



Cynulliad Cenedlaethol Cymru
The National Assembly for Wales

Y Pwyllgor Menter a Dysgu
The Enterprise and Learning Committee

Dydd Iau, 22 Ionawr 2009
Thursday, 22 January 2009

Cynnwys
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Cofnodir y trafodion hyn yn yr iaith y llefarwyd hwy ynddi yn y pwyllgor. Yn ogystal,
cynhwysir cyfieithiad Saesneg o gyfraniadau yn y Gymraeg.

These proceedings are reported in the language in which they were spoken in the committee.
In addition, an English translation of Welsh speeches is included.

Aelodau'r pwyllgor yn bresennol
Committee members in attendance

Christine Chapman	Llafur Labour
Jeff Cuthbert	Llafur Labour
Andrew R.T. Davies	Ceidwadwyr Cymreig Welsh Conservatives
Gareth Jones	Plaid Cymru (Cadeirydd y Pwyllgor) The Party of Wales (Committee Chair)
David Melding	Ceidwadwyr Cymreig Welsh Conservatives
Sandy Mewies	Llafur Labour
Jenny Randerson	Democratiaid Rhyddfrydol Cymru Welsh Liberal Democrats

Eraill yn bresennol
Others in attendance

John Davies	Cyfreithiwr, Adran Gwasanaethau Cyfreithiol Lawyer, Legal Services Department
Ieuan Wyn Jones AC	Y Dirprwy Brif Weinidog a'r Gweinidog dros yr Economi a Thrafnidiaeth Deputy First Minister and Minister for Economy and Transport
Deborah Paramore	Dadansoddydd Uwch Trafnidiaeth Transport Senior Analyst
Martin Stevenson,	Prif Ymgynghorydd, Polisi Trafnidiaeth Principal Adviser, Transport Policy

Swyddogion Gwasanaeth Seneddol y Cynulliad yn bresennol
Assembly Parliamentary Service officials in attendance

Dan Collier	Dirprwy Glerc Deputy Clerk
Gwyn Griffiths	Cynghorydd Cyfreithiol Legal Adviser
Dr Kathryn Jenkins	Clerc Clerk
Victoria Paris	Gwasanaeth Ymchwil yr Aelodau Members' Research Service

Dechreuodd y cyfarfod am 9.31 a.m.
The meeting began at 9.31 a.m.

Cyflwyniad ac Ymddiheuriadau
Introduction and Apologies

- [1] **Gareth Jones:** Croeso cynnes i'r Pwyllgor Menter a Dysgu. Atgoffaf bawb i ddiffodd eu ffonau symudol ac unrhyw ddyfais electronig arall, ac yr wyf hefyd yn eich atgoffa na fydd angen cyffwrdd y meicroffonau yn ystod ein trafodion.
- Gareth Jones:** A warm welcome to the Enterprise and Learning Committee. I remind everybody to switch off their mobile phones and any other electronic devices, and also that there is no need to touch the microphones during our discussions.

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| <p>[2] Nid ydym yn disgwyl ymarfer tân, felly os clywn y larwm, bydd angen inni symud o'r ystafell a'r adeilad o dan gyfarwyddyd y tywysyddion.</p> | <p>We are not expecting a fire drill, so, if we hear an alarm, we will need to move out of the room and the building, following the directions of the ushers.</p> |
| <p>[3] Bydd y cyfarfod yn ddwyieithog. Mae clustffonau ar gael, a gallwch glywed y gwasanaeth cyfieithu ar y pryd o'r Gymraeg i'r Saesneg ar sianel 1 a'r sain wedi'i chwyddleisio ar sianel 0.</p> | <p>The meeting will be bilingual. Headphones are available, through which you can hear the simultaneous translation from Welsh to English on channel 1 and the amplification of sound on channel 0.</p> |
| <p>[4] Bydd Cofnod o'r cyfan a ddywedir yn gyhoeddus.</p> | <p>There will be a Record of all that is said in public.</p> |
| <p>[5] Daeth un ymddiheuriad i law gan Janet Ryder a, hyd y gwn i, nid oes Aelod yn dirprwyo yn ei lle hi.</p> | <p>We have received one apology from Janet Ryder and, as far as I know, no-one is substituting for her.</p> |

9.32 a.m.

**Gorchymyn (Cymhwysedd Deddfwriaethol) Arfaethedig Pwyllgor Drafft
(Llwybrau Di-drafft) 2009
The Draft Committee Proposed (Legislative Competence) (Traffic-free Routes)
Order 2009**

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| <p>[6] Gareth Jones: Bydd Aelodau yn gwybod y cefndir i hwn. Yr ydym wedi cytuno ar Orchymyn cymhwysedd deddfwriaethol arfaethedig pwyllgor drafft, a bu inni wneud trefniadau ym mis Medi y llynedd i ymgynghori arno. Yn ystod tymor yr hydref, bu inni gynnal ymchwiliad craffu cyn deddfu gan wahodd ystod eang o randdeiliaid allweddol i gyflwyno tystiolaeth.</p> | <p>Gareth Jones: Members will know the background to this. We have agreed on a draft committee proposed legislative competence Order, and we made arrangements last September to consult on it. During the autumn term, we held a pre-legislative scrutiny inquiry and invited a wide range of key stakeholders to present evidence.</p> |
| <p>[7] Ysgrifennodd y Dirprwy Brif Weinidog a'r Gweinidog dros yr Economi a Thrafnidiaeth ataf ar 19 Tachwedd, a rhannwyd y llythyr hwnnw â'r Aelodau. Yn y llythyr hwnnw, yr oedd yn esbonio na fyddai'n cefnogi ein cynnig. Mae'r Dirprwy Brif Weinidog yma heddiw i esbonio ei resymau am hynny ac i Aelodau gael craffu ar ei waith.</p> | <p>The Deputy First Minister and Minister for the Economy and Transport wrote to me on 19 November, and that letter has been circulated to Members. In that letter, he explained that he would not support our proposal. The Deputy First Minister is here today to explain his reasons for that and to be subjected to scrutiny by Members.</p> |
| <p>[8] Felly, estynnaf groeso cynnes i'r Dirprwy Brif Weinidog, Ieuan Wyn Jones, a'i swyddogion, sef Deborah Paramore, dadansoddydd uwch trafndiaeth, Martin Stevenson, prif ymgynghorydd ar bolisi trafndiaeth, a John Davies, cyfreithiwr o'r Adran Gwasanaethau Cyfreithiol.</p> | <p>I therefore extend a warm welcome to the Deputy First Minister, Ieuan Wyn Jones, and to his officials, namely Deborah Paramore, transport senior analyst, Martin Stevenson, principal adviser on transport policy, and John Davies, who is a lawyer from the Legal Services Department.</p> |

[9] Ddirprwy Brif Weinidog, fel y dywedais, yr ydym wedi cael eich llythyr, ond byddem yn ddiolchgar pe baech yn gwneud cyflwyniad i ni o ryw bum i 10 munud i egluro'r prif bwyntiau sydd o bryder, neu ofid efallai, i chi, ac wedyn cawn y cyfle i ofyn cwestiynau i chi.

[10] **Y Dirprwy Brif Weinidog a'r Gweinidog dros yr Economi a Thrafnidiaeth (Ieuan Wyn Jones):** Yr wyf yn falch o'r cyfle i ddod ger eich bron i roi tystiolaeth ac i fynegi safbwynt y Llywodraeth o ran y Gorchymyn arfaethedig drafft ac i ychwanegu ychydig at y sylwadau sydd wedi'u cynnwys yn y llythyr sydd wedi'i ddyddio 19 Tachwedd.

[11] Mae'n bwysig dweud bod y Llywodraeth yn llwyr gefnogi cynigion i wella cyfleoedd i gerdded a seiclo, ac mae gennym nifer o gynlluniau i wneud hynny, ond, fel y dywedais yn fy nhystiolaeth ysgrifenedig, nid ydym yn cefnogi'r Gorchymyn arfaethedig drafft hwn.

[12] Mae'n hymrwymiad i hyrwyddo cerdded a seiclo i'w weld yn amlwg yn y strategaeth trafniadaeth a gyhoeddais y llynedd. Yr oedd yn esbonio fy ngweledigaeth ar gyfer trafniadaeth, gan gynnwys cyfres o bolisiâu i wneud trafniadaeth gyhoeddus yn fwy deniadol ac i ddatblygu'r agenda Dewisiadau Doethach sy'n canolbwyntio yn fwy ar gynllunio teithio, rhannu ceir a gwella'r cyfleoedd i gerdded a seiclo.

[13] Credaf ei bod yn bwysig nodi ein gwariant yn y meysydd hyn. Mae'r gwariant mwyaf ar hyn o bryd yn cael ei gyfeirio drwy'r cynllun Llwybrau Diogel mewn Cymunedau, sydd â chyllideb o £10 miliwn ar gyfer y flwyddyn gyfredol. Mae hynny ddwywaith y swm yr oeddem yn ei neilltuo o dan y cynllun blaenorol, Llwybrau Diogel i'r Ysgol. Ar ben hynny, yr ydym yn darparu £3 miliwn arall i awdurdodau lleol ar gyfer eu cynlluniau cerdded a seiclo, ac £1 filiwn arall i greu llwybrau seiclo newydd a gwell ar ein rhwydwaith cefnffyrdd. Mae £3.7 miliwn ar ben hynny yn dod o'r Adran Amgylchedd, Cynaliadwyedd a Thai.

[14] Ar hyn o bryd, yr ydym yn datblygu

Deputy First Minister, as I said, we have received your letter, but we would be grateful if you would give us a presentation of about five to 10 minutes to explain the main points that have caused you concern, or that trouble you perhaps, and we will then have an opportunity to ask you questions.

The Deputy First Minister and Minister for the Economy and Transport (Ieuan Wyn Jones): I am glad to have the opportunity to come before you to give evidence and to express the Government's viewpoint on the draft proposed Order, and to add a little to the comments contained in my letter dated 19 November.

It is important that I say at the outset that the Government is wholly supportive of proposals to improve the opportunities for people to walk and cycle, and we have several schemes to achieve just that, but, as I said in my written evidence, we do not support this draft proposed Order.

Our commitment to promoting walking and cycling can clearly be seen in the transport strategy that I published last year. The strategy outlined my vision for transport, and included a range of policies aimed at making public transport more appealing and to develop the Smarter Choices agenda, which concentrates more on planning travel, car pooling and improving people's opportunities to walk and cycle.

I believe that it is important that we set out our current spending levels in these areas. The greatest spend is currently channeled through the Safe Routes in Communities scheme, which has a budget of £10 million for the current year. That is twice the amount that was allocated to its predecessor scheme, Safe Routes to School. In addition to that, we are providing £3 million to local authorities for their walking and cycling plans and a further £1 million to create new and improved cycle routes on the trunk road network. In addition to that, the Department for Environment, Sustainability and Housing is providing £3.7 million.

We are currently developing the sustainable

menter trefi teithio cynaliadwy i wella'r cyfleoedd i gerdded a seiclo, ynghyd â mesurau eraill ym maes trafndiaeth gynaliadwy. Y bwriad yw annog pobl i newid eu hagweddau a defnyddio'u ceir yn llai aml. Gobeithiaf y gallwn ddynodi'r ardal gyntaf o dan y cynllun hwn yn eithaf buan. Mae £4.5 miliwn y flwyddyn dros bum mlynedd wedi'i neilltuo o'n cyllideb i'r maes hwn.

travel towns scheme to increase opportunities to walk and cycle, along with other measures in the field of sustainable transport. The aim is to encourage people to change their behaviour and to use their cars less often. I hope that we can designate the first area to operate this scheme fairly soon. A sum of £4.5 million a year over five years has been allocated from our budget to this area.

[15] Yn ystod y misoedd nesaf, bydd y Llywodraeth yn lansio'r cynllun gweithredu ar gerdded a seiclo, ac mae'r grŵp llywio wedi'i sefydlu. Yr wyf yn cyd-gadeirio'r grŵp gyda'r Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai. Mae'r cynllun gweithredu yn disgrifio'r gweithgareddau allweddol y mae'r Llywodraeth yn eu datblygu. Yn ogystal â'r rhai sydd o dan ofal fy adran i, mae'r Gweinidog dros yr Amgylchedd, Cynaliadwyedd a Thai hefyd yn hyrwyddo cerdded a seiclo, a hynny drwy gyfrwng nifer o fesurau, gan gynnwys cynllun Bike It Sustrans.

Over the next few months, the Government will launch the action plan on walking and cycling and a steering group has been established. I will co-chair the group with the Minister for Environment, Sustainability and Housing. The action plan describes the key activities being developed by the Government. In addition to those for which my department is responsible, the Minister for Environment, Sustainability and Housing is also promoting walking and cycling using a number of measures, including Sustrans's Bike It scheme.

[16] Prawf arall o'n hymrwymiad i gerdded a seiclo yw'r arian craidd y mae'r Llywodraeth yn ei roi i Sustrans Cymru ar gyfer y flwyddyn gyfredol, sy'n ei helpu i dalu ei gostau gweinyddu ac i weithredu ei amcanion. Yr ydym hefyd yn gweithio gyda Sustrans i ddatblygu cais am arian cydgyfeirio ar gyfer cam 1 prosiect rhwydwaith seiclo'r Cymoedd.

Further proof of our commitment to walking and cycling is the core funding that the Government is providing to Sustrans Cymru for the current year, which will help it to pay its administration costs and to fulfil its objectives. We are also working with Sustrans to develop an application for convergence funding for the first phase of the Valleys cycling network project.

[17] Felly, os ydym yn gwneud yr holl bethau hyn, gall rhywun ofyn paham nad ydym yn cefnogi'r Gorchymyn arfaethedig drafft. Mae tri rheswm am hyn. Yn gyntaf, mae gennym nifer o bolisiâu a phwerau o dan sawl Deddf, ac mae'n siŵr y byddwn yn trafod hynny yn y sesiwn graffu. Felly, ni chredwn fod angen mwy o bwerau gan fod gennym bwerau yn barod.

Therefore, if we are doing all these things, one could ask why we do not support the draft proposed Order. There are three reasons for that. First, we have a number of policies and powers under many Acts, and I am sure that we will discuss that in the scrutiny session. Therefore, we do not believe that more powers are necessary because we already have powers.

[18] Yn ail, os ydym yn rhoi amser i'r cynllun hwn, bydd yn ychwanegu at faich swyddogion y Llywodraeth o ran nifer o fesurau deddfwriaethol eraill sydd gennym. Mae gan y Llywodraeth ddigon o waith deddfwriaethol i'w wneud, a byddai hwn yn ychwanegu at y pwysau hynny.

Secondly, if we gave time to this scheme, it would add to the burden on Government officials with regard to the number of other legislative measures that we have in the pipeline. The Government has enough legislative work to do, and this would only add to the pressure.

[19] Yn drydydd, byddai rhoi cyfrifoldeb neu ddyletswydd i awdurdodau lleol yn sicr o

Thirdly, placing this responsibility or duty on local authorities would only lead to a

arwain at drafodaeth rhyngom am ariannu unrhyw gyfrifoldebau newydd, fel y disgwylir o dan y protocol sydd gennym. Rhaid, felly, fyddai neilltuo mwy o arian. Ar hyn o bryd, teimlwn fod honno'n ddadl na ddylai gael ei chynnal mewn fforwm deddfu, ond mewn fforwm penderfynu drwy'r drefn ariannu sydd gennym yn ei lle.

discussion between us on the funding of any new responsibilities, as would be expected under the protocol that we have. Therefore, more money would need to be set aside. At the moment, we feel that that is a debate that should not be conducted in a legislative forum, but in a decision-making forum based on the funding arrangements that we have in place.

9.40 a.m.

[20] Felly, dyna'r tri rheswm. Wedi dweud hynny, hoffwn bwysleisio unwaith eto ein hymrwymiad at ddatblygu polisi ar gerdded a seiclo. Mae'n rhan bwysig iawn o'r hyn yr ydym yn ceisio ei wneud, ond nid yw hynny'n golygu ein bod yn teimlo'r angen i gael y mesur deddfwriaethol hwn. Diolch, Gadeirydd.

So, those are the three reasons. Having said that, I emphasise yet again our commitment to developing policy on walking and cycling. It is a very important part of what we are trying to do, but that does not mean to say that we feel there is a need for this legislative step. Thank you, Chair.

[21] **Gareth Jones:** Cyn imi wahodd David Melding i ofyn y cwestiwn cyntaf, anghofiais sôn ein bod wedi cael ymddiheuriad gan Huw Lewis. Nid yw'n gallu dod i'r cyfarfod y bore yma.

Gareth Jones: Before I invite David Melding to ask the first question, I forgot to say that we have received an apology from Huw Lewis, who cannot attend this morning's meeting.

[22] **David Melding:** Deputy First Minister, as you are a lawyer, you will understand the difference between powers and a duty. The fact that powers may or may not exist does not mean that they will be used, and the rationale of this draft proposed LCO is to create a duty. You alluded briefly to the actions that you can take, but I had no sense of whether you believed that they would amount to the practical outcomes that could be achieved by taking this legislative route, in the form of a duty. It seems to me that there is a big principle here: should a duty, analogous to the one to maintain roads, be established to achieve a modal shift, to encourage cyclists and pedestrians, and to encourage more journeys to be undertaken by those sustainable means?

[23] Secondly, on the finances, and the fact that the Government claims to be doing this work already, and that what we propose would somehow be redundant, or at least gold-plated, if we had a duty in this area rather than just powers, you outlined some of the Government's programmes, and the funding streams came to around £10 million, which is a significant increase on the £5 million that was previously in the budget. One has to acknowledge that those sums are being spent, but they have to be compared with the many hundreds of millions being spent on the roads programme in Wales. According to your argument at the end of your introduction, your main reason for not being able to support this seems to be the financial implications of it. Presumably, they have to be well beyond the current resources available, or they would not be created.

[24] So, your argument seems to be that part of the problem with this proposal is that you would encourage modal shift, which would be reflected in budgetary responses, and you do not much like that. How on earth can we take your existing policy to achieve modal shift seriously if you come to us and say that a principal reason why you cannot support what we propose is that you would shift resources from one area of the transport budget to another? That is the whole purpose of modal shift, unless I have missed something. The vast quantity of evidence that we have received from many witnesses stated that there should be a duty and

a shift in resources. Do I not get it, or is the Government really trying to hide behind some fairly weak excuses here?

[25] **The Deputy First Minister:** You have touched on two of the three aspects that I mentioned. There is a third element, namely the pressure on our legislative programme currently. That is an important issue to raise because, even if we were persuaded to support any proposal for a Measure or an LCO, it would be difficult for my officials to accommodate that work, given the time spent on our current legislative programme.

[26] Let us go back to the two issues that you raised. On duty and powers, in practice, going through this legislative programme would be demanding and would take a lot of time. No doubt it would be extremely interesting, but I must ask myself, as Minister, whether, at the end of the process, I would have the tools to do something in practice that I am unable to do now, and I am advised that the answer to that is 'no'. I would not be able to do anything more under the legislation than the Government or local authorities are able to do currently. However, I must address your point on the financial issue, so I will return to the point on legislation, if I may, because there are currently five pieces of legislation that cover the area.

[27] On finance, I think that you are aware, David, that, if the Government imposes greater duties on local authorities, under our existing protocol with local authorities, inevitably there would be a demand for extra resources. We must admit that they are not currently budgeted for.

[28] I will start with the legislative framework. There are five relevant pieces of legislation, three of which relate to us as a Government, and two of which refer to local government. The first is the general power under the Government of Wales Act 2006, which allows us to do anything to promote or improve the social, economic or environmental wellbeing of Wales; I assume that walking and cycling is covered by that. Secondly, under the Transport (Wales) Act 2006, a general transport duty is imposed upon Welsh Ministers to develop policies for the promotion and encouragement of safe, integrated, sustainable, efficient and economic facilities and services for pedestrians and cyclists. So, there is a general duty for us to develop policies in that area, and I have a duty, which I have discharged, to introduce a Wales transport strategy, which sets out the overall framework within which we operate. Thirdly, the Highways Act 1980 refers to our responsibilities as a highways authority.

[29] Then there are the two items of legislation affecting local authorities: the Cycle Tracks Act 1984, and the Transport Act 2000, from which they derive their main powers.

[30] If you take those five pieces of legislation, the totality of the powers enables us to do what we want to do in relation to footpaths and cycle paths. In practice, would I be able to do anything under the new legislation that I cannot do already? The answer is 'no'. Would local authorities be able to do anything under the new legislation that they cannot do already? Again, the answer is 'no'. Therefore, I cannot see why we need to go through with this.

[31] Secondly, on the issue of finance, if I impose a duty on local authorities, they will expect me to finance that in some way. We would have to discuss what that meant, but clearly there would be an expectation.

[32] I understand the point that you made about the need for a modal shift, and that is why the transport strategy was worded as it was. You indicated that the current programme has hundreds of millions of pounds dedicated to roads, but I often tell people who try to persuade me to put more money into cycling and walking that, although it is something that I very much want to do, there is such a long lead-in time for the roads programme that, once you are committed to that, it takes a long time before you can change the policy. You cannot do it in a

year; you have to do it over a long period of time. If you look at my transport budget, there is a shift; it is beginning. We are moving away from the traditional focus on roads, and there is now a lot of money being spent on railways, and I would like to see more being spent on cycling and walking as well. So, we will be able to do that over time, and I agree with you on the whole principle of accelerating as fast as we can that modal shift.

[33] **David Melding:** May I follow up with a supplementary question? I realise that this concerns many Members. There is a resource issue here; a modal shift would also require a shift in resources. You have accepted that, and indeed, you claim that it is currently medium or long-term Government policy to shift funding among various modes of transport. How on earth will it be a problem for this LCO if, in time, resources shift away from road transport and into sustainable forms of transport? What you just told us is an utter contradiction.

[34] **The Deputy First Minister:** I am sorry, but it is not. If we are already doing it, why do you need an LCO?

[35] **David Melding:** You have told us that we cannot have this LCO because of the resource implication.

[36] **The Deputy First Minister:** That is part of it.

[37] **David Melding:** Now you tell us that there is no resource implication in terms of what you want to achieve through executive action. However, there is a resource implication in terms of what we are trying to encourage you to achieve via legislation—namely, transforming this power into a duty.

9.50 a.m.

[38] **The Deputy First Minister:** Let us cool down a little. I will repeat the point. The truth of it is that if I impose a duty on local authorities, they will expect more money. I cannot put it any more clearly than that. That is the protocol that we have with them—

[39] **David Melding:** That is why we want you to impose a duty, Minister—

[40] **The Deputy First Minister:** Hold on—

[41] **David Melding:** Do you not get it?

[42] **The Deputy First Minister:** I do get it. Of course I get it, but the point that I am making to you is this: we want to be developing with local authorities—as we are doing—this modal shift over a period of time. What I am saying to you is that if you immediately impose a duty, you immediately start talking about how that is going to be achieved in year one, year two and year three. I am saying that we are already doing that, but that I do not think that it can be done within the timescale that you want.

[43] **David Melding:** I will return to this time and again—

[44] **Gareth Jones:** I do not think that we are going to get more out of that, David. We will have a modal shift now to Jeff Cuthbert, please.

[45] **Jeff Cuthbert:** The points made by David and the answers that you gave form the great bulk of what I was going to raise, but I have just one small addition, which is linked to the issue of a duty. As far as I can recall, every organisation that has appeared before us on this matter has been most supportive of the need for an LCO and the imposition of a duty on local authorities to see it through. Although I do not deny that the powers may exist now and

although I am realistic in money terms, because I know that we are in a tight budgetary situation and will be so for the next year or two at least—I recognise that and am not naive with regard to budget implications—the main driver for such a duty is that, although there are improvements in terms of providing walking and cycling paths in many local authorities, the picture is extremely patchy.

[46] The advantage of imposing this duty would be that, over a period of time, a serious network would be developed across Wales that would be there for all time, so to speak, obviously subject to maintenance and so on. It would ratchet up the profile of the issue considerably. As someone who, as you know, believes passionately in healthy living and the need for a modal shift, I think that that would be to the long-term advantage of the people of Wales. It would produce massive savings in the health budget, for example—something that I appreciate is difficult to cost at this stage. Therefore, my question is really how we, without an LCO of this nature, ensure that the very patchy developments that we have across Wales become a proper network?

[47] **The Deputy First Minister:** I do not think that I have disagreed with anything that you have said with regard to the general approach to the policy. I cannot disagree with your analysis. The question is whether there is a disagreement between our ways of getting there. Frankly, the Government has all the powers that it needs; there is a will to do it, because we have set it out in the Wales transport strategy; and I am working very closely with Jane Davidson to try to develop our policies. All of the things that you want and would like to see, aspirations that I share, I can currently achieve. There is nothing to prevent our doing that. What I am saying is that an LCO is not needed for us to achieve that; we can do it. The question—this is probably the point that this all comes back to—is whether the political will exists. If the political will exists, the framework exists, and the legislation is in place, it is simply a case of our delivering, is it not? Why do you need an LCO to achieve all of the things that you want to do?

[48] **David Melding:** Because you are not doing it at the moment.

[49] **Gareth Jones:** Christine has a follow-up point on this.

[50] **Christine Chapman:** Looking at the walking and cycling action plan, for example, some people may have the impression that an LCO creates a much greater sense of urgency. I would like some reassurances or some comments in that regard. Everyone around the table would agree that it is right and proper that we look at these issues, but I am very concerned about the timescale and the sense of urgency. For example, would your walking and cycling action plan address any of the concerns that, looking at its original proposal, Sustrans has?

[51] **The Deputy First Minister:** In fairness, I suspect that Sustrans would always want us to go further and faster and spend more money than we currently are. That is clearly the case, and I do not, in any way, object to it saying that, because that is clearly the nature of the way that these things happen. I think that the walking and cycling action plan is going to be published shortly and I will be very happy to share that with you and to have a discussion on it. I do not think that we have anything to hide. I am happy to engage with you on that document and you will then be able to comment on whether you think that the document goes far enough or whether we need to look at it again.

[52] The only thing that I would say, and I come back to Jeff's point, is that I have looked at my transport spend in some detail—I have spent a lot of time looking at my budget—and I keep coming back to one difficulty: I have a programme that has been set in train, which has been very much driven by the roads programme historically, a lot of it is in place and therefore I cannot shift it. It is difficult. You have to create headroom to create money for new policies. I find that extremely difficult to deal with, because you have a programme that is set

on a path, year after year, and once you have started on a road programme, you cannot stop it—you have to carry it through to the end. Therefore, you have to predict when that will begin to taper off so that you can do other things. That is what I have been trying to do. I have been doing it as fast as I can, but there is a limit to the shift that I can make. You could argue, ‘Why don’t you bid for money from the Minister for finance?’, but the truth is that he faces difficulties as well because of the comprehensive spending review settlement, so it is a difficult one.

[53] **Jenny Randerson:** I will start with a question about the financial position of the roads programme. I have noticed over the years that the one part of your budget that shifts quite considerably is the roads programme—schemes get delayed and deferred and there are underspends for numerous reasons from the weather upwards. There is actually a great deal of flexibility in that part of your budget in the short term. We are talking about a dramatic change that can be brought about with money that, to be honest, is peanuts in comparison with the roads programme. I would like your comment, Deputy First Minister, on the current situation, as to whether we are likely to see any underspend and any shift in the roads programme at the end of the current financial year, for example, and whether that picture might continue.

[54] I want to comment on something that you have said. I have several questions, but I will wrap them all up in one to be quick, Chair. You basically implied that the problem with this legislation is that it will make things happen too fast. I would like to say that we really do not have time on this. Even if you set aside the state of the planet and the need to change the way in which we behave and travel, the state of our roads is such that they are absolutely jammed solid in many parts of the country, and in some quite surprising parts of the country. I happened to be in Montgomeryshire a couple of months ago, just before Christmas, and at 8.30 a.m. the traffic jams in Newtown are horrendous. As a Cardiffian, it really surprised me that things were so bad in a rural area. By its very nature, this programme will take years to make a real difference and I would argue that we do not have time to wait before starting to tackle the situation. I would like your comments on that.

[55] You have given extra money, but I would like to bring up the comments that I have received from local authorities across Wales. You say that you are already doing it, but you are not. Local authorities across Wales tell me that they have queues of applications for cycle routes and requests from residents for cycle routes and for safer walking routes to school and so on that are not possible because their budgets are too small.

10.00 a.m.

[56] This is where we come to the crux of the matter. I am sure that, in practice, you are arguing that if you placed a duty on local authorities, you would have to finance it, whereas if you just used your powers, you could force local authorities to finance it themselves. If so, I think that that is a very spurious argument but I would like to have some clarity on whether you have, in the various Acts that you referred to, Minister, the power to force local authorities and whether you intend to use those powers as part of your action plan. The key issue to me is that some local authorities try hard to do this despite being strapped for finance. There must be some local authorities that are slow on it, recalcitrant, and do not have what you would regard as anything like an adequate budget for this, even within your own modest ambitions. I would like some kind of legislative judgment as to whether you have powers to force local authorities to deal with recalcitrant local authorities and, if so, do you plan to use them?

[57] **The Deputy First Minister:** I understand that there is a great deal of support for the principle of the legislation. One opponent is the Welsh Local Government Association, which has stated that it does not see the need for legislation.

[58] **Gareth Jones:** From my understanding, when the Welsh Local Government Association was here, it was pressed on this a few times and its representatives specifically said that the association was supportive. I believe that I am right in saying that. It is on record but, obviously, it can be checked.

[59] **The Deputy First Minister:** Okay. That is fine; I will take your word for that, but the information that I have is different.

[60] To return to the issue of the budget, I wish it were true that I had a lot of unspent money that I could use to do other things. That is simply not the case. I can assure you that there is no spare money in transport. There is no way that, in the short term, I could ask, 'Because there is a slippage on that particular programme, can you do this this year?' That is simply not the case. There is an enormous pressure on the transport budget, which means that there is no way that we can do that.

[61] I do not know whether you want to reflect on the comment about the roads being jammed solid. There are pinch points and difficulties in certain areas, and I think that we are all aware of where they are. However, that is not the general position throughout Wales. The Chair and I travel regularly between north and south Wales and it is not always jammed with traffic. I am sure that other parts are not jammed either. However, I understand what you mean; I have been through Newtown and know that it is difficult in the mornings. There are other parts of the day when it is difficult. Nevertheless, if you put that aside, the truth—and I keep coming back to this point—is that you simply cannot do that shift when you have a roads programme that has been determined and has started. However, I can give the committee the assurance that I am doing everything in my power to see whether there is any headroom to do the other things that we are all interested in. I detect that there is common agreement about what we are trying to achieve; it seems that the issue is about the speed at which it can be achieved.

[62] **David Melding:** No, I think that it is about will.

[63] **The Deputy First Minister:** The will is there, as are the powers, therefore it is a case of how fast we can do it. I give the committee the assurance that I will do it as fast as I can, bearing in mind, of course, that I already have contractual commitments within my department. A lot of the expenditure that I have is contractually bound. I am bound by the contractual arrangements that have been entered into. I have created headroom in certain areas, and I want to do it in others as we go along.

[64] I will need to come back to you on the issue of local authorities, because I have been advised that their position is different, but I accept the point that you make. It is an important point that I do not want to mislead the committee on, so I will come back to you in writing on that issue. Local authorities are saying that they are strapped for cash, and, just as we have as a Government, they have their priorities, and it is for each local authority to determine how it spends its allocation. However, I have spoken to cabinet members responsible for transport and know, therefore, that there is a great willingness to engage with the modal shift programme. I will be working hard with them to see what we can do to achieve that.

[65] **Gareth Jones:** Jenny, do you want to come back on that point?

[66] **Jenny Randerson:** Yes. Do you have powers under the legislation to deal with those local authorities that are not willing to deal with the modal shift programme at the speed that you would want? We are looking at legislation that would not reach the statute book for two or three years. Therefore, can you clarify how far ahead you make contractual commitments on road building? I would be grateful if you could clarify that factual detail and the issue of

legislative powers.

[67] **The Deputy First Minister:** Some of the contracts will be coming to an end. Contracts normally run for four or five years, do they not?

[68] **Mr Stevenson:** Yes, on a major scheme.

[69] **David Melding:** And this is what passes for leadership?

[70] **Gareth Jones:** Please ignore that comment, Deputy First Minister.

[71] **The Deputy First Minister:** You must understand that on coming into the transport department and looking at the budget, it was clear that most of the budget was already allocated under contractual arrangements. Therefore, is David suggesting that I should withdraw from those contractual arrangements?

[72] **Gareth Jones:** We are more concerned now with Jenny's point. Jenny, do you want to come back on that?

[73] **Jenny Randerson:** My point is that since this legislation would not pass through this Assembly for two to three years under our current arcane processes, since it is a legislative competence Order, no-one would expect it to be implemented fully the moment it is passed. I accept that you might be fully contractually committed five years ahead, but you would not actually need to spend money on this until at least five years ahead. That is my argument. I still want to press you, Deputy First Minister, for clarity on your powers.

[74] **The Deputy First Minister:** I will ask John to come in on the powers in relation to local authorities, but, on your point about legislation, there is no disagreement; in five years' time, I intend to do that anyway. I cannot set budgets for five years ahead, but it is my intention to create headroom to do it. So, there is no disagreement.

[75] **Gareth Jones:** Before Mr Davies comes in, I will quote the Record of Proceedings of the committee meeting on 12 November 2008. In paragraph 97, David Melding, in addressing the WLGA representative, said:

[76] 'I am still a little unclear as to whether the WLGA supports the transfer of legislative competence for this area from Parliament to the Assembly Government.'

[77] Further to that, Mr Peppin responded by saying:

[78] 'I think that we would be supportive of the Assembly's having the competence.'

[79] **The Deputy First Minister:** My understanding came from the written evidence that the WLGA presented to the committee, which stated that the value of legislative competence in this area is not clear.

[80] **David Melding:** We established clarity on that.

[81] **Gareth Jones:** Yes, as David said, we did try to establish clarity on that.

[82] **The Deputy First Minister:** I just want to clarify where my information came from, and I perfectly accept that they may have said something that went beyond that in committee.

[83] **Gareth Jones:** Thank you, Deputy First Minister. Mr Davies?

10.10 a.m.

[84] **Mr Davies:** Local highway authorities have a mixture of duties and powers in this field. They have a duty, under the Transport (Wales) Act 2006, to carry out their transport functions so as to implement the policies of the Wales transport strategy. That includes policies relating to facilities and services for pedestrians and cyclists. So, they must do that, and they must also maintain highways that are maintainable at the public expense. Often, footpaths and cycle ways will form part of the highway, so that relates to a duty, not a power. As far as powers are concerned, they may create new footpaths and cycle routes. Therefore, it is a mixture of duties and powers.

[85] **Mr Stevenson:** I wish to add a rider to that about the way that we work with local authorities with regard to walking and cycling. This touches upon some of the points that Jenny Randerson and Jeff Cuthbert raised. The statutory framework for transport planning in Wales was changed radically by the Transport (Wales) Act 2006, which imposed a requirement upon the Welsh Ministers to prepare a Wales transport strategy. It also enabled local authorities to develop their local transport plans in a way that was consistent with the Wales transport strategy. We have been working with local authorities on those updated local transport plans. They have been working together in regional transport consortia to develop four regional transport plans, which will include an assessment of the walking and cycling networks in their areas and what needs to be done to enhance the provision.

[86] Therefore, there is a mechanism by which the Assembly Government, if it did not feel that local authorities were doing enough, could take steps to work with local authorities to encourage more to be done, because the regional transport plans, under the legislation must come to the Welsh Ministers for formal approval. That process will be happening later this year. Therefore, if there are fragmented networks, I am sure that the local authorities and the consortia will be looking at what needs to be done to make them more coherent and holistic. We would expect to see that reflected in the regional transport plans that are being developed.

[87] **Sandy Mewies:** The points that I am raising are exactly what is being talked about. There is no difference. It seems to me, Deputy First Minister, that, although I accept totally that you have allocated a great deal of money in separate pots, in the main, local authorities have to apply for that. That is the crux of it, is it not? That is the difference between getting an integrated, connected network, which this LCO could result in—because connectivity is an important part of it—and relying on 22 separate bodies applying for different things from different pots of money to meet their own aspirations, which may not meet up. One of the points that I have raised previously is how you can be sure that Denbighshire connects up to Flintshire. This is about connectivity; it is a network rather than a series of individual plans.

[88] Therefore, are you saying to us that you can ensure this? Safe Routes to School, now called Safe Routes in Communities, is an example. You have doubled the amount of money going into that scheme, but some authorities did not apply for the money. The reason for that was that schools themselves had to come up with the safe routes, and many of them did not have the time or inclination or did not feel that there was a need for it, so they did not do it. There were all sorts of reasons. This is not a case of blaming anyone for anything; I am just saying that they did not do it. The most attractive things to me about this plan were that it was coherent and connected and that it would be integrated—the word that we keep using about all the strategies that we have; it would not depend on individuals. I may not have written down correctly all of these pots of money, of which there are many—and as you just said, it is not all committed to roads, but actually available, with £407 million for this and £20 million for that—but, Deputy First Minister, if the LCO does not go ahead, how can you ensure that what we all want, which is an integrated network, can be achieved?

[89] There is no point in doing these things piecemeal. Wales is not a huge country. A

strategic look—and I was a strategic planner at one time—means taking an overview, seeing how it works, and looking at the long term, medium term and short term. You have made a point about the WLGA and I am sure that it says that, strategically, it ought to be integrated, but it cannot force its members to apply for these pots of money. I think that your resource implication was not just about cash resources, I think that you were making another point, which I accept, namely that there are other resource implications for LCOs. However, if you are saying that you can achieve the same results with the powers that you have, can you tell me how are you going to do that? How are you going to come up with an integrated, cohesive, connected, Wales-wide strategy? Richard Brunstrom made the point to us that the reason why the national cycle network is not complete is that local authorities do not have to complete it. You talk about pathways for walkers. If you complete a stretch of road, you get money for it, but if you complete a stretch of pathway, you do not. Those are the disincentives that this proposed LCO could perhaps overcome.

[90] **The Deputy First Minister:** The proposed LCO would seek the powers and then we would have to look to a Measure to see how we do all the things that are necessary to deliver on the aspiration.

[91] On local authorities, that is the whole point of the regional transport plan. Under the transport strategy, we have given the overall framework, which says what the priorities of the Government are, namely to improve our connectivity, integration and working together, and that will involve policy in relation to roads, for example. It is interesting that, for the first time, the transport strategy says that before we make a decision about a new road, we have to look at all the other possibilities, such as public transport, walking, cycling, buses, trains and all the rest of it. So, that it is a very important duty. We have set out that framework, and it includes cycling and walking. The national transport plan then looks at it in an all-Wales context, and then all the local authorities, including those in north Wales, have to sit down and work out how they can meet the Government's aspirations in their regional transport plans, and that is linked to the point that Martin was making. So, it has to be joined-up. That plan then has to come to me, and I need to approve it, and if I do not think that there are sufficiently joined-up actions in it, I can send it back and ask for it to be looked at again. So, I have all the statutory frameworks that I need to look at that. How many regional transport plans are there?

[92] **Mr Stevenson:** There are four.

[93] **The Deputy First Minister:** So, I believe that I have those powers to ensure that integration, and I very much agree with your point, Sandy; I am not disagreeing at all about the need for us to have good integration.

[94] On funding, I am not sure that having legislation will change people's behaviour in terms of the way in which they bid or do not bid for money. There has been a debate, which is not yet concluded, about money in future being allocated against the regional transport plans rather than against the individual authority. So, what will happen is that priorities under the RTP will be agreed and then the funding that will follow, which I now give to each local authority individually, will be delivered through the RTP. So, in a sense, it will not be a case of local authority A bidding and local authority B not bidding; it will be a case of the region making a decision about its own priorities and bidding for that money. I do not think that it can happen immediately, because we were having some difficulty in the first year in agreeing a mechanism, but the intention is that this will increasingly be delivered through the RTPs. However, I have to put a rider on that—and this comes back to the point that I was making to Jenny—which is that many of the current contractual arrangements are with local authorities, and those will have to be worked through the system before you can go to full funding through the RTPs.

10.20 a.m.

[95] **Sandy Mewies:** I accept that the Welsh Assembly Government is looking at regional working in every area. It is a wonderful idea. I was a member of a local authority for 18 years, and I was talking at least 15 years ago about joint procurement between authorities and so on, and no-one was interested. Things might have changed since then; there might have been a modal shift in people's thinking—I do not know—but this LCO might achieve something that would fit the bill in a shorter time. If you have to wait for contractual arrangements and money to fall into place and for an enormous shift in local authority thinking, then you will have to wait a long time. To give you a simple example, if you walk through the pedestrianised areas of towns, you will see pavement furniture placed inappropriately, and although local authorities can deal with the matter, they do not. If you are a person with a physical or visual impairment, you will find it very difficult indeed to make your way around a town. Powers are already in place to deal with that issue, but walk around any of the towns that you are familiar with and see if they have been dealt with. It is great having all this authority and so on, but you sometimes need to use a bit more stick than carrot.

[96] **Gareth Jones:** Andrew is next.

[97] **Andrew R.T. Davies:** Thank you, Chair, and thank you for coming here this morning, Minister. Sandy has taken most of the points that I wanted to raise about creating an obligation. As a member of the Petitions Committee, I had the pleasure of hearing the petition that has led to this work when it came to the Assembly, and having joined this committee, I have had the pleasure of seeing the work progress. One of the things that struck me is the weight of evidence—obviously, each committee scrutinises—that shows that the current operation is not delivering the network, the joined-up thinking, that would deliver the health agenda, the cycling agenda and the walking agenda that we all aspire to see in place. From the chief constable of north Wales to Sustrans to the countryside council, all have given conclusive evidence to show that this LCO is a step in the right direction.

[98] Minister, you have talked extensively about regional transport plans and you alluded to the five Acts that are currently at your disposal to facilitate the development of more sustainable modes of travel. Sadly, the weight of evidence that we have taken has shown, at every juncture, that those Acts and the aspiration of the Welsh Assembly Government are not enough to deliver the network—not work at the regional or the authority level, but the network—that this LCO would deliver the power for you or your successor to implement.

[99] One reason why I lack confidence in your argument today relates to something that you touched on briefly in your opening remarks, which is the Government's desire to see sustainable towns established. That desire was announced early on in your tenure, and I understand that the timetable for delivery has slipped considerably. We already have the model for sustainable towns as delivered in England, and yet the Government is failing to deliver in Wales. As a solicitor, you know full well that, in presenting a case, you have to convince a jury to deliver the verdict that you want. Based on how you have presented your case this morning, and given the Government's track record on this issue, and considering the weight of the NGOs' evidence to this committee, I would say that the LCO is a desperately needed addition to your armoury to deliver a more sustainable mode of transport and a more sustainable lifestyle. I cannot see anything in your remarks to convince me or others that you are able to work under the current Acts to deliver what we all aspire to have. I offer you one last chance to convince us that you have the ability to deliver the network that the LCO proposed in the petition aims to allow you to deliver.

[100] **The Deputy First Minister:** There will be an announcement on sustainable towns soon. We have almost agreed the first, and there will be an announcement soon. We are also in the process of agreeing others. So, substantial progress has been made and when they are

announced, I hope that you will all be very excited by the proposals. I do not accept the point about any delays. It is going to go ahead.

[101] I will just take a step back. In terms of aspiration and wanting to achieve a modal shift, there is no disagreement between the committee and me. Every single committee member has spoken in favour of it and every time that I have been asked the question, I have said that I am in favour of it. The question that then arises is: if we are all agreed, what are the obstacles? That is what you are asking, is it not? What are the obstacles that prevent us from achieving that? I do not think that there are any current obstacles.

[102] It seems to me, from what you are saying, and I have listened very carefully to what the committee is saying, that it boils down to two things. The first is whether we have the instruments that will enable us to deliver an integrated network. I think that everybody has alluded to that first point and I think that Sandy put it forward very eloquently. The second point is whether we have the commitment to finance that network over a reasonable period of time. Those are the two real issues. I have been seeking to persuade you that, on both points, we do not need any extra powers and you have been suggesting to me that the Government needs new LCO powers in order to deliver. That is the crux of the matter. I am not quite sure what more I can do to persuade you, apart from giving my view about what the current framework allows me to do. I am with you on the aspiration, the need for integration, the need for national networks and the need for local authorities to be working together with their regional transport plans, so then the question is: what else do I need to do to persuade you?

[103] **David Melding:** I am prepared to answer that—

[104] **Gareth Jones:** I would like to ask a very important question from the Chair, on behalf of all of us. You have noted the dilemma. Would it be worth our while to wait and see as far as the walking and cycling strategy is concerned? Will that help to convince us and take us forward as far as this dilemma is concerned?

[105] **The Deputy First Minister:** I am very happy to enter into a discussion on that with you.

[106] **Gareth Jones:** When is that strategy likely to be available?

[107] **The Deputy First Minister:** Is anybody able to help me on this?

[108] **Mr Stevenson:** I do not have a date for it. I think that it will be available very soon.

[109] **The Deputy First Minister:** We will make sure that it happens sooner rather than later. We will give you that commitment—

[110] **Gareth Jones:** So, do you feel that that strategy could also make a positive contribution? Confirmation on that is all that I am seeking on behalf of committee members. I am sorry that I interrupted.

[111] **The Deputy First Minister:** I think that there has been a very interesting exchange of views this morning and I am very happy to reflect on all the points that have been made. My current view is that we do not need those extra powers. The other point that I need to stress is that adopting or supporting the LCO would mean placing extra demands on the resources of the team and I think that I have to make it clear that, currently, that would not be sustainable. I have to make that point again; that was one of the three points that I made on opening. When we have reflected on the discussion that we have had and had a look at the strategy document, which will be published fairly soon, if we see, in the light of that, that there is common ground regarding the various things that we might want to look at, obviously

I would be open to entering into a discussion with you.

[112] **Gareth Jones:** I wish to bring this session to a close. I know that Jeff Cuthbert wants to come in, but I will call David first and then Chris.

[113] **David Melding:** I think that we have made slight progress here. If we see the cycle strategy and the sustainable town statement within a reasonable timeframe—I would say that that is before the end of this term, before Easter—and we could then have a further evidence session on whether we need an LCO, I would be prepared to go along with that. I was troubled earlier that that these initiatives were being cited as reasons why our LCO should not go forward despite the fact that we could not take evidence on them because they have not been published. I thought that that was a worry. I would also say that our evidence transcripts had not read by department officials before they briefed the Minister because they would not have made that mistake on the WLGA if they had been. It is troubling that the department has perhaps not taken our deliberations fully on board. I have a point of principle, and it relates to what the Deputy First Minister concluded with.

10.30 a.m.

[114] You seem to be labouring under the misapprehension that, unless there is room in WAG's legislative timetable, proposals for LCOs cannot proceed. You say that your department will not have time to do it, but this is a committee proposed LCO. It is our resources that would be used to take the matter forward. Naturally, we would consult with your department, but to cite your inability to designate official time as a reason not to proceed with it is spurious, unless you are saying that they cannot even do the liaison that would be required. I am very concerned. Is the Welsh Assembly Government establishing a precedent that the only proposed LCOs it can agree to proceed with and not stop at this stage are those that are within its own programme and timetable?

[115] **The Deputy First Minister:** No, and I ask you to reflect on what you have said, David. I think that you have asked an unfair question, which is unusual for you.

[116] **David Melding:** I do not think it unfair.

[117] **The Deputy First Minister:** Let me answer, then.

[118] **David Melding:** Please.

[119] **The Deputy First Minister:** The argument is not a spurious one, because I did not say what you said I did. I said that every time a proposed LCO is prepared—and I fully understand that this would be a committee proposed LCO, which it is perfectly entitled to pursue—the issue is not about the timetabling, but about the work required of officials to engage with the committee to make absolutely sure that the matter is given proper attention. I do not accept the suggestion that that is a spurious argument. It is a realistic point for me to make. Let me make it clear to you that it is much better—

[120] **David Melding:** Do they have you under house arrest?

[121] **The Deputy First Minister:** Let me just finish the point, David. It is much better for me to tell you this at the beginning of the process rather than for you to accuse me of dragging my feet at a later stage if my officials are not able to give the matter their full attention.

[122] **David Melding:** I did not realise that this bizarre bureaucratic detail was part of the Government of Wales Act 2006, and it comes from the Deputy First Minister, who represents Plaid Cymru. I find that astonishing.

[123] **Gareth Jones:** All I can say from the chair is that, putting spurious accusations and so on to one side, there is concern about the capacity here. Whichever way we look at it, this matter has been brought to our attention. Regardless of how it originated, the concern about capacity exists, and, in broader terms, we need to address it as a body, as the Assembly. The point has been made to the Deputy First Minister. I see that Sandy wants to contribute.

[124] **Sandy Mewies:** It is only a very small point. I am glad that you mentioned that the strategy can be brought forward. It will be valuable to see that. It occurred to me that Sustrans is one of the organisations that the Government funds, and is it involved in this? Will the matter be discussed with Sustrans? Will you discuss this proposal with it to see whether it addresses what it wants to achieve in any way?

[125] **The Deputy First Minister:** It is on the steering group.

[126] **Christine Chapman:** So, that was the question—[*Inaudible.*]

[127] **Gareth Jones:** Sandy ofynnodd y cwestiwn olaf. Mae'r rhan hon o'r sesiwn graffu, felly, ar ben. Diolch i chi, Ddirprwy Brif Weinidog, a'ch swyddogion am ddod i gyfarfod ac i drafodaeth digon bywiog. Mae eich cyfraniad wedi bod yn ddefnyddiol iawn i ni. Cawn gyfle yn awr i gnoi cil ar eich geiriau a gweld beth yw'r ffordd orau o frwr ymlaen mewn sefyllfa digon anodd, newydd a heriol. Yr ydym o ddifrif ynghylch hyn, fel y gwyddoch, ac mae'r ffaith mai pwyllgor sydd wedi cynnig hwn o bwys. Diolch i chi.

Gareth Jones: Sandy has asked the last question. This part of the scrutiny session is therefore closed. Thank you, Deputy First Minister, and your officials for attending a lively enough meeting and discussion. Your contribution has been most useful to us. We will now take the opportunity to reflect on your comments to find the best way forward from this difficult, new and challenging situation. As you know, we are in earnest about this, and it is important that this proposal came from a committee. Thank you.

10.35 a.m.

Cofnodion y Cyfarfod Blaenorol Minutes of the Previous Meeting

[128] **Gareth Jones:** Cyn imi wahodd rhywun i gynnig ein bod yn mynd i sesiwn breifat, hoffwn ddiwygio cofnodion y cyfarfod blaenorol mewn perthynas ag aelodaeth y grŵp rapporteur ar ddwyieithrwydd, a nodi fy enw i yn aelod o'r grŵp yn lle enw Janet. Gobeithiaf fod hynny'n dderbyniol. Gwelaf ei fod. Diolch.

Gareth Jones: Before I invite someone to propose that we go into private session, I wish to amend the minutes of the previous meeting in relation to the membership of the rapporteur group on bilingualism, and put my name forward as a member of the group rather than Janet's. I hope that that is acceptable. I see that it is. Thank you.

[129] **Jeff Cuthbert:** In addition, under item 5, we did indeed discuss the scoping inquiry, but we also agreed to defer any decisions on topics until this meeting.

[130] **Gareth Jones:** Iawn, diolch.

Gareth Jones: Okay, thank you.

10.36 a.m.

Cynnig Trefniadol Procedural Motion

[131] **Gareth Jones:** Yr wyf yn gwahodd

Gareth Jones: I invite a Member to propose

Aelod i gynnig ein bod yn mynd i sesiwn that we go into private session.
breifat.

[132] **David Melding:** I propose that

the committee resolves to exclude the public from the remainder of the meeting in accordance with Standing Order No. 10.37(vi).

[133] **Gareth Jones:** Gwelaf fod y **Gareth Jones:** I see that the committee is in
pwyllgor yn gytûn. agreement.

Derbyniwyd y cynnig.
Motion carried.

Daeth rhan gyhoeddus y cyfarfod i ben am 10.36 p.m.
The public part of the meeting ended at 10.36 p.m.