survey which asked people to identify recyclable goods from the following list: pet food pouches; personal hygiene items; Aluminium sheets; take away trays; magazines; crisp packets; egg boxes; plastic carrier bags; clothing

We found that a lot of people simply did not know which items could be recycled. We also discovered that people did not contemplate how long landfill items would take to biodegrade. When we informed them, they were shocked and wanted to do more to recycle. This encouraged us to come up with a possible solution to the amount of items placed incorrectly in black/green bags which could be rolled out across Wales, thus encouraging people to take more responsibility for their waste management and in the process, preventing recyclable items from going straight to landfill.

#### **Assembly Constituency and Region**

- Cardiff North
- South Wales Central

# Agenda Item 3.7

## P-05-779 Compulsory scanning of domestic pets for microchips by councils

This petition was submitted by #CatsMatter Campaign, having collected 910 signatures online.

### **Petition text:**

We call on the National Assembly for Wales to urge the Welsh Government to introduce a policy to implement the compulsory scanning of domestic pets by councils.

Vets and shelters will scan pets found but there is no requirement from councils. The microchip system can only be fully effective if animals that have been microchipped are scanned and this is vital for the owners who have to endure the mental torment of never knowing and continuing searches for weeks/months when a family pet goes missing.

Currently there is no policy in place for councils to scan cats & dogs found by the street cleaning teams within councils. When a pet is missing it is devastating for their owners. But sometimes, when a cat goes missing, its owners may never find out if they are lost or have been killed in a road accident. There is no closure for the owners and their feelings of loss may go on and on.

### **Additional information:**

At present, the Welsh councils who do not scan are Gwynedd, Anglesey, Cardiff, Newport, Blaenau Gwent and Neath Port Talbot. The remaining councils do currently scan. However, these councils admit they only scan when they deem the animal in a state to be so. This only partly eases pet owners grief as still many will never find out. Most animals involved in road collisions do sustain major injury which should not be used as an excuse to barricade the moral duties of letting the owners know. All domestic animals should be scanned, regardless of state, and the owners notified. Whilst it is considered the unfortunate upset or distress the street clean may endure when scanning animals found in a bad way, the fact is they will handle these animals regardless of our proposed policy. They will handle these cases on a regular basis at present. Although we appreciate the upsetting nature, the proposed policy does not encourage this any further than it currently is and the heartache would not be consistent with the owners who love and know

these animals personally and morally have a right to know what has happened.

#### **Assembly Constituency and Region**

- Not residing in Wales

**P-05-779 Compulsory scanning of domestic pets for microchips by councils  
– Correspondence from Carmarthenshire County Council to the Clerking  
Team, 15.11.18**

Dear Kathryn,

I would like to update you with the situation within Carmarthenshire regarding the scanning of dead pets collected from the highway. The authority is in the process of sending draft partnership agreements to three vets in the county covering our three depot areas. The intention is to work in partnership with the vets, particularly as they have the relevant scanning capability, access to pet log databases and cremation contracts in place. The intention is that our collection crews can deposit remains with the vet (dogs, cats, ferrets, badgers, foxes and other small furries), who will scan cats, dogs and ferrets for a microchip. If a microchip is present, they will endeavour to contact the owner, within a prescribed time period, and either offer a cremation on the owners behalf, or allow the owner to collect the remains. All other collected small wild animals will be sent for cremation without scanning.

At present we are still collecting, without scanning cats, but intend to start the new partnerships as soon as the agreements are signed which should hopefully be in the next month.

I hope this updates our position for your Agenda on the 27<sup>th</sup> November meeting.

Cofion /Regards

Diane Thomas

Swyddog y Strategaeth a'r Polisi Gwastraff /Waste Strategy and Policy Officer  
Is-adran Gwasanaethau Amgylcheddol a Gwastraff / Environment and Waste  
Services Division

Adran yr Amgylchedd/ Environment Department

Cyngor Sir Caerfyrddin /Carmarthenshire County Council

**P-05-779 Compulsory scanning of domestic pets for microchips by councils  
– Correspondence from the Petitioner to the Committee, 19.11.18**

We are extremely happy at the final results of our petition, to make it mandatory Welsh councils scan cats for microchips and return to the owners. Although no mandatory action was put in place, the Petitions Committee did follow through with the remaining councils and, as a result, all local authorities in Wales will scan cats collected from the roadside, and notify the owners where possible. Residents in Anglesey, Gwynedd, Cardiff, Blaenau Gwent and Newport are all extremely pleased that their local authorities adopted a scanning approach as a result of this petition. The last remaining council, Carmarthenshire, have now confirmed they aim to have the procedure in place within the next month. This is wonderful news for residents, especially as this region has seen a lot of heartache regarding this issue, and many have previously fought for change. We are ecstatic that, as of the Carmarthenshire roll out, Wales will be the first all-scanning nation in the world and this is certainly a record for others to aspire to. We thank Welsh Assembly members for their persistence on this issue for residents simply so as pet owners in the country have closure should the worst happen.

# Agenda Item 3.8

P-05-803 Our natural world is being poisoned by single use plastics...it's time to introduce a tax!

This petition was submitted by Friends of Barry Beaches and was first considered by the Committee in March 2018, having collected 102 signatures online.

## **Text of Petition**

The evidence is there for those who want to see...our addiction to single use "throw away" plastic is poisoning our natural world.

Sea birds are eating plastics, fish are eating plastics, shell fish are eating plastics and we, therefore, are eating plastics.

The production of single use plastics are increasing year upon year, yet only 9% of plastics are recycled in the world.

Since large scale production of plastics began in the 1950's, we have produced 8.3 billion tonnes...equivalent to the weight of one billion African elephants! And that figure is expected to reach 34 billion tonnes by 2050!!

None of this plastic has biodegraded over this time, its just got smaller and smaller, making it nearly impossible to remove!

We urge the Welsh Government to introduce a tax on all single use plastics similar to the very successful 5p charge on single use carrier bags.

It's time to take action.

## **Additional Information**

Friends of Barry Beaches are a voluntary group, set up seven years ago, who's aim is to remove litter, much of it plastic, from Barry's five main beaches. We strive to recycle as much as we can.

We need to design our packaging and single use containers so that they biodegrade easily within our environment.

## **Assembly Constituency and Region**

- Vale of Glamorgan
- South Wales Central



Ein cyf/Our ref MD/00548/18  
David John Rowlands AM  
Chair - Petitions committee.  
National Assembly for Wales  
Cardiff Bay  
CF99 1NA

SeneddPetitions@assembly.wales

5 November 2018

*Dear David,*

Thank you for your letter of 10 October, regarding the petition P-05-803 on taxing single-use plastics. I welcome your continued interest in the development of a potential tax to tackle unnecessary plastic use and the associated pollution created by plastics waste.

Since my last letter to you in July, we have continued to work with UK Government on the development of proposals for potential taxation measures drawing on the responses and evidence to the call for evidence earlier this year.

Since announcing the Welsh Government's priorities for potential new Welsh taxes, which included a possible disposable plastics tax, we have been working with UK Government to consider the responses to its call for evidence. We have worked with Welsh businesses, experts and the wider stakeholder community to ensure we identify the right approach for Wales while ensuring that Wales' interests and needs are reflected in the development of the UK Government's proposals. The UK Government's call for evidence concluded in May and received 162,000 responses – clearly demonstrating the level of public interest on this matter. A summary of findings was published in August [<https://www.gov.uk/government/consultations/tackling-the-plastic-problem>].

In the UK Budget announcement on 29 October, the Chancellor confirmed UK Government plans to introduce a tax on the production and import of plastic packaging from April 2022, alongside already planned reforms to the Packaging Producer Responsibility system. Both reforms will be subject to consultation this year. The UK Government also concluded that a levy on all cups at this point would not be effective in encouraging widespread reuse given businesses are already taking steps to limit their environmental impact. The Chancellor also confirmed the UK Government is intending to include more information on the approach to tackle the environmental impact of cups in the Resources and Waste Strategy.

I will be assessing the detail of the UK Government's approach following the UK Budget. It is important the Welsh Government continues to contribute to this process, while garnering the views of Welsh stakeholders to inform responses to future consultations on the UK

Government's proposals. We will also continue to work with businesses and wider stakeholder community to develop our own ideas. We remain committed to tackling unnecessary plastic use and the associated pollution it can cause.

We will continue to work closely with HM Treasury, Defra and the other devolved administrations to develop joined up policy for the other initiatives being developed in relation to deposit return schemes, bans on specific problematic plastic items and the reform of existing legislation for packaging waste; alongside developments at an EU level.

I welcome your contribution to this process.

Yours sincerely,



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

# Agenda Item 3.9

## P-05-837 Green Energy for the Wellbeing of Future Generations in Wales

This petition was submitted by Welsh Anti Nuclear Alliance, having collected 1,028 signatures online and 288 signatures on paper, a total of 1,316 signatories.

### Text of Petition

We call on the National Assembly for Wales to urge the Welsh Government to invest in green renewable energy sources thus reducing the need for fossil fuels and nuclear energy in Wales. More specifically to

- Support emerging low carbon technologies that could put Wales at the forefront of renewable energies and help to slow – down climate change; and
- Invest in energy sources that do not leave a legacy of radioactive waste, spoil heaps and damage to health and the environment.

We applaud the establishment of the "Wellbeing of Future Generations Act (Wales) 2015", as it offers a huge opportunity to make long-lasting, positive changes for current and future generations particularly around clean energy.

We agree with the Energy Statement by Lesley Griffiths 6/12/2016 when she said the Assembly has 3 priorities. First, we will reduce the amount of energy we use in Wales. Second, we will reduce our reliance on energy generated from fossil fuels. Third, we will actively manage the transition to a low-carbon economy. However a reduction in nuclear should be included as it's not renewable or a low-carbon option.

### Additional Information

Nuclear power stations rely on Uranium to operate and considerable amounts of carbon are released in the mining, milling and separation of the Uranium from the ore and then it has to be transported. Current estimates for Uranium say reserves will last 50 – 70 years and the higher the demand the more and more poor ores will have to be processed. This will lead to a CO<sub>2</sub> balance for atomic power, which gets worse and worse over time (J. W. Storm van Leeuwen and P. Smith, 'Nuclear Power: The Energy Balance', [www.stormsmith.nl](http://www.stormsmith.nl).)

"Nuclear energy is not renewable and Earth's uranium would eventually deplete meaning that we are effectively depriving our future generations from using that in new and maybe less harmful ways in the future." (Sophie Howe – Future Generations Commissioner for Wales 2018 when supporting the Swansea Tidal Lagoon)

"Claims that nuclear power is a 'low carbon' energy source fall apart under scrutiny. Far from coming in at six grams of CO<sub>2</sub> per unit of electricity for Hinkley C, as the Climate Change Committee believes, the true figure is probably well above 50 grams – breaching the CCC's recommended limit for new sources of power generation beyond 2030." (Professor Keith Barnham  
<https://theecologist.org/2015/feb/05/false-solution-nuclear-power-not-low-carbon>)

#### **Assembly Constituency and Region**

- Brecon and Radnorshire
- Mid and West Wales



PO Box 90. Llandrindod Wells. Powys LD1 9BP

November 16<sup>th</sup> 2018

[info@wana.wales](mailto:info@wana.wales)

[www.wana.wales](http://www.wana.wales)

Fao Mr David Rowlands AM  
Chair National Assembly for Wales Petitions Committee

Dear Mr Rowlands

**Petition P-05-837 “Green Energy for the Wellbeing of Future Generations in Wales ”**

Thank you for your letter dated October 16<sup>th</sup> outlining your Committee’s views on the above Petition and inviting us to submit further comments on the primary points raised in the Petition. These comments relate to how the support and investment in renewable technologies provided by Welsh Government could be improved or increased. As a result I attach a 7 page summary for consideration by your Committee on November 27<sup>th</sup> on the subject outlined above. There is much more we could present but the attached gives a flavor of what could be achieved with renewables.

We are at an important crossroads in terms of climate change and Wales could lead the way in showing how we can provide a reliable energy supply with 100% renewable energy sources and flexible carbon neutral back up - without fossil fuels, nuclear power, or gambling on the promise of future technology.

There are so many good examples in Wales about how we can provide green energy for the wellbeing of future generations. We would be very happy to facilitate a presentation to your Committee and /or a wider audience, showing how renewable energy is the way forward for energy in Wales.

Thank you for your support on this matter and we look forward to hearing from you in due course

Yours sincerely

Mag Richards – Secretariat to the Welsh Anti Nuclear Alliance

**Petition P-05-837 Green Energy for the Wellbeing of Future Generations”**  
**Further comments in response to Letter dated Oct 16<sup>th</sup> 2018**  
**“ Support and investment in renewable technologies - how the Welsh Government could improve or increase”**

## **ABSTRACT**

According to the latest news we have 12 years to act on climate change before it becomes seriously problematic. Two of the biggest solutions are being far more efficient in how we use energy, and moving from coal, oil and gas to 100% renewable energy asap.

Nuclear power is not a solution to climate change as it is not low carbon, cannot deliver within the timescales needed, is an extremely expensive way of guaranteeing baseload and distracts from real low carbon alternatives. We need to push ahead with renewable technology now and we look to the Welsh Government for leadership.

The Zero Carbon Britain Project <http://www.zerocarbonbritain.org/en/> offers hard data and the confidence required for visualising a future where we have risen to the demands of climate science. It shows we can provide a reliable energy supply for the UK with 100% renewable energy sources and flexible carbon neutral back up - without fossil fuels, nuclear power, or gambling on the promise of future technology.

There are a number of ways whereby the Welsh Government could improve and increase investment in renewable and energy saving technologies to ensure we are at the ‘leading edge’ in addressing climate change. We have outlined these initiatives under 5 headings.

1. Aimed at Individuals and families
2. Aimed at local communities
3. Aimed at public services
4. At Welsh Government level
5. By working with UK Government

## **1. RENEWABLE BASELOAD ALTERNATIVES**

In “Energy Wales: A low carbon transition” the Welsh Government sets out its view on the role of nuclear power in Wales’ energy mix:

*“In the short term, gas, nuclear and bio-energy will provide the energy to compensate for the intermittency in supply from renewable resources”.*

Currently Wales generates no energy from nuclear and the most optimistic scenario for new nuclear generation at Wylfa Newydd is 2027. However, a recent study has shown that delays can run into years or even decades and can lead to costs of nearly 20 % higher than expected . <https://www.sciencedaily.com/releases/2018/05/180529132032.htm>

Nuclear power is not a solution to global warming and is a major distraction when there are existing technologies that need investment NOW to ensure energy continuity. When combined with smart inverters, wind and solar can ramp up much faster than conventional plants, help stabilize the grid even after the sun sets and the wind stops, and, for solar PV, show much higher response accuracy than any other source.

Renewables combined with storage are also reaching price parity as lithium-ion battery costs have fallen nearly 80 percent since 2010 and solar penetration has increased. All the top solar markets world-wide have utility-scale projects that include storage. Wind broke generation records when the United Kingdom faced a natural gas shortage during a winter storm in 2018 <https://www2.deloitte.com/insights/us/en/industry/power-and-utilities/global-renewable-energy-trends.html>

Zero Carbon Britain contend that constant power output is actually not very useful as it leads to overproduction at times when output from variable renewables is enough to meet demand. Their research indicates there is a requirement for dispatchable power – power from generators which can flexibly increase or decrease output, or even switch off, as and when needed. The following methods for storing excess renewable energy deserve increased investment in Wales.

### Short-term storage of excess renewable energy

- **Pumped hydro power** - Offers the largest energy storage capacities among the implemented storage technologies. We need more schemes like Dinorwic (North Wales). However the storage units only offer short-medium term storage so pumped hydro is not an option for long-term storage, but remains a cost- and energy-efficient backbone of the grid for short- and mid-term storage.
- **Battery arrays** - Becoming more and more relevant to help stabilizing the electrical grid and have potential for widespread use as short-medium term storage options in a wide range of settings ie in the home, for transport and utility/network scale.
- **Heat storage** Heat can be stored over a few days without significant losses in well insulated hot water tanks or large external heat stores connected to district heating systems. This allows heat pumps to play an important role as they can be run when electricity supply exceeds demand
- **Hydrogen** can be made by the electrolysis of water – splitting H<sub>2</sub>O into hydrogen (H) and oxygen (O) using electricity. Electrolysers can use electricity at times when there is abundant surplus of electricity, to create hydrogen gas for storage.

### Long-term storage of excess renewable energy

- **Power to gas (PtG)** – Biogas and synthetic gas are both produced from renewable sources. Biogas can be produced by anaerobic digestion (AD) – the decomposition of biomass eg grass, animal manure or food waste. PtG allows for the storing of surplus renewable energies on sunny or windy days by creating synthetic natural gas (SNG). As an energy carrier in gaseous form, SNG offers the highest energy density of available storage technologies and can be stored in the existing gas grid thus diminishing the need for power grid expansion. Generating gas from renewables using PtG processes is the most promising way to store large amounts of energy and to reach the targets of the Paris agreement for 2030 and beyond.

**CASE – STUDY The STORE&GO Project** – *This project focuses on the integration of PtG into the daily operation of European energy grids – It involves 27 partners across several European countries on 3 different demonstration sites. The partners are cooperating to capture surplus renewable energy to store as sustainable gas to fill the gaps to address baseload issues. <https://www.storeandgo.info/>. The existing gas grid allows for the transportation of the gas to wherever it is needed.*

## 2. ELECTRICITY COSTS

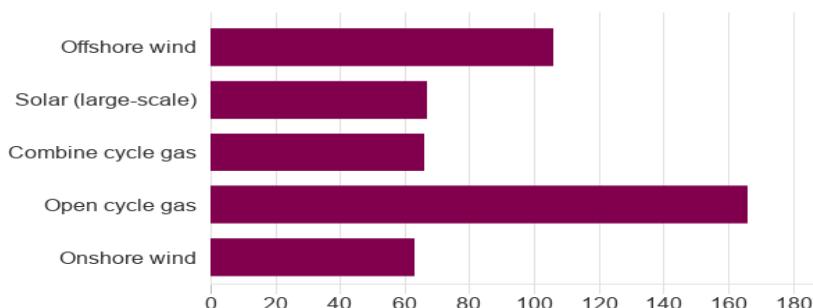
It has been shown that cancelling Hinkley C and switching to renewables would save Britain at least £30-40 billion in energy bills. Onshore windfarms would cost £31.2 billion less than Hinkley, and solar photovoltaic power £39.9 billion less over 35 years to build and run.  
<http://www.if.org.uk/research-posts/7925/>

The Institute of Welsh Affairs Report “The Economic Costs and Benefits of Renewable Energy Transition in Wales” shows that the development of an energy system that can enable Wales to become 100% self-sufficient in renewable electricity by 2035, requires around £25bn of investment in renewable electricity generation, and £5bn in domestic energy efficiency interventions. This analysis also shows that some 40% of renewable electricity

spending could potentially be captured by Wales, along with 70% of domestic energy efficiency spending. In addition these investments could support some 20,150 jobs annually across Wales during the investment period.<https://www.iwa.wales/click/2018/11/the-time-is-now-tick-tock-its-ticking-away/>

#### **Electricity generation costs**

Total cost per MWh (£ per MWh, 2014 prices)



Source: Department for Business, Energy & Industrial Strategy

BBC

The estimates by BEIS (above) show that it will cost £63 to generate a megawatt hour of electricity using onshore wind energy, making it the cheapest renewable power source listed, in comparison with £106 for offshore wind. However, some new onshore wind projects have been banned from competing for government subsidies and in 2015, the government pledged to "halt the spread of onshore wind farms".

### **3. HOW WELSH GOVERNMENT COULD IMPROVE + INCREASE INVESTMENT IN RENEWABLE / ENERGY SAVING TECHNOLOGIES ACROSS WALES**

#### **1. Aimed at individuals and families –**

Key to this is the upgrade of buildings and the installation of solar / thermal and heat ex-changing technologies. Personal contributions could be higher and the way may now be open (with the effective death of Feed In Tariffs ) for a programme of capital grants.

#### **Possible actions for Welsh Government**

- Capital grants for renewable installations on housing, offices etc that include storage
- Grants for enhancing existing renewable installations such as heat batteries, thermal stores and plug-ins for electric cars.
- Encourage local authorities to help local people and SMEs to go solar by running bulk purchase discount schemes, as is currently happening in London.
- Urge local authorities to make full use of planning powers to stipulate higher energy performance in new developments. They could also stipulate a meaningful contribution from onsite renewables, eg. battery storage and smart energy in all new builds
- Increase engagement in the energy system ie. supporting customers to switch supplier, engage with energy efficiency and low carbon energy technologies and boost local co-ownership of energy assets.

#### **2. Aimed at local communities –**

The UK energy system is currently highly centralised and dominated by a small number of large companies who collectively were responsible for 95% of domestic supply and 80% of

commercial supply in 2014. Community energy was only 0.3% of electricity generation capacity at the same time (DECC, 2014). Even optimistic estimates suggest community energy will only meet 1.4% of electricity demand by 2020.

in Germany around half of renewable energy is owned by citizens (ILSR, 2013); in Denmark around three-quarters of wind turbines are under some form of community ownership (Dunning, 2014); and in the United States around a quarter of all electricity is generated by co-operatives or public power utilities <http://www.zerocarbonbritain.org/images/pdfs/ZeroCarbonBritain-MakingItHappen.pdf>

#### **CASE STUDY Bethesda Energy Club**

*The pilot in Bethesda aims to help communities support local green energy projects by making sure the power is used locally, does not have to travel for miles, and the community gets cheaper bills. The electricity produced by the Bethesda hydro will be split evenly between club members using energy at any given time. Each home will pay 7p/KWh for their share ie about half the average electricity price but more than the hydro would normally get.*

#### **CASE STUDY The Green Valleys**

*The Green Valleys have undertaken an energy audit at the Lower Super Output Area of Talgarth (Powys). The figures show that about £2.5M is spent on energy by 1750 households. (This will be higher in areas off mains gas and very rural - and lower in dense urban areas) Welsh Government's own figures suggest only about 13% of energy spend is retained locally*

*In addition the Bethesda Club vision is being replicated in Crickhowell where club members will be able to switch their electricity supplier to buy energy from local hydro generators topped up by other renewable sources – the price for this extra electricity depends on the time when electricity is used ie You pay more at busy times and less when demand is lower*

In the UK, Anaerobic Digestion (AD) has until recently been limited to small on-farm digesters. However AD is widely used across Europe. Denmark has a number of farm co-operative AD plants which produce electricity and district heating for local villages, biogas plants have been built in Sweden to produce vehicle fuel for fleets of town buses and Germany and Austria have several thousand on-farm digesters treating mixtures of manure, energy crops and restaurant waste, with the biogas used to produce electricity.

Below is a selection of 100% renewable energy companies who offer a proportion of green gas from anaerobic digestion as part of their supply: all are looking to extend their supply ;

Bulb	10% of gas from anaerobic digestion of pig slurry
Ecotricity	12% of gas from anaerobic digestion of gas;
Good Energy	6% of gas comes from anaerobic digestion - manure and sewage; .
Octopus	offers 100% renewable electricity, and full carbon offsets for gas.
Tonik Energy	10% green gas

#### **CASE STUDY South Shropshire Biowaste Digester**

*Greenfinch Ltd designed and installed an AD plant in South Shropshire in partnership with the South Shropshire District Council. It was constructed under Defra's New Technologies Demonstrator Programme see Further information: <http://www.greenfinch.co.uk/>*

#### **CASE STUDY – GIFTS (Get It From The Sun) Challenge and Software Project**

*The German Kombikraftwerk Project was the first to show that the electrical power demand on the grid can be met 24/7 with about 80% of PV plus wind power as long as the remaining 20% is provided by flexible power generators, ideally biomass. Less than 5% storage power*

*is necessary. In cooperation with the Centre for Alternative Technology a spreadsheet the GIFTS Software has been written to support this important result for the UK grid*

*The GIFTS challenge aims to facilitate cooperation amongst local groups and between them and all -renewable energy supply companies and environmental investors. It consists of a proposed national challenge to identify the region of the UK that is first to achieve a fully all-renewable electricity supply with a range of awards. Ref Prof Keith Barnham*

*<http://www.sgr.org.uk/resources/get-it-sun-expanding-renewable-electricity>*

The Welsh Government has been active in trying to promote and assist with community energy schemes. The big issue for anything that exports to the distribution network (grid) is capacity and the cost of strengthening the grid. For example in Montgomeryshire there were serious issues over power lines needed to export from the potential wind farms. Grid capacity is a massive issue even for relatively small schemes.

### **Possible actions for Welsh Government**

- Joining up energy and sustainable development around agricultural wastes such as slurry, chicken and pig litter locally. These wastes are the source of serious greenhouse gas emissions and the process should be managed to capture methane for positive utilisation. This is an area worthy of serious investment particularly in rural areas.
- Support the GIFTS software and challenge which shows that Wales could beat Scotland to an all-renewable electricity supply because they take AD of wood and farm waste more seriously than Scotland and have better sun.
- Expand permitted development rights for small scale generation
- Provide grant assistance for community renewables once Feed In Tariffs end April 2019 and support investment in community energy by local government/state pension funds
- Wales should have a much greater say over how the grid, Distribution Network Operators and energy companies operate. It should also promote storage technology systems (as outlined above) many of which are already being used successfully in local energy systems in other parts of the world.

NB .Planning Authorities in Wales have been far from helpful and getting planning permission has often been the biggest stumbling block - along with grid connection. A recent example is the Hendy Windfarm in Powys where planning permission for 7 turbines was refused but later overturned by the Minister.

### **3. Aimed at the Public Sector –**

Welsh Government is putting a lot of pressure on the public sector to reduce their carbon emissions and they should be encouraged to give real teeth to their policies in this area - and lead by example.

Local authorities are essential stakeholders in community energy. Recent research by Community Energy England highlights the importance of local authorities making council-owned assets, particularly roof spaces, available to communities. In addition, councils can help by offering financial support, skills and time, and facilitation of financing options, like bonds. The Nuclear Free Local Authorities (NFLA) have produced a couple of briefings showing how

Local Authorities are embracing renewable technology . However, anecdotally there is less activity in Wales - NFLA Policy Briefings No 175 +179 [www.nuclearpolicy.info](http://www.nuclearpolicy.info)

**CASE STUDY Bristol City Council** (4.2MW Avonmouth Solar Park). The project was installed on the same site as two council-owned wind farms in December 2015 with the generation sold to municipal energy supplier Bristol Energy via a power purchase agreement (PPA). Combined with the nearby wind turbines, the site generates enough energy to power 4,000 + homes and save 7,000 + tonnes of carbon dioxide from being emitted into the air.

**CASE STUDY Swindon Borough Council's** solar projects raise £647,000 every year which help to fund local services, their projects include:

- The establishment of the first ever tax-free solar ISA, for investment by local people, to fund a 5MW community solar farm;
- The site preparation for a huge 50MW battery storage facility, and
- The development of one of the UK's largest solar farms at 61MW on a former airfield, funded in partnership with other boroughs

#### Possible Actions for Welsh Government

- Encourage local authorities to make full use of Salix Finance interest-free loans to retrofit existing council buildings and always go solar when replacing roofs as part of a buildings upgrade programme <https://www.salixfinance.co.uk/>
- Ensure all new developments have solar PV and energy efficiency measures
- Set targets for all local authorities to reduce their energy use and increase renewable generation
- Support the development of a network of electric vehicle charge points eg every council car park should have some.
- Lead by example and celebrate good practice

#### 4.Welsh Government Level -

The Scottish Government aims to establish a publicly-owned, not-for-profit energy company (POEC) to support economic development and contribute to tackling fuel poverty. They hope the POEC will also help the growth of local and community projects. Some commentators see the POEC as an opportunity to cover a number of issues. Craig Berry from the Common Weal Think Tank says the POEC should have five key objectives:

1. reducing fuel poverty and eventually eliminating it;
2. meeting 75% of energy demand through renewables;
3. decentralising the energy supply;
4. expanding research and development in green and smart technologies; and
5. maximising social value through a not-for-profit approach. <http://www.thenational.scot/resources/files/72737>

The Zero Carbon Britain Project <http://www.zerocarbonbritain.org/en/> is based at the Centre for Alternative Technology (Machynlleth) and was initiated in 2007. The project shows that :

- We can provide a reliable energy supply for the UK with 100% renewable energy sources and flexible carbon neutral back up - without fossil fuels, nuclear power, or gambling on the promise of future technology.

- We can grow the vast majority of the food we need for a healthy, low carbon diet, and manage our land to capture carbon, nurture biodiversity and increase the health and resilience of our ecosystems.
- We can deliver a modern lifestyle, create employment, improve our wellbeing, and ensure the future we leave for generations to come is safe and sustainable.
- Smart demand management, plus the intelligent use of surplus electricity in combination with biomass to create carbon neutral synthetic gas and liquid fuels, means we can meet our entire energy demand without imports.

#### Possible Actions for Welsh Government

- Take a more proactive role in developing our fabulous renewable energy resources rather than investing time, energy and resources on an outdated + costly nuclear programme that does not address the immediate problems of climate change
- Explore the role of long term power purchasing agreements (PPAs) for renewable energy projects now that subsidies have mostly been removed
- Promote and invest in back-up storage for renewable energy along the lines promoted by Zero Carbon Britain.
- Bring renewable energy into the mix when looking at capital investments to promote regeneration across Wales eg. grants for anaerobic digesters
- Accelerate wider energy system transformation (e.g. providing advice and guidance on programme and project management for other public bodies and social enterprises, thus helping the growth of local and community projects.

#### 5. Working with the UK Government - There are a number of issues here -

- Marine technologies.-We know that Welsh Government supports the Swansea barrage but it needs to persuade the UK Government that it should be approved. The arguments about value for money are a joke as they make false assumptions when comparing it to nuclear
- Planning powers - It was the UK Government that scuppered several large windfarm proposals in Wales which complied with Welsh Government planning policy. Clawing back planning powers for developments above 50 MW schemes would help .
- Lobby the UK Government to ensure subsidies are more favourable than they currently are to renewable energy technology types suitable to Wales. Explore the need to devolve a range of powers over renewable energy subsidy setting to Wales, so that Welsh schemes are not susceptible to UK Government policy and subsidy changes.
- Decision makers must build in zero carbon as a policy goal at all levels including reintroducing zero carbon homes legislation and increasing our ambition re.UK Climate Change Act
- Wales should have more control over its own energy policy and how it delivers renewable energy .

# Agenda Item 3.10

## P-05-823 Reduce the speed limit on the A487 in Penparcau

This petition was submitted by Rhian Lewis having collected 262 signatures.

### **Text of Petition**

We, the residents of Penparcau and visitors, petition Ceredigion Council Highways Committee, to reduce the road traffic speed from 30mph to 20mph, on the A487, from the Pelican Crossing, Penparcau Road, to the Zebra Crossing on First Avenue, in order to reduce the risk of injury and death to pedestrians on this dangerous stretch of road.

### **Assembly Constituency and Region**

- Ceredigion
- Mid and West Wales



Eich cyf/Your ref P-05-823  
Ein cyf/Our ref KS/03006/18

David John Rowlands AM  
Chair - Petitions committee

Government.Committee.Business@gov.wales

*Dear David,*

3 November 2018

Thank you for your letter of 10 October regarding petition P-05-823 Reduce the speed limit on the A487 in Penparcau.

We are currently undertaking feasibility studies along the A487 for providing schemes that can provide safer overtaking opportunities such as climbing lines. If feasible, these local improvements will be constructed over the next few years depending on available funding.

As noted in my previous responses, we are also in the process of carrying out a three year Speed Limit Review, looking at road safety issues at over 600 sites on all trunk roads in Wales. Your comments will be taken into consideration as part of this process when this section of the trunk road is reviewed.

The results of the review will be made available online and any works arising from the wider review will be prioritised, as funding allows, for a programmed completion over the next three to four years.

*Yours ever,  
Ken*

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

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:

0300 0604400

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

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynir 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 responding in Welsh will not lead to a delay in responding.

**P-05-823 Reduce the speed limit on the A487 in Penparcau –  
Correspondence from the Petitioner to the Committee, 17.11.18**

The issue of a speed reduction has been ongoing since February. This is the third time that it has been raised with the Petitions Committee. We the residents of Penparcau urge you all to take positive action in order to prevent accidents on this very dangerous road.

Thankyou

Rhian Lewis

# Agenda Item 3.11

## P-05-833 Improve rail services for Chepstow

This petition was submitted by Richard Lemon, having collected 260 signatures.

### Text of Petition

We call on the National Assembly for Wales to urge the Welsh Government to reconsider the franchise agreement for the new Wales and Border Rail operator to improve the level of service being offered to Chepstow. This is particularly important as Cross Country Trains will be withdrawing their present service from Chepstow. To provide only one train an hour to a town of the size and strategic importance of Chepstow – rail head for the Wye Valley – is poor indeed, compared with other towns in our Country and the Valley Lines. Two an hour each way should be a minimum. We recognise the need to get people out of their cars and on to public transport to help the environment. Improved rail services are a step towards this.

### Additional Information

A submission to this effect was made prior to the granting of the new Wales and Borders franchise. This appears to have been ignored.

### Assembly Constituency and Region

- Monmouth
- South Wales East



Eich cyf/Your ref P-05-833  
Ein cyf/Our ref KS/03018/18

**Llywodraeth Cymru**  
**Welsh Government**

David John Rowlands AM  
Chair - Petitions committee

SeneddPetitions@assembly.wales

3 November 2018

*Dear David,*

Thank you for your letter of 16 October regarding petition P-05-833 - Improve rail services for Chepstow.

We have implemented a long term investment programme, with service improvements starting from the December 2018 timetable change and the latest changes introduced in 2024.

The planned increase in Wales and Borders Franchise services stopping at Chepstow cannot be achieved until December 2022 as the increase in the number of services is dependent on new rolling stock coming into service, and given the lead times for new rolling stock, they will not be available for use until that date. Passengers will experience better rolling stock by December 2019 as the old Pacers are replaced.

*Yours ever,*

*Ken*

**Ken Skates AC/AM**

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

Bae Caerdydd • Cardiff Bay  
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CF99 1NA

Canolfan Cyswllt Cyntaf / First Point of Contact Centre:

0300 0604400

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

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynir 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 responding in Welsh will not lead to a delay in responding.

**P-05-833 Improve rail services for Chepstow – Correspondence from the Petitioner to the Clerking Team, 15.11.18**

Many thanks Kathryn,

Simple question for the committee ...

... why no new / displaced rolling stock for four years?

I'd be happy with displaced Pacers – better than nothing. They could be used to give Chepstow an hourly service.

Serious point!

Cheers

Richard

# Agenda Item 4.1

## P-05-690 Resurfacing of the A40 Raglan–Abergavenny Road

This petition was submitted by Sara Jones, having collected 22 signatures. The petition also collected 142 signatures on an alternative e-petition website

### *Text of the Petition*

*This petition calls on the Welsh Government to replace the old concrete surface on the A40 road from Raglan to Abergavenny with whispering tarmac.*

*The Noise Action Plan (2013–18) states that this road is a priority, after the consultation responses received and the measurements taken. Yet no progress has been made despite repeated calls from residents, the local County Councillor, Assembly Member and Member of Parliament.*

*We, the undersigned, state that this road should be given immediate priority, given the numerous concerns raised from both public and representatives and that it has been identified under the existing Welsh Government Noise Action Plan.*

### **Assembly Constituency and Region**

- Monmouth
- South Wales East



Eich cyf/Your ref P-05-690  
Ein cyf/Our ref KS/03151/18

Llywodraeth Cymru  
Welsh Government

David John Rowlands AM  
Chair - Petitions committee

Government.Committee.Business@gov.wales

(3 November 2018)

*Dear David,*

Thank you for your letter of 25 October regarding Petition P-05-690 enclosing a copy of your report summarising the Committee's consideration of the petition which called for the concrete surface of the A40 road between Raglan and Abergavenny to be replaced with whisper tarmac.

We accept road traffic noise is highly dependent on the road surface, particularly concrete and particularly at high speeds.

The detailed design of the noise mitigation measures for Priority 1 Noise Action Plan Priority sites along this section of the A40 is already underway. The measures, which will be implemented in the 2019/20 financial year consist of noise barriers in proximity to the Priority 1 Noise Action Plan sites.

Whilst we have no plans to resurface the A40 road between Raglan and Abergavenny, officials are currently trialling a section of surface treatment on the westbound carriageway. The trial is being undertaken to establish potential durability and noise reduction and if effective, may be suitable for application along the whole route.

I trust this clarifies the position.

*Yours ever,*

*Ken*

**Ken Skates AC/AM**

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

Bae Caerdydd • Cardiff Bay  
Caerdydd • Cardiff  
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Canolfan Cyswllt Cyntaf / First Point of Contact Centre:

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Correspondence.Ken.Skates@gov.wales

Rydym yn croesawu derbyn gohebiaeth yn Gymraeg. Byddwn yn ateb gohebiaeth a dderbynir 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 responding in Welsh will not lead to a delay in responding.

# Agenda Item 5.1

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



Eich cyf/Your ref P-05-796  
Ein cyf/Our ref LG/02173/18

Llywodraeth Cymru  
Welsh Government

David John Rowlands AM  
Chair - Petitions Committee  
National Assembly for Wales  
Cardiff Bay  
CF99 1NA

Government.Committee.Business@gov.wales

B November 2018

*Dear David*

Thank you for your letter of 10 October regarding petition P-05-796, Calling on the Welsh Government to Ban the Use of Wild Animals in Circuses in Wales.

In July the First Minister announced the Welsh Government would bring a Bill to ban the use of wild animals in travelling circuses before the Assembly over the next 12 months.

On 1 October I launched a public consultation on the Wild Animals in Travelling Circuses (Wales) Bill. The Bill aims to address ethical concerns by banning the use of wild animals in travelling circuses in Wales. The Bill will not affect the use of domesticated animals in circuses, nor will it prevent wild animals being used for entertainment in other settings.

All legislative options were considered and each route presented risks and opportunities. I am clear that the introduction of primary legislation is the right route for Wales.

The eight week consultation will close for responses on 28 November. The consultation is available on the Welsh Government website here: <https://beta.gov.wales/wild-animals-travelling-circuses-wales-bill>

*Regards*  
*Lesley*  
**Lesley Griffiths AC/AM**

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

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

Pack Page 102

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

# Agenda Item 6

## P-05-801 Save the trees and ground in Roath Mill and Roath Brook Gardens before it's too late

This petition was submitted by Tamsin Davies and was first considered by the Committee in February 2018, having collected 8,700 signatures on paper and another petition website.

### **Text of Petition**

As local residents, we believe that the planned flood works in Roath Mill Gardens and Roath Brook Gardens in Penylan, Cardiff are unnecessarily destructive.

We have seen the devastation of Waterloo Gardens and oppose Phase 3 of Natural Resources Wales' Roath Flood Scheme, which will widen the brook in Roath Mill and Roath Brook Gardens and see the felling of over 30 trees in an area where there has never been any flooding in the past.

We want to save the trees and ground in Roath Mill Gardens and Roath Brook Gardens in order to preserve the character of the area, minimise ecological damage and protect the habitats of our local wildlife.

We believe that Natural Resources Wales have not properly considered all options available, have misled the public with inaccurate figures during their consultation period and that it is, in fact unnecessary to bulldoze park grounds in order to widen the channel of the brook and remove mature trees in the process.

We call on the Welsh Government to urge National Resources Wales to stop work at Roath Mill and Roath Brook Gardens and consider the other viable options available to mitigate the perceived flood risk to this area.

### **Assembly Constituency and Region**

- Cardiff Central
- South Wales Central

# **Friends of Roath Brook**

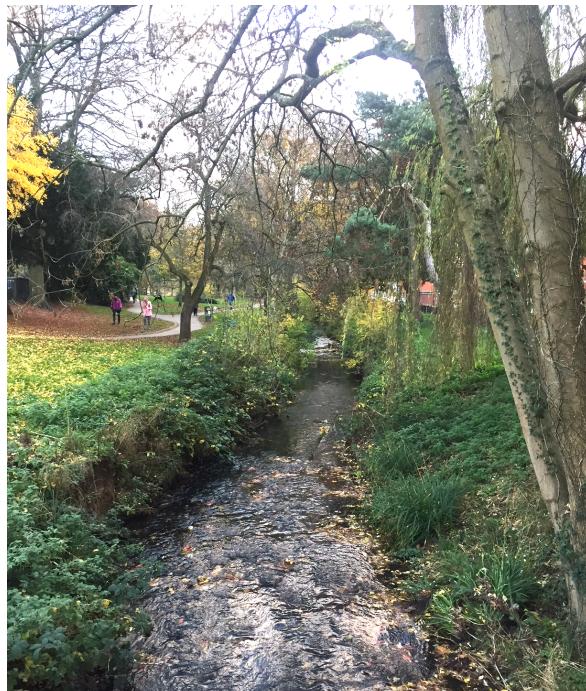
## **Roath Flood Risk Management Scheme**

### **Phase 3**

#### **Review of alternatives**

**by**

**Prof Chris Binnie MA, DIC, HonDEng, FREng, FICE, FCIWEM**



**November 2018**

## **Summary.**

- Phases 1 and 2 of the Roath Brook Flood Management Scheme are effectively complete.
- Phase 3 includes enlarging the channel through Roath Brook Gardens and Roath Mill Gardens and constructing low walls where necessary. Phase 3 has not yet been started so is effectively a new scheme.
  - *"the Roath Brook Gardens are well used by locals and visitors seeking a scenic stroll through the gardens. One of the highest rated attributes included the variety of trees."*<sup>1</sup>
  - \_ "clearing and dredging of the existing river channel and removal of any constraints on flows" such as trees "would be significantly detrimental to the WFD objectives for the catchment, as it would cause a deterioration of the ecological quality of the watercourse."*<sup>2</sup>
- Phase 3 of the scheme as proposed would result in the removal of about 40 bankside trees. This would lead to deterioration, and thus likely failure under the Water Framework Directive which has been tightened since 2012.
- An alternative scheme is suggested by me that would widen the channel where this can be done without affecting the trees and adapting the flood defence measures to cope with the changed flood levels. Its viability should be investigated.
- Upstream is the Roath Park Lake, a reservoir under the Reservoirs Act. It has a fixed masonry spillway. In the past it was drawn down to reduce flooding downstream. A tilting weir system could be provided to lower the Lake water level when a major flood is forecast. The extra flood storage and control would reduce the peak flood flow and levels downstream. If the top of the tilting weir was at the level of the masonry weir, then there would be no increase in lake peak flood water level and thus meet the Reservoirs Act.
- Further upstream is the offline Llanishen reservoir. The Nant Fawr, a major tributary, could be connected to the reservoir. This would provide flood storage and reduce the downstream peak flood flow from about 16m<sup>3</sup>/sec to about 13 m<sup>3</sup>/sec. To ensure safety from floods, a new flood spillway would need to be provided with a lower top water level.
- My experience in such matters is as a Panel AR Engineer under the Reservoirs Act for over 25 years, including reporting on Llanishen reservoir, providing dam safety reports on many others, the design and construction of flood defence reservoirs, the carrying out of many flood risk assessments for developments, and providing evidence to Public Inquiries.
- *"The Key Objective" set in the June 2012 Scoping Document" is to implement the most technically, environmentally and economically feasible flood risk management solution."*
- There is no record that the specific alternatives for Phase 3 have been properly studied and I recommend that these specific alternatives be considered, along with their environmental impacts and benefit and cost assessments in line with current protocols.

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<sup>1</sup> NRW Roath Flood Risk Management Scheme. The Design Process at Roath Brook Gardens.

<sup>2</sup> NRW Roath and Rhymney Flood Risk Management Scheme Scoping Document

## **Contents**

1. Introduction	4
2. Criteria for the Scheme	4
3. Flood flows and ecological impact	5
4. Partial widening scheme	6
5. Individual house protection	6
6. Store flood water in Roath Park lake	7
7. Divert stream or floodwater into Llanishen Reservoir.	9
8. Phase 3 report of alternatives	12
9. Conclusions.	12

## **1. Introduction**

The Scheme is Phase 3 of the Roath Brook Flood Risk Management Scheme, primarily involved in reducing the flooding in Roath Park Gardens and associated areas.

Friends of Roath Brook are concerned about the potential impact of the proposed work on the mature trees along the Brook.

I was appointed to advise them on engineering matters. I am a civil engineer with about 30 years experience as a Reservoirs Act Panel Engineer including responsibility for the design of three dams over 50m height, reporting on Llanishen reservoir, preparing section 10 safety reports on many reservoirs, the design and construction supervision of two flood defence reservoirs, member of the ICE Reservoirs Committee interviewing prospective candidates for appointment under the Reservoirs Act, and providing flood risk assessments for a number of developments. I was, for about 20 years, Director of the Water Consultancy of WS Atkins, one of the largest UK consulting engineers. I have given expert evidence to a number of Planning Inquiries and to Parliamentary and other Committees. I was President of Chartered Institution of Water and Environmental Management in its centenary year. I am now an independent water consultant and a Visiting Professor at Exeter University in their Water Centre.

I have been provided with a number of public domain documents and visited the site on 1<sup>st</sup> and 22<sup>nd</sup> October.

## **2. Criteria for the scheme**

The criteria for the scheme are set out in the Natural Resources Wales (NRW) Roath and Rhymney Flood Risk Management Scheme Scoping Document dated June 2012. This covers phases 1, 2 and 3 of the scheme.

*"Key Objectives.*

*To implement the most technically, environmentally and economically feasible flood risk management solution..."*

There are several hydrology reports. The original design flood appears to be 1 in 100 years but this appears to have been amended to a 1 in 75 year flood. Commenting on the hydrology is not within my Terms of Reference. However the peak flood flow appears to have been taken as about 16 m<sup>3</sup>/sec.<sup>3</sup>

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<sup>3</sup> Water Resource Associates Review of Flood Risk Assessments for Roath Brook Park, Cardiff, April 2018 page 5 quoting Arup report.

### 3. Flood flows and ecological impact

It is stated<sup>4</sup> “*Specific to the Scheme site, Natural Resources Wales’s surface water flood risk map is shown in figures 18 and 19. Through Roath Gardens (Figure 19) the surface water flood risk is defined as low (0.1% -1% probability) or very low <0.1% probability.*” Thus the proposed works appear to concentrate on retaining fluvial flooding within the Roath Brook channel.

The NRW Roath and Rhymney Flood Risk Management Scheme Scoping Document June 2012 states<sup>5</sup> when referring to “*clearing and dredging of the existing river channel and removal of any constraint on flows*” “*the option would be significantly detrimental to the WFD objectives for the catchment, as it would cause a deterioration of the ecological quality of the watercourse.*” Presumably this would also apply to the proposed channel enlarging and tree removal. Thus it would appear that the current proposal would cause deterioration under the WFD which, since 2012, is specifically not allowed under the WFD. Thus the proposed scheme would appear to fail the WFD.

The response to the consultation states<sup>6</sup> “*The Roath Brook Gardens are well used by locals and visitors seeking a scenic stroll through the gardens. One of the highest rated attributes included the variety of trees and the Brookside walk.*”

I have gone onto the Cardiff City web site and downloaded the TVO Flood Consequences Assessment Report of October 2015. As I understand it this is later than the Arup and NRW 2012 reports and therefore should be more up-to-date.

However, despite the statements above, the TVO report shows the revised channel cross section through both Roath Brook Gardens and Roath Mill Gardens as being widened throughout most of its length.

The TVO plans show the trees that are to be removed as round red circles. On the plans there are about 20 in Roath Brook Gardens and about 20 in Roath Mill Gardens. The removal of about 40 bankside trees along the Brook over a distance of about 500m would be a serious loss of ecology and public amenity.

The Friends of Roath Brook are keen to preserve as many of the trees and ecology in the Gardens as possible.

The proper way to assess flood levels is with a hydraulic model. The one for the scheme is not available to me and nor is sufficient data for me to compile one myself. From the drawings the enlargement of the Brook channel appears limited, seldom more than about 10% of the cross sectional area.

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<sup>4</sup> Team Van Oord, Roath Brook Flood Risk Management Scheme, Flood Consequence Assessment, October 2015 page 21.

<sup>5</sup> Page 19

<sup>6</sup> NRW Roath Flood Risk Management Scheme. The Design Process at Roath Brook Gardens.

#### **4. Partial widening scheme**

From my site visit it would appear that there are two lengths of the Roath Park Gardens channel where there are no trees. These are about 60m downstream of Walled Gardens and about 80m between the footbridge and Blenheim Road bridge.

Studying TVO drawing ROA-RHD-09-XXDR-L-1000 it would appear that there is about a 70m stretch in Roath Mill Gardens where no tree felling is proposed.

This would amount to about 200m out of a total length of about 500m. Most of the drawings are reduced scale without a scale bar so these dimensions have to be approximate.

Were channel enlargement to be carried out along these stretches of channel, as identified in the paras above, then it would be possible to reduce the hydraulic losses in the un-enlarged channel, and hence lower the no enlargement flood levels which would otherwise occur upstream.

I have compared possible flood levels with the topographic survey. It would appear that it should be possible to cope with the increased flood level using the methods proposed in the scheme but this would need checking by hydraulic analysis.

This alternative should do much to reduce the environmental impact of Phase 3 of the scheme such that it did not lead to deterioration under the WFD.

My suggestion is that such an option should be considered including hydraulic analysis, scheme consideration, and costing.

#### **5. Individual house protection.**

Rather than flood protection walls, it is possible to provide individual flood defences to each of the properties which could be affected. This technology has advanced considerably over the last five years, ie since the original scheme comparisons were made, and now might be viable at a significant cost saving. The scheme would require new water proof doors, protection of the underfloor ventilation systems, and non-return systems on the sewage and drainage pipes to each house.

Whilst such a scheme may not have been viable for the whole project, it becomes much more viable for smaller projects such as the about 70 homes affected by Phase 3 on a standalone basis.

TVO<sup>7</sup> state "*In order to reduce the flood risk to 2 Westvile Walk the property owner will be given the opportunity to install individual property protection which will include air brick covers, anti back flow valves in the sewerage system and replacement upvc flood doors.*" Thus the principle of individual household defence has been accepted.

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<sup>7</sup> TVO Roath Brook Flood Risk Management Schemes, Flood Consequences Assessment October 2015 page 1.

This can be a cheap solution. For instance, assuming about £1,000/house for possibly 6-10 houses on the north bank, Westville Road, the cost would be about £10,000. For the total number of houses that are believed to be affected, about 70, the cost might be about £70,000.

## 6. Store flood water in Roath Park Lake,

### 6.1 General description

Roath Park Lake is on Roath Brook some 1 1/2 km upstream of Roath Brook Gardens, thus commanding much of the catchment.

Roath Park Lake is an impounding reservoir constructed in 1894. It is subject to the Reservoirs Act 1975, almost certainly a category A. I asked the Reservoirs Regulation Section of NRW for a copy of the latest Section 10 report. They provided a highly redacted copy with all the important information removed.

The Lake is impounded by an earth embankment about 6.5m high. Its quoted top water level area is 12 ha (32 acres). It has a masonry spillway at the right abutment. The reservoir depth is reported to be "*between two feet and more than fourteen feet.*"<sup>8</sup>

The catchment area is quoted as 12.23km<sup>2</sup>, appreciable in relation to the catchment downstream.

The flood analysis is redacted. Since the Lake has been subject to the reservoir safety legislation for about 80 years with ten yearly inspection reports, then a reasonable assumption is that it meets the basic requirements. However the unredacted text does talk about the potential for erosion of the downstream face due to overtopping and this could be due to waves. Whatever, it is apparent that safety from overtopping flooding is an issue.

### 6.2 Previous flood mitigation.

*"From 1927 the level of water in the lake was lowered every year between October and March for the additional need to prevent a repeat of the floods that occurred in Roath on 1<sup>st</sup>-2<sup>nd</sup> November 1927."*<sup>10</sup> Thus the reservoir has previously been used for flood attenuation by lowering the lake water level, reducing the volume in storage and using the spare space to provide flood mitigation downstream.

I am informed that this flooding was not in the area of phase 3 works where there is no history of properties flooding from Roath Brook.

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<sup>8</sup> [www.cardiffparks.org.uk/roathpark/info/lake](http://www.cardiffparks.org.uk/roathpark/info/lake) downloaded 2nd October 2018

<sup>9</sup> Section 10 report by Alan Brown.

<sup>10</sup> [www.cardiffparks.org.uk/roathpark/info/lake](http://www.cardiffparks.org.uk/roathpark/info/lake) downloaded 2nd October 2018.

### 6.3. Previous considerations.

Scoping Report<sup>11</sup> “*Attenuation at Roath Lake was rejected because the alteration required to the weir to retain flood flows during a 1 in 100 year flood event would result in an unacceptable increase in top water level in the lake during a 1 in 1,000 year storm event. This would result in the dam not being able to safely hold the Probable Maximum Flood without significant alterations.*”<sup>12</sup> The actual scheme rejected was not identified in that document.

“*We investigated using Roath Lake to retain water during high river flows. This would require major work to the lake, including strengthening the dam and raising its level to ensure public safety was maintained.*”<sup>13</sup> This scheme appears to include shortening the weir length. “*Even then this would only reduce the level of the flood defences required in Waterloo Gardens by a third of a metre and have no benefit to areas at risk of high tides.*”

Although lake lowering for flood protection purposes for several months had been practised previously it is stated 1.1.27 “*The option of permanently lowering the normal water level was also rejected due to the detrimental impact on the landscape and amenity value of this strategically important asset. Initial discussions held with Cadw and the City of Cardiff Council identified that this option would not be feasible.*”

Project Appraisal 2013<sup>14</sup> “*A mechanised weir could alternatively be installed to control flow and water levels in Roath Lake but flood forecasting/warning quality and lead times are insufficient and this presents an unacceptable operational risk to NRW.*”

It is now 5 years later. With the latest Met Office supercomputer, weather forecasts are now given five days ahead, and often ten days ahead, and are much more reliable than in 2013. Thus sufficient warning of a major flood event could now be provided.

### 6.4. Potential flood mitigation scheme.

Because of its Reservoirs Act status, the Lake must continue to pass its design flood.

This could be done by an electrically controlled tilting weir operated by a control system using the latest meteorological forecasting system.

“*Our free flood warning service can give advance notice of when flooding from rivers is likely to happen. Flood warnings will give time to prepare for flooding ...*”<sup>15</sup>

As an example, Waterscan’s intellistorm system has been installed on several development sites in London<sup>16</sup> and elsewhere. The system would need to be designed to draw down the

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<sup>11</sup> NRW Roath and Rhymney Flood Risk Management Scheme Scoping Document June 2012 page 19.

<sup>12</sup> NRW Roath and Rhymney Flood Risk Management Scheme Scoping Document. June 2012 page19.

<sup>13</sup> NRW Roath Flood Risk Management Scheme. What options have we considered?

<sup>14</sup> NRW Project Appraisal Report June 2013 page 20.

<sup>15</sup> NRW Roath and Rhymney Flood management Scheme Scoping Document June 2012 page 20.

<sup>16</sup> CIWEM The Environment October 2018 page 30.

lake sufficiently ahead of a major storm. To ensure catching storms with the relevant long return period, this would probably only need to be about once every decade or so, thus maintaining normal Lake water level for almost all of the time. There are similar systems provided by other suppliers.

Such a system would be covered by the Secondary Objectives “*Identify flood warning requirements.*”<sup>17</sup>

To ensure no adverse affect on the Reservoirs Act structure, the top of the tilting gate should be no higher than the current crest of the masonry spillway.

Hydraulic analyses would need to be carried out to assess such an arrangement and its costs assessed. However it could be designed to cope with the local flood reduction required and it would be fail safe. Its costs should not be high.

Such an option does not appear to have been considered as a specific alternative to Phase 3 alone.

## 7. Divert stream or flood into Llanishen reservoir.

### 7.1 Llanishen history

Llanishen reservoir is a large reservoir further up the Nant Fawr catchment. It was built in the 1880s as a water supply to Cardiff. It has a surface area of 24 ha, a top water level of 45.87mAOD and a storage capacity of 1.4 Mm<sup>3</sup>. It has embankments all the way round and has no current operating link to the Nant Fawr stream. It fills by natural rainfall and by pipe from a distant source. Because of the housing downstream the reservoir is classed as a category A reservoir. However, because it has minimal catchment, it is classed as a non-impounding reservoir and hence the current incoming “flood” would only be the Probable Maximum Precipitation rainfall, about 250mm<sup>18</sup>. The freeboard, ie the difference between the maximum flood level and the lowest part of the dam, is 1.29m.<sup>19</sup>

Its public water supply use ceased many years back and it was then used as a sailing and recreation lake. In 2010 it was drawn down and is currently effectively empty. It is now owned by Welsh Water who are currently converting it to a non-household water supply to the Cardiff Docks area and a recreation reservoir.

### 7.2 Connection to the Nant Fawr

The Nant Fawr stream runs along the northern and western sides of the reservoir. I have previously visited this area but during my recent site visit I was unable to do so as the access track from the north is boarded up.

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<sup>17</sup> NRW Roath and Rhymney Flood Risk Management Scheme Scoping Document June 2012 page 2

<sup>18</sup> Reservoir inspection report by Dr Hughes May 2008

<sup>19</sup> Reservoir Inspection report by Dr Hughes May 2008.

My memory is that the previous reservoir top water level is marginally below the level of the Nant Fawr near the north west corner of the reservoir.

NRW believe that “*We do not believe that a passive solution*” I take this to be a gravity non-pumped arrangement “*is viable due to the reservoir’s full elevation compared to the Brook...*”<sup>20</sup>

The 1994 reservoir inspection report of Dr Hughes states that “*An inlet next to the overflow was seen to be valved and holding water.*” Since this is on the north west section of the reservoir this inlet pipe is likely to be a historic link from the Nant Fawr stream.

Andrew Hill of the Reservoir Action Group also believes such is the case, “*You are correct, there is a valve device at the top at the north west corner which would allow the Nant Fawr to be diverted into the reservoir. I believe W W intend to use it to assist in re-filling.*”<sup>21</sup>

I have studied the 1:25,000 Memory Map of the area at enlarged scale. This has elevation icons.

Llanishen water level                            144ft. This might not be top water level, but see below.

Top of the surrounding bank                        147ft. Considering the quoted freeboard is about 1.3m, ie about 4ft, then the reservoir would have been close to, or at, top water level.

Nant Fawr downstream of B4562,                161ft

Nant Fawr start of the bywash channel 153 ft. This is on Welsh Water land.

Whilst these levels do not transpose to mAOD, (metres above Ordnance datum), they should give a reasonable relative level. Thus there would appear to be sufficient head for the Nant Fawr to flow into the Llanishen reservoir in a new channel.

Were the Nant Fawr to be connected to the reservoir, then the reservoir Probable Maximum Precipitation flood inflow would increase appreciably, thus requiring a significantly larger freeboard. This would require the lowering of the top water level of the reservoir, possibly by the order of magnitude of a metre, and the provision of a new reservoir spillway at a lower level. This in itself would mean even greater scope for Nant Fawr water to enter Llanishen reservoir. The amount of the reduction would depend on the spillway capacity and design. Since the reservoir is surrounded by embankments, this would not have a significant effect on the top water area but would reduce the storage capacity somewhat. For instance a one metre reduction in top water level would result in a 15-20% reduction in storage volume. I have not found any statement about the need for any specific storage volume and believe that the somewhat lower storage volume should

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<sup>20</sup> Email Gavin Jones to Melissa Johansson, 12<sup>th</sup> September 2018.

<sup>21</sup> Email Hill/Binnie 9th October 2018.

not be a show stopping issue. The new spillway would discharge into the by-wash channel and would be an important structure but is unlikely to be an appreciably large structure.

The Nant Fawr flow split structure would need to be designed to cope with both normal flows, flood control and the probable maximum flood conditions.

Thus this scheme would appear likely to be a viable option, albeit this could be a significant expense.

### 7.3 Water quality

Welsh Water state “*We currently make full operational use of Lisvane for the purposes of water supply to industrial users in the City. By 2020 we will also be bringing Llanishen reservoir back into service. Both reservoirs will be used for water supply and recreational purposes.*”<sup>22</sup>

Connecting the Nant Fawr into Llanishen could result in poorer water quality inflow. This would need checking by water quality sampling. However, considering that the reservoir is to be used by birds and for public recreation, (sailing could require a motorised guard boat with the risk of fuel spillages into the reservoir), then there would already be some water quality risk and the extra risk may be limited. This would need assessing by catchment management, water quality safety plans, and water quality sampling.

### 7.4 Flood reduction benefit

The hydrological assessment by Water Resource Associates showed that, assuming Llanishen and Lisvane reservoirs were both on line, then the peak flood flow downstream would reduce from about 16 m<sup>3</sup>/sec<sup>23</sup> to about 11.8 m<sup>3</sup>/sec<sup>24</sup>.

From Memory Map at 1:25,000 enlarged, it would appear that the Lisvane potential natural catchment is very small and the northern bywash channel is routed into the Nant Fawr. Thus the Nant Fawr already collects almost all the catchment flow that would previously have flowed into Lisvane reservoir area. However there would be less reservoir area for flood storage. Lisvane reservoir is substantially smaller in area than Llanishen so the reduction of peak flow at Waterloo Road using Llanishen only would be to about 13m<sup>3</sup>/sec, a significant reduction in the Roath Brook Gardens design flood flow.

### 7.5 Welsh Water

For Llanishen reservoir to be utilised as a flood mitigation scheme would require the support of the reservoir owner Welsh Water. “*For these reasons, and in the interests of*

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<sup>22</sup> Email Peter Perry, MD Welsh Water to David Rowlands AM 2.08.2018.

<sup>23</sup> Water Resources Associates Review of Flood Risk Assessments for Roath Brook Park April 2018 quoting on page 5 Arup February 2013 Table 2.5a

<sup>24</sup> Water Resources Associates Review of Flood Risk Assessments for Roath Brook Park April 2018 page 7 para3.

*Dam Safety we will not be able to use them for flood risk mitigation purposes.*<sup>25</sup> As a Reservoirs Act Panel Engineer for about 30 years, including previously visiting and reporting on Llanishen reservoir, I have been unable to identify any technical reasons for this view, apart from the potential change in water quality, and potential change in yield due to reduced reservoir storage. Were the full flow of the Nant Fawr to be diverted from the bywash channel to the reservoir, the water supply yield might well increase.

## 7.6 Conclusion.

Subject to further study, it would appear that flood flows could be routed through Llanishen reservoir for flood benefit but with the cost of the diversion works and a new reservoir spillway.

## 8. Phase 3 report of alternatives.

I understand that Phases 1 and 2 are effectively finished and Phase 3 has not yet started. Thus phase 3 is now effectively a stand alone scheme. Inevitably there will have been some differences in the phases 1 and 2 as originally proposed some 5 years ago to those actually constructed. Some circumstances, including much improved rainfall and flood forecasting, and flood defence funding protocols, have changed since the original study work was done about 5 years ago.

Thus it is important to check that the *Key Objectives of implementing the most technically, environmentally and economically feasible flood risk management option*, are still being met, or the scheme adjusted to do so.

However I have been unable to find a phase 3 scheme document setting out these specific alternatives , an up-to-date assessment of the environmental impacts of these alternatives, the updated benefits in accordance with the current flood defence funding protocol, the capital costs of these alternatives, and the recommendations.

## 9. Conclusions

1. Phases 1 and 2 are now effectively complete and Phase 3 has not yet started, thus Phase 3 is effectively a new scheme.
2. “*the Roath Brook Gardens are well used by locals and visitors seeking a scenic stroll through the gardens. One of the highest rated attributes included the variety of trees.*”
3. “*clearing and dredging of the existing river channel and removal of any constraints on flows*” such as bankside trees as currently proposed “*would be significantly detrimental to the WFD objectives for the catchment, as it would cause a deterioration of the ecological quality of the watercourse.*” Since June 2012 WFD has specifically barred deterioration. Thus it would appear that the current proposal would fail the EU Water Framework Directive.

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<sup>25</sup> Email Peter Perry MD Welsh Water to David Rowlands AM 2.08.2018.

4. The public consultation showed *Roath Brook Gardens are well used...One of the highest rated attributes included the variety of trees.*
  5. The plans show that for the proposed scheme about 40 trees would be removed.
  6. An alternative scheme is suggested enlarging the channel where there are no trees and adapting the flood defences to the revised flood levels.
  7. The technology of individual flood protection of houses potentially impacted has been greatly improved since 2012 and should now be considered and costed.
  8. The flood flows in the Roath Brook could be reduced appreciably, and hence the flood levels reduced, by changing the fixed masonry outlet weir on Roath Park Lake to a titling weir to be operated when a major storm is forecast. With the crest of the titling weir no higher than the existing fixed weir, this would not adversely affect the safety of the dam and reservoir. It would rarely need to be operated so would only rarely affect the top water level of the lake for a short time.
  9. Alternatively the Nant Fawr could be diverted into the Llanishen reservoir. To maintain safety a new spillway would need to be constructed at a lower top water level such that the safety of the dam and reservoir would not be compromised. A hydrological study would need to be carried out to assess the change in deployable output. There could also be a greater water quality risk.
10. *The Key Objective set out in June 2012 “is to implement the most technically, environmentally and economically feasible solution.”*
11. It has not been possible to identify an up-to-date environmental impact assessment for these alternatives for Phase 3.
  12. The method of benefit assessment of flood defence schemes is believed to have changed since the overall scheme was initiated. (It has in England and is likely to have also changed in Wales.) Thus both the costs and the benefits of these alternatives for Phase 3 on its own should be appraised.

20/11/2018

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

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