

Y Pwyllgor Deisebau

Lleoliad:
Ystafell Bwyllgora 4 – Ty Hywel

Dyddiad:
Dydd Mawrth, 29 Mai 2012

Amser:
09:30

Cynulliad
Cenedlaethol
Cymru

National
Assembly for
Wales



I gael rhagor o wybodaeth, cysylltwch a:

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Agenda

- 1. Cyflwyniad, ymddiheuriadau a dirprwyon 09:30**
- 2. P-04-341 Gwastraff a Lloggi** (Tudalen 1)
 - 2.1 P-04-341 Gwastraff a Lloggi – Tystiolaeth Lafar (drwy fideo-gynadledda) **09:30 – 10:00** (Tudalennau 2 – 46)
 - 2.2 P-04-341 Gwastraff a Lloggi – Trafod y dystiolaeth lafar a gyflwynwyd hyd yma **10:00 – 10:10**
- 3. Deisebau newydd 10:10 – 10:20**
 - 3.1 P-04-393 Grŵp Gweithredu Ffordd Osgoi Llanymynech a Pant (Tudalen 47)
 - 3.2 P-04-394 Achubwch Ein Gwasanaethau – Ysbyty Tywysog Philip (Tudalen 48)
- 4. Y wybodaeth ddiweddaraf am ddeisebau blaenorol 10:20 – 10:45**

Llywodraeth Leol a Chymunedau

- 4.1 P-03-220 Gostyngwch y terfyn cyflymder ar yr A40 ger y Fenni (Tudalennau 49 – 50)
- 4.2 P-04-363 Cynllun i Wella Canol Tref Abergwaun (Tudalennau 51 – 55)

Bydd y ddwy eitem a ganlyn yn cael eu trafod ar y cyd

- 4.3 P-04-377 Parhau i gael Tocynnau Teithio Rhatach ar Drafnidiaeth Gymunedol (Tudalen 56)
- 4.4 P-04-392 Deiseb ar Drafnidiaeth Gymunedol (Tudalennau 57 – 61)
- 4.5 P-04-380 Dewch yn ôl a'n Bws! Deiseb yn erbyn diddymu'r gwasanaethau bws o ddwyrain Llanbedr Pont Steffan, Cwm-ann a Phencarreg (Tudalennau 62 – 72)

Iechyd a Gwasanaethau Cymdeithasol

- 4.6 P-04-366 Cau Canolfan Ddydd Aberystwyth (Tudalennau 73 – 80)

Addysg a Sgiliau

- 4.7 P-04-376 Ail-drefnu Addysg ym Mhowys (Tudalennau 81 – 98)

5. Papur i'w nodi

- 5.1 P-03-301 Cydraddoldeb i'r Gymuned Drawsryweddol (Tudalennau 99 – 110)
- 5.2 P-04-341 Gwastraff a Llosgi (Tudalennau 111 – 112)

6. Cynnig o dan Reol Sefydlog 17.42 i benderfynu gwahardd y cyhoedd o'r cyfarfod ar gyfer y canlynol:

- 6.1 P-04-329 Rheoli sŵn o dyrbinau gwynt sy'n peri diflastod **10:45 – 11:00** (Tudalennau 113 – 141)

P-04-341 Gwastraff a Llosgi

Geiriad y Ddeiseb

Rydym yn galw ar y Cynulliad Cenedlaethol i annog Llywodraeth Cymru i:

1. adolygu'r Prosiect Gwyrdd, sy'n mynd yn groes i bolisi Llywodraeth Cymru o ddarparu cyfleusterau yn lleol a chaniatáu i'n cynghorau ddewis eu systemau caffael eu hunain ar gyfer rheoli gwastraff a thechnoleg gwastraff;
2. adolygu'r arolwg diffygiol ar wastraff yng Nghymru a oedd yn rhoi dau ddewis yn unig i bobl ynghylch gwaredu gwastraff;
3. erbyn 2020, ei gwneud yn anghyfreithlon i losgi gwastraff y gellir ei ailgylchu gan y byddai hyn yn annog cynghorau i ailgylchu.

Cynigwyd gan: Terry Evans

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 15 Tachwedd 2011

Nifer y llofnodion: 21 (Casglwyd deiseb gysylltiedig 13,286 o lofnodion hefyd)

EDXRF characterisation of elemental contents in PM_{2.5} in a medium-sized Swedish city dominated by a modern waste incineration plant[†]

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Energy dispersive x-ray fluorescence (EDXRF) analysis of airborne particles has previously been shown to be a powerful technique for identifying key elements or elemental ratios for identification of important sources of air pollution. In the present work the technique was used for assignment of major sources of aerosol particles (PM_{2.5}) in a medium sized Swedish city in southwestern Sweden, in which a new incinerator of household and industrial waste had recently been installed. Data on particle mass and black carbon contents in PM_{2.5} were also recorded together with SO₂ and NO₂ during the same study period. In spite of the small data set it was possible to identify five major sources for collected PM_{2.5}, namely, waste incineration together with other local sources, oil incineration, biomass burning, long-distance transport and traffic emissions. Major characteristic elements for the respective sources were identified from regression analysis of the data and from information obtained in previous studies. A receptor model based on the use of trace observations was used for quantitative calculation of the source contribution to PM_{2.5}. The relative strength of the identified sources was seen to change when the variables included in the analysis were varied in number and character, although the same sources remained. It must be noted that the quantitative contribution from the different sources may be treated only as informative at present, since the number of observations are small compared to the number of variables. Copyright © 2007 John Wiley & Sons, Ltd.

INTRODUCTION

Significant changes have occurred during the last few years regarding the attitudes towards waste and waste disposal in the EU and many other countries. The public at large has come to accept the ideas of waste separation and recycling of products and materials as an important means to create a sustainable society. Worldwide, the production of goods has increased seven fold since the 1950s, during which time the world population has doubled. Since a major part of the products ultimately end up as waste, the handling of waste is one of the crucial factors for future sustainability.

In Sweden, deposition of combustible waste on land-fills is prohibited from January 1, 2002. There is also a strong motivation to move further away from the dependence on fossil fuels and increase efficiency in the generation of heat and electricity. The city of Borås has declared itself as one of Sweden's sustainable cities and has for a long time been

a pioneer in environmentally friendly waste handling and production of biogas. In order to solve the problems of handling the combustible domestic and industrial waste and at the same time decrease the dependence on fossil fuels, the city of Borås has made substantial investments recently in new technology for classification and incineration of waste in its new incinerators (bubbling fluidised bed) at the district heating plant. It has been designed for research activities on efficiency, emission control and economy and thus gives unique opportunities to conduct full-scale experiments in long-term studies under controlled conditions.^{1,2}

In recent years, a large number of scientific reports on waste incineration have been published, many of which concern system studies and properties of the ashes.^{3–8} Receptor modelling from waste incineration is less frequent although evidence of environmental effects is obtained as part of statistical treatment and principal component analysis (PCA) of ambient data.⁹ Since incineration plants are often located in close proximity to populated areas, it is important to evaluate the impact of the activity and the additional health hazards involved. In the present work, a study has been made on the ambient air quality in the city of Borås with the aim of identifying the characteristics of aerosol particles (PM_{2.5}) due to waste incineration. Ambient air is, however, a complex mixture of gases and particles. Some of the major polluting gases,

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for example NO_2 and SO_2 , are continuously monitored in the city of Borås by the Environmental Protection Department. However, suspended particulate matter is not routinely monitored or analysed by the local health authorities.

Health effects due to small aerosol particles have been studied extensively during the last ten years,^{10–13} and so far, there does not seem to be any evidence of a 'threshold' or any 'safe' level. Estimates of the number of excess deaths on a global scale due to particle inhalation have been made, and they amount to about 2 million/year and 370 000 per year within the EU.¹⁴ The health effects are not limited to lung injuries. They also include cardiovascular diseases and cancers.

EXPERIMENTAL

Sampling location

The city of Borås with approximately 100 000 inhabitants is located in the southwestern part of Sweden. It is characterised by small and medium-size enterprises (SME). Since the aim of the project was to study the $\text{PM}_{2.5}$ contribution from the waste incineration plant and other major sources to the ambient air, the place of monitoring particles was chosen to represent the general air that the citizens are exposed to. Therefore, it is not located in close proximity to any of the major activities, for example large roads. The position of the measurement location in the city is shown in Fig. 1.

On-line sampling of aerosols and meteorological data

Since the summer of 2004, the University of Borås has operated a tapered element oscillating microbalance (TEOM) instrument, which is set to determine the mass concentrations of aerosol particles of diameters $< 2.5\mu\text{m}$. The instrument is positioned in the central part of the city approximately 25 m

above street level and is not in close proximity to any strong local source.

The TEOM instrument (TEOM particulate mass monitor, Series 1400 Sensor Unit, Rupprecht & Patashnick Inc., USA) collects particles on a Teflon coated glass fibre filter heated to 50°C . The filter is attached to the tip of a tapered, hollow, oscillating rod. The change in the oscillation frequency is used to make a direct measurement of the accumulation of mass on the filter over time. The TEOM is equipped with a PM_{10} inlet followed by a $\text{PM}_{2.5}$ inlet (Rupprecht & Patashnick Inc) and has a flow rate of $1.0\text{ m}^3/\text{h}$ of which $3.0\text{ l}/\text{min}$ pass through the filter.

The Environmental Protection Department of Borås operates a differential optical absorption spectroscopy (DOAS) system at about 200 m distance from the aerosol station which measures NO_2 , SO_2 , benzene, toluene and xylene with one hour time resolution at approximately the same height.

In a previous study¹⁵, it was found that meteorological variables (e. g. wind speed, wind direction, temperature and humidity) exert a strong influence on the particle concentrations. Results from this study showed that there was a dramatic decrease in particle concentrations when the wind velocity increased from below one to only a few m/s.

Large variations of aerosol particles as well as of ambient gases throughout the day and night can be expected from the daily activities of the city population. Changes in daily averages are not equally dramatic, but can still expose a variation of a factor of 10 between a 'clean' and a 'dirty' day. These variations are largely due to meteorological factors like precipitation, mixing height, inversion and air mass pathways across 'clean' or polluted regions.

Sampling of $\text{PM}_{2.5}$ on filters

In order to study the mass, elemental and black carbon contents of the aerosol particles, a campaign with sampling of aerosol on filters was conducted from the 27th of July to the 23rd of August, 2005, in parallel with the on-line monitoring of particle mass, gases and meteorological data.

The filter sampler used for the $\text{PM}_{2.5}$ aerosol sampling was an impactor manufactured by IVL Swedish Environmental Research Institute Ltd. A sketch of the sampler is shown in Fig. 2. The sampler is mounted inside an upside down plastic bucket that protects the inlet from both rain and from direct deposition of particles from the air.

The sampler in the present work has a flow rate of $1\text{ m}^3\text{ h}^{-1}$. The $\text{PM}_{2.5}$ particles are collected on thin Teflon filters of 25 mm diameter with pore size of $3.0\mu\text{m}$ (TEFLO™ R2PI025, Pall Corporation, Ann Arbor, MI, USA). These thin, high purity filters are suitable for analysis with energy dispersive x-ray fluorescence (EDXRF) technique and have a high particle retention efficiency.^{16,17} The filters used in this study were selected from a batch, out of which a representative number had been pre-analysed for trace elements before sampling and found to have negligible concentrations of the studied elements. The Teflon filters were changed manually every 24 h during the sampling period.

Before and after exposure, the filters were weighed after 5 days of moisture equilibration in desiccators, using a microgram sensitive Sartorius balance at room temperature.



Figure 1. Map of Borås, showing the sampling position and the waste incineration plant. The distance between the two places is about 900 m.

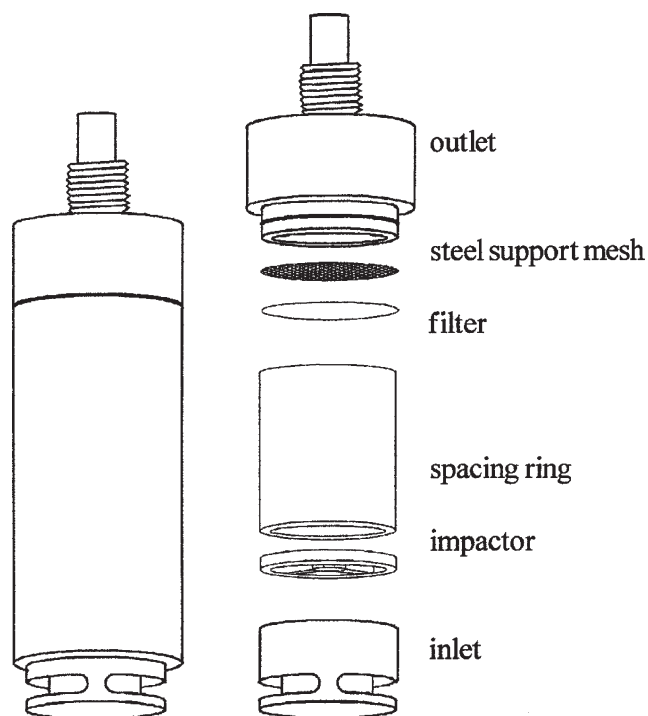


Figure 2. Schematic diagram of the IVL PM_{2.5} sampler. The filter diameter is 25 mm and the sampler height is 10 cm.

Thus, there was additional information on the aerosol mass during the campaign besides the information obtained by the TEOM instrument.

Analytical techniques applied to aerosol filters

Analysis of black carbon

Concentrations of black carbon (BC) can be calculated by measuring the optical absorption of the sampled aerosol on a filter with a reflectometer. An instrument from Eberline Instruments GmbH, Erlangen, was used.¹⁸ In a previous study, it was shown that glass fibre filters, as recommended by the manufacturer, will give the same results as sampling on Teflon filters, provided that the Teflon filters are supported by a white backing during the BC measurements.¹⁸

The EDXRF spectrometer

The EDXRF spectrometer at the Department of Natural Sciences, University of Copenhagen was used in the present study.¹⁹ The spectrometer is a compact, versatile and sensitive unit, using a high power Mo x-ray tube. The primary beam is monochromatised by a highly oriented pyrolytic graphite (HOPG) crystal and the detector is a Peltier cooled Si(Li) detector. The detector has an active area of 20 mm², FWHM at Mn K α of 146 eV. The x-ray tube was operated at a voltage of 40 kV and a current of 40 mA in the measurements. The live time of each spectrum was 2000 s. Since the irradiation chamber of the spectrometer is evacuated, elements from Al and heavier can be detected, analysed and quantified. Minimum detection limits (DLs) for the spectrometer are shown in Table 1.

In order to calculate the concentrations of the different elements on the filters, the spectrometer was calibrated using

Table 1. Minimum detection limits (DL) for particulate matter on Teflon filters with EDXRF technique at the Department of Natural Sciences, University of Copenhagen, Copenhagen, Denmark

Element	DL ^a ng/cm ²	DL ^b ng/m ³
Si	84.0	11.0
P	50.1	6.6
S	31.9	4.2
K	7.7	1.0
Ca	4.3	0.56
Ti	2.4	0.31
V	1.8	0.24
Cr	1.3	0.17
Mn	1.2	0.16
Fe	1.0	0.13
Ni	0.9	0.12
Cu	0.9	0.12
Zn	0.6	0.08
As	0.4	0.05
Se	0.4	0.05
Br	0.3	0.04
Pb	0.7	0.09

^a DL is calculated as 3 times the square root of background concentration (3σ). Mo Ka:17.44 keV, V = 40 kV, I = 40 mA, collection time 2000 s.

^b DL for particle concentrations is calculated for a sampling of 24 m³.

thin film reference material from NIST (NBS SRM 1832). The x-ray fluorescence spectra were quantitatively analysed by the use of a fundamental parameter programme.²⁰

PRINCIPAL COMPONENT ANALYSIS (PCA) AND MODELLING

Theory

Statistical methods are commonly used for identification of the relative importance of different sources.^{9,15,18,21–23} Input data for source assignments are chemical species, analysed by many methods, for example IC, INAA, ICP-AES, GC-MS, EDXRF, PIXE, TXRF and thermo-optical and light scattering methods, for total, organic and elemental carbon.

In the present approach BC, elemental concentrations and mass were used. The model by Thurston and Spengler²³ was the basis for analysing the typical species ('fingerprints'), which characterised the different sources. In addition, the SO₂ and NO₂ data together with correlations between different species were used in support of the source assignments.

The modelling of absolute source contributions is based on the receptor model approach, where the measured concentration of a particular species is the result of a linear sum of independent contributions from distinct sources. Algebraically this is formulated in the matrix equation:

$$C = P S \quad (1)$$

Here, C is the data matrix of dimension (n,q) , where n is the number of variables and q , the number of samples. P is the source profile matrix of dimension (n,p) , where p is the number of distinct sources and S is the source contribution matrix of dimension (p,q) . For the present receptor model, samples were collected daily and the variables are elemental concentrations in ng/m^3 and the mass of $\text{PM}_{2.5}$ in $\mu\text{g}/\text{m}^3$.

Once the number of distinct sources is determined, P and S are derived from a PCA analysis giving the relation:

$$Z = LF \quad (2)$$

Where a row in Z corresponds to the autoscaled variable of the same row in C :

$$z_{i,j} = (c_{i,j} - \mu_i^c) / \sigma_i^c \quad (3)$$

μ_i^c and σ_i^c are mean and standard deviation of variable i . L and F are the loading matrix and the score matrix and may be found by traditional PCA. The problem is to rescale L and F to the physical meaningful matrices P and S . This is done in two steps: First a 'tracer' sample,²¹ with sample number $q+1$, having all variables set equal to zero is included in the dataset, then a PCA is used to determine the score matrix F in which the rows are treated as autoscaled values of the rows in the source matrix S . Hence, using the result for the 'tracer' sample, the f values are transformed to a scaled source matrix. In the case of the $\text{PM}_{2.5}$ variables the introduction of the 'tracer' sample states:

$$s_{i,q+1} = 0 \quad (4)$$

and for the autoscaled row variable in F :

$$f_{i,j} = (s_{i,j} - \mu_i^s) / \sigma_i^s \quad (5)$$

μ_i^s and σ_i^s are mean and standard deviation of source i and in the case of the "tracer" sample:

$$f_{i,q+1} = (s_{i,q+1} - \mu_i^s) / \sigma_i^s \quad (6)$$

Combining (4) and (6) gives:

$$\mu_i^s = -f_{i,q+1} \times \sigma_i^s \quad (7)$$

and in turn combining (5) and (7):

$$s_{i,j} = \sigma_i^s (f_{i,j} - f_{i,q+1}) \quad (8)$$

Secondly, the knowledge of the sample mass is used in a mass balance calculation to transform the scaled score matrix into the unscaled source matrix by regression of the transformed f values on the mass-variable $c_{\text{PM}_{2.5}}$. The source matrix $\text{PM}_{2.5}$ values must be related to the experimental mass values, $c_{\text{PM}_{2.5}}$ by the relation:

$$c_{\text{PM}_{2.5},j} = \sum_i s_{i,j} = \sigma_i^s (f_{i,j} - f_{i,q+1}) \quad (9)$$

The coefficients σ_i^s are found by regression of $(f_{i,j} - f_{i,q+1})$ on $c_{\text{PM}_{2.5},j}$. The elements in the source matrix are now given by Eqn (8) and they describe the daily variation of the $\text{PM}_{2.5}$

Table 2. Average concentrations of elements, BC and mass of $\text{PM}_{2.5}$ particles in the city of Borås

	Mean ng/m^3	Median ng/m^3	Lowest—highest ng/m^3
Si	35.22	24.21	11.7–142.2
P	29.54	24.52	9.9–66.9
S	515.03	454.68	154.9–1139.5
K	36.23	22.98	13.6–181.0
Ca	15.58	12.12	4.7–43.1
Ti	1.01	0.70	0.3–26.4
V	1.73	1.80	0.3–3.3
Cr	0.68	0.48	0.2–1.7
Mn	0.73	0.56	0.3–2.7
Fe	26.00	24.22	10.3–72.7
Ni	0.71	0.77	0.2–1.6
Cu	1.02	0.92	0.5–2.4
Zn	4.16	3.24	1.2–14.6
As	0.60	0.51	0.2–1.3
Se	0.35	0.15	0.1–2.3
Br	1.41	1.42	0.6–2.5
Pb	0.98	0.59	0.1–2.7
BC	0.60×10^3	0.53×10^3	$(0.35\text{--}1.17) \times 10^3$
Mass	5.7×10^3	5.4×10^3	$(2.4\text{--}13) \times 10^3$

mass-variable of the source in ng/m^3 . Finally the source profile matrix is calculated:

$$P = C S^T (S S^T)^{-1} \quad (10)$$

It must be noted that in order to obtain physical meaningful results, negative values in S and L are truncated to zero before further calculations.

Calculation

Twenty-seven samples of the $\text{PM}_{2.5}$ filters were analysed for 20 elements (ng/m^3), BC ($\mu\text{g}/\text{m}^3$) and particle mass of $\text{PM}_{2.5}$ ($\mu\text{g}/\text{m}^3$). Also the daily mean content of NO_2 and SO_2 ($\mu\text{g}/\text{m}^3$) were measured and used in correlation analysis, but not included in the PCA modelling. Due to severe peak overlap and/or bad counting statistics, the concentrations for Al, Cl and Sr were omitted in the following calculations. Missing values were found for some of the elemental concentrations. There are different ways of treating missing values. In the present study, missing values were set equal to half the value of the DL. The correlation matrix between variables was the key for determining the number of sources.

RESULTS AND DISCUSSION

Concentrations of elements, black carbon, mass and gaseous components

Concentrations of elements, BC and mass of the $\text{PM}_{2.5}$ aerosol are shown in Table 2. The median values are shown in the table because the means will generally have a large influence from extreme values during a few days, and a comparison between means and medians may give information on to what extent the values are influenced by extreme conditions. The STDs for the elemental EDXRF measurements on this instrument are in the order of about 10%.¹⁹

As seen from Table 2, the BC contents of PM_{2.5} are in the order of 10% of the mass. For coarse particles, PM(2.5–10), the contribution of BC has been found to be of the order of one percent of the total mass in this fraction.¹⁸ The mass concentrations, on the other hand, are of similar magnitude in PM_{2.5} and PM(2.5–10) in Swedish urban environment.^{15,24} The mean concentration of 6 µg/m³ for PM_{2.5} as listed in Table 2 is rather close to that found in other urban locations, provided that measurements are not performed in close proximity to strong sources.^{15,24,25}

The median concentrations of NO₂ and SO₂ for the same period were 10.9 and 2.08 µg/m³ respectively.

In regression analysis of all data on elements, mass, BC and the gaseous components NO₂ and SO₂, the information was used to support the source assignments for the factors obtained in the PCA. It was noted that the correlation coefficient between V and Ni is very high, 0.94, and that the only other significant correlation coefficients are for Br and S (>0.50). Thus, it is highly likely that V and Ni have at least one common source. The close connection between the two elements is illustrated in Fig. 3 for the study period. Many metals, for example Cu and Fe, are highly correlated to the blackness (BC) of the aerosol particles. Another observation is that many of the metals have high correlations between them, again indicating that they have one or more common sources.

Source assignment from PCA modelling

In the principal component analysis several runs were made in which the number of factors were varied, and varimax as well as promax rotations were performed. However, since the pollution sources are independent of each other and

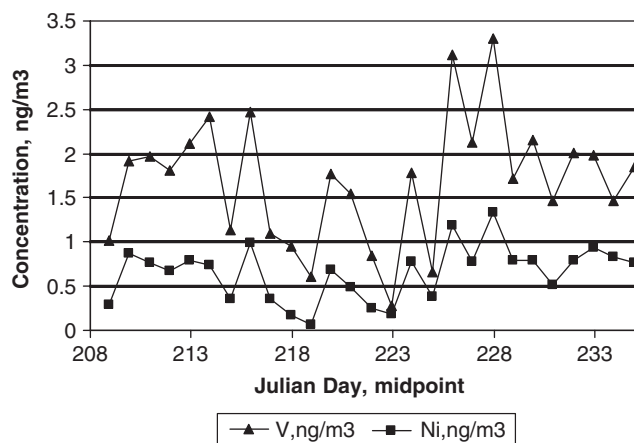


Figure 3. Daily variations of V and Ni during the period of the study.

because varimax gave the most consistent results when the number of factors was varied, varimax was chosen for the final source assignments.

The Scree plots from principal component analysis using different subsets of variables indicated the number of significant factors to be 4 or 5. Also a hierarchical clustering calculation based on the correlation matrix, in which the variables are observations and the correlation coefficients are variables, indicated a substructure of the dataset based on 5 factors. A dataset of 27 daily observations is small in order to precisely estimate the correlation structure for five sources and therefore stable results are not expected. Nevertheless, calculations based on the previous equations were carried out for different subsets of variables and the percent source contributions to PM_{2.5} were calculated. The results are shown in Tables 3 and 4.

Thus the following five main factors were identified:

- Incineration of domestic and industrial waste in the city of Borås together with other local sources, with signatures of many metals, for example Pb.
- Oil incineration from small scale oil burning and major refineries in the region. Signatures are in particular V and Ni, as already discussed.²⁶
- Biomass burning occurs in the Borås region in private houses but also in the incineration plant. Previously found signatures are those of K and the K/Zn ratio.^{15,24}
- Long distance transport (LDT) to Sweden, mainly from the European continent. LDT has been proved to bring a substantial amount of sulphate into the country. The main indicator is therefore S.^{27,28}
- PM_{2.5} in traffic usually contains a contribution from street dust, but traffic is also known to give rise to gaseous pollutants which may be transformed into particles by gas-to-particle conversion. In the present case we have utilised the positive correlation coefficients ($R > 0.5$) between NO₂ and in particular Fe and Cu as indicators of traffic. It should be noted that NO₂ has few positive correlation coefficients with other metals than the two mentioned and

Table 3. Set of variables used in the calculations of source contributions

19 variables	Si, P, S, K, Ca, Ti, V, Cr, Mn, Fe, Ni, Cu, Zn, As, Se, Br, Pb, BC, mass
14 variables	P, S, K, Ca, Ti, V, Mn, Fe, Ni, Cu, Zn, Br, Pb, mass
8 variables	S, K, V, Fe, Ni, Zn, Pb, mass
6 variables	S, K, V, Fe, Pb, mass

Table 4. Estimated percent contributions of PM_{2.5}, normalised to 100%, for the different sets of variables listed in Table 3

	Waste incineration and local sources	Oil incineration	Biomass burning	Long distance transport (LDT)	Traffic emissions
19 variables	32	33	18	16	1
14 variables	28	29	9	23	12
8 variables	17	21	7	41	14
6 variables	24	11	8	51	6

the soil derived elements (Si, Ca, Ti and Mn), although the latter are at a lower level ($R = 0.3$).

Quantification of source influence by the choice of the numbers of variables

Since the measurements were conducted during a limited time period, which gave rise to a limited number of samples, the statistical analysis was also conducted by varying the representative variables. Reduction of variables gives better statistical significance, but it will have to be done considering the available knowledge of the typical fingerprints of the respective sources. In the choice of variables, knowledge from correlation coefficients and from previous work was also used.^{15,16,18,27–29}

In the modelling efforts the variables in the dataset were used in the following way:

At first, all species in Table 2 were used in a common dataset. This means that the aerosol, containing both particles and gases, were analysed with respect to listed species. Since the daily variations of all species are very large due to meteorological factors (mixing height, inversion, rainfall, wind direction, wind-speed, air mass trajectory movements etc.) this analysis is highly affected by meteorological factors and the number of variables increase drastically if meteorological factors are included. This approach was however abandoned, not only because of the many variables but also because we were interested in the sources of the PM_{2.5} particles. These sources can be point sources, or area sources as for traffic emissions, biomass burning and oil incineration in close proximity to the sampling site or at a long distance.

Thus, we turned to the problem of finding the sources for the actual PM_{2.5} particles and used only the variables, dependent on the composition of the PM_{2.5} in the aerosol. Thus, the gases were not taken into account, and the element and BC concentrations were normalised to relative concentrations (ng/μg of mass).

In order to study the influence of the number of variables on the source contribution to the sampled PM_{2.5}, the variables in the dataset were varied in number from 19, 14, 8 and down to 6. In the reduction of variables, the character of the main sources remained, but the relative contribution from the different sources varied significantly.

An illustration of the relative strengths of the respective sources as obtained when the number of variables is reduced is shown in Tables 3 and 4 for the different cases. The reason for the large differences for the outcome in the different approaches is not clear but will have to be studied more in detail. It is obvious that too few variables may affect the outcome, but it is also important to choose the best signatures.

CONCLUSIONS

It is satisfying that the same characteristic elements appear in the factors describing the major sources for the PM_{2.5} aerosol, although some crucial questions remain to be solved regarding how many and which variables should preferably be used in statistical analysis for obtaining quantitatively consistent results on source contributions. This is not a trivial

question, because there are many species not studied in the present work, especially chemical organic components. If these species are included in the databases, together with all meteorological variables, the problem of source identification would probably be too cumbersome.

One should also remember that the source strengths vary throughout the year and this is especially pronounced in Nordic countries with a big difference in heating and also work activities between the summer and winter periods. Thus, source strengths are not expected to be the same during the year and also a larger database would need to be broken down into activity-related periods. Also, for these cases it seems unrealistic to obtain a sufficient amount of statistically significant data if all possible variables are to be included in the modelling. Therefore, we find it even more relevant to look for elemental signatures that are characteristic for the major sources. Elements have the advantage that they are not transformed in chemical reactions in the atmosphere during transport from source to receptor site.

A crude test of the modelling presented in this work can be seen in Fig. 4. In this figure the experimental particle mass is plotted each day together with the modelled mass for the case of using 8 variables as illustrated in Table 3. The results in Fig. 4 show that the PCA method can be used with some confidence, although details in the roles played by the different variables will have to be studied further.

Particle concentrations in winter and in summer only differ slightly: During winter the particle mass concentration as measured by the TEOM is $8.7 \pm 4.5 \mu\text{g}/\text{m}^3$ and in summer $7.7 \pm 2.6 \mu\text{g}/\text{m}^3$. From this relatively small difference we draw the conclusion that, even if our measuring campaign covers a relatively short period during the summer, the source assignments should be valid for other parts of the year as well, although the relative contributions from the respective sources will vary depending on season. The main difference in activities between the summer and winter half of the year is that during winter, heating is needed. In Borås, the additional district heating is then provided through biomass burning. Also, many single-family homes are heated with biomass in the form of wood pellets.

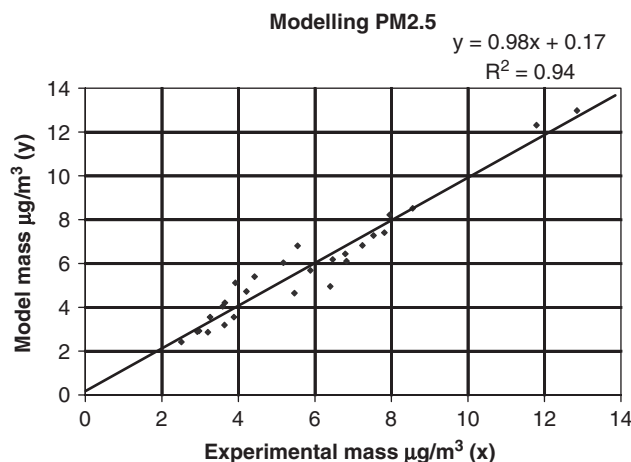


Figure 4. Comparison between model mass and experimental particle mass.

In our future work, however, more experimental data will be collected and analysed for making a more detailed analysis of the relative contribution to the levels of PM_{2.5} when the incinerable waste is varied in composition.

Acknowledgements

The authors want to thank the Carl Trygger Foundation and The Royal Society for Arts and Sciences in Göteborg (KVVS) for financial support. We also thank the IAEA for I. J. Kwame Aboh's fellowship.

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Eitem 3.1

P-04-393 Grwp Gweithredu Ffordd Osgoi Llanymynech a Phant

Geiriad y ddeiseb:

Rydym wedi cael llond bol ar y sŵn, y llygredd, a'r ffaith na allwn gerdded gyda'n plant i'r ysgol, cerdded i'r siopau, na mynd a'n cŵn am dro ar hyd y ffordd. Ni fydd gwelliannau fel lledu'r ffordd yn gweithio yma. Cynlluniwyd y ffordd i ddechrau fel ffordd un lôn ar gyfer ceffylau a cherti. Mae llawer o'r tai ar y ddwy ochr yn agos iawn at y ffordd, ac mae nifer o lonydd yn ymuno â'r A483, sydd hefyd yn gwneud y ffordd yn anaddas i'w gwella. Teimlwn mai adeiladu ffordd osgoi yw'r unig ateb, a throi'r ffordd o Lynclys (sy'n hynod o beryglus) o gylch pentrefi Pant a Llanymynech a'i chysylltu â'r ffordd osgoi newydd ger Llandysilio. Hon yw'r brif gefnffordd rhwng Manceinion ac Abertawe, ac nid yw'n addas i'w diben. Mae llawer o Aelodau Seneddol ac Aelodau'r Cynulliad o blaid ein hymgyrch ac rydym yn benderfynol o gyflawni ein hamcan, a gweld dadl lawn yn cael ei chynnal ar y mater hwn yn y Cynulliad.

Rydym wedi cael llond bol ar y sŵn, y llygredd, a'r ffaith na allwn gerdded gyda'n plant i'r ysgol, cerdded i'r siopau, na mynd a'n cŵn am dro ar hyd y ffordd. Ni fydd gwelliannau fel lledu'r ffordd yn gweithio yma. Cynlluniwyd y ffordd i ddechrau fel ffordd un lôn ar gyfer ceffylau a cherti. Mae llawer o'r tai ar y ddwy ochr yn agos iawn at y ffordd, ac mae nifer o lonydd yn ymuno â'r A483, sydd hefyd yn gwneud y ffordd yn anaddas i'w gwella. Teimlwn mai adeiladu ffordd osgoi yw'r unig ateb, a throi'r ffordd o Lynclys (sy'n hynod o beryglus) o gylch pentrefi Pant a Llanymynech a'i chysylltu â'r ffordd osgoi newydd ger Llandysilio. Hon yw'r brif gefnffordd rhwng Manceinion ac Abertawe, ac nid yw'n addas i'w diben. Mae llawer o Aelodau Seneddol ac Aelodau'r Cynulliad o blaid ein hymgyrch ac rydym yn benderfynol o gyflawni ein hamcan, a gweld dadl lawn yn cael ei chynnal ar y mater hwn yn y Cynulliad.

Cyflwynwyd y ddeiseb gan: Duncan Borthwick

Ysytiriwyd am y tro cyntaf gan y Pwyllgor: 29 Mai 2012

Nifer y llofnodion: 84

Eitem 3.2

P-04-394 Achub ein Gwasanaethau - Ysbyty Tywysog Philip

Geiriad y ddeiseb:

Rydym ni, pobl Llanelli, y dref â'r boblogaeth fwyaf yn ardal Hywel Dda, yn mynnu bod Ysbyty Tywysog Philip yn cael ei adfer yn Ysbyty Cyffredinol Dosbarth cwbl weithredol, a bod llawfeddygaeth ddewisol fawr yn dychwelyd yno, gan gynnwys llawfeddygaeth gastroberfeddol, fasgwlaidd, ac ym meysydd wroleg, gynecoleg a thrawma. Byddai hynny wedi'i gefnogi gan y 5 gwely Uned Therapi Dwys gwreiddiol, a fyddai wedi'u staffio'n llawn, ac a fyddai'n cefnogi Adran Damweiniau ac Achosion Brys wedi'i staffio'n llawn, y byddai arbenigwyr ymgynghorol yn ei harwain, gan ddarparu cymorth i'r meddygon.

Cyflwynwyd y ddeiseb gan: Rhwydwaith Gweithredu Tywysog Philip

Ystyriwyd y ddeiseb am y tro cyntaf: 29 Mai 2012

Nifer y llofnodion: tua 24,000

Eitem 4.1

P-03-220 Gostyngwch y terfyn cyflymder ar yr A40 ger y Fenni

Geiriad y ddeiseb

Deiseb at Gynulliad Cenedlaethol Cymru:

Er mwyn i gerddwyr allu cerdded yn ddiogel, teimlwn ei bod yn hanfodol bod y terfyn cyflymder o 40 mya ar yr A40 rhwng cylchfan Hardwick a Ffordd Plas Derwen yn cael ei ostwng i o leiaf 30 mya.

Cynigwyd gan: Y Cynghorydd Maureen Powell

Nifer y llofnodion: 220

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 19 Mai 2009

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref: P-03-220
Ein cyf/Our ref: MB/CS/1601/12

William Powell AM
Chair of the Petitions Committee
Petitions Committee
National Assembly For Wales
CF99 1NA
committee.business@Wales.gsi.gov.uk

 May 2012



I am writing to update you on the current position with regard to the speed limit review on the A40(T) west of Abergavenny.

Our Managing Agents, the South Wales Trunk Road Agency (SWTRA) have carried out a speed limit review on the A40(T) West of Abergavenny and have reported their findings. The "Setting Local Speed Limits in Wales" Guidance recommends that the aim for the mean speed for the section of road should be below the posted speed limit, which in this case is 40mph. The speed data SWTRA gathered for this section of road show a mean speed of 37.5mph and complies with the recommendation that it should be below 40mph.

SWTRA also analysed the accident data for the previous 5 years on that length of road and found only one accident had occurred during that period. This accident was not speed related.

The Review therefore recommends no reduction in the speed limit at this location. Welsh Government Transport Officials as well as Gwent Police support these findings and recommendations.

We are however, proposing to undertake engineering measures to further reduce average speeds, which should alleviate some of the concerns with this road. These engineering measures will include additional speed limit repeater signs and enhancement to the gateway features. Subject to the availability of funding these measures will be implemented in the current financial year.



Carl Sargeant AC / AM

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

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

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

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

P-04-363 Cynllun i Wella Canol Tref Abergwaun

Geiriad y ddeiseb:

Rydym ni sydd wedi llofnodi isod yn gofyn i'r Cynulliad Cenedlaethol gefnogi'r alwad ar Lywodraeth Cymru i weithio gyda Chyngor Sir Penfro i sicrhau y buddsoddir mewn cynllun i wella canol tref Abergwaun, gan gynnwys mesurau sy'n ymwneud â cherddwyr a rheoli traffig. Mae'n rhaid i gynllun gwella o'r fath wella hyfywedd a chynaliadwyedd y dref a'i gwneud yn gwbl hygyrch i'r holl drigolion ac ymwelwyr, gan gynnwys y rheini sydd ag anghenion o ran symudedd ac anabledau eraill.

Prif ddeisebydd: Cynghorydd Bob Kilmister

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 7 Chwefror 2012

Nifer y deisebwyr: Casglwyd 1,042

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref
Ein cyf/Our ref CS/05711/12
William Powell AM

William.powell@wales.gov.uk

20 March 2012

Thank you for your letter of 27 February in your capacity as Chair of the Petitions Committee, addressed to Edwina Hart AM, which has been passed to me for reply as this is a transport related issue.

I have noted the petition received by the Petitions Committee and its request that the National Assembly support the call on the Welsh Government to work with Pembrokeshire County Council to ensure investment is made in a Town Centre Improvement Scheme for Fishguard.

Unfortunately, the scheme does not currently feature in existing programmes supported by Welsh Government such as the SWITCH Regional Transport Plan or the National Transport Plan and as a result there is no financial commitment for the scheme in existing budgets.

I am aware that Pembrokeshire County Council is developing the Chimneys Link proposal that will address some of the issues highlighted in the petition. Due to the reduced capital funding available it is unlikely that Welsh Government will be in a position to support such improvements in the near future. This does not however prevent preparation work being undertaken to allow construction to move forward in the event of funding becoming available.

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

PET(4)-09-12 : Tuesday 29 May 2012

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

Thank you for your correspondence.

My response is that I find the ministers reply very strange when the Welsh Assembly Government agreed in the North Pembrokeshire Regeneration of 2003 specific funding for this project. I have enclosed a copy of this plan and I would refer you to page 12 of that report - Section C:

The construction of a town centre relief road, site assembly, development of a new school, the provision of a quality supermarket and extensive upgrading of the principal streets with traffic calming is estimated to be in the order of £11M. WAG will invest about £1.5M for the relief road plus £1M for land assembly and environmental improvements.

Now we are being told that this relief road is not included in any budget. The 2.5m which is mentioned above would be sufficient to deliver the new road and safe pavements for all. Fishguard is simply requesting that it receive what it was promised in 2003.

Regards

Bob Kilmister

Date • Dyddiad
3 April 2012

Your ref • Eich cyfeirnod
P-04-363

My ref • Fy nghyfeirnod
SPJ/PEW

Telephone • Ffôn
01437 775894

Ask for • Gofynnwch am
Dr S P Jones

Email • Ebost
Steven_jones@pembrokeshire.gov.uk

BRYN PARRY-JONES, M.A. (Oxon)
Chief Executive

Prif Weithredwr

Dr. STEVEN JONES, B.A.(Hons), D.M.S., M.B.A., Ph.D., M.C.I.M.
Director of Development

Cyfarwyddwr Datblygu

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Cyngor Sir Penfro,
Neuadd y Sir, HWLFFORDD,
Sir Benfro, SA61 1TP

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DX 98295 HWLFFORDD
Ffôn 01437 764551



Mr William Powell AM
Chair, Petitions Committee
National Assembly of Wales
Cardiff Bay
CARDIFF
CF99 1NA

Mr Powell

Petition: Town Centre Improvement Scheme for Fishguard

I refer to your letter of the 7 March addressed to Mr David Popplewell, Development Manager (Area Teams). Mr Popplewell has forwarded the letter to me for reply.

The County Council has a track record of investing in infrastructure and improvements in Fishguard over the last decade. These have included a new leisure centre and outdoor-all-weather pitch, refurbishment of the Town Hall to include a library, Tourist Information Centre and gallery, an up-grade to the Marine Walk (coastal path) and, more recently, a new Junior School.

Following the closure (in 2002) of the Dewhurst Clothing factory the County Council worked in partnership with the Welsh Assembly Government, former WDA, and range of other agencies and organisations to develop a Strategic Plan for Fishguard and North Pembrokeshire.

The Strategic Plan envisioned an integrated approach to regeneration that would address the impact of a sudden and significant increase in unemployment and enable the town to develop as a 'hub' in the north of the county; a status that was subsequently confirmed in the Wales Spatial Plan.

A number of the key components of the Strategic Plan are still to be delivered. First, and foremost, is a Marina development and, encouragingly, the County Council will shortly consider a planning application for a development at Fishguard harbour. Secondly, a town centre supermarket (to reduce the level of leakage) and associated access and car parking. Whilst an offer from supermarket developer was accepted in 2007, the development has stalled due, in part, to site assembly issues.

The other key element in the Plan was a new link road that would facilitate a gyratory town centre network and enable improvements to the safety of pedestrians and hopefully the viability and vitality of the town centre.

As the road would form part of the Trunk Road network there has been lengthy negotiations with the Welsh Government over this element of the Strategic Plan. Indeed, at the last meeting of the County Council (22 March 2012) Members were advised that the Welsh Government will not be funding any improvements to the trunk road in Fishguard for the foreseeable future.

The County Council remains committed to the Fishguard Strategy and recognises that, alongside other towns in Pembrokeshire, the retail offer has suffered as a result of the in-combination effects of the recession, out-of-town developments and growth of internet shopping.

The County Council notes (and contributed to) the recent Enterprise and Business Committee study on 'Regeneration of town centres' and trusts the Welsh Government's response will recognise the critical role of hub settlements in both its response and its current Review of Regeneration Policy.

Yours sincerely



Dr S P Jones
Director of Development

Eitem 4.3

P-04-377 Parhau Tocynnau Teithio Rhad ar Gludiant Cymunedol

Geiriad y ddeiseb:

Gofynnwn i Lywodraeth Cymrun ystyried argymhellion y gwerthusiad o Fenter Tocynnau Teithio Rhatach ar Drafnidiaeth Gymunedol (CTCFI) a gomisiynwyd yn allanol, a bod y cynllun yn cael ei ymestyn i gynnwys cynlluniau trafndiaeth gymunedol trwy Gymru ar sail prisiau tocynnau ar wahân, er mwyn sicrhau cydraddoldeb l'n dinasyddion mwyaf agored i niwed pobl hÿn a phobl anabl na all ddefnyddio eu cardiau bws ar drafnidiaeth gyhoeddus gonfensiynol.

Prif ddeisebydd: Betsan Calwell

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 13 Mawrth 2012

Nifer y deisebwyr: Tua 4,900

Gwybodaeth ategol: Bydd Menter Tocynnau Teithio Rhatach ar Drafnidiaeth Gymunedol wedi gwneud oddeutu 1.3 miliwn siwrnai hanfodol erbyn mis Mawrth 2012, yn cludo pobl oedrannus a phobl anabl at wasanaethau na fyddent wedi llwyddo i w cyrraedd fel arall. Dengys y dystiolaeth effaith lesol y cynllun, a sefydlwyd i sicrhau cydraddoldeb mynediad, ar fywydau defnyddwyr y gwasanaeth. Gan fod poblogaeth Cymru n heneiddio, a chyfraddau anabledd ychydig yn uwch, cynyddu fydd yr angen am y gwasanaeth hwn, ac mae bron 18,000 o ddefnyddwyr eisoes wedi cofrestru i ddefnyddio r gwasanaeth. Mae angen tua £3.9 miliwn yn y flwyddyn 2012-13 i sicrhau bod Menter Tocynnau Teithio Rhatach ar Drafnidiaeth Gymunedol yn rhan o gynllun tocynnau teithio rhatach Cymru gyfan ar sail prisiau tocynnau ar wahân. Byddai hyn yn cynnwys arian pontio i rai o'r 15 cynllun gwreiddiol a all fod yn wynebu eu cau ar ddiwedd mis Mawrth. Gallai hyn arwain at golli swyddi a cholli ymrwymiad gwerthfawr gan wirfoddolwyr. Ni fydd torri r Fenter Tocynnau Rhatach ar Drafnidiaeth Gymunedol yn datrys y mater o gydraddoldeb, er ei bod yn ddyletswydd statudol ar Lywodraeth Cymru l'w hyrwyddo, a byddai'r cam hwn yn effeithio'n andwyol ar ein dinasyddion mwyaf agored i niwed

P-04-392 Deiseb Cynlluniau Trafnidiaeth

Geiriad y ddeiseb:

Rydym yn galw ar Lywodraeth Cymru i barhau i ariannu Cynlluniau Trafnidiaeth Gymunedol a gaiff eu hariannu ar hyn o bryd gan y Fenter Tocynnau Teithio Rhatach ar Drafnidiaeth Gymunedol

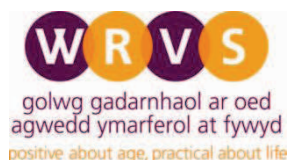
Cyflwynwyd y ddeiseb gan: Joan Smith

Ysytirwyd am y tro cyntaf gan y Pwyllgor: 15 Mai 2012

Nifer y llofnodion: 459 (llofnodion electronig ac ar bapur)

Community transport

WRVS / Age Cymru joint policy briefing



Key points

- The Welsh Government should address the anomaly whereby people entitled to concessionary travel in Wales are not charged for using buses but are charged for using community transport.
- The Welsh Government should impose a requirement on bus companies in Wales to carry out an impact assessment into the effect on older people of any changes to bus services.
- The Welsh Government, local authorities and bus companies need to work in partnership to improve bus services with regard to safety and physical accessibility.
- Good practice models of community transport provision should be replicated and strongly supported by the public sector to ensure their sustainability

Research

Effective transport is key to improving wellbeing amongst older people. Reliable local transport networks become increasingly significant as people get older, with journeys for essential items and social activities sometimes becoming more of a challenge¹. Without effective transport, older people are more likely to be exposed to loneliness and isolation; this lack of social interaction has been linked with the onset of conditions such as Alzheimer's, and is also closely associated with depression².

In Wales, 22% of men and 44% of women aged over 65 live alone; isolated older people are more likely to require services such as home helps or meals-on-wheels³. 66% of Welsh single pensioners do not have a car⁴; half of all households without a car consist of individuals aged over the age of 60⁵. Among households without a car, around 40% feel that their local bus service fails to meet their travelling needs to the local town or shops, while around 65% believe it is inadequate for travel to their local hospital⁶.

Where assistance is given to older people to access transport, it has a dramatic effect on improving their quality of life. The Older People's Commissioner for Wales⁷ found that the Concessionary Bus Pass in Wales has been invaluable in helping older people to retain their independence and remain active:

- 81% of respondents believed that without the pass, their quality of life would suffer.
- 78% believed they would be lonelier without it.
- 92% of respondents said that the bus pass allowed them to be independent.

Age Cymru's [Community Calculator](#) looked at the choice and quality of public transport (including community transport) in Wales. 37.9% of respondents rated their local transport as either Fair or Poor, indicating unacceptable levels of provision. Local authorities in Blaenau Gwent, Caerphilly, Ceredigion and Neath & Port Talbot all scored below average. Infrastructure, accessibility, stops, non-peak provision and links to other services were all key concerns. Anecdotally, comments from users suggested a wide range of criticisms of existing transport services:

- "We are not served by a bus – except the school bus. I can only live here while I can drive"

¹ Centre for Social Justice (2011) [Age of Opportunity: transforming the lives of older people in poverty](#), London: CSJ, p18/19.

² Campaign to End Loneliness (2011) [The Health Impacts of Loneliness](#), Campaign to End Loneliness: p1.

³ National Public Health Service (2007) [A Profile of the Health of Older Persons in Wales](#), Wales: NPHS – p45.

⁴ The Poverty Site (2009) [Wales: Services: Access to transport](#) (accessed 29th June 2011).

⁵ Welsh Assembly Government (2007) [Living Longer Living Better: Report of the Advisory Group on the Strategy for Older People in Wales](#), Wales: WAG.

⁶ Welsh Assembly Government (2009) [A Statistical Focus on Age in Wales: 2009 edition](#), Wales: WAG / ONS.

⁷ Older People's Commissioner for Wales (2010) [Concessionary Bus Pass Research](#), Cardiff: OPCW.

- “Could do with more buses being disabled friendly”
- “Bus stop 15 mins walk down hill, longer walk uphill on return”
- “Bus station could do with more shelters and seating”

Community transport was generally viewed much more positively than regular public transport, with older people praising the vital role community transport has in helping people to access their communities and essential services. There were, however, concerns over whether community transport would be maintained under current funding restrictions.

Community transport services (such as the WRVS Community Cars scheme in Pembrokeshire) are rated extremely highly by users in terms of their positive social impact⁸. Furthermore, research⁹ suggests that community transport services offer a positive social return on investment.

Our position

We believe that further options should be explored for extending the concessionary scheme to cover local rail services and provide taxi and community transport tokens on a national basis to improve the transport opportunities for older people who are unable to access bus services.

We are concerned by the difference in the standard of transport services available across local authorities, leading to inconsistent levels of provision and standards of services available for older people in Wales.

Community transport can play a crucial role in helping people to access essential services by providing services where public transport cannot or does not, and on a door-to-door basis for people with specific mobility needs. These services provide an essential lifeline for many older people and we would like to see increased provision across the whole of Wales. Good practice models of community transport provision should be replicated and strongly supported by the public sector to ensure their sustainability.

We are particularly concerned about the existing anomaly whereby people entitled to concessionary travel in Wales are not charged for using buses but are charged for using community transport. The relevant Minister has said that there are no current plans to address this inconsistency¹⁰.

Questions which AMs may wish to raise

- What would be the cost of addressing the anomaly whereby people entitled to concessionary travel in Wales are not charged for using buses but are charged for using community transport?
- Under the new Equality Act, what plans does the Welsh Government have to “age-proof” transport services by ensuring that any service changes only take place after an impact assessment has been carried out with older service users?
- Will the Minister look at ‘loaning’ unused or idle local authority vehicles to community transport schemes in order to maximise resources?

For more information, contact:

Dr. Ed Bridges
WRVS Public Affairs Manager for Wales

Kate Cabbage
Public Affairs Co-ordinator, Age Cymru

www.wrvs.org.uk

www.agecymru.org.uk

⁸ WRVS (2009) *The Real Difference WRVS makes to People's lives: WRVS social impact report 2008*, WRVS.

⁹ Frontier Economics (2011) *Social Return on Investment: report for WRVS*, London: Frontier Economics – p3

¹⁰ Carl Sargeant AM, [written answer](#) to Llyr Huws Gruffydd AM (WAQ57363), 23rd May 2011.

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-377
Ein cyf/Our ref CS/05757/12

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

William.powell@wales.gov.uk

8/5 March 2012

Thank you for your letter of 12 March enclosing a Petition from Betsan Caldwell about the Community Transport Concessionary Fares Initiative.

The Capital Symonds' 2009 evaluation report made a number of recommendations about improving the operational aspects of the Initiative. It did not recommend rolling out the Initiative to community transport schemes across Wales. However, the Report identified that the costs of rolling out the Initiative to another 50 different community transport schemes would cost around £40m per annum at 2008-09 prices. This is unaffordable in the face of very tight funding constraints we face.

The evaluation of this six year CTCFI pilot scheme has evidenced significant issues with our continuing to fund the entirety of the scheme on the present basis.

However, I am aware that each of these schemes is a distinct, individual project and I believe it important that we now examine the projects independently to look at the benefits each scheme provides and whether there are alternative funding sources available. Different avenues of funding are available for some of the schemes, particularly those that are suited to being registered as demand responsive services under Section 22 permits, which means they would be eligible for funding from the All-Wales Concessionary Fare Scheme.

Therefore, I have decided that the funding of the projects will not end in March but will continue whilst this further evaluation takes place. I have written to each of the 15 schemes informing them of this decision.

My officials are in touch with the participating schemes to take this work forward. This will be done over the next few months. I will make a further announcement when I have considered the evidence from this evaluation.

A handwritten signature in blue ink, appearing to be 'CS' or similar initials, written in a cursive style.

Carl Sargeant AC / AM

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

Eitem 4.5

P-04-380 Dewch yn ôl a'n Bws! Deiseb yn erbyn diddymu'r gwasanaethau bws o ddwyrain Llanbedr Pont Steffan, Cwm-ann a Phencarreg

Geiriad y ddeiseb:

Rydym yn galw am wasanaeth bws ar frys sydd wedi'i drefnu a'i amserlennu'n gywir ar gyfer yr ardaloedd hyn yr effeithiwyd arnynt a byddem yn annog yr asiantaethau llywodraethol o dan sylw i ymrwymo i hyn ar ein rhan, cyn gynted ag sy'n bosibl.

Gwybodaeth ategol:

Ar 27 Chwefror 2012, dechreuodd Arriva weithredu fel cwmni masnachol yn unig gan roi diwedd ar unrhyw gymhorthdal yr oedd yn ei gael gan gynghorau sir lleol a Llywodraeth Cymru, a newidiodd ei wasanaethau i fod yn 'wasanaethau cyflym' yn hytrach na'r gwasanaethau 'tynnu sylw a chamu 'mlaen' blaenorol, sy'n hanfodol yn yr ardaloedd gwledig iawn hyn.

Mae'r cwmni wedi ailbennu llwybr y gwasanaeth X40 blaenorol fel ei fod yn osgoi dwyrain Llanbedr Pont Steffan, Cwm-ann a Phencarreg. Mae hynny'n amddifadu pobl rhag cael mynediad at wasanaethau hanfodol fel eu meddygon teulu, eu deintyddion, swyddfeydd post a siopau, ac yn amharu ar allu pobl i arfer eu rhyddid i symud, mewn perthynas â mynediad at y gwasanaethau uchod.

Mae diddymu gwasanaethau bws rheolaidd wedi cael effaith niweidiol iawn ar allu pob rhan o'n cymunedau i fyw eu bywydau yn ôl eu harfer. Ni ellir gorbwysleisio'r ffaith amlwg bod diogelwch pobl yn cael ei esgeuluso, oherwydd eu bod bellach yn ceisio cerdded ar hyd ffyrdd heb balmentydd ac heb eu goleuo sydd â thraffig cyflym a jygarnotiaid arnynt.

Mae Cynghorau Sir Gâr a Cheredigion yn ceisio ymestyn y cynllun 'Bwcabus', sef gwasanaeth a archebir o flaen llaw yn bennaf, ond nad yw ar gael bob amser ac sy'n gweithredu ar hyn o bryd mewn modd nad yw'n gynaliadwy yn economaidd ac sy'n aneffeithlon yn amgylcheddol.

Gan mai Llywodraeth Cymru a chynghorau sir lleol wnaeth y penderfyniad i weithredu'r newidiadau trafndiaeth hyn, hwy sy'n gyfrifol, o dan eu dyletswydd i ofalu am bobl Cymru, yn enwedig yr henoed a phobl eraill sy'n agored i niwed, am ofalu am y bobl sy'n colli eu hannibyniaeth ac sydd mewn perygl cynyddol o gael eu hynysu. Bydd diffyg gwasanaeth bws digonol hefyd yn effeithio ar yr agweddau economaidd a chymdeithasol ar fywydau pobl, ac ar eu lles

Cyflwynwyd gan: Sharon McNamara

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 27 Mawrth 2012

Nifer y llofnodion: 505 (479 ar bapur a 26 ar y safle we)

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref
Ein cyf/Our ref CS/05893/12

William Powell AM
Chair - Petitions Committee
Ty Hywel
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21st April 2012

Thank you for your letter dated 26 March following the petition from Sharon McNamara about bus services to east Lampeter, Cwmann and Pencarreg.

In February 2012, Arriva Buses Wales introduced a new number 40 commercial service between Aberystwyth and Carmarthen. This service replaced the X40 TrawsCambria service that was subsidised by Carmarthenshire County Council and Ceredigion County Council, with funding from the Welsh Government.

The new Arriva service takes a different route in the Lampeter area compared to the previous X40 service, and it now misses out the villages of Cwmann, Pencarreg and Cribyn.

At that time, the Welsh Government along with Carmarthenshire County Council and Ceredigion County Council looked at a range of options for protecting services to these villages. However, the provisions in the Transport Act 1985 and the Transport Wales Act 2006 expressly prohibit the Welsh Government or local authorities from taking any action that would inhibit open market competition in the provision of commercial local bus services. This meant that we could no longer subsidise the previous X40 service as it would compete with the new commercial 40 service over most of the route between Aberystwyth and Carmarthen.

The Welsh Government and the County Councils were concerned about the impact these service changes would have on people living in Cwmann, Pencarrig and Cribyn. To address this, we arranged for the extension of the very popular Bwcabus demand responsive service so that people in these villages could maintain access to Lampeter and could also connect with the new number 40 service. So far, we have received good feedback on the take-up of the service from people living in these villages.

A handwritten signature in black ink, appearing to be 'CS', written in a cursive style.

Carl Sargeant AC / AM

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

PET(4)-09-12 : Tuesday 29 May 2012

P-04-380 : Bring back our bus! Petition against the removal of scheduled bus services from east Lampeter, Cwmann & Pencarreg

Response from Sharon McNamara

The attached documents state, like most correspondence which I have been involved in and as is consistently reiterated at public meetings and within the media, that: Local Authority Councils were forced to allow the Commercial registration of Arriva, because of Welsh Assembly & Welsh Government transport policy. Conversely, Welsh Assembly and Welsh Government representatives insist that Local Authority has responsibility for local transport issues, "in the main". This argument is tautological and subsequently, devalued. Insofar as myself and others are concerned, it is an argument which appears to be a smokescreen, which prevents anyone taking responsibility for the disastrous outcome as regards adequate transport provision in rural areas like ours; the direct result of this transport policy implementation.

Given the Transport Acts 1985 & 2006 and the implications for rural area transport provision, the question may well be asked: Why did the Local Authorities & the Welsh Government collude in allowing the Commercial Registration and subsequent monopolization of an essential service, at all? In their response, the Committee might consider the fact that Arriva is a company which has proved consistently to be non-communicative over its service operations, proved itself unable to operate within its new contractual undertakings and which, in removing return-journey tickets and increasing fares, is pricing itself out of the market and putting prohibitive cost onto service dependents, like parents who now have to pay double to ensure that their children can fulfil their legal obligation to attend school.

Regarding the issue of restricted transport budget finances and the desire to end state funding via subsidy, the committee might consider the following: If people are unable to travel into their workplaces and they do not drive, they are likely to move home, or indeed, be forced to cease work. This means that their spending power is diminished, with less money injected into the local economies. It also has implications for house prices & demand. Cribyn has an increasing population, with many children; it also has a sizable older population. Both relied on the former scheduled service and have now been adversely affected by the implemented changes to transport service provision. It seems to me that the actual consequences of policy are being given little or no consideration. The elected representatives responsible for decision-making either drive, or live in areas where there is street lighting, pavements, cycle lanes and a regular bus and train service. They appear un-empathic regarding daily life in non-urban areas and, I believe, this renders them ultimately unqualified in determining policy, the impact of which is almost entirely negative. Rural areas like ours are a special case because of our inherent lack of infrastructure.

Bwcabus is regularly cited as the solution to the problems arising from the scheduled service cessation. As a service user however, I can confidently state that any new uptake in the use of this dial-a-ride service is the result of pure necessity; many other people are disregarding the service entirely. People dislike this form of 'monitored' travel whereby they need to have their demographic recorded in order to be able to access essential transport. They dislike having to live pre-booked lives, whereby every aspect of spontaneity and independence of travel is removed from them and, speaking for myself, I dislike having to spend hours at an unwanted destination prior to going to work, purely because Bwcabus cannot transport me at my required time, as a scheduled service could. Given that Bwcabus is a conception from the University of Glamorgan, it would seem pertinent to ask what U.G. is doing with the data gleaned from recorded Bwcabus passenger carriage. For example: is this being used as a barometer of demographic travel needs in rural areas, on which to base future transport policy? If so, then the picture it presents will be inherently flawed.

In a time of decreased availability of public money, there are concerns about the funding that the Bwcabus service has received. £1.5 million + is the figure stated on the promotional literature. For this

money, there are rented 4 buses from the 2 bus companies involved. There are the wages of the drivers and running costs of the vehicle. A high-tech communications system is lauded in the promotions but in point of fact: the drivers rely on their personal i-phones to receive information from the call center - which is non-locally based in north Wales - because they are regularly out of signal range for the bus GTS to work.

Regarding Bycabus efficiency, the buses regularly spend a sizable part of their day parked up and empty, waiting for their appointed bookers; my driver had his last solo passenger at 16.15 and then had to park up until my booking at 18.45, when I was, as usual, the sole passenger. Given that there were no bookings for the 1.75hrs in between these times, one wonders why 'availability' or to be more precise, the professed lack of, meant that I had to wait, post-shift, an hour before being transported home.

We are advised that the parties involved in the dial-a-ride bus franchise AKA Bycabus are: Carmarthen County Council, Ceredigion County Council and Glamorgan University and we would like therefore, to ask: who is actually receiving money from the transport grant funding and for what? This information should be made available and interests publicly declared.

It is noted that there is the intention to bring in a 'Service Quality Guide' to assess the transport provision in rural Wales; it would be hoped that relevant factors such as the sub-standard vehicles currently being used by Arriva, illegally high road speeds travelled at - in order to comply with unrealistic schedule targets - and a grossly inflated fare-pricing system, will be factors considered.

Thank You for allowing my comments & I hope that these and others provided prior to the hearing, will be given all due consideration.

PET(4)-09-12 : Tuesday 29 May 2012

P-04-380 : Bring back our bus! Petition against the removal of scheduled bus services from east Lampeter, Cwmann & Pencarreg

Response from Peter Hoskins

I write to submit remarks on a letter dated 21st April 2012 from Carl Sargeant AM to William Powell AM, Chair of Petitions Committee.

Residents of the three adversely affected settlements must accept that under current law in Wales, as cited by the Minister, a local authority is prevented from subsidising a bus service that would compete with an already registered commercial service. My purpose therefore is not to challenge the application of the law but to draw attention to the resultant unacceptable situation following the withdrawal by Arriva from service X40.

I feel it incumbent to advise the Minister that his conclusion that the extension of the 'very popular' Bwcabus experiment to the affected settlements has enjoyed much if any popularity is seriously mistaken. This became evident at an extraordinary surgery hosted by Mark Williams MP in Lampeter on Friday 27th April 2012 where Cribyn residents recalled in detail many instances of Bwcabus service failure.

It was revealed that favourable reports collected on the performance of Bwcabus are exclusively from users who have actually managed to book a service that has turned up and delivered them to the requested destination in accordance with the undertaking to provide service given at the time a telephone booking was made. The opinions of users who did not manage to secure service are not included in any survey of use. Needless to say this gives an indisputably unbalanced view of customer satisfaction.

I understand from casual conversation from Arriva drivers that the service bus is required to wait for up to 15 minutes for the arrival of a Bwcabus vehicle at an identified stop where a passenger may alight from the Bwabus vehicle to board the service bus. This has resulted in instances of severe delay to the service bus.

On another occasion when I raised the subject of Bwcabus the Arriva driver recounted to me the experience of an old lady in Ffostrasol, I think it was, who used to catch the 551, the service that ran from New Quay to Pencader or covered parts of this route until displaced by Bwcabus. The lady had a hospital appointment at Glangwili and duly telephoned Bwcabus in good time to be informed that on the day of her appointment the vehicle would pick her up. At 9.30 on the day of intended travel she received a call from Bwcabus stating that her journey had been cancelled as no one else had booked in the meantime which meant that the journey could not be justified. She then had to book a taxi in haste which cost her 18 GBP.

I cannot use the Bwcabus service myself since I habitually use the 19.00

40 service from Aberystwyth to return home from work. I am now obliged to alight in Lampeter as Cwmann and Pencarreg are no longer served by Arriva. I therefore have no choice but to walk home beyond Cwmann. I count myself among the fortunate or certainly among the less adversely affected. The Bwcabus vehicles are required to be back at their base by 19.00 hours. This therefore precludes any Bwcabus connection from Lampeter to Cwmann and Pencarreg for passengers alighting in Lampeter from the 18.00 or 19.00 southbound 40 services from Aberystwyth.

I make no effort to conceal my deep disgust at what I consider to be a truly scandalous investment of substantial monies in what amounts to no more than a half-baked scheme which by its extension to Cribyn, Cwmann and Penacerrg has been revealed to be an unworkable and disproportionately if not prohibitively expensive misadventure, strikingly so in times of severe financial restraint. I have no idea how the monies from the initial investment of 850K GBP were applied.

<http://www.sirgaerfyrddin.gov.uk/English/transport/Buses/TravelTimes/Pages/Bwcabus1yearon.aspx>

It alarms me to discover that yet further monies in the sum of 1.3M GBP were devoted to this scheme last year. What is there to show for all this investment? All I see is four leased vehicles and positions created in local government to operate the so-called service.

<http://transport.research.glam.ac.uk/news/en/2011/jun/08/funding-boost-bwcabus/>

All I read on this second page is sickening self-congratulation concealing the truth of the experiment as an unqualified disaster. The scheme may have found favour in the Llandysul area but that is a rather different situation from Cribyn, Cwmann and Pencarreg. Until the establishment of Arriva service 41 in February 2012 Llandysul enjoyed only scant regular through services. The withdrawal of service 461 can only have aggravated the situation. Any mini-bus service offering connection from Llandysul to the route of the more frequent service 460 was bound to be welcomed no matter how it were branded, be it Dial-A-Ride, Community Transport or even Bwcabus. The name of the service has no bearing on its claimed success.

As if discovery of the investment of what I can only describe as an obscene amount of money into this reckless scheme is not serious cause enough for public concern in times of restraint I discovered two weeks ago that Carmarthenshire County Council does in fact operate a parallel Dial-A-Ride scheme. Clearly the Bwcabus scheme is nothing but another Dial-A-Ride scheme under a silly new name to distinguish it from the existing scheme. The procedure for booking a journey may be slightly different but I discern no significant difference let alone any element of novelty in Bwcabus that has brought it plaudits from within Wales and beyond.

I am exercised to know how these monies have been dissipated. I am concerned about the funding of the Bwcabus project at Glamorgan University. I have not investigated its source of funding or whether it is paid in tranches throughout the duration of the project but if the Welsh Government has any influence upon its provision I urge the Minister to order a review without delay. It crosses my mind that a sum of 1.3M GBP could have been more profitably applied to the acquisition of a small fleet of Optare buses among any number of other much more worthier causes to assist communities which suddenly find themselves deprived of a regular and popular bus service which they have enjoyed for decades. It should not be overlooked that communities such as Cribyn, Cwmann and Pencarreg have flourished and continue to attract residents because of the very provision of desired services including, until of late, bus services.

There is no doubt in my mind that the Bwcabus scheme should be scrapped before any further monies are misguidedly squandered on it. In Cribyn, Cwmann and Pencarreg it has been experienced and shown to be an unworkable scheme which stands absolutely no chance of fulfilling the needs of unjustifiably deprived residents of those places arising from the unacceptable new route chosen by Arriva for their unpopular service 40.

PET(4)-09-12 : Tuesday 29 May 2012

P-04-380 Bring back our bus! Petition against the removal of scheduled bus services from east Lampeter, Cwmann & Pencarreg

Cyng / Cllr Trevor Roberts, Cadeirydd / *Chairman*

Swyddfa TraCC Office, Canolfan Rheidol, Rhodfa Padarn, Llanbadarn Fawr, Aberystwyth, Ceredigion SY23 3UE

Mr William Powell AM
Committee Chair
Petitions Committee
National Assembly for Wales
Cardiff Bay
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Eich cyf / *Your ref.*: P-04-380
Ein cyf / *Our ref.*: BUS008/05/2012

Ffôn / *Phone*: 01970 633431/ 077814 473632
Ffacs / *Fax*: 01970 633 430

Dyddiad / *Date*: 8th May 2012

e-bost / *e-mail*: enquiries@tracc.gov.uk

Dear Mr Powell

RE: 'Bring Back Our Bus!' Petition.

Thank you for your letter dated 19th April 2012 with regard to the 'Bring Back Our Bus!' Petition. I have taken some time to look into the matter and can offer the following response.

In general terms, decisions affecting particular routes and services remain the responsibility of individual local authorities (rather than being a function delegated to the regional transport consortia) for non-commercially-operated services supported through public subsidy. Local bus operating companies may choose to run any bus service or network of services on a commercial basis and whilst such occurrences might generally be welcomed, local authorities do not have any control over such a decision and its implications for the wider network. This situation is of course similar across the whole of Wales. In Mid Wales, almost 95% of local bus services are operated under public subsidy rather than on a commercial basis and this has significant implications for government at a time of restrained public finances. The particular challenge is to continue to support (or improve) access to employment, education and skills training, healthcare and other essential services in rural areas. Alongside the local authorities, the Welsh Government retains an interest in supporting existing TrawsCymru-branded services and further developing the network.

In Feb 2012, Arriva Buses Wales introduced a new number 40 commercial service between Aberystwyth and Carmarthen. This service replaced the X40 TrawsCambria service that was subsidised by Carmarthenshire County Council and Ceredigion County Council, with funding from the Welsh Government. The new Arriva service operates a different route in the Lampeter area and now misses out the villages of Cwmann, Pencarreg and Cribyn.

The Welsh Government in partnership with Carmarthenshire County Council and Ceredigion County Council looked at a range of options for protecting services to these villages. However, the provisions in the Transport Act 1985 and the Transport Wales Act 2006 prohibit the Welsh Government or local authorities from taking any action that would inhibit open market competition in the provision of commercial local bus services. This meant that the



previous X40 service could no longer be subsidised as it would compete with the new commercially-operated 40 bus service.

The Welsh Government and the local authorities were concerned about the impact these service changes would have on people living in Cwmann, Pencarreg and Cribyn. To address this, the very popular rural Bwcabus demand responsive service was extended so that people

in these villages could maintain access to Lampeter and could also connect with the new number 40 service. So far, the feedback has been positive in terms of the on the take-up of the Bwcabus service from people living in these villages.

I understand that the local authorities and Welsh Government continue to monitor the situation and are working closely together with bus companies to create a new Statutory Quality Bus Partnership scheme for the corridor to improve quality standards further.

Yours sincerely

Chris Wilson
TraCC Co-ordinator
On behalf of the Chair

CC: David Hall, TrawsCymru Manager, Welsh Government
John Forsey, Interim Passenger Transport Unit Manager, CWIC




Powys
www.tracc.gov.uk



P-04-366 Cau Canolfan Ddydd Aberystwyth

Geiriad y ddeiseb:

Rydym ni, y rhai sydd wedi llofnodi isod, yn galw ar Lywodraeth Cymru i ystyried a yw'r cynlluniau i symud y gwasanaeth gofal dydd ar gyfer pobl hŷn sy'n agored i niwed o'r Ganolfan Ddydd, sef adeilad 30 mlwydd oed a adeiladwyd i bwrpas, i lawr isaf hen adeilad a oedd yn arfer cael ei ddefnyddio fel Neuadd y Dref yn Aberystwyth yn cydymffurfio â gofynion statudol a chanllawiau perthnasol. Mae'r Cyngor Sir yn bwriadu dymchwel y Ganolfan fel rhan o ddatblygiadau i adeiladu maes parcio, archfarchnad a siopau.

Prif ddeisebydd: Pamela Ellis

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 28 Chwefror 2012

Nifer y deisebwyr: 10 (Casglwyd deiseb gysylltiedig tua 6,000 o lofnodion)

Gwybodaeth ategol: Mae'r Ganolfan Ddydd bresennol yn gyfleuster tua 30 mlwydd oed a gafodd ei adeiladu i bwrpas. Mae wedi'i lleoli mewn safle cyfleus yng nghanol y dref, ac mae mynediad rhwydd iddi. Mae digon o le yno i ollwng pobl ac mae ger croesfan ddiogel. Mae'n adeilad braf a golau gyda digon o le i 90 cleient ag anghenion amrywiol. Mae nifer o ystafelloedd digon o faint yn yr adeilad. Mae'r ganolfan arfaethedig yn llai na hanner y maint ac ond yn addas ar gyfer 32 cleient mewn un ystafell fawr. Ar hyn o bryd, mae'r ganolfan yn galluogi i ofalwyr cleientiaid anabl neu bobl sydd wedi cael strôc gael gofal seibiant dau neu dri diwrnod yr wythnos. Teimlwn y bydd symud y Ganolfan yn gwahaniaethu yn erbyn y grŵp gan fod y Gwasanaethau Cymdeithasol eisoes yn asesu a chyfeirio llai o bobl ar gyfer gofal seibiant. Mae'r Cyngor wedi cyfaddef y bydd toriadau.

Oherwydd anawsterau o ran cael mynediad at y llawr isaf, mae ramp serth wedi'i adeiladu tu allan, sy'n troi ar ongl o 180 hanner ffordd i lawr. Teimlwn yn gryf y bydd y ramp yn achosi problemau anferth i ofalwyr a phobl sy'n defnyddio cadeiriau olwyn pan fydd tywydd stormus neu pan fydd hi wedi rhewi. Mae nenfwd y llawr isaf yn isel ac mae colofn fawr ynghanol yr ystafell sy'n ei gwneud hi'n anodd symud cadeiriau olwyn a throliau. Nid oes llawer o olau naturiol am fod yr ystafell yn rhannol o dan ddaear ac mae'n rhaid mynd trwy lawer o ddrysau er mwyn cyrraedd y toiledau.

Mae cegin newydd ardderchog yn yr hen ganolfan sy'n darparu prydau da. Mae'r clwb cinio wythnosol, a oedd yn gynllun cynhwysiant cymdeithasol gwerthfawr, eisoes wedi dod i ben. Yn y dyfodol, bydd prydau'n cael eu paratoi oddi ar y safle ac yna eu cludo i'r ganolfan. Dim ond un ystafell fydd ar gael ar gyfer bwyta a'r holl weithgareddau eraill, felly bydd lle yn gyfyng

iawn. Mae Gwasanaeth Gwirfoddol y Merched yn lleol yn darparu diodydd a byrbrydau ar hyn o bryd, ond bydd hynny'n dod i ben.

Mae gan y ganolfan bresennol ystafell ymolchi fawr gyda theclyn codi a chyfleusterau golchi dillad, sydd yn gyfleusterau gwerthfawr. Bydd gan y ganolfan newydd gawod wedi'i gosod mewn tŷ bach, er mwyn gallu rhoi cymorth wrth ymolchi, gyda'r drws yn agor i ardal gyffredin. Hwnnw fydd yr unig dŷ bach sy'n addas ar gyfer pobl anabl, felly bydd yn anodd i gleient anabl ddefnyddio'r tŷ bach pan fydd cleient arall yn cael cawod. Os bydd y cyfleuster newydd ddim ond yn gallu gwasanaethu 32 cleient bydd y bobl sydd angen gofal seibiant yn cael blaenoriaeth dros y bobl hŷn sy'n gwerthfawrogi'r cyfle i ddod i'r ganolfan i fwynhau cymdeithasu, cymryd rhan mewn gweithgareddau, cael bath a phryd da o fwyd. Mae gan y ganolfan bresennol ardd braf gyda seddi, digon o lefydd parcio, man i ollwng pobl ac mae mynediad i'r adeilad yn rhwydd i bawb.

Mae'r ganolfan bresennol ar gael gyda'r hwyr ar gyfer grwpiau pobl hŷn. Mae'r grŵp gofal arthritis yn pryderu na fyddant yn gallu ymdopi gyda defnyddio'r ramp yn y tywyllwch ar gyfer eu cyfarfodydd gyda'r hwyr. Mae'r ganolfan newydd ger troad peryglus ar brif ffordd brysur. Roedd y bobl oedd yn defnyddio'r llawr isaf pan oedd yr adeilad yn Neuadd y Dref yn cwyno ei fod yn rhy boeth yn yr haf ac yn oer a llaith yn y gaeaf. Mae'r system wresogi wedi'i gwella, ond ni fydd y ffenestri codi yn cael eu newid ac ni fydd aerdymheru yn cael ei osod. Er bod y Cyngor Sir wedi gwneud ymdrech i ymateb i'n pryderon, credwn yn gryf bod y ganolfan newydd arfaethedig yn hollol anaddas ac yn llawer israddol na'r ganolfan bresennol. Hoffwn ychwanegu bod y Cyngor yn cyfaddef na chynhaliwyd ymgynghoriad priodol. Dyna'r rheswm y cafodd y garfan bwysu hon ei chreu.

Cyngor Sir CEREDIGION
ADRAN GWASANAETHAU CYMDEITHASOL

... yn gofalu i wneud gwahaniaeth

A Parry Davies
Cyfarwyddwr
Director



CEREDIGION County Council

SOCIAL SERVICES DEPARTMENT
...taking care to make a difference

Min Aeron, Rhiwgoch, Aberaeron, SA46 0DY
☎ 01545 572616
Fax 01545 572619

William Powell AM
Petitions Committee Chair,
Petitions Committee,
Welsh Government,
Cardiff Bay,
Cardiff.
CF99 1NA

Dyddiad
Date

30 April 2012

Gofynnwch am
Please ask for

Llinell Uniongyrchol
Direct line

FY nghyf
My ref

AJ/BD/ED

Eich cyf
Your ref

P-04-366

Dear Mr Powell,

Re: Petition P-04-366 Closure of Aberystwyth Day Centre.

With reference to your letter dated 19th April 2012 please find below the information that you have requested regarding meeting the needs of vulnerable people and meeting statutory requirements.

The Departmental Aims and Expected Outcomes for service users are laid out in the Department's **Business Plan (2012-2013)** as follows:

Ceredigion Social Services is committed to improve continuously in the following areas:

- ***Promoting and supporting independence and inclusion***
People are supported in the community or in a family setting rather than in institutional care, wherever possible.
Effective support for carers (numbers of carers assessments, outcomes, use of carer's grant)
Services in place to support independence and develop life skills (e.g. health services, education, training and employment opportunities, progress with person centred planning)
Equality and diversity promoted effectively (including hard to reach groups)
Direct payments used appropriately
- ***Safeguarding/Protecting vulnerable people***
Effective response to allegations of abuse or neglect, in terms of good quality risk assessment and risk management processes (including out of hours).
Services needed in place to safeguard vulnerable people.
Multi-agency procedures and safeguarding bodies that work well.
Effective working arrangements for safeguarding vulnerable groups from abuse by staff and others in positions of trust.
- ***Access to services***
Comprehensive and accessible information available to the public, about all services, in relevant languages and formats.
Effective arrangements for members of the public to make contact with social services (prompt and effective response to enquirers and referrers, during the working day and out of office hours).
Effective arrangements for receiving and managing referrals.

Well managed Waiting Lists.

Systems in place for monitoring and assessing the effectiveness of access arrangements.

- ***Assessing people's needs, managing people's care and ensuring regular review.***
Effective systems for deciding eligibility and prioritising assessments.
Compliance of Assessments with guidance/standards in respect of timeliness, quality, content and updating.
Service users and carers involvement in assessments and sharing of assessments.
Progress and monitoring with the provision of carers' assessments.
Availability of specialist expertise to contribute to assessments as necessary.
Social Services appropriately allocate, transfer and close cases.
Views of users and carers considered in developing and agreeing care plans.
Care Plans specify the services to be provided, the intended outcomes and how risks will be managed.
Service elements of plans properly costed.
Arrangements for undertaking effective reviews timeliness, quality of reviews, delivering agreed changes.
- ***Developing an appropriate range of good quality services.***
Social services ability to identify gaps and what needs improvement (e.g. delays, unmet need, excessive costs).
Partnership arrangements that works well for delivering services.
Arrangements in place for consulting about the range of services provided or the development/design of future service provision.
Services provide reliable standards of care.
Quality consistent across services, sectors and communities.
Views and circumstances of service users and carers (including ethnicity) sought and reflected in the services provided.
Services responsive to problems and emergencies.
Complaints, representations and compliments used to improve the quality of services.

Services are provided to adults experiencing difficulties in the following areas:

- Adult in need of protection
- Adults with physical disabilities, visual and sensory impairment
- Adults with learning disabilities
- Adults living with autism
- Adults living with mental health issues
- Adults who misuse substances
- Older People in need of support

The Department also has a specific Carers Strategy but the Joint Carers Strategy effectively came to an end in 2011/12 as is the case in many parts of Wales. There will not be a full replacement of the Strategy but there will be a move towards a Business Plan model with Action Plans. The principles will carry forward linked to the on-going Business Plan (as quoted above) whilst we await the development of the Carers Measure Strategy and the Welsh Government's Carers Strategy Review during 2012/2013.

Services for Older People are also underpinned by the Ceredigion Strategy for Older People 2004. It has not been a requirement to provide a strategy since then and following Welsh Government's rationalisation of plans, the Strategy for Older People objectives have formed part of the Health, Social Care and Well Being Strategy. The Strategy content is still valid given its emphasis on accommodation and independence for older people and given the prevention

agenda. The Health, Social Care and Well Being Strategy can be viewed on the Ceredigion County Council web-site by following the Health and Well Being link or by using the following web-address.

http://www.ceredigion.gov.uk/utilities/action/act_download.cfm?mediaid=31782&langtoken=eng

There is no specific Policy for the non-statutory provision of Day Centres in the County therefore there isn't a separate Policy for Park Avenue Day Centre. However, Park Avenue Day Centre does have its own Information Leaflet (updated January 2010) for its service users and is copied below:

This brochure is designed to give you an idea as to what happens at the Day Centre should you decide to attend. It will also tell you how attendance can be arranged.

We try to ensure that the Centre is a warm, friendly, welcoming place and encourage our service users to help us achieve this.

Uniquely, for residents of Ceredigion over 50 we now operate an Open Access Day every Wednesday. You will be required to complete a simple registration form on your first attendance, purchase a lunch ticket and serve yourself.

How is the Centre staffed?

The Centre is run by a Manager, supported by a Clerical Assistants, Care Assistants, Catering and Domestic staff. All care staff are trained to NVQ Standards and are expected to follow the Codes of Practice, thereby ensuring a high quality service.

How is attendance arranged?

Day Centre attendance can only be provided to service users once they have received a Community Care Assessment which is in accordance with various statutory regulations. To arrange a Community Care Assessment you need to contact the Social Services Contact Centre on 01545 574000. This assessment will be completed by a Health or Social Care Professional and a Care Plan will be drawn up indicating that attendance at the Day Centre is required. On receipt of this referral the Manager will visit you to discuss your proposed attendance. If appropriate, arrangements will be made for your attendance, including transport if this is required. There is an additional fee for this service.

What happens on the first visit?

You will be allocated a Keyworker, who will help you to settle into the Centre and will work with you to draw up a plan of the service you will receive whilst at the Centre. The support you require will be established and how this will be achieved will be discussed with you. At all times our aim will be to ensure you maintain your independence. This care plan will be regularly monitored, reviewed and changed, as your needs change, working together to achieve the desired outcome.

What if I need help to move about?

The Health and Safety of both service users and staff is of paramount importance to us and, as part of this, we have to conform with the EEC Regulations on Manual Handling, aimed at

minimising risk to you and to our staff. We will undertake a manual handling assessment when you first attend, at all times encouraging you to be as independent as possible. However, should you require the assistance of our staff to physically support you e.g., to access toilet facilities, this will be included in the assessment. This may involve the assistance of two staff, the use of simple aids or more specialist equipment. Two of our staff are trained as Manual Handling Coordinators and they will carry out this assessment

What activities are provided?

The Centre offers a wide range of activities in which you can choose to participate. These include, bingo, gentle exercise with a trained member of staff, basic toe nail cutting by trained staff, knitting, board games, art classes, jigsaws, word games, dominoes, music quizzes, Holy Communion, internet access and basic computer skills etc. We also try to arrange additional activities and entertainments e.g., music sessions, craft work, talks and discussions. We also have regular visits by a hairdresser for the benefit of service users.

A bathing or showering service is available for users who are either experiencing difficulties in accessing their own facilities or waiting for adaptations to their homes. Our aim is to support you to be as independent as possible at all times encouraging you to do as much as you can for yourself. The centre also provides a laundry service for a nominal fee.

What meals are provided?

All lunches, for a nominal fee, are freshly prepared on the premises with a varied choice of menu daily, catering for all special dietary needs. Mid-morning and afternoon snacks and drinks are available for a small charge from the tea bar which is run by WRVS volunteers.

Ceredigion County Council wholeheartedly supports the principle of equality and recognises the importance of fair access and actively promotes equality of opportunity for all service users and Carers.

We are in the process of developing Advocacy Services and if possible, we will arrange for someone to help you put your point across in your dealings with us if you are not able to do this yourself and don't have family or friends to help you.

In relation to Adult Services, "Eich Dewis Chi" offers an Advocacy service for people who suffer with:

- *Mental Health problems*
- *Have a Learning Disability*
- *For people who are Elderly and Mentally Infirm*
- *For Vulnerable Adults.*

Information Sharing and Confidentiality

Any information that you give us will be kept safe and confidential. We will not disclose your information to anyone not involved in your care without your consent, unless we are obliged to do so by law or there are exceptional circumstances, such as your safety and/or the safety of others.

Representations/Complaints/Comments

If at any time you are unhappy with the service you receive, please discuss your concerns immediately with the Manager. We sincerely hope that the problem can be resolved at this stage. However, if your concerns have not been resolved, then you are able to make a formal complaint via the Complaints Officer, Social Services at Min-Aeron, Rhiw Goch, Aberaeron, SA46 0DY

.....

I can confirm that the Day Centre has always operated on a referred basis for four days a week with one day, Wednesdays, being classed as “open access day” for non-referred individuals who can drop in to the Centre.

The referred service users have all undergone a Unified Assessment by Care Assessors or Social Workers in line with Welsh Government legislation and will have been deemed eligible for the service based on either a Critical or Substantial risk to their independence. There are four eligibility criteria defined by Welsh Government – Critical, Substantial, Moderate, Low. Local Authorities have discretion to operate at their chosen level and Ceredigion is currently operating on meeting the needs of individuals assessed as Critical or Substantial. This applies for all services provided in Adult Services.

Wednesdays at Park Avenue Day Centre were defined as “open access days” which allowed non-referred older people to attend and utilise the facilities. The intention of this arrangement was to promote the Day Centre as a resource for people and to encourage people to partake in activities with the support of staff at the Centre. However, the reality has been that the individuals that visited the Day Centre on a Wednesday arrived just before lunch and left shortly after. It was essentially, therefore, a Luncheon Club for people. Given that the Town Hall will not have a producing kitchen this arrangement was no longer feasible and a Social Services employee was tasked with consulting specifically with the Wednesday attendees and has been exploring options, one of which is using the Town Hall as a “drop-in” facility outside of referred service users’ core hours.

The Football Club is now providing an appropriate substitute for lunches – it is in the same area and close to the services which are convenient for Park Avenue Day Centre and it was therefore considered a suitable venue for the sole provision of a Luncheon Club.

There are two Cabinet Reports that considered Park Avenue Day Centre and then concluded that Park Avenue Day Centre should be demolished as part of the Mill Street development and the Town Hall used as a replacement. These are dated 9th November 2010 and 1st March 2011.

The November 2010 report included a **detailed analysis of the day service functions, the numbers of attendees at Park Avenue Day Centre and the overall needs of those attending**. This illustrates that the needs of the service users were well considered and informed the decision-making process.

An Equality Impact Assessment (EIA) also commenced in November 2010 and as part of this process the Council carried out a Service User Needs Analysis which considered both the current and future needs of service users. When carrying out the EIA, officers considered all 5 criteria but were of the view that there was no impact in 4 of those categories.

Combining the Day Centre facilities with the Library and County Archives opens new possibilities for service users. Day Centre users will have access to excellent computer resources and experience taster sessions in using the internet and more advanced IT classes that suit them. The co-located Library and Archive's other resources will provide additional access to materials that will entertain and enthuse. The presence of all these services will result in a community-focused centre that will promote inter-generational activities.

The option of re-providing day services at the Town Hall was, therefore, made on the basis of enhanced provision and opportunities for older people who need day care and need to be supported to live ordinary lives. In this respect the relocation demonstrates a corporate, forward thinking and innovative vision which retains the Authority's commitment to the provision of day services in Aberystwyth rather than close a Day Centre because of budgetary pressures - as is the case in some other Authorities.

I hope that this response serves to answer your questions and alleviate your concerns.

Yours sincerely,

Mr Allan Jones
Assistant Director
Commissioning & Business Support

P-04-376 Ad-drefnu Addysg ym Mhowys

Geiriad y ddeiseb:

Rydym yn galw ar Gynulliad Cenedlaethol Cymru i annog Llywodraeth Cymru i alw i mewn gynigion Cyngor Sir Powys i ad-drefnu addysg ym Mhowys, a fyddai'n arwain at ffrwd ddeuol ddwyieithog chweched dosbarth cyfrwng Saesneg Llanfair-ym-Muallt ddod yn chweched dosbarth dynodedig Cymraeg.

Prif ddeisebydd: Sarah Wheeler

Ystyriwyd gan y Pwyllgor am y tro cyntaf: 13 MAwrth 2012

Nifer y deisebwyr: 1,177

E-mail 05-03-2012

Hi Sarita,

The letter from Cllr Avril York was received December 2011 and was sent to Builth Wells Supporting Education for All as an update to members following the county councillors meeting with the Education portfolio holder – Cllr. Stephen Hayes.

The letter from Cllr Stephen Hayes was sent to the Builth and surrounding area county councillors on 7/12/11. Please find attached the minutes from the cabinet meeting 22/11/11 which was a public meeting, Cllr Avril York, attempted to present the Builth Wells Community outrage at the decision to close the English medium sixth form at Builth Wells High School. Builth Wells Supporting Education for All met with Cllr Stephen Hayes early Dec 2011 along with Cllr Avril York and his rationale for closing Builth Wells High School English medium sixth form was that 'some will say having a bilingual dual stream high school will contaminate the Welsh language', hence Welsh designation sixth form, despite not having the critical mass to maintain a Welsh designation sixth form. Please note throughout the consultation process we have as a community attempted to ensure the maintenance of a bilingual dual stream 11 – 18 yrs high school. The supporting petition was also acknowledged as part of the consultation process with 1021 signatures. All we are now aiming for is the removal of the Welsh only designation sixth form and all members hope for is fair and equitable education for **All** in Builth Wells High School with the ability to have a thriving bilingual dual stream 11 – 18 yrs school and maintenance of a bilingual dual stream sixth form.

Hope this is of help?

Please contact me if you require any further background information.

Best wishes

Sarah Wheeler

E-mail 02-03-2012

Dear Rhodri,

Please find three documents attached as evidence for the petitions committee. I am sending apologies due to the inability to attend the formal meeting to present the evidence.

Please note Sarita Marshall, Deputy Committee Clerk, Petitions Committee has a copy of the manual petition containing over 1020 signatures as supporting evidence for Builth Wells Community.

May I take this opportunity to thank you and your team for your on-going support and advice throughout the E-petition process.

Please do not hesitate to contact me for any further information.

Very best wishes.

Yours sincerely

Sarah Wheeler

(Sent on behalf of Builth Wells Supporting Education for All)

Petition Committee evidence
Builth Wells Supporting Education for All
1st march 2012

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

As a community what we are petitioning for is that the Education Portfolio Holder Cllr. Stephen Hayes, Powys County Council, will re-instate the Sixth form English Medium A level designation at Builth Wells High School, which he has closed in the secondary education modernisation in Powys. He has stated there have been radical changes in secondary education, but it appears the only change he has made is close the second largest viable English medium sixth form in Powys (Currently 125 pupils). This option taken by Cllr Hayes was not part of the consultation for secondary school modernisation. This decision has now created inequity, segregation of pupils who wish to maintain their Bilingual dual stream sixth form. (Currently there is one pupil studying 'A' levels in Welsh medium from the 2011 cohort). Builth Wells High School Welsh designation sixth form is mentioned throughout the draft Welsh Education Strategy Plan document for Powys, which also has made the Builth Wells community feel very nervous and powerless despite the majority of the community not being in support of this proposal. The community are very proud of the bilingual dual stream High School at Builth Wells and it forms the centre of a rural community, the change to the designation of the school will also lead to negative effects to the socio-economics of this rural bilingual speaking community.

Please find attached two letters that were sent to the Builth Wells Supporting Education for All, one from local councillors and one from the Education Portfolio Holder Cllr. Stephen Hayes on the 7th December 2011 to the local Councillors. The letters evidence that there is not the critical mass to have a viable Welsh medium sixth form at Builth Wells High School :-

“the implementation of post 16 education solely through the medium of Welsh should be allowed to grow organically and at its own speed and not implemented until a) it was financially viable and b) that there were sufficient pupils seeking to be educated through the medium of Welsh at ‘A’ Level.

AND

“I also accept that the date mentioned in the report of 2015 for full change-over is likely to prove unrealistic, as the time necessary for cohorts of pupils to move through earlier stages of their education will require a lengthier transition period.”

With this statement in mind, why sanction the closure and demise of a large thriving, successful and viable English medium sixth form? The majority of the community oppose this decision and still remain proud of the bilingual dual stream 11-18 yrs High School. All the members hope for is that the Welsh designation is changed back to Bilingual dual stream sixth form, to give the English medium A level students equality of opportunity which is an entitlement for all pupils regardless of the medium of education.

Summary of points relating to the closure of the English Medium Sixth form at Builth Wells High School.

This decision still dismays and confuses the Builth Wells community for several reasons:-

- Builth Wells High School is the only sixth form in Powys to be closed for English medium, the community feels there is now an **inequity** that Powys County Council education portfolio holder has endorsed, compared to the rest of Powys sixth forms. Equality of opportunity which is an entitlement for all pupils regardless of the medium of education.
- Builth Wells High School is the second largest English medium sixth forms in South Powys and has maintained high achievement's with A level results and the sixth form is financially viable.
- The current sixth form AS & A level 2011-2012 has 120 pupils opting to take their A levels at Builth Wells High School, this figure includes 8 pupils from the Welsh medium GCSE cohort, 7 of those pupils elected to take English medium A levels and now 1 (one) pupil is taking Welsh medium A levels.
- The area is 95% English speaking households, but the community remains proud of the bilingual status of the High School and closure of the English medium sixth form will inevitably lead to the demise and eventual closure of the 11 to 16 English medium education provision.
- The education portfolio holder Cllr Stephen Hayes has now acknowledged that *“the implementation of post 16 education solely through the medium of Welsh should be allowed to grow organically and at its own speed and not implemented until a) it was financially viable and b) that there were sufficient pupils seeking to be educated through the medium of Welsh at ‘A’ Level.*
- *Education Portfolio holder, Cllr. Stephen Hayes quoted “I also accept that the date mentioned in the report of 2015 for full change-over is likely to prove unrealistic, as the time necessary for cohorts of pupils to move through earlier stages of their education will require a lengthier transition period.”*

- **Most importantly the pupils wish to continue the bilingual dual stream sixth form in Builth Wells High School, pupils do not want separation or segregation from their friends/peers.**
- The decision will lead to the slow demise of the school with parents opting to not send their children to Builth Wells High School English Medium school due to the lack of choices, uncertainty and loss of continuation of English medium education provision to 18yrs.
- The local economy of Builth Wells community will be severely affected, potentially less investment and less migration to this beautiful area due to loss of English medium High School Education. The community are proud of the bilingual status of the school.

We hope that Powys County Council will change the designation of the sixth form and re-instate the English medium sixth form. Please keep our High School as a Dual Stream Bilingual sixth form. Let the school prove they have a financially viable bilingual dual stream sixth form, why close a Band 2 school, one of only two High Schools who achieved this level in all of South Powys?

Please help the High School and community in Builth Wells to request a re-think of Powys County Councils decision to close the English medium sixth form, give Builth Wells High School an equal chance with the rest of the sixth forms in Powys. The request is that Powys County Council removes the welsh designation and re-instates the bilingual dual stream sixth form. Please do not treat Builth Wells High School and community unequally compared to the rest of Powys High School pupils.

Yours sincerely
 Builth Wells Supporting education For All
 (Sarah Wheeler)

NB. Sarita Marshall, Deputy Committee Clerk, Petitions Committee has a copy of the manual petition containing over 1020 signatures as supporting evidence for Builth Wells Community.

Cllr Kelvyn Curry,
Cllr Maureen MacKenzie,
Cllr David Price,
Cllr T Van Rees,
Cllr Avril York

Dear Members,

Secondary, Welsh Medium and Post-16 school modernisation

Thank you for your letter of 5th December regarding the modernisation proposals as they affect Builth High School.

As you know, and I am happy to confirm, the proposals to establish centres of excellence for post-16 Welsh Medium education at Caereinion and Builth High Schools, which were agreed by Cabinet on 22nd November, envisage a move by increments to a position where the two schools offer A and AS courses through the medium of Welsh only.

As the Cabinet paper stated, the intention is 'to create sufficient critical mass of learners to enable the cost-effective delivery of courses and to enhance the range of courses available'. The aim, as the paper said, is to commission an increasing number of Welsh medium A/AS courses from Builth Wells Secondary school. The paper went on to say that it is anticipated that English Medium A/AS provision will cease to be provided at Builth in due course, with pupils accessing this provision at Llandrindod Wells High School.

It is clearly accepted, therefore, that progression to designated Welsh medium status at post-16 will occur over time, with no overnight cessation of English medium courses. I referred in presenting the report to the undertaking that no pupil who begins a course or a key stage at a school will be required to move before they complete that course of study. I also accept that the date mentioned in the report of 2015 for full change-over is likely to prove unrealistic, as the time necessary for cohorts of pupils to move through earlier stages of their education will require a lengthier transition period.

At the Cabinet meeting, a question was asked about the effect of the new central commissioning of courses on post-16 provision in Builth HS, and I confirmed that any new commissioning body would be free to make such decisions relating to courses in either medium as it considered justified by demand and available resources. It is not proposed that any application

will be made to alter the designation of Builth and Caereinion High Schools prior to the setting up of the new commissioning body.

The commitment to providing a full range of Welsh-medium courses at post-16 is an important one, and goes hand in hand with the decision to fund enhanced Welsh medium provision at 11-16 at both Builth and Brecon High Schools. There are currently over 450 pupils receiving primary education through the Welsh medium in the catchments of the two High Schools, with demand growing. It is important that we give these pupils, and others in the future, the prospect of first-class secondary education through the Welsh medium. Far from being a threat to the future of Builth HS, the proposal gives the school a key strategic role in the south of the county.

Finally, I am happy to confirm that the details of implementing what is a high-level strategy decision will need to be considered and taken forward through the Authority's Welsh in Education Strategic Plan. The draft of this plan will be worked up with stakeholders, including school governing bodies and senior management teams, and consultation will take place before submission of the final document to Welsh Government. This gives a genuine opportunity not only for those immediately affected, but for the wider public, to input their views on all aspects of implementation of the decision.

Yours sincerely,

Schools Modernisation Programme

Since the announcements on Schools Modernisation on 8th November, I have been working to improve the position of Builth Wells High School in relation to its sixth form provision.

Cabinet meeting on 22nd November: I spoke against the proposal for a Welsh only sixth form provision and requested that Builth Wells High School was able to work with the commissioning body to put on a range of economically viable English medium courses. This was picked up by one of the cabinet members, Tony Thomas; the minutes for the meeting state ..

The Portfolio Holder explained the rationale for a central planning and funding system for commissioning post-16 courses. He confirmed that this approach had the support of the Welsh Government. In answer to Members' questions he advised that it was necessary for the commissioning body to be autonomous and free from competing interests. Democratic overview would be provided by the Scrutiny Committees. He confirmed that when a preferred model for the commissioning body had been approved by Cabinet, consultation would take place before submission to Welsh Government. He wanted the commissioning body to work with neighbouring authorities including those in England. He advised that there was nothing preventing the new body commissioning a small number of subjects in English at the schools designated Welsh medium.

Because of continued confusion about what had been agreed, Cllr Tim Van Rees, myself and three other councillors wrote to the portfolio holder, Stephen Hayes, on 5th December to clarify the position. We reminded Cllr Hayes that the concession was given that *"the implementation of post 16 education solely through the medium of Welsh should be allowed to grow organically and at its own speed and not implemented until a) it was financially viable and b) that there were sufficient pupils seeking to be educated through the medium of Welsh at 'A' Level. It was also conceded that the commissioning body could provide 'A' Level education through the medium of English in subjects again if financially viable"*

Cllr Hayes responded by letter on December 7th. He accepts that the date in the report of 2015 is likely to prove unrealistic and that it will require a much lengthier transition period. He confirmed that *"any new commissioning body would be free to make such decisions relating to courses in either medium as it considered justified by demand and available resources"* Cllr Hayes continued that *"It is not proposed that any application to change the designation of Builth and Caereinion High Schools will be made prior to setting up of the new Commissioning Body"*

I trust this clarifies the position for Builth Wells High School – and I wish to record my thanks to Cllrs Tim Van Rees, David Price, Maureen Mackenzie and Kelvyn Curry for supporting me.

Avril York

**MINUTES OF A MEETING OF THE CABINET HELD AT THE PAVILION,
LLANDRINDOD WELLS ON 22ND NOVEMBER 2011**

PRESENT County Councillor E.M. Jones (Leader)

County Councillors L.G. Davies, W.A. Fitzpatrick, K.A. Harris, Mrs M.R. Harris, S.M. Hayes, G.G. Hopkins, W.T. Jones, Mrs K.M. Roberts-Jones and A.G. Thomas

1.	APOLOGIES	C140 – 2011
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There were no apologies for absence.

2.	DECLARATIONS OF INTEREST	C141 – 2011
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County Councillors L.G. Davies, W.A. Fitzpatrick, K.A. Harris, Mrs M.R. Harris, G.G. Hopkins, E.M. Jones, W.J. Jones and Mrs K.M. Roberts-Jones declared personal but non pecuniary interests in C142 – 2011 Secondary School Modernisation as LEA appointed governors.

3.	SECONDARY SCHOOL MODERNISATION	C142 – 2011
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The Portfolio Holder for Learning and Leisure gave an overview of the proposals contained within his reports. He referred to the challenges of improving educational standards, pressures on school budgets and falling pupil numbers. He referred to the consultation and feedback arrangements which would apply to the various proposals.

The Cabinet then heard representations from County Councillors D.R. Jones, for the Shires Independent Group, A.W. Davies for the Welsh Conservative Group, Mrs S.C. Davies for the Welsh Labour Group, D.W. Meredith for Brecon High School, Mrs A. York for Builth Wells High School, Miss M.J.B. Davies for Gwernyfed High School and speaking also on behalf of J.G. Morris for Crickhowell High School who was unable to attend, M.D. Hodges for Llandrindod Wells High School, P.E. Lewis for Llanfyllin High School, G. Morgan for Llanidloes High School, Mrs F.H. Jump for Welshpool High School, J.M. Williams for Ysgol Bro Ddyfi, K. Pathak for Ysgol Maesydderwen and Mrs E.M. Jones for Ysgol Uwchradd Caereinion.

The Cabinet then considered each of the reports in turn.

Secondary and Post 16 Modernisation Overview

The report set out the background to the proposals and made the case for change.

RESOLVED	Reason for Decision:
That the Cabinet notes the strategy for transforming secondary and post-16 education contained within this report.	To ensure full understanding of the challenges facing the sector and the strategy to address these.

Secondary Modernisation – proposals for 11 – 16 Secondary Education

The Portfolio Holder set out the rationale for the proposals to establish families of schools with formal collaborative governance arrangements and explained that the funding formula would be reviewed to incentivise collaboration. The proposed families were:

- Maesydderwen-Crickhowell-Brecon-Gwernyfed
- Builth Wells-Llandrindod Wells-John Beddoes
- Newtown-Llanidloes-Bro Ddyfi
- Welshpool-Llanfair Caereinion-Llanfyllin

It was proposed that the arrangements would be in place from September 2012. In answer to Members' questions he noted that the proposals would allow for a substantial reallocation of funds to 11-16 education equivalent to approximately £150 per pupil. He did not feel it was appropriate to slot the three special schools into the local families of schools as the three constituted a family in themselves and had been a model of collaboration. In relation to these proposals a two month feedback period commencing 29th November 2011 would allow the views of interested parties to be considered during the implementation process.

RESOLVED	Reason for Decision:
<p>1. To establish 'Families' of schools with formal collaborative governance arrangements under the Collaboration between Maintained Schools Regulations 2008;</p>	<p>To ensure that schools collaborate to raise standards and develop a cost-effective education system.</p>
<p>2. To carry out a review of the Authority's overall funding formula for schools.</p>	<p>To ensure that the secondary sector is funded in a transparent, standardised and sustainable manner.</p>

Secondary Modernisation – Proposal for Post-16 education

The Portfolio Holder explained the rationale for a central planning and funding system for commissioning post-16 courses. He confirmed that this approach had the support of the Welsh Government. In answer to Members' questions he advised that it was necessary for the commissioning body to be autonomous and free from competing interests. Democratic overview would be provided by the Scrutiny Committees. He confirmed that when a preferred model for the commissioning body had been approved by Cabinet, consultation would take place before submission to Welsh Government. He wanted the commissioning body to work with neighbouring authorities including those in England. He advised that there was nothing preventing the new body commissioning a small number of subjects in English at the schools designated Welsh medium.

RESOLVED	Reason for Decision:
<p>1. That the Local Authority moves to a central planning and funding</p>	<p>To ensure that post-16 education is delivered as cost-effectively and</p>

<p>system of commissioning post-16 courses;</p> <p>2. That in collaboration with other education providers in Powys, the Authority takes forward plans to formalise the central commissioning system by establishing a new legal entity for all academic and vocational provision within three years.</p>	<p>sustainably as possible, whilst ensuring that learners have access to a broad curriculum, both in English and Welsh.</p>
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Secondary Modernisation – proposals for Welsh Medium education

The Portfolio Holder explained that the rationale for his proposals to focus provision was to foster and encourage Welsh language provision, provide continuity of provision for pupils and increase breadth of curriculum choice through the Welsh medium. He explained that he had taken on board representations made in respect of Ysgol Dyffryn Trannon and was therefore recommending to the Cabinet that funding for Welsh medium 11-16 education at Llanidloes High School be retained at its current level pending consideration of needs of pupils at Ysgol Dyffryn Trannon under the Welsh in Education Strategic Plan. All proposals relating to Welsh Medium Education would be taken forward under the authority's Welsh in Education Strategic Plan which included a period of consultation before the final plan was submitted to the Welsh Government.

RESOLVED	Reason for Decision:
<p>1. To deliver 11-16 Welsh Medium education from <u>five</u> dual-stream schools as follows:</p> <ul style="list-style-type: none"> • Brecon High School • Builth Wells High School • Caereinion High School • Llanfyllin High School • Ysgol Bro Ddyfi <p>2. To provide additional investment and support to these schools to enhance and maintain the curriculum at the appropriate level;</p> <p>3. To retain funding of Welsh medium 11-16 education at Llanidloes High School at its current level pending consideration of the needs of Welsh medium learners at Ysgol Dyffryn Trannon under the Welsh in Education Strategic Plan.</p> <p>4. To commission post-16 Welsh</p>	<p>To ensure that all pupils have equal access to the broadest range of subjects through the medium of Welsh.</p> <p>To ensure that the provision is delivered in a efficient and effective manner</p>

<p>Medium provision from <u>three</u> of these schools, of which two will become designated Welsh Medium post-16 providers and one continues as a dual-stream provider:</p> <ul style="list-style-type: none"> • Caereinion High School – Welsh Medium • Builth Wells High School – Welsh Medium • Ysgol Bro Ddyfi – dual stream 	
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Secondary Modernisation – Associated proposals, including All Through Schools

The Portfolio Holder presented a number of further proposals in relation to

- supporting the establishment of an All Through school in Machynlleth;
- supporting investigation into the feasibility of All Through Schools in other catchment areas if appropriate;
- the implementation of a long term strategy of modernising school buildings and maximising the benefits of ICT to support teaching and learning in schools;
- reducing surplus places by removing surplus buildings and demountables and investigating alternative community use of empty spaces;
- local consultation on the revised home to school transport policy and undertake a review of all transport routes.

The Portfolio Holder confirmed that the two month feedback period would apply to these proposals.

RESOLVED	Reason for Decision:
<p>1. To actively support the development of an All Through School in Machynlleth;</p>	<p>To ensure a sustainable, cost-effective education system in this area that leads to an improvement in outcomes for learners.</p>
<p>2. To support schools in other catchment areas to explore the feasibility of All Through Schools, if appropriate;</p>	<p>To assess the potential of this model to deliver a sustainable, cost-effective education system in this area that leads to an improvement in outcomes for learners.</p>
<p>3. To support the proposals in respect of modernising school buildings, reducing surplus capacity, and reviewing home-to-school transport policy as set out in the report.</p>	<p>To create a long-term, sustainable education infrastructure;</p>

The Leader thanked the Portfolio Holder for Learning and Leisure and officers for their work and he also thanked the previous Portfolio Holder whose earlier work and consultations had informed much of the proposals.

4.	LOCAL AUTHORITY MORTGAGE SCHEME	C143 – 2011
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It was agreed to defer this report to 6th December.

E.M. JONES
Leader

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



Llywodraeth Cymru
Welsh Government

Eich cyf/Your ref P-04-376
Ein cyf/Our ref LA/05504/12

William Powell AM

committeebusiness@Wales.gsi.gov.uk

Dear William,

21 March 2012

Thank you for your letter of 12 March about a petition received from Sarah Wheeler of Powys.

I believe that the concerns about 6th form provision at Builth Wells High School have arisen because of 2 separate but related consultation exercises recently conducted by Powys. On 29 November 2011 the local authority issued, for consultation, plans for secondary schools and sixth forms which were based on an expectation that schools would be retained but that they would collaborate to raise standards. The plans also suggested that commissioning arrangements would be put in place to coordinate provision and that 2 secondary schools, one of which was Builth Wells High, would become designated Welsh medium post-16 providers. This consultation was followed by a wider consultation on the local authority's Welsh Education Strategic Plan, and this exercise was completed in mid February. This plan reflected the earlier suggestion that Builth Wells High would provide Welsh medium education at post-16. I understand that the local authority does not plan to make this change in the very near future, but that change by 2015 is under consideration.

The inclusion of this target for Builth Wells High in the strategic plan does not render the change inevitable, and there is no specific mechanism for the plan to be called in at present. The Welsh Education Strategic Plan has in any case been submitted to Welsh Ministers and will be scrutinised by the Welsh Language Unit in my department and feedback on its content will be provided to the local authority before Easter.

Under current legislation, even if a regulated change forms part of a plan such as a Welsh Education Strategic Plan, it would still be necessary to undertake statutory procedures under the School Standards and Framework Act 1998. The change from dual stream provision to Welsh-only provision would be a regulated change at the sixth form at Builth Wells School. The statutory procedures include consultation on proposals and the publication of notices with the opportunity for objection. Such proposals currently come to me for determination where objections arise. When I am required to determine proposals to make changes to schools, I take account of all relevant factors, including the views of objectors, before deciding whether or not to approve them.

Bae Caerdydd • Cardiff Bay
Caerdydd • Cardiff
CF99 1NA

English Enquiry Line 0845 010 3300
Llinell Ymholiadau Cymraeg 0845 010 4400
Correspondence.Leighton.Andrews@wales.gsi.gov.uk

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

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I hope that this explanation provides some reassurance that appropriate mechanisms are in place when changes to schools are under consideration. I will ensure that when the local authority is provided with feedback on its Welsh Education Strategic Plan, they are reminded that statutory procedures would be necessary for a number of the changes contained within the plan, including that in view for Builth Wells High School.

Yours sincerely



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

PET(4)-08-12 : Tuesday 15 May 2012
P-04-376 Reorganise Education in Powys

3rd May 2012

Petitions committee- response for 15th May 2012 meeting

Sarah Wheeler on behalf of Builth Wells Supporting Education for All

Thank you for the copy of the letter from Leighton Andrews AM, Minister for Education and Skills dated 21/3/12. Can I take this opportunity to clarify the petition statement?

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

Regarding Leighton's first paragraph where he stated that there were 2 consultations one in November 2011, modernisation plans for education and a welsh education strategy consultation (WESP) in February 2012. The Minister needs to be aware that the secondary school and sixth form consultation options within the document **have no relation** to the proposals now sanctioned for the sixth form that was decided by Powys County Council education committee for Builth Wells High School. The proposals have been opposed by the majority of the Builth Wells Community, with a large petition(1180) submitted to the petitions committee; the social and economic effects of the closure of the thriving English medium sixth form would be devastating for the school and the community.

To date we are unaware of the outcome of the WESP and have been unable to source any current information regarding the strategy, welsh designated sixth form at Builth Wells High School is fundamental to the consulted document. At no point has there been an impact assessment released for this proposal in Builth Wells. As a community when the minister states these changes are not imminent, 2015 is imminent and having closure of the sixth form ‘hanging over the school’ compromises future intakes of students.

We as a community wonder what the minister means by 'no specific mechanism for the plans to be called in at present' if there is a statutory procedure for regulated change under the Schools Standards and Framework Act 1998.

We as a community do feel that the minister has clearly stated there will be a statutory procedure including consultation on proposals and the publication of

notices with the opportunity for objection. Builth Wells hope to be given the chance to comment and object; or would this be a closed consultation process?

Please find attached two letters that were forwarded to the Builth Wells Supporting Education for all, from the Education Portfolio Holder Cllr. Stephen Hayes on the 7th December 2011 and the local Councillor. The letters evidence that there is not the critical mass to have a viable welsh medium sixth form at Builth Wells High School:-

“the implementation of post 16 education solely through the medium of Welsh should be allowed to grow organically and at its own speed and not implemented until a) it was financially viable and b) that there were sufficient pupils seeking to be educated through the medium of Welsh at ‘A’ Level.

AND

“I also accept that the date mentioned in the report of 2015 for full change-over is likely to prove unrealistic, as the time necessary for cohorts of pupils to move through earlier stages of their education will require a lengthier transition period.”

With this statement in mind, why sanction the closure and demise of a large thriving, successful and viable English medium sixth form? The majority of the community oppose this decision and still remain proud of the bilingual dual stream 11-18 yrs. High School. All the members hope for is the welsh designation is changed back to Bilingual dual stream sixth form, to give the English medium A level students equality of opportunity which is an entitlement for all pupils regardless of the medium of education.

Yours sincerely

Builth Wells Supporting Education for All

And

Sarah Wheeler



GIG
CYMRU
NHS
WALES

Pwyllgor Gwasanaethau Iechyd
Arbenigol Cymru (PGIAC)

Welsh Health Specialised
Services Committee (WHSSC)

AGENDA ITEM 13

27 March 2012

SPECIALISED GENDER IDENTITY SERVICES PROJECT

Report of	Director of Planning
Paper prepared by	Acting Assistant Director of Planning
Executive Summary	<p>The WHSSC Management Team acts as the Project Board for the Specialised Gender Identity Services Project. The Project has now concluded, and the final report is due to be submitted to the next meeting of the Directors of Primary Care, Community and Mental Health Services, prior to consideration by the Joint Committee in June 2012.</p> <p>This report provides a summary of the key findings and recommendations from the review.</p>
Action/Decision required	To NOTE the key findings and recommendations from the review, and to NOTE the timeline for receiving the final report.
Link to Board Committee (s)	N/A

FOR INFORMATION

Link to Standards for Health Services in Wales	2.	Equality, diversity and human rights
	6.	Participating in Quality Improvement Activities
	7.	Safe and Clinically Effective Care
	10.	Dignity and respect

INTRODUCTION

The Welsh Health Specialised Services Committee is responsible for planning:

- Specialist assessment and monitoring of real life experience for patients with Gender Dysphoria
- Gender confirmation surgery

Following an internal review of the processes for managing referrals to the specialised gender identity assessment services in London, a number of actions were agreed by the Joint Committee in order to strengthen and improve the process, including a review of the service pathway and model for the provision of specialised assessment services.

Following a series of meetings with service users and representatives from third sector organisations, the project was initiated on the 1st September 2011. The overall aim of the project was to improve the planning and securing of specialised mental health services for patients with gender dysphoria and gender confirmation surgical services.

SPECIALISED GENDER IDENTITY SERVICES PROJECT

Objectives

The following four objectives were identified:

- i. Revise the current policy to reflect the revised planning arrangements within NHS Wales, including an equality impact assessment and a review of existing evidence including performance indicators and outcome measures and monitoring of equality data.
- ii. Revise the referral pathway and to advise on the definitive model for providing Gender Dysphoria assessment and review for patients resident in Wales.
- iii. Identify criteria for selecting preferred providers for specialised assessment and gender reassignment surgery.
- iv. Clarify the role of services within Wales.

Methodology

In order to facilitate the delivery of the project within the agreed timescales, the role of the Project Board was taken on by the WHSSC management team. A Project Management Group, chaired by the WHSSC Director of Planning, was established to lead and manage the project, and coordinate the work of the two working groups:

Service Model Working Group –responsible for developing the following documents:

- ***Directory of service within Wales*** – identifying services within Wales that provide support to patients with gender dysphoria.
- ***Service Specification and Model*** – identifying the preferred service model for the provision of assessment services for patients with gender dysphoria.

Service Quality Working Group - responsible for developing the following documents:

- ***Quality indicators and Outcome measures*** –for assessment and specialised surgical services
- ***Key performance indicators***–for assessment and specialised surgical services.
- ***Criteria for preferred provider*** – to inform the identification of preferred providers for specialised assessment and surgical services for patients resident in Wales.

Both groups had service user representatives, and had further support from the NHS Centre for Equality and Human Rights.

In addition to the two working groups, a Stakeholder Reference Group was established. This group was chaired by Dr Michelle Northcott, a service user, and was responsible for ensuring that key stakeholders were kept up to date on the progress of the project and the development of the key products, and to provide a forum for discussion and feedback. The group was responsible for:

- Providing a forum for discussion and feedback through the Project Management Team and the Service Quality and Service Model Working Groups;
- ensuring key stakeholders are kept up to date on the progress of the project and the development of the key products;

FOR INFORMATION

- ensuring that the Service Quality and Service Model Working Groups adopt an Equality Impact Assessment approach for the development of their products.

The chairs of the stakeholder reference group and the chairs of the two working groups were members of the Project Management Group.

MEETING PUBLIC SECTOR EQUALITY DUTIES

The Equality Act (2010) places a positive duty on public authorities to promote equality for all the protected groups and requires Welsh public bodies to demonstrate how they pay “due regard” to equality when carrying out their functions and activities.

As a subcommittee of the seven Health Boards, WHSCC is required to pay due regard to the promotion of equality when planning and delivering a service, including the contract criteria, the conditions of monitoring the performance of the contractor and the user experience.

From the outset it was agreed that the project management group agreed would use an Equality Impact Assessment (EQIA) framework to anticipate the consequences of decisions on relevant groups. The NHS Centre for Equality and Human Rights provided support to the working groups and stakeholder reference group with the EQIA framework throughout the project.

The intention was to ensure that as far as possible, negative consequences were eliminated or minimised, and opportunities for promoting equality and human rights were maximised.

The framework adopted was based on the following principles that underpin the Public Sector Equality Duties:

- Evidence based

- Transparent
- Engagement
- Leadership

The approach enabled the working groups to design what they feel and believe as service users, clinicians, and planners to be a flexible service responsive to the needs and circumstances of individuals undergoing a very personal and unique journey.

During the course of this work it was evident that there were a number of wider, potentially discriminatory issues, outside of the scope of WHSSC, which need to be addressed. A significant proportion of these issues relate to the experience of patients with primary care and mental health services, therefore the final report will be submitted to the next meeting of the Directors of Primary Care, Community and Mental Health Services. The aim is to ensure that full consideration can be given to the issues raised, at the appropriate level within each of the Health Boards, in order to ensure that Joint Committee members are sufficiently briefed to be able to make decisions on the final report at the June meeting of the Joint Committee.

KEY FINDINGS AND RECOMMENDATIONS

Key Findings

The Project has revealed significant gaps in the provision of services to support patients with Gender Dysphoria.

In particular Welsh patients living outside Betsi Cadwaldr University Health Board and Aneurin Bevan Health Board do not have any access to local assessment services, or other support services such as endocrinology and speech and language therapy. As a consequence such patients are required to travel out of area to access services provided by the West London Mental Health Trust.

There are a number of emerging equality and human rights themes which must be considered and addressed by the wider healthcare community:

- The role of primary healthcare in relation to referral care pathways, knowledge of Gender Dysphoria, attitudes towards the Transgender community and improving the experience of service users.
- The needs of people detained under the Mental Health Act; offenders and those with a personality disorder or learning disabilities that might require treatment.
- Discussions with service users revealed a lack of clarity around the level and appropriateness of service provision and support for people under 18.
- The lack of current up to date information and guidance for Health Boards on Gender Dysphoria, the patient experience and the associated equality and human rights issues.
- There is a gap in data around the health needs and experiences of the Transgendered community.

Recommendations

1. Gaps in provision of locally delivered services should be addressed as soon as possible. In those areas which do not have endocrinology services, arrangements should be put in place to enable patients to access services provided by an adjacent local health board.
2. Specialised assessment – further work should be undertaken over the next six months in partnership with

Local Health Boards and WHSSC to develop proposals for providing regional specialised assessment services within existing resources, including the resource mapping of existing local health board funded provision and the out of area services currently commissioned through WHSSC.

It is recommended that this work is led by Betsi Cadwaladr University Health Board, as the Health Board already has significant managerial and clinical experience in the development and delivery of these services.

3. Gender confirmation surgery – currently there is not a sufficient critical mass to support the development of the full range of gender confirmation surgical services within Wales. Whilst a small number of procedures, e.g. mastectomy, hysterectomy, can be undertaken locally, it is recommended that WHSSC continues to commission the more highly specialised surgical procedures from recognised English centres.

4. Wider consultation should be undertaken with service users and providers to consider whether the proposed Quality Indicators and Key Performance Indicators are fit for purpose of:
 - a. Auditing existing assessment and surgical services
 - b. Informing the development of proposals for a regional assessment service
 - c. Informing the designation of surgical services for Welsh patients.
 - d. Informing and improving the equality evidence base

5. A partnership board should be established to support the development of future NHS Wales strategy for gender identity services and to review the audit of assessment and surgical services against the quality indicators and key performance indicators. The scope of the partnership board should extend beyond the services currently commissioned by WHSSC, and would include primary and secondary care services provided and commissioned by Local Health Boards. The board should have clear terms of reference which ensure that equality and human rights issues and legislative requirements are taken into account for all stages of policy development and review. It is envisaged that the board would be independently chaired, and would be supported by the NHS Centre for Equality and Human Rights.

6. The existing planning policy should be amended to incorporate the proposed care pathways developed by the service model group, and should be further reviewed once the work on the specialised assessment services has been concluded and the Joint Committee have reached a decision of the future model of provision.

CONCLUSION

The project has addressed the key objectives as agreed by the Joint Committee in November 2010, and has identified key findings and recommendations for improving planning of services for patients with gender dysphoria.

Further work is required to address the key issues of inequity surrounding access to primary and secondary care services, and to scope the feasibility of developing regional assessment services for Welsh patients.

RECOMMENDATIONS

Members of the Joint Committee are asked to:

- **NOTE** the key findings and recommendations from the review; and
- **NOTE** the timeline for receiving the final report

IMPACT ASSESSMENT

Health Improvement	Implementation of the project's recommendations should lead to reduction in the inequity experienced by individuals with Gender Dysphoria who are unable to access local endocrinology and speech and language support.
Workforce	The project has recommended that further work is undertaken on the models of provision to identify the workforce impact.
Education and Training	The report has identified that there are training and education gaps in primary care services.
Financial	The project has recommended that further work is undertaken on the models of provision to identify how existing resources can be used to develop regional services.
Legal	There are no specific legal issues that arise as a result of the Review.
Equality	The report has identified significant issues

FOR INFORMATION

	relating to the equality act, the implementation of the key recommendations will address the issues raised.
Environmental	The provision of local services will reduce the requirement of individuals to travel out of area, and thus result in a reduced carbon footprint.

RISK ASSESSMENT

Clinical/Service	The implementation of recommendations would be expected to result in an improved service for users in terms of efficiency, quality, equity and user experience.
Financial	The project has recommended that further work is undertaken on the models of provision to identify how existing resources can be used to develop regional services.
Reputational	There has been full engagement with stakeholders from the Transgender community throughout the project.

Acronyms and abbreviations	
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CONSULTATION AND ENGAGEMENT

The Stakeholder Reference Group were involved throughout the project and the development of the key products, and provided a forum for discussion and feedback.

SOURCES OF INFORMATION

A full list of references is included within the final report. Copies of the report are available upon request.

Stop Newport & Monmouthshire Incinerator Campaign

John Griffiths AM

Minister for Environment and Sustainable Development

5th Floor, Tŷ Hywel, Cardiff Bay, CF99 1NA

20 May 2012

Dear John

INCINERATION : (1) ABOLITION OF THE HPA (2) OUTCOME OF LOCAL ELECTIONS

During evidence to the Petitions Committee in late March, SNIC were rather surprised to hear your statement that you were “not aware of the Health Protection Agency’s imminent demise”.

I consulted the Clerk to the Committee and agreed that SNIC would write to you direct on this matter, but I am copying this letter to the Committee so that they are fully aware of this particular follow-up enquiry.

The proposed abolition of the HPA, and the transfer of all its functions to Mr Lansley’s Ministry were originally announced in July 2010. The HPA is to be abolished under Section 56 of the Health and Social Care Act 2012 which received Royal Assent earlier this year. We do not know when that Section of the Act will be brought into force. We do know that Earl Howe explained during the final Lords’ stages of the Health Bill, that the HPA’s functions are to be transferred in their entirety to a new body – Public Health England – which does not have NDPB status and whose executive control will be vested in a Chief Executive reporting to the English Health Minister. **Perhaps your officials could establish when the HPA will be abolished and inform us, given the reliance placed on the HPA by WG Ministers and officials in relation to the safety of incineration emissions ?**

As WG were apparently unaware that the HPA faced abolition, despite the Government’s public reliance on its previous advice in respect of the health risk from incinerators, SNIC and others with an interest in the health implications of incinerators would be grateful to **learn which bodies will take over the HPA functions in respect of Wales ?**

The previous declared policy of your Ministry issued by your predecessor last year was to support the construction of EfW waste incinerators in every region of Wales. The same policy statement confirmed that the Welsh Government was only “technology neutral” between different kinds of incinerators. Your officers have constantly reaffirmed this stance. We hope that you do not share this view, as you have assured me on several occasions that you are genuinely open to alternatives to mass-burn incineration. However as there has been no recent Ministerial statement to modify the previous policy, widespread public concern inevitably remains about the health implications. It is vital that health advice of the highest quality and objectivity is available, and can be reviewed and updated regularly, with the benefit of further research commissioned by Welsh Government Ministers to meet the needs of Wales. This is urgent : once Section 56 of the new Act is in force, the UK Government will no longer have any duty to provide health advice on incinerators in respect of Wales.

You will be aware of public dissatisfaction with the advice from the HPA on health effects from waste incinerators, partly because of its narrow focus on epidemiology (unlike the US EPA), and partly because independent bio-medical experts come to different conclusions. In particular, Prof C.V. Howard, who is shortly presenting evidence to the Assembly Petitions Committee, judges that a precautionary approach (as under Wales’s sustainable development duty) favours non-incineration treatments of municipal wastes. Evidence

from Cardiff Against The Incinerator to the Petitions Committee details how the University Health Board used HPA advice on the Viridor incinerator license application (decided by the EA permitting team in England) but evaded most of the evidence presented to them, including documents from Professor Howard. I felt that pro-incinerator witnesses on 27 March were taking a similar approach to the recent Italian studies on health impacts of incineration which SNIC quoted to the Petitions Committee. Taking the line that *HPA have said x and we are sticking to x whatever new evidence others may submit* is surely not the right way to proceed if we are trying to establish the truth ?

You and Ministerial colleagues for health have an opportunity to remedy these deficiencies and to broaden and improve the sources of advice to the Welsh government and Welsh health bodies in respect of incineration (and to include incinerator ash as well as emissions). **Would you ensure that the new advice-giving process is fully transparent and open to scrutiny in Wales ?** Can you say too, what budget transfers, if any, have been, or will be, made between the Government in Westminster and the devolved government in Cardiff in respect of the transferred functions and programmes?

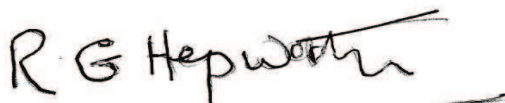
Outcome of Local Elections

SNIC note that you are quoted in your recent article in the CPRW magazine as stating that you “want to look at some of our most pressurized urban environments to ensure that we deliver a better quality of life for people who live there”. This surely applies to Newport and its “urban fringe” around the priceless Gwent Levels. **We wonder what contribution you expect a waste incinerator and its associated emissions, new lorry traffic and production of toxic ash will make to deliver a better quality of life for the people of East Newport, including those living in the new housing at the Llanwern regeneration site at Glan Llyn, and the surrounding villages?**

Every current trend shows the environmental and economic weakness of the case for mass-burn incinerators. The views expressed publicly this month by the European Commission, warning countries like Denmark and Germany to cut back on incineration in order to meet EU parameters for waste, are indicative. The EU will surely continue to increase the requirements on all Governments to recycle and the EC is now saying more clearly than ever that burning cannot be counted as recycling. Energy generation does not compensate for this. Meanwhile residual waste streams are falling across the UK and Europe, threatening the economic viability of new mass-burn incinerators everywhere. Incinerators are even being closed in Rotterdam. It would be a tragic mistake if Wales adopted incinerators and thereby put a *de facto* ceiling on recycling just at the moment when incinerators are being restricted and reduced right across the rest of Europe.

An incinerator in Newport would place an unacceptable environmental, health and cost burden on the whole population. There is near-unanimous opposition by local residents in Newport and Monmouthshire to an incinerator. This has been expressed in petitions and letters from the public, by the views of at least 7 local community councils, by the partnerships regenerating the former steelworks site at Glan Llyn and by both successful Labour and Conservative candidates in the recent local elections. We can see no mandate for the Welsh Government to override these views – or to ignore the manifesto of the newly elected Labour City Council in Newport – by forcing through a mass-burn incinerator in Newport. Such action would damage the physical and mental health of our people, and our economic and social prospects. **SNIC hope you will respect the outcome of the recent Elections, publicly change the policy embraced by your predecessor and instruct your officials to co-operate with Newport City Council and other local authorities to find a solution to waste disposal in our area that does not rely on mass-burn incineration.**

Yours sincerely



Rob Hepworth

Chair, SNIC

Eitem 6.1

Yn rhinwedd paragraff(au) vi o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon

Yn rhinwedd paragraff(au) vi o Reol Sefydlog 17.42

Mae cyfyngiadau ar y ddogfen hon