

**Gwybodaeth Ychwanegol at y Cyfarfod Llawn  
Information Further to Plenary**

*Cyhoeddir ymatebion yn yr iaith y'u darparwyd, gyda chyfieithiad Saesneg o ymatebion yn y Gymraeg.*

*Responses are published in the language in which they are provided, with a translation into English of responses provided in Welsh.*

**Gwybodaeth ychwanegol at OAQ(4)0779(FM) a gyhoeddwyd gan Carl Sargeant, y  
Gweinidog Llywodraeth Leol a Chymunedau, ar 28 Tachwedd 2012  
Information further to OAQ(4)0779(FM) issued by Carl Sargeant, the Minister for  
Local Government and Communities, on 28 November 2012**

**At/To Russell George:**

I am writing in response to your question to the First Minister on 20 November 2012 in respect of speeding following the construction of the new bypass at Four Crosses and also road safety at two junctions near Arddleen.

Prior to the Four Crosses Improvement, the road at this location was unrestricted and even though there was the presence of a 40mph buffer zone to the south approaching the 30mph limit in Four Crosses the measured 85th percentile traffic speeds were in excess of 50mph (the 85th percentile speed is the speed at or below which 85% of all vehicles are observed to travel under free flowing conditions past a nominated point. This is a standard measurement of vehicle speed which is in accordance with the Design Manual for Road and Bridges). Though it is accepted that traffic speeds have marginally increased after the construction of the bypass the 85th percentile speed remains below the unrestricted (60mph) speed limit.

My officials and the Police met with local residents and members of the Community Council of Four Crosses on 7 February 2012 where this issue was discussed. At the meeting, the Police advised they would not support a reduced speed limit because it would not be self-enforcing.

I confirm that we will review the speed limit on the A483 around Four Crosses as part of the review of speed limits across the whole trunk road network, which is due to be completed by end of 2014.

The verge widths along the improved highway are significantly wider than before thus allowing more refuge for pedestrians. The Offa's way actually diverts under the bypass and progresses along the Canal.

Road safety continues to be a priority and as such, I can assure you we will monitor conditions at this location as part of ongoing road safety audit processes.

**Gwybodaeth ychwanegol at OAQ(4)0779(FM) a gyhoeddwyd gan Carl Sargeant, y  
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Information further to OAQ(4)0779(FM) issued by Carl Sargeant, the Minister for Local  
Government and Communities, on 28 November 2012**

**At/To Llyr Huws Gruffydd:**

I am writing in response to your question to the First Minister on 20 November 2012 regarding the safety of Maes Gamedd Junction on the A494 between Corwen and Rhuthin.

As previously explained, over the last few years road safety measures including enhanced signing and road markings have been introduced on the approaches to this junction. We are currently looking at the feasibility of improving the junction, however the timing of any scheme would depend on the availability of funds and its priority against other schemes.

In the meantime my officials will investigate the cause of the recent accidents to see whether any further road safety measures would be beneficial.

**Gwybodaeth ychwanegol at OAQ(4)0772(FM) a gyhoeddwyd gan y Prif Weinidog,  
Carwyn Jones, ar 20 Rhagfyr 2012**  
**Information further to OAQ (4)0772(FM) issued by the First Minister, Carwyn Jones,  
on 20 December 2012**

**At/To Rhodri Glyn Thomas:**

Rwy'n ysgrifennu mewn ymateb i'ch cwestiwn atodol i OAQ(4)0772(FM) yn y Cyfarfod Llawn ar 20 Tachwedd ynghylch marchogaeth a Nodyn Cyngor Technegol (TAN) 18 Trafnidiaeth. Yn eich cwestiwn, gofynnoch i mi ystyried cynnwys marchogion fel defnyddwyr bregus ein ffyrdd yn TAN 18, ac a fyddwn yn barod i sicrhau bod eu hawliau hwy hefyd yn cael eu cydnabod o fewn y TAN. Rydych chi'n nodi hefyd nad yw'r TAN wedi'i adolygu ers pum mlynedd.

Rwy'n cydnabod pwysigrwydd creu amgylcheddau mwy diogel ar gyfer marchogion. Mae modd gwneud hyn yn rhannol drwy ddefnyddio llwybrau penodedig, ond ar adegau ni fydd modd osgoi defnyddio'r ffyrdd. Mae Polisi Cynllunio Cymru (PCC), TAN 18 a TAN 16 Chwaraeon, Hamdden a Mannau Agored yn cynnwys cyfarwyddyd ar ddarparu ffyrdd mwy diogel a llwybrau penodedig ar gyfer cerdded, beicio a marchogaeth.

Mae PCC yn cefnogi gwella diogelwch ffyrdd, a gall hyn fod o fudd i holl ddefnyddwyr y ffyrdd. Mewn cymdogaethau trefol a gwledig sefydledig, dylid mabwysiadu mesurau rheoli traffig lle bo'n briodol i wella strydoedd a hyrwyddo diogelwch ar y ffyrdd. Dylid mabwysiadu mesurau lleddfdu traffig o'r cychwyn mewn datblygiadau newydd. O ran llwybrau penodedig, mae PCC yn ei gwneud yn ofynnol i awdurdodau lleol ddiogelu a gwella'r rhwydwaith hawliau tramwy (sy'n cynnwys llwybrau ceffylau). Mae TAN 18 yn nodi hefyd y dylai cynlluniau datblygu ddiogelu llwybrau mewn ardaloedd trefol a gwledig i gerddwyr, beicwyr a marchogion. Mae TAN 16 yn ategu'r cyngor hwn drwy argymhell, lle bo'n ymarferol, y dylai awdurdodau cynllunio lleol geisio defnyddio hen reilffyrdd a llwybrau halio camlesi i gynnig llwybrau lleol a phellter hir i gerddwyr, beicwyr a marchogion.

Mae PCC a TAN 18 yn parhau i gynnig cyfarwyddyd perthnasol i helpu i ddatblygu system drafnidiaeth effeithlon a chynaliadwy yng Nghymru, a bernir bod mesurau diogelu digonol ar gyfer marchogion wedi'u hymgorffori yn y system gynllunio. Fodd bynnag, er nad oes adolygiad o TAN 18 ar y gweill ar hyn o bryd, caiff unrhyw ganfyddiadau sy'n deillio o ymchwiliad cyfredol y Pwyllgor Menter a Busnes i drafnidiaeth gyhoeddus eu hystyried yn llawn.

Yn ogystal, â pholisi cynllunio, ers 2008/9 mae Llywodraeth Cymru wedi bod yn darparu cyllid i roi Cynlluniau Gwella Hawliau Tramwy awdurdodau lleol ar waith. Mae'r cynlluniau statudol hyn yn helpu awdurdodau i nodi a blaenoriaethau gwelliannau i'w rhwydweithiau hawliau tramwy a chynnig mynediad yn fwy cyffredinol i bob defnyddiwr dilys, gan gynnwys marchogion a gyrwyr car a cheffyl. Mae bron £8 miliwn wedi cael ei ddyrranu i'r rhaglen wella hon.

Hefyd, rydyn ni newydd gynnwys cynigion yn y Papur Gwyn Teithio Llesol ar gyfer adolygu diffiniadau hawliau tramwy cyhoeddus. Mae hyn wedi arwain at gryn dipyn o drafod ynghylch y posibilrwydd o symleiddio llawer o'r gweithdrefnau ynghylch cofnodi ac amrywio'r rhwydwaith hawliau tramwy yng Nghymru. Mae swyddogion yn gweithio gyda Cyfoeth Naturiol Cymru ac yn trafod gyda'r Sefydliad Hawliau Tramwy Cyhoeddus (IPROW) a Gweithgor Rheoli Hawliau Tramwy Cymru (WROWMWG) i gyflawni'r amcan hwn. Gellid cynnwys unrhyw newidiadau i ddeddfwriaeth sylfaenol ym Mil yr Amgylchedd, gan mai dyma fyddai'r cyfrwng deddfwriaethol mwyaf priodol.

I am writing in response to your supplementary question to OAQ (4) 0772(FM) in Plenary on 20 November concerning riding and Technical Advice Note (TAN) 18 - Transport. In your question, you asked me to consider the inclusion of horse-riders as vulnerable road users in TAN 18, and whether I would be prepared to ensure that their rights are also acknowledged within the TAN. You also note that the TAN has not been revised for five years.

I acknowledge the importance of creating safer environments for horse-riders. This can be done partially by the use of designated paths, but occasionally it is impossible to avoid using the road. Planning Policy Wales (PPW), TAN 18 and TAN 16, Sport, Leisure and Open Spaces includes guidance on the provision of safer roads and designated pathways for walking, cycling and riding.

PPW supports road safety improvement, and this can be of benefit to all road users. In established urban and rural neighbourhoods, traffic control measures should be adopted where appropriate to improve streets and to promote road safety. Traffic calming measures should be adopted from the outset in new developments. With regard to designated paths, PPW Requires Local Authorities to safeguard and improve the rights of way network (which includes bridle paths). TAN 18 also notes that development plans should safeguard paths in urban and rural areas for walkers, cyclists and riders. TAN 16 endorses this advice by recommending, where practicable, that local planning authorities should attempt to use disused railways and canal routes to offer local and long distance paths for walkers, cyclists and riders.

PPW and TAN 18 continue to provide relevant guidance to help to develop an effective and sustainable traffic system in Wales, and adequate safety measures for riders are deemed to have been incorporated in the planning system. However, although a revision of TAN 18 is not currently planned, any findings resulting from the Enterprise and Business Committee's current enquiry into public transport will be fully considered.

In addition to planning policy, since 2008/9 the Welsh Government has provided funding to implement local authority Rights of Way Improvement Plans. These statutory plans help authorities to identify and prioritise improvements to their rights of way networks and to offer access more generally for all legitimate users, including horse-riders and horse and carriage drivers. Almost £8 million has been allocated to this improvement plan.

Also, we have recently included proposals in our Active Travel White Paper for the revision of the definitions of public rights of way. This has led to considerable discussion concerning the possibility of streamlining many of the procedures for

recording and varying the rights-of-way network in Wales. Officials are working with Natural Resources Wales and are in discussion with the Institute of Public Rights of Way (IPROW) and the Wales Rights of Way Management Working Group (WROWMWG) to achieve this aim. Any modifications could be included in primary legislation in the Environment Bill, as this would be the most appropriate legislative vehicle.