



Ein cyf/Our ref WQ83367

Heledd Fychan AS

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29 Tachwedd 2021

Annwyl Heledd

Diolch am eich Cwestiwn Ysgrifenedig diweddar: Pa gamau sy'n cael eu cymryd i leihau llygredd aer sy'n gysylltiedig â'r A470 yn ardal Pontypridd, yng ngoleuni'r ffaith bod lefelau'n parhau'n beryglus o uchel er gwaethaf y mesurau sy'n cyfyngu ar gyflymder?.

Yn dilyn cyfres fanwl o ymchwiliadau Arweiniad ar Arfarnu a Chynllunio Trafnidiaeth Cymru (WelTAG) yn 2017/2018, nodwyd mai terfyn cyflymder o 50mya oedd y mesur a oedd â'r potensial gwyddonol mwyaf i leihau lefelau nitrogen deuocsid (NO<sub>2</sub>) ar ran o'r A470 rhwng Cyfnewidfa Glan-bad a Chyfnnewidfa Stryd y Bont ym Mhontypridd, lle cawsant eu pennu fel rhai uwch na'r terfyn cyfartalog blynyddol o 40µg/m<sup>3</sup> a nodir yn Rheoliadau Safonau Ansawdd Aer (Cymru) 2010.

Mae gwaith monitro cyn ac ar ôl cyflwyno'r terfyn wedi dangos bod lefelau cyfartalog blynyddol y NO<sub>2</sub> a gofnodwyd ar ochr y ffordd wedi gostwng 16%, h.y. o 56.5µg/m<sup>3</sup> yn 2018 i 48.1µg/m<sup>3</sup> yn 2019. Mae data ar gyfer 2020 wedi dangos bod lefelau NO<sub>2</sub> wedi gostwng ymhellach, gyda chyfartaledd blynyddol o 30.5µg/m<sup>3</sup>. Fodd bynnag, cydnabyddir bod y cyfyngiadau ar symud sy'n gysylltiedig â phandemig COVID-19 wedi dylanwadu'n sylweddol ar y ffigur hwn.

Gan fod Gweinidogion Cymru wedi ymrwymo'n gyfreithiol i sicrhau cydymffurfiaeth â'r terfyn cyfartalog blynyddol, mae camau pellach yn cael eu cymryd gan gynnwys datblygu nifer o fesurau. Er y gallai'r mesurau hyn leihau lefelau NO<sub>2</sub> i'r un lefel â'r terfyn cyflymder o 50mya, byddai'n cymryd llawer mwy o amser i'w gweithredu a byddai angen cymorth gan randdeiliaid eraill, gan gynnwys yr Awdurdodau Lleol. Bydd y mesurau hyn, os oes eu hangen, yn ategu'r terfyn cyflymder ac yn achos yr A470 maent fel a ganlyn:

1. Parth Aer Glân – A all gynnwys gosod cyfyngiadau ar y cerbydau sy'n achosi'r llygredd mwyaf; a
2. Rhwystrau Ansawdd Aer – Mae chwe lleoliad wedi'u nodi ar y coridor lle mae posibilrwydd y gallai lefelau NO<sub>2</sub> fod yn uwch na'r terfyn a lle gallai gosod rhwystrau fod o fudd.

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

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

Yn ogystal, er mai dim ond ar gyfer monitro cyflymder traffig y defnyddiwyd y camerâu cyflymder cyfartalog a osodwyd ym mis Medi 2018, mae swyddogion wedi bod yn gweithio gyda'r Heddlu a GoSafe mewn perthynas â chymryd camau pellach. O ganlyniad, mae'n debygol mai'r cam nesaf fydd cyflwyno hysbysiadau cynghori i yrwyr sy'n torri'r terfyn cyflymder o 50mya ynghyd â gorfodi lle mae'r Heddlu o'r farn bod angen gwneud hynny. Bydd cyhoeddiadau pellach ar y newid hwn yn cael eu gwneud yn ystod yr wythnosau nesaf, drwy ymgrych gyfathrebu gynhwysfawr.

Yn gywir

A handwritten signature in black ink, appearing to read 'Lee', is centered within a light gray rectangular box.

**Lee Waters AS/MS**

Y Dirprwy Weinidog Newid Hinsawdd  
Deputy Minister for Climate Change



Ein cyf/Our ref WQ83367

Heledd Fychan MS

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29 November 2021

Dear Heledd

Thank you for your recent Written Question: What steps are being taken to reduce air pollution associated with the A470 in the Pontypridd area, in light of the fact that levels remain dangerously high despite the speed-limiting measures?.

Following a detailed series of WelTAG investigations in 2017/2018, a 50mph speed limit was identified as the measure that had the greatest scientific potential to reduce levels of nitrogen dioxide (NO<sub>2</sub>) on a section of the A470 between the Upper Boat Interchange and Bridge Street Interchange in Pontypridd, where they were established as being higher than the annual average limit 40µg/m<sup>3</sup> set out in the Air Quality Standards (Wales) Regulations 2010.

Monitoring before and after the limit was introduced has shown annual average levels of NO<sub>2</sub> recorded at the roadside have reduced by 16%, i.e. from 56.5µg/m<sup>3</sup> in 2018 to 48.1µg/m<sup>3</sup> in 2019. Data for 2020 has indicated that NO<sub>2</sub> levels reduced further, with an annual average of 30.5µg/m<sup>3</sup>. However, it is acknowledged that this figure is influenced by significantly reduced traffic flows linked to the restrictions on movement associated with the Covid-19 pandemic.

As Welsh Ministers are legally committed to ensuring compliance with the annual average limit, further steps are being undertaken including development of a number of measures, that whilst having potential to reduce NO<sub>2</sub> levels to the same level as the 50mph speed limit, would take significantly longer to implement and require support from other stakeholders, including the Local Authorities. These measures, if required, will supplement the speed limit and in the case of the A470 are as follows:

1. Clean Air Zone – Which may include the imposition of restrictions on the most polluting vehicles; and
2. Air Quality Barriers – Six locations have been identified on the corridor where there is potential exposure to NO<sub>2</sub> levels above the limit value and where the installation of barriers could be of benefit.

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In addition, whilst the average speed cameras that were installed in September 2018 have only been used for monitoring traffic speed, officials have been working with the Police and GoSafe in respect of taking further action. Consequently, it is likely that the next stage will be the issuing of advisory notices to drivers who exceed the 50mph speed limit along with enforcement where the Police consider it necessary. Further announcements on this change will be made in the coming weeks, supported by a comprehensive communications campaign.

Yours sincerely

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**Lee Waters AS/MS**

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Deputy Minister for Climate Change