

ENVIRONMENT, PLANNING AND TRANSPORT COMMITTEE

Date: Wednesday 12 March 2003

Time: 9.00 am to 12.00 pm

Venue: Committee Room 2, National Assembly Building

REPORT BY MINISTER FOR ENVIRONMENT

SUSTAINABLE DEVELOPMENT

I gave the opening speech at the Conference "Breaking Down Barriers" on 27th February 2003. The Economic Development Minister spoke shortly afterwards, launching a Business & Environment Action Plan.

EPT members may wish to note that the First Minister's St David's Day message sent to British embassies around the world highlighted sustainable development, and that Wales Week in Brussels this year featured seminars on sustainable development themes, involving some of our partner regions.

COUNTRYSIDE

Review of Welsh National Park Authorities

Following a competitive tendering exercise the firm Land Use Consultants has been selected to undertake the review. The firm has wide experience of work in protected landscapes. The review work will begin this month.

I will keep EPT Committee informed of progress on this important exercise and the intention is for consultants to make a presentation of their findings to the Committee in the autumn.

Wales Coastal and Maritime Partnership

This partnership has now been in existence for a year and is making good progress on its agreed workplan. I attended the Partnership's meeting on 5 March when its achievements to date were reviewed and areas for attention in 2003/4 agreed. I have recommended that the Partnership come and brief the Committee on its work to date.

Farmers Union for Wales

I had a constructive meeting with FUW on 5 March. A range of items were considered including implementation of restrictions on access under the Countryside and Rights of Way Act, and the Review of National Parks.

ENVIRONMENTAL PROTECTION

Flood Review

The Water Bill introduced into Parliament has two clauses which will help improve the arrangements for flood defence in Wales.

Firstly the Bill will permit the paying of block grant by the Assembly Government to the Environment Agency. This will streamline the current arrangements whereby the Agency has to seek formal approval from the Assembly Government for each individual scheme they wish to commence.

Secondly the Bill includes provision which will provide powers to the relevant Minister (Defra in England and Assembly Government in Wales) to restructure the existing suite of flood defence committees. There are currently six local committees in Wales with an overarching Regional Committee. The Bill provides powers to remove the two-tier structure and determine the number of flood defence committees that will best serve our needs. Note that we will need to proceed in conjunction with England given the existence of cross-border committees. Following, and subject to the passage of the Bill, it will be necessary to consult on options before a decision is taken.

An announcement by Defra covering a broader range of flood defence issues raised in last year's consultation exercise is expected shortly.

Initial Guidance to OFWAT about the 2004 Periodic Review of Water Price Limits

Initial guidance to the Director General of Water Services for the next review of price limits for Welsh-based water companies in 2004 has been published by the Welsh Assembly Government. The guidance was informed by advice and comments from the Environment Agency, Countryside Council for Wales, the Drinking Water Inspectorate, OFWAT and WaterVoice Wales.

The initial guidance is intended to assist the planning process for the price review by setting out potential policy requirements that may affect water companies for the period 2005-2010. It will now be for the relevant regulators to work with the water companies to produce assessments of the costs and benefits of these policies in order to inform the principal guidance from the Assembly Government, which

will be issued early next year.

Water Bill

On 19 February, the Water Bill was introduced into the House of Lords.

The Bill provides the Environment Agency with additional tools for managing water resources and gives the Agency stronger powers to take action against abstractions causing environmental damage. It also makes provision to increase the scope and public availability of information on water resources and to increase the flexibility, accountability and administrative efficiency of the abstraction and impounding licensing system.

It provides for the establishment of both a regulatory Board to replace the Director General of Water Services and a new independent Consumer Council for Water to replace the current Customer Service Committees (WaterVoice). It also introduces other provisions intended to improve the regulatory regime and to extend the opportunities for competition in the water industry, by allowing new entrants to supply non-household customers using large volumes of water.

There are also a range of miscellaneous provisions including powers to make block grants to the Environment Agency for flood defence purposes and to abolish local flood defence committees in order to establish a single tier of regional flood defence committee.

Where appropriate, powers provided for in the Bill have been fully extended to the Assembly.

Explanatory notes detailing the impact of the clauses can be found on the House of Lords website at www.parliament.the-stationery-office.co.uk

Local air Quality Management

The National Assembly for Wales has approved revised, up-to-date Local Air Quality Management (LAQM) guidance on policy and technical issues to assist authorities with their duties in time for the next rounds of reviews and assessments, due to start early 2003. Authorities are required to take account of such guidance in carrying out their duties. The guidance was issued on 6 February 2003.

Addendum to Air Quality Strategy

The UK Government and devolved administrations published an Addendum to the Air Quality Strategy on 6 February 2003. The Strategy, issued in 2000, sets air quality standards and objectives for eight key air pollutants to be achieved between 2003 and 2008.

Following a review and public consultation in 2001, the Addendum introduces tighter objectives for particles, benzene and carbon monoxide and a new objective for polycyclic aromatic hydrocarbons. Local authorities are required to review and assess the Strategy's 2000 objectives for seven air pollutants together with the new ones for benzene and carbon monoxide prescribed in regulations.

Nantygwyddon Report

In relation to recommendation 2 (2) of the Committee's report on Nantygwyddon Landfill site, Members will wish to be aware that an interim progress report on the study of slope stability of the site has now been received and made available to interested parties, including RANT.

The report is essentially technical in nature and the consultants we have contracted to carry out the work (Earth Science Partnership) are discussing the issues raised in the report with the site operators. We expect the final report to be available by early summer.

PLANNING

Planning and Compulsory Purchase Bill

No significant amendments were proposed to the Welsh clauses. The Report / 3rd reading stage is scheduled for week commencing 17 March 2003. Introduction into the House of Lords is provisionally set for later this month.

Planning: Delivering for Wales (PdW)

I chaired a meeting of the Wales Planning Forum on the 24 February. The Forum will act in an Advisory Panel capacity and will provide me with timely, practical, and expert advice on the implementation of PdW.

The group will next meet in June 2003 at which time issues around programme structure, operational remit, priorities within the PdW work programme deliverables, and risks will be identified.

Meanwhile Task and Finish Groups have been set up with WLGA officials to consider:-

- i) Resources - initial work on how the Resources allocated to PdW roll out can best be targeted; and
- ii. similar work on local authority own interest applications.

I will update Committee on progress in July.

TRANSPORT

Transport Grant 2004-05: Bid Categories

The paper at Annex 1 invites Members of EPT Committee to note my proposals for categories of projects to be eligible for capital funding through the Transport Grant support in 2004-05.

Rail Franchise

Wales and Borders Rail Franchise bidders are required to put forward Best and Final offers by 7 April 2003. A decision is expected at the end of May/June 2003.

Managing the Accidental Obstruction of the Railway by Road Vehicles

Following the rail crash at Selby in February 2001, when a vehicle left the M62 motorway and derailed a passenger train killing 10 people, the Deputy Prime Minister commissioned two reports. The reports, one from the Health and Safety Executive and the other from the Highways Agency, gave 19 separate recommendations. The DTLR established working groups to take forward these recommendations which initially involves a risk ranking of sites where roads meet, cross or run close to railways. Any mitigation works justified for safety improvements will be subject to a 50/50 split of costs with Network Rail.

The risk ranking process will cover the two distinctly managed areas of the road network in Wales. The Welsh Assembly Government's motorway and trunk road network and those operated by the local authorities. The first stage of the risk ranking of sites on the motorway and trunk road network is underway with the initial ranking exercise of road over rail sites scheduled for completion by the end of April 2003 and the ranking of parallel incursion sites by May 16th. Transport Directorate officials have recently written to local authorities confirming the action they need to instigate as responsible highway authorities on their road networks. The Welsh Local Government Association has similarly been informed and it has accepted the cost sharing protocol.

MEETING WITH THE VOLUNTARY SECTOR

As required by the Assembly's Voluntary Sector Scheme, I meet regularly with voluntary sector organisations in Wales. I had a very useful meeting with the Wales Council for Voluntary Action and representatives of a number of voluntary sector organisations on 13 November: the note of our discussions is at Annex 2 to this Report

UPDATED FORWARD PROGRAMME OF EPT SECONDARY LEGISLATION

At the beginning of last term I provided EPT Committee members with details of the forward programme of EPT Secondary Legislation. Attached, for information, at Annex 3 to this Report is an updated programme, which also shows those pieces of legislation that have been approved.

Sue Essex

Minister for Environment

ANNEX 1

TRANSPORT GRANT BIDS 2004-05

1. Committee members are invited to note my proposals for categories of project to be eligible for capital funding through Transport Grant support in 2004-05

BACKGROUND

2. Transport Grant is allocated to local authorities annually, on the basis of 50% grant and 50% supplementary credit approval, in response to formal competitive bids for support. A top-slice of local government resources, originally designed to fund road schemes costing more than £5 million that are beyond the normal financial resources of an authority. The programme has been progressively extended since 1997. It now supports integrated package schemes costing more than £1 million, Safe Route to School schemes, walking and cycling schemes and bus projects which are not subject to a qualifying financial threshold, and infrastructure schemes costing over £5 million contributing to wider community regeneration.

DISCUSSION: EXISTING COMMITMENTS

3. I have set out a rolling £430 million programme of strategic support to deliver key infrastructure improvements to the road and rail networks, and continue to provide funding support to a large number of integrated transport interventions. I announced details of support for 2003-04 on 30 January.

4. The problems in the rail industry have led to delay in delivering investments in the rail infrastructure of Wales. This has resulted in pressure on the Transport Grant budget in 2004-05 and 2005-06 when I expect those delayed schemes to be implemented, alongside programme start of construction for a number of roads. The programme is also supporting a large number of smaller schemes across Wales.

5. Indicative forward programme commitments, covering roads under construction, the undertaking to fund the Ebbw Valley Railway line and indicative allocations for packages, bus and cycling bids are as follows.

2003-04 grant allocations		2004-05 indicative expenditure	2005-06 indicative expenditure	2006-07 indicative expenditure
£ million		£ million	£ million	£ million
75.3	Draft budget	80.8	90.8	90.8
33.6	Formal indicative allocations made for on going package delivery, including rail projects.	30.8	30.1	26.6
26.7	Current Estimated costs of Committed Road and Infrastructure Schemes	22.8	13.1	1.6
9.4	Bus Strategy projects	10.9	7.1	2.1
4.8	Cycling and walking projects	4.6	3.2	0.2
3.3	Earmarked for Safe Routes To School	3.5	3.5	3.5
77.8	Total of commitments	72.6	57.0	34.0
-2.5	Balance	+8.2	+33.8	+56.8

6. These figures do not take into account the costs of road schemes programmed to start in 2004-05 or later. 9 road schemes have programmed start dates between now and 2005-06 and a further 4 schemes were accepted onto the programme last year and await agreement of an indicative start of works date. Funding these schemes, in line with the commitments I made in January 2001 and January 2002 is expected to fully utilise the resources available in the indicative budget for some years to come. But, as members will realise, these schemes need to secure statutory approvals before construction can proceed, and timing can slip significantly behind programme intentions. Not all the infrastructure schemes submitted for funding in the 2002-03 received support. I recognise that there remain schemes across Wales which local members and Councils would like to see supported. However, until the schemes already in the programme are well on the way it is not sensible to invite bids that would be unaffordable. I attach annex 1, showing the road schemes supported by the programme, and annex 2 showing the major rail projects.

PROPOSALS FOR 2004-05

7. The Transport Framework published in November 2001 sets out a vision for improved integration between modes, increased accessibility for those without access to a car and targets modal shift away from the car for journeys to work. We are developing a Walking and Cycling Strategy, which you are considering today, and I have asked the regional transport consortia to prepare Regional Public Transport Strategies by June this year.
8. I intend to ensure that existing major road and rail projects are delivered as swiftly as possible in order to secure the predicted improvements for the people of Wales. Alongside that I intend to target remaining resources towards improvement of bus, walking and cycling networks, and the integration of these with each other and the rail networks and to support measures which encourage private car users to choose these modes for some of their journeys.
9. I have decided, therefore, to invite further new bids for walking and cycling projects and new capital projects arising from the Regional Public Transport Strategies, with associated revenue support if appropriate, and Safe Routes to School, for funding under the Transport Grant (TG) bid round in 2004-05. I will expect all bids to address issues of integration, safety and security and would welcome bids integrated across the three eligible categories. Such projects will address issues of accessibility at the more local level, and will enable maximum use of resources available while managing the changing demands of the major schemes.
10. To draw all this together I intend to make money available separately to support personalised travel planning pilots in each of the 5 transport consortia areas. Personalised travel planning is a potentially powerful tool for delivering modal shift at the local level where investment has been undertaken to improve infrastructure. I see these pilots as building on the capital investment in bus corridors, interchanges and walking and cycling provision. They will serve as a demonstration of the change in travel behaviour, specifically a switch from car use to more sustainable modes of travel, which can be achieved through provision of tailored travel information. I will be writing to the regional consortia separately about the arrangements for these pilots.

Other Funding Streams

11. Significant funds are being committed to transport in addition to the Transport Grant programme. In addition to the Welsh Assembly Government's budgets for trunk road maintenance, improvement and construction, in respect of which I announced the forward trunk road programme on 21 March 2002, there are a number of other budgets supporting the delivery of integrated transport across Wales. Local authorities receive provision for transport spending within the general unhypothecated local government settlement. It is for them to determine their own priorities in deciding what proportion of their own resources to commit to expenditure on transport. The Welsh Assembly Government is also funding the introduction of free bus travel by pensioners and the

disabled through the local government settlement. In addition the Welsh Assembly Government is providing funding for each Council to recruit and retain a new Child Safety Co-ordinator. and it continues to provide Road Safety Grant and Local Transport Services Grant, distributed in accordance with agreed formulae, to local authorities. The Local Regeneration Fund is also a source of support for smaller transport schemes.

12. I will continue to seek additional resources through the budget planning round for this and other transport programmes in order to maintain the momentum in delivering a step change in integrated transport across Wales. I will be looking to this Committee to support these bids. However I have to recognise that there is little scope for extra provision in the next couple of years after last year's spending review.

Compliance and Financial Implications

13. Transport Grant is paid under the powers conferred by Sections 87 and 88 of the Local Government Finance Act 1988 and Section 40 of the Local Government and Housing Act 1989. Revenue funding of bus projects can be paid under Section 156 of the Transport Act 2000. These powers have been delegated by the Assembly to me in my capacity of Minister for Environment via the First Minister. There are no immediate financial implications arising from the categories and criteria set for the invitation of bids for grant support. However, it should be noted that my ability to allocate funds to any new bids will be largely limited to taking up slack created by slippage of already programmed elements.

Annex 1

LOCAL AUTHORITY ROAD SCHEMES COSTING MORE THAN £5 MILLION RECEIVING SUPPORT

Scheme	Total Cost £ million	Indicative Start of Work
Blaenau Gwent A4046 Cwm Relief Road	26.6	Under construction
Caerphilly A4808 Sirhowy Enterprise Way	PFI (land purchase costs)	Contract pending
Caerphilly Greater Bargoed Community Regeneration	17.9	No indicative date

Cardiff Wentloog/St Mellons Link	22.0	Planned date 2003-04, but statutory approvals not in place
Carmarthen Ammanford Distributor Road Phase 1/1	3.6	2003-04
Ceredigion A486/B4336 Ceredigion Link Road Stage 1 (incl. Llandysul bypass)	26.5	2005-06
Gwynedd A497 Abererch to Llanystumdwy	14.1	2003-04
Gwynedd A499 Aberdesach to Llanaelhaearn	13.8	No indicative date
Neath Port Talbot Port Talbot PDR 1b Port Talbot PDR 1c	37.9	2004-05
Neath Port Talbot Port Talbot PDR 2	65.7	No indicative date
Newport A4042/A455 Newport Southern Distributor Road	PFI (land purchase costs)	Under construction
Newport A48/A467/M4 Tredegar Park Interchange/A48 Improvement	14.6	2004-05
Pembrokeshire Regeneration project	6.5	No Indicative date
Rhondda Cynon Taff A4058/A4233 Porth/Lower Rhondda Fach Relief Road Phase 1	46.6	2004-05
Rhondda Cynon Taff A473 Church Village Bypass	37.0	2005-06
Wrexham Industrial Estate Access Road	18.2	Phase 2 nearing completion. Statutory approvals not in place for phases 1,3 and 4. No indicative date

Annex 2

LOCAL AUTHORITY SPONSORED RAIL SCHEMES RECEIVING TRANSPORT GRANT SUPPORT

Project	Estimated possible start of Work
Ebbw Valley Line	2004-05
Aberdare Line	Completed
Llanharan Station	2003-04
Queen Street Station capacity	2004-05
Rhymney Valley Line	2004-05
Taff Vale North	2004-05
Brackla Station	2005-06
Maesteg Line	2005-06
Cambrian Line	2004-05

Vale of Glamorgan line is now being funded direct by the Welsh Assembly Government.

MEETING BETWEEN THE Minister for Environment meeting and representatives of the Voluntary sector networks

DATE: Wednesday, 13 November 2002

VENUE: Conference Room C, Cardiff Bay, Cardiff

PRESENT

Voluntary Sector Representatives

Tim Day – WCVA

Jonathan Brown – WCVA

Peter Jones – Sustainable Development Network

David Cooke – Powys Association of Voluntary Organisations

Matthew Griffiths – Civic Trust

Audrey Jones – Wales Assembly of Women

Graham Crimp – Wales Sports Association

Welsh Assembly Government

Sue Essex AM – Minister for Environment

Officials

Jeff Phillips – Transport Planning & Environment Department Business Unit

Huw Thomas – Transport Policy Division

Terry Gwilym - Transport Policy Division

David Eccles – Planning Division

Lisa Dobbins – Sustainable Development Unit

Apologies

Martin Evans – Director, Transport Planning & Environment Department

Sue Price – Groundwork Trust Wales

Meurig Parry – Community Transport Association

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PURPOSE OF THE MEETING

The National Assembly for Wales' Voluntary Sector Scheme requires that each Assembly Minister meets representatives of relevant voluntary sector networks at least twice in any calendar year.

SYNOPSIS

Specific actions for Ministers/Officials

- Future reports to report on consultations with the voluntary sector
- 'Consultwales' website to be on stream soon
- Future reports to include a section about the Historic Environment

- The Assembly Government agreed to consider the idea of a standard application form for the Local Transport Services Grant scheme, in consultation with local authorities
- Martin Evans and Phil Jarrold to meet to discuss arrangements for a joint TPE Department/Voluntary Sector event to be held at a venue in Mid-Wales (the event to include Heritage).

- Sue Essex to submit a paper to Cabinet shortly about the important issues raised in the Report reviewing community transport.
- Work on Sustainable Development indicators to be taken forward by the Assembly Government (target of April 2003 might be possible).
- WCVA to be formally consulted on the Assembly's Integration Tool via a consultation seminar early in January. Lisa Dobbins to send Peter Jones details of the latest draft of the integration tool
- Assembly's Sustainable Development Scheme Action Plan - there will be a report on progress in the New Year, and a fuller review after the May Assembly elections
- The Minister agreed to provide a report about progress with producing the State of the Environment Report.
- Sue Essex to report back on budget allocations for voluntary sector organisations within the EPT Budget Round for 2002, covering the three years up to 2005-06.

Specific Actions for the Voluntary Sector

- WCVA to promote the 'ConsultWales' website with its member organisations.
- Community Transport Association to raise awareness about this Local Transport Services Grant scheme among local transport groups, through its Newsletter.
- David Cook agreed to provide further data and information to Huw Thomas in support of the WCVA Paper on Non-urgent Patient Transport.
- WCVA and the Sustainable Development Unit to meet to agree funding arrangements for the December launch of the Sustainable Development Website Portal, and for the future development of the site.

ISSUES RAISED

Agenda Item 1 - Report on the Voluntary Sector Scheme for Environment Planning and Transport Portfolio from the Welsh Assembly Government

The Minister introduced the Report. Points raised in discussion were:

- Future reports to report on consultations with the voluntary sector
- 'Consultwales' website to be on stream soon, and the WCVA to promote this site with its member organisations
- future reports to include a section about the Historic Environment (the Minister noted that Cadw and the Historic Environment were to be discussed at the Assembly's EPT Committee meeting on 4 December).
- Local Transport Services Grant (LTSG) – Community Transport Association had important role in raising awareness about this Grant scheme among local transport groups, through its Newsletter.

- Idea of a standard application form for the LTSG scheme was put forward – Assembly Government agreed to consider this in consultation with local authorities

Agenda Item 2 - WCVA proposal for a joint event between TPE Department and the Voluntary Sector

Jonathan Brown introduced this paper. In discussion it was agreed that

- the event needed to include Heritage, and that it should be held at a venue in Mid-Wales.
- Martin Evans and Phil Jarrold should meet to discuss arrangements for this event.

Agenda Item 3 - WCVA Paper on Non-urgent Patient Transport

David Cook introduced this paper. It was noted that this issue is being considered by the Assembly Government. David Cook agreed to provide further data and information to Huw Thomas in support of the paper. Sue Essex explained that she intended submitting a paper to Cabinet shortly about the important issues raised in the Report reviewing community transport. The Report was relevant to the community transport and voluntary sectors, the Assembly Government and local authorities, and to the health, education, and social services sectors.

Agenda Item 4 (i) - Update from WCVA on progress with the Sustainable Development Website Portal, and its funding implications

Jonathan Brown introduced this paper. It was acknowledged that this is an important development for the Sustainable Development Forum: key issues were the demonstration launch at Swansea in December, and future funding arrangements. Development of the site for education purposes was also raised as an important future stage in the project. It was agreed that the WCVA and the Sustainable Development Unit would meet to agree funding arrangements for the December launch, and for the future development of the site.

Agenda Item 4 (ii) – WCVA Paper on Sustainable Development Scheme Action Plan

Peter Jones introduced this paper. Main issues raised were:

- progress with work on SD indicators - this work to be taken forward with additional statistical resource in the Assembly, so target of April 2003 might be possible
- progress with the Assembly's Integration Tool - WCVA to be formally consulted on this via a consultation seminar early in January, but Lisa Dobbins agreed to send Peter Jones details of the latest draft of the integration tool
- survey of public awareness about sustainable development - felt that best approach would be to do this in relation to a specific policy area eg waste policy strategy
- news about the Assembly's Sustainable Development Scheme Action Plan - there will be a report on progress in the New Year, and a fuller review after the May Assembly elections

Agenda Item 4 (iii) – Report from the Assembly about the Johannesburg Summit

Sue Essex referred to the recent statement in the Assembly about the Johannesburg Summit, which is also on the Assembly website. The First Minister is also to report back about the Summit at the Swansea Sustainable Development Launch in December 2002.

Lisa Dobbins noted that the Assembly had made important contacts with 23 other regions around the world, leading to the creation of a Global network of Regions on Sustainable Development via the Gauteng Declaration. The WCVA were keen to be part of future discussions with these regions.

Agenda Item 4 (iv) – Update on the State of the Environment Report from the Welsh Assembly Government

It was noted that the target for production of this Report is Spring 2003. The Minister agreed to provide a report about progress with producing the Report.

Agenda Item 5 – Any Other Business

Sue Essex agreed to report back on budget allocations for voluntary sector organisations within the EPT Budget Round for 2002, covering the three years up to 2005-06.

Jeff Phillips

TPE Business Unit

9 December 2002

ANNEX 2

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Jeff Phillips

TPE Business Unit

9 December 2002

ENVIRONMENT, PLANNING AND TRANSPORT PORTFOLIO

SUBORDINATE LEGISLATION PROGRAMME 2002/03

Projected Month Legislation To Be Made – Is the month that the Legislation is likely to come before Plenary for approval. Members are notified of draft instruments under Standing Order 22.1, and notification usually occurs at least 6 weeks in advance of proposed instruments coming forward to Plenary. Upon notification, Members will be invited to make representations as to whether a proposed instrument merits formal consideration by a Subject Committee. The Deputy Presiding Officer is required to make a determination as to whether a proposed instrument is to be considered formally by a Subject Committee under the ‘extended’ procedure (see below), having regard to any advice the Business Committee may provide and any representations received from Members.

Recommended Procedure - Is the Standing Order procedure that the Welsh Assembly Government is likely to recommend should be adopted having regard to the nature of the proposed instrument and judgement as to how much scrutiny AMs may want to exercise. The procedures are ‘Standard’ (Legislation Committee scrutiny and voted in Plenary with debate); ‘Accelerated’ (Legislation Committee scrutiny and voted in Plenary without debate); ‘Extended’ (formal Subject Committee scrutiny, Legislation Committee Scrutiny and voted in Plenary with or without debate).

This forward programme remains subject to Ministerial confirmation, change, addition or withdrawal of items listed.

October to December 2002

Name/Working Title	Purpose	Projected month legislation to be made	Recommended Procedure
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<i>Rights of Way Improvement Plans – Commencement Order under CROW Act and Guidance</i>	<i>CROW Act 2000 requires local highway authorities to prepare, consult on, and publish strategic rights of way improvement plans for their areas</i>	<i>15 October 2002 – Commencement Order December 2002 – Statutory Guidance</i>	<i>Accelerated COMPLETED</i>
<i>Fees for Inquiries (Standard Daily Amount) (Wales) Regulations 2002</i>	<i>Increase in the daily fee for Inspectors conducting a Local Plan Inquiry to achieve full cost recovery.</i>	<i>November 2002</i>	<i>Accelerated COMPLETED</i>
<i>Town and Country Planning (Cost of Inquiries etc) (Standard Daily Amount) (Wales) Regulations 2002</i>	<i>Increase in the daily fee for Inspectors in connection with Compulsory Purchase and Other Inquiries</i>	<i>November 2002</i>	<i>Accelerated COMPLETED</i>
<i>The Quality Partnership Schemes (Existing Facilities) (Wales) Regulations 2002</i>	<i>Require that existing bus facilities may not be included in a Quality Partnership scheme between a local authority and bus operator if they were provided before a certain date.</i>	<i>November 2002</i>	<i>Standard COMPLETED</i>
<i>Environmental Protection (Combustion Plants) (Wales) Direction 2002</i>	<i>Transposition of the EU Large Combustion Plants Directive via the issue of Direction</i>	<i>November 2002</i>	<i>SO.27 COMPLETED</i>
<i>The Travel Concessions (Eligibility) Act 2002 (Commencement) (Wales) Order 2002</i>	<i>Commences in Wales Section 2(1) of the Travel Concessions (Eligibility) Act 2002. Equalise at 60 years from April 2003 the ages at which men and women become entitled to concessionary travel.</i>	<i>November 2002</i>	<i>Standard COMPLETED</i>

Name/Working Title	Purpose	Projected month legislation to be made	Recommended Procedure
<i>The Air Quality (Wales) (Amendment) Regulations 2002.</i>	<i>Tighten national air quality objectives for the pollutants benzene and carbon monoxide. Responsibility for meeting these objectives rests with local authorities.</i>	<i>December 2002</i>	<i>Accelerated</i> COMPLETED
<i>The Air Quality Limit Values 2002</i>	<i>Replacement of Air Quality Limit Values (2001) Regulations that contain standards for sulphur dioxide, nitrogen dioxide, oxides of nitrogen, particulate matter and lead. Proposed these regulations be extended to include the requirements of the 2nd Air Quality Daughter Directive for carbon monoxide and benzene. Responsibility for meeting these objectives rests with the Government.</i>	<i>December 2002</i>	<i>Recommendation Pending</i> COMPLETED
<i>The Smoke Control Areas (Authorised Fuels) (Amendment) (Wales) Regulations 2002</i>	<i>To regulate the use of two new smokeless fuels</i>	<i>December 2002</i>	<i>Executive</i> COMPLETED
<i>Environmental Protection (Waste Incineration Directive) (Wales) Direction 2002</i>	<i>Transposition of the EU Waste Incineration Directive via the issue of a Direction. This introduces stringent operating conditions and sets minimum technical requirements for waste incineration and co-incineration.</i>	<i>December 2002</i>	<i>SO.27</i> COMPLETED
<i>The Street Works (Inspection Fees) (Amendment) (Wales) Regulations</i>	<i>To increase the fee for inspections of undertakers' street works from £15.50 to £20</i>	<i>December 2002</i>	<i>Accelerated</i> COMPLETED

January to March 2003

Name/Working Title	Purpose	Projected month legislation to be made	Recommended Procedure
<i>The Countryside Access (Exclusions and Restrictions) Regulations 2002</i>	<i>Specify procedures for excluding or restricting access to open country and registered common land in different circumstances (CROW Act 2000)</i>	<i>January 2003</i>	<i>Standard - Approved in Plenary 21/01/03</i> COMPLETED
<i>The Countryside Access (Voluntary Dedication of Land) Regulations 2002</i>	<i>Specify procedures for the owner of any land irrevocably to dedicate land for public access (CROW Act 2000)</i>	<i>January 2003</i>	<i>Standard - Approved in Plenary 21/02/01</i> COMPLETED
<i>Local Air Quality (Policy and technical Guidance) Management Part IV of Environmental Act 1995</i>	<i>Guidance is designed to help local authorities with their next round of local air quality management duties under the Act</i>	<i>January 2003</i>	SO 23 COMPLETED
<i>Road Traffic (Vehicle Emissions) (Fixed Penalties) (Wales) Regulations 2002</i>	<i>Give powers to Local Authorities with declared Air Quality Management Areas to carry out vehicle emissions testing.</i>	<i>February 2003</i>	Standard COMPLETED
The Bus Service Operators Grant (Wales) Regulations 2002. Regulations to extend Bus Service Operators Grant to long-distance bus and coach services.	To provide operators of long-distance bus and coach services with Bus Service Operators Grant in return for carrying pensioners and disabled people at discounts of at least 50%.	March 2003	Recommendation pending

Waste Management Licensing (Amendment) Regulations	Administrative amendments to the existing technical competence regulations for operators of waste facilities to recognise the new qualifications that have been developed.	March 2003	Executive procedure
The Town and Country Planning (Enforcement Notices and Appeals) (Wales) Regulations 2003	Updates the current Regulations which specify the contents of enforcement notices and the information to be provided by a local planning authority as well as the procedures to be followed in relation to appeals against such notices.	April 2003	Standard
The Town and Country Planning (Appeals) (Written Representations) (Procedure) (Wales) Regulations 2003	Updates and extends the procedures and time limits for dealing with planning and analogous appeals dealt with on an exchange of written representations.	April 2003	Standard
The Town and Country Planning (Enforcement) (Written Representations) (Procedure) (Wales) Regulations 2003	Introduces procedures and time limits in connection with enforcement appeals dealt with on an exchange of written representations	April 2003	Standard

Name/Working Title	Purpose	Projected month legislation to be made	Recommended Procedure
The Surface Waters (Fishlife) (Classification) (Amendment) Regulations 2003	The Regulations will make provision for the sampling and analysis arrangements for classified waters to be brought into conformity with the EC Freshwater Fish Directive.	March 2003	Executive

