

Rhuddlan Active Travel Masterplan

DRAFT Report

July 2023



Our Work

About Sustrans

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Across the UK we involve communities in shaping our towns and cities. Together we campaign for and create spaces where everyone can move around safely and give people the tools and confidence to get out of their cars.

We inspire people to change the way we all travel every day, forging closer connections with our neighbours and reducing traffic to create a better environment and more sustainable society for everyone.

Join us on our journey.

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Sustrans Cymru

123 Bute Street

Cardiff

CF10 5AE

Version	Status	Author	Reviewer	Authorised	Date
1.0	Draft	TS/JK	SL		

Am Sustrans

Rydym yn gweithio gyda chymunedau ac ar eu rhan, gan eu helpu i adfywio drwy gerdded, olwyno a seiclo i greu lleoedd iachach a bywydau hapusach i bawb.

Rydym yn cynnwys cymunedau ledled y Deyrnas Unedig wrth lunio ein trefi a'n dinasoedd. Gyda'n gilydd, rydym yn ymgychu dros leoedd y gall pawb symud o'u cwrpas yn ddiogel ynddynt ac yn creu'r lleoedd hynny, gan atfogi pobl â'r adnoddau a'r hyder i fentro allan o'u ceir.

Rydym yn ysbrydoli pobl i newid y ffordd yr ydym oll yn teithio bob dydd, gan feithrin cysylltiadau agosach â'n cymdogion a lleihau traffig i greu gwell amgylchedd a chymdeithas fwy cynaliadwy i bawb.

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Sustrans Cymru

123 Bute Street

Cardiff

CF10 5AE

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1.1 Introduction



Sustrans has produced the following study on behalf of Denbighshire County Council (DCC). This study is based on Denbighshire's published Active Travel Network Map (ATNM), focussing on network proposals in the town of Rhuddlan.

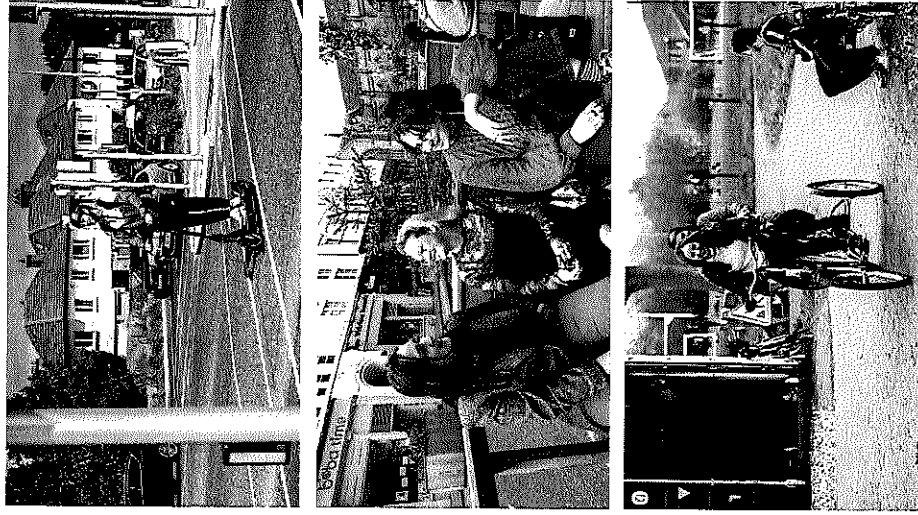
The study focusses on potential improvements to existing and future active travel (walking and cycling) routes and associated facilities such as wayfinding and cycle parking. Routes featured on the ATNM have been considered alongside network requirements and constraints, with the feasibility and suitability of potential design features assessed according to:

- Active Travel Act design guidance;
- Strategic fit with national, regional and local policy considerations;
- Land ownership where works are outside highways boundaries;
- Deliverability;
- Ecology;
- Costs of engineering measures;
- Statutory processes required such as planning and other statutory consents;
- General risks;
- Opportunities to maximise impact.

Through a series of mapping exercises, an Active Travel Masterplan has been developed alongside a broad strategy for its implementation.

For this work, Sustrans is taking on the role of Designer within the framework of CDM 2015, while DCC is the Client.

1.2 Policy



This study has been written with reference to the following Policies and Legislation:

Local Policy Considerations

- WeITAG

National Policy Considerations

- National Planning Policy Framework.
- Planning Policy Guidance.
- Active Travel Guidance.
- The Well-being of Future Generations (Wales) Act (2015).
- Llywbr Newydd: a new Wales transport strategy.
- Children and Families (Wales) Measure 2010.
- Carbon Net Zero.

Regional Policy Considerations

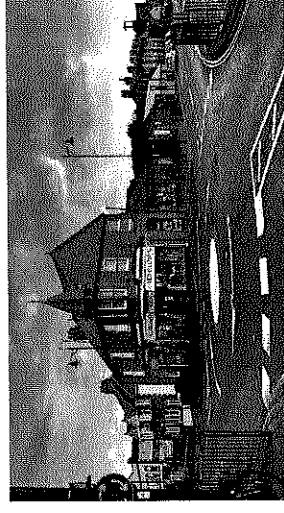
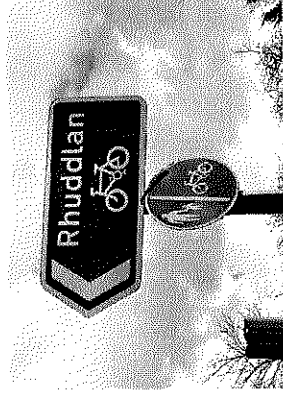
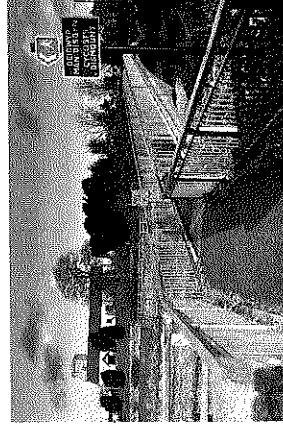
- Denbighshire County Council Local Development Plan 2006-2021
- Denbighshire Corporate Plan.
- Supplementary Planning Guidance Note Conservation and Enhancement of Biodiversity.
- Supplementary Planning Guidance Note Access for All.
- Supplementary Planning Guidance : Planning for Community Safety.
- Supplementary Planning Guidance Note Recreational Public Open Space.
- Supplementary Planning Guidance Note Trees & Landscaping.

2.1 Maps & Context

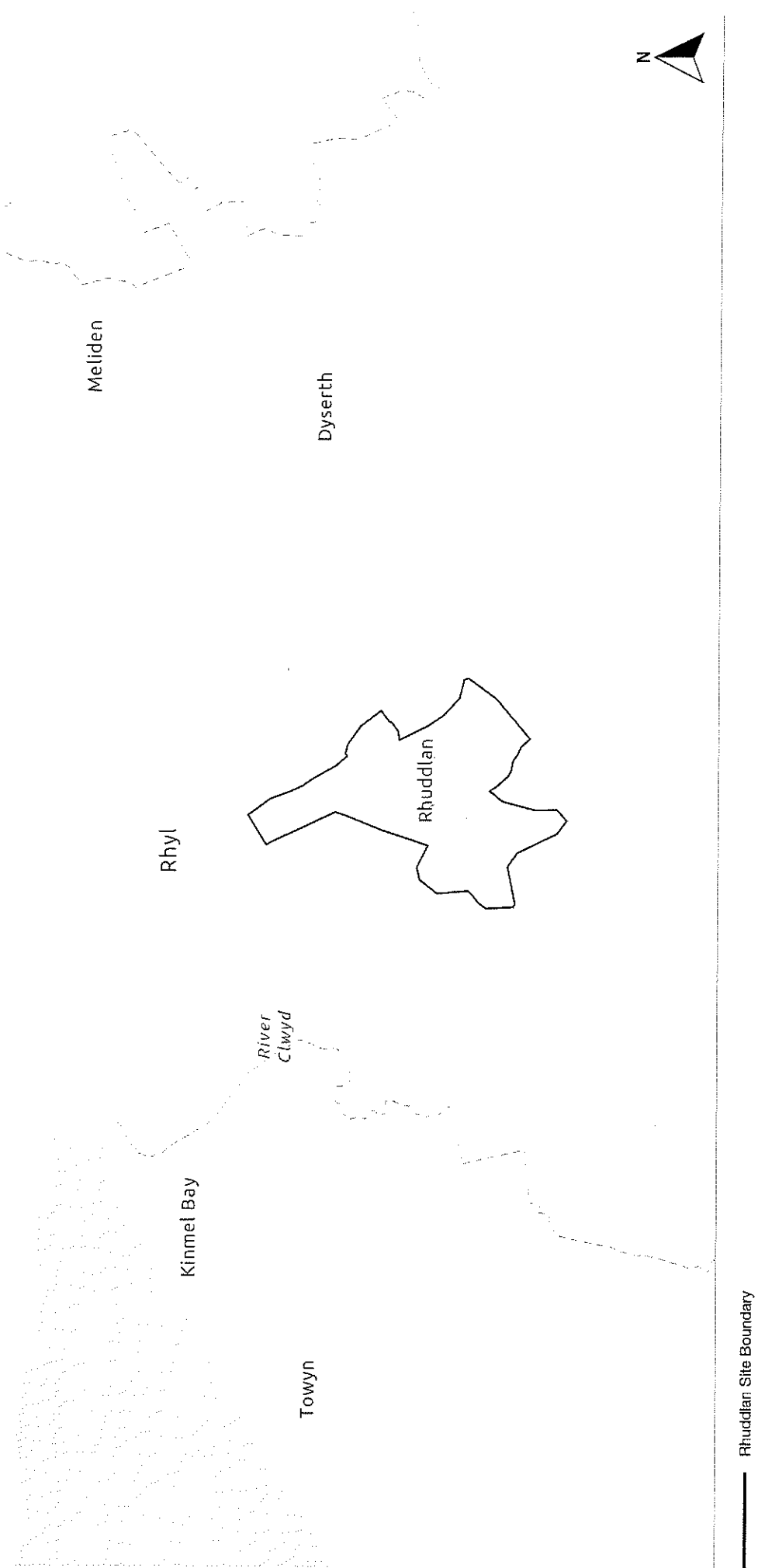
This section of the Rhuddlan Masterplanning Study sets the Active Travel Network Map (ATNM) within the local context. Firstly through a series of maps illustrating previous ATNM development, including the results of the initial ATNM prioritisation process, and secondly through an additional mapping exercise identifying local context. The information will then be used to create an Active Travel Masterplan, identifying appropriate design intervention types and locations.

The following maps are included in this section:

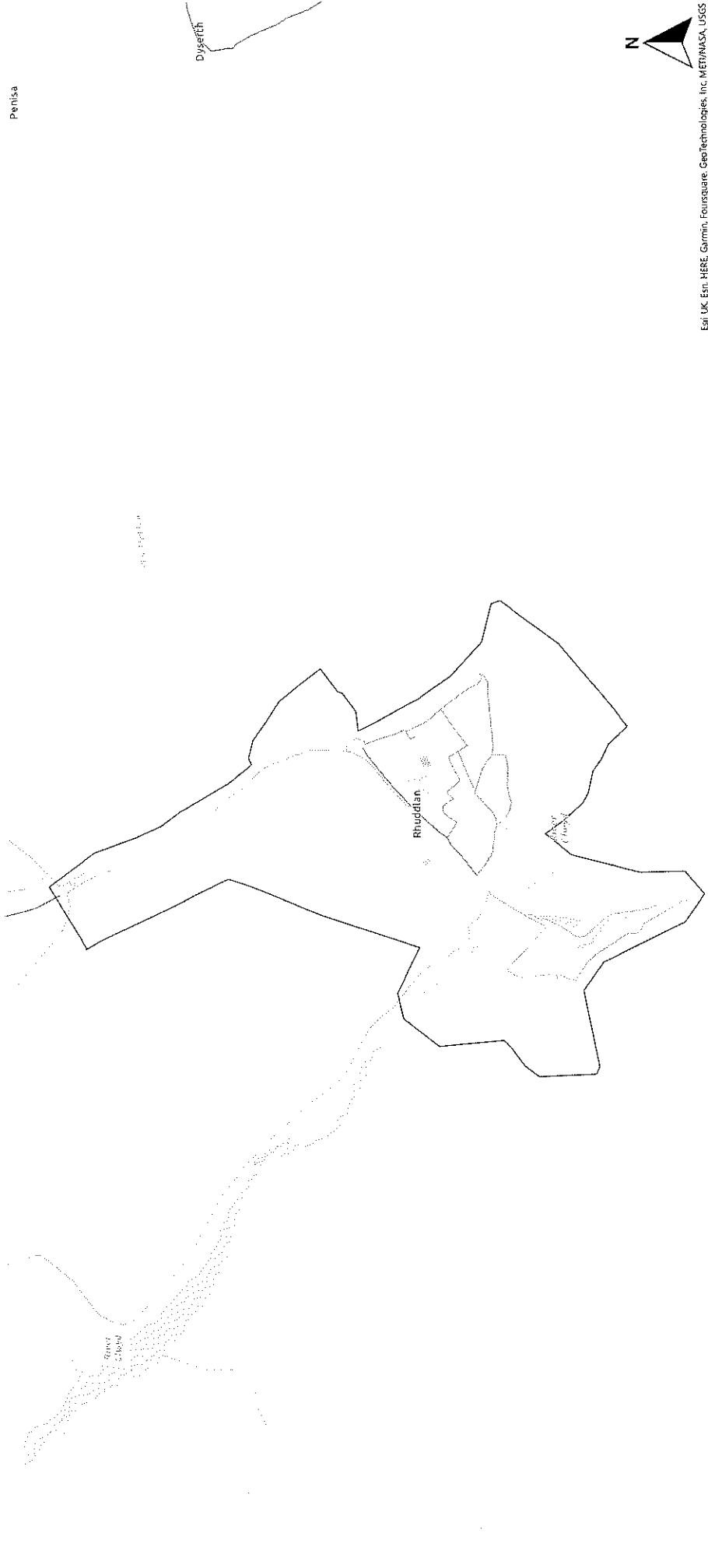
- ATNM Existing and Future Routes
- ATNM Future Priority Routes
- Movement Methods
- Surrounding Amenities
- Greenspace Use and Facilities
- Welsh Index of Multiple Deprivation
- Collisions Data



2.1 Rhuddlan Masterplan Site



2.2 ATNM Existing Routes



- Shared Routes
- Walking Routes
- Cycling Routes

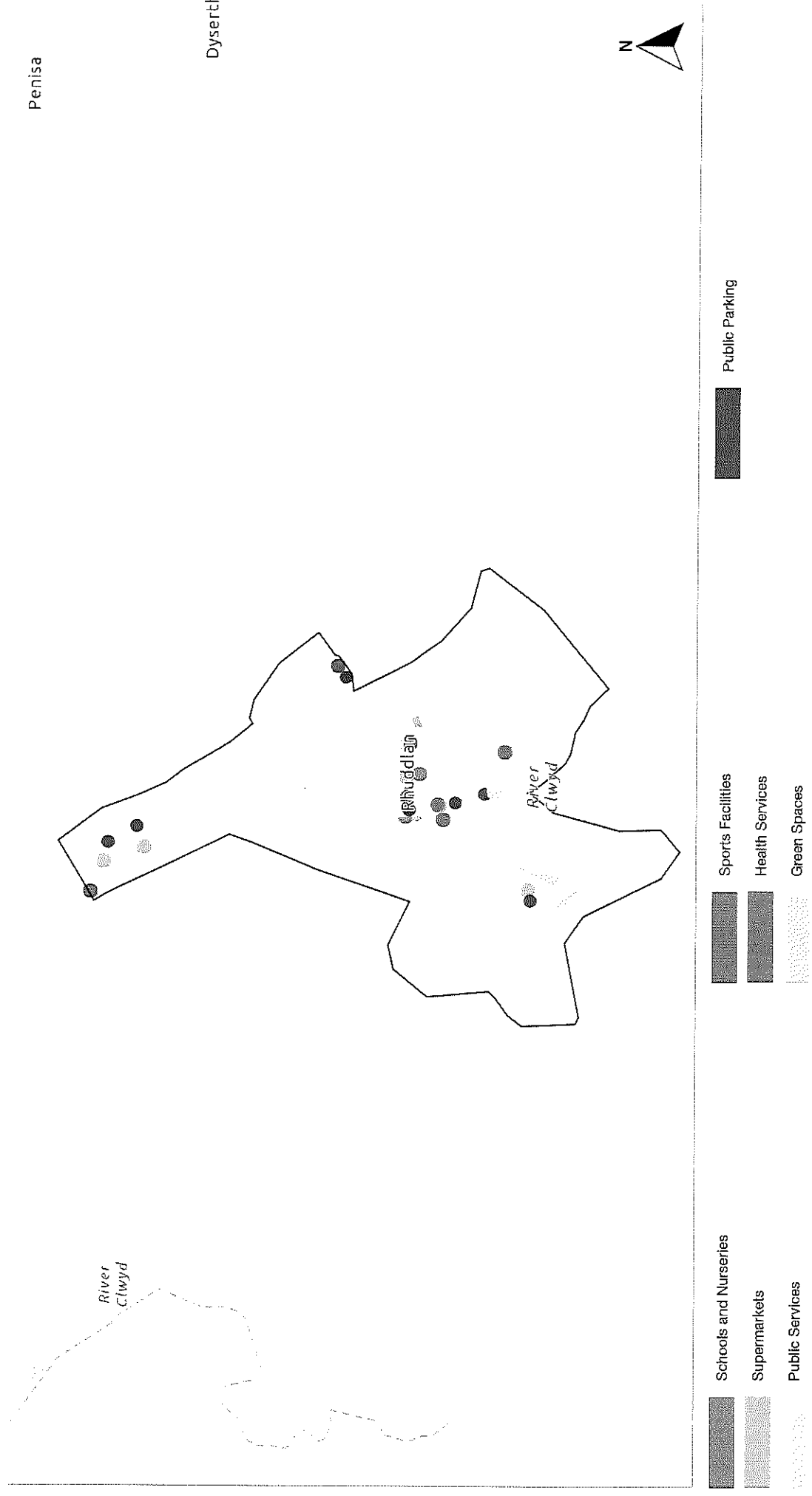


2.4 ATNM Future Priority Routes

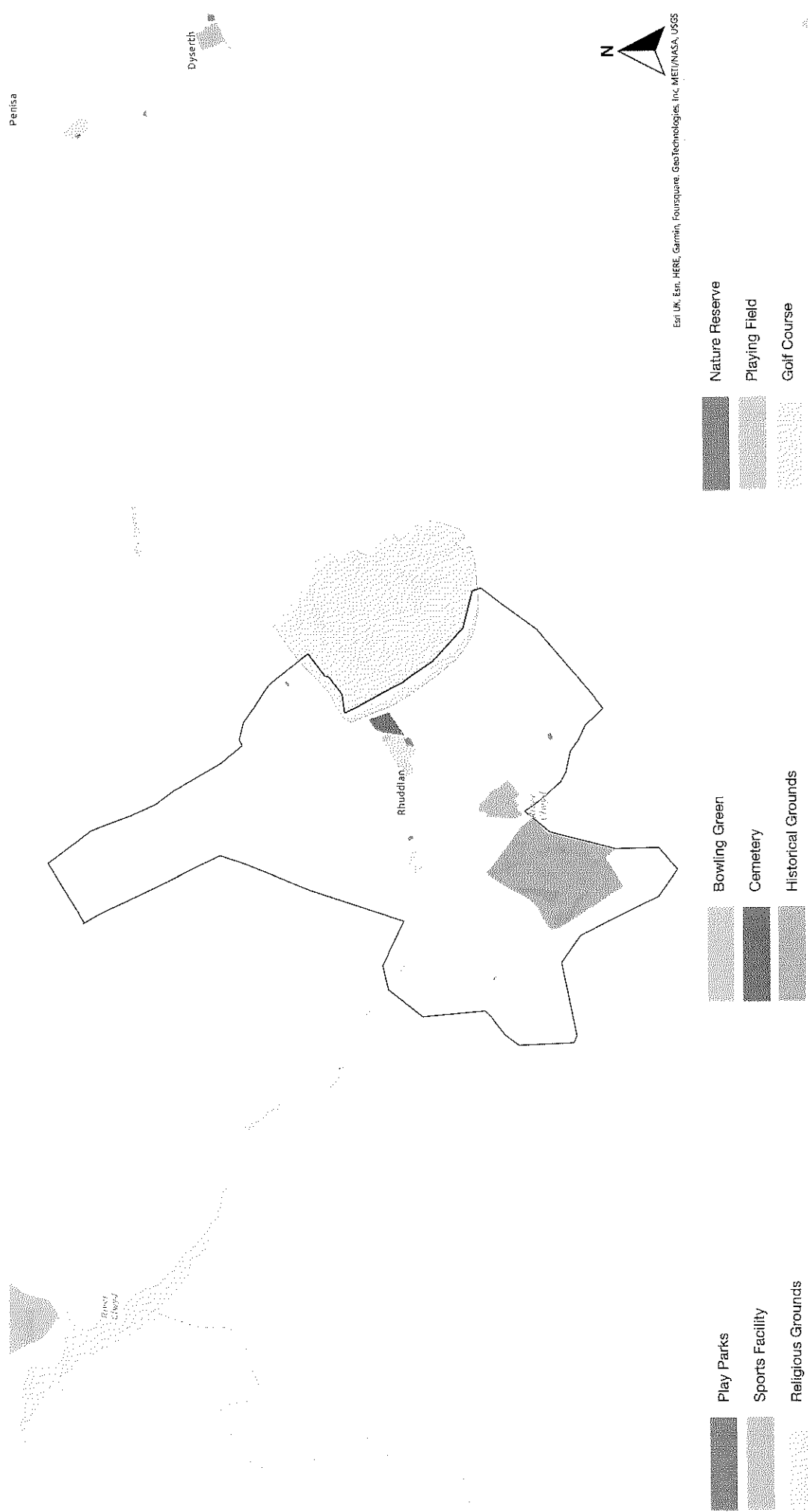


Est. UK, Est. HERE, Garmin, Foursquare, GeoTechnologies, Inc, MET/NASA, USGS

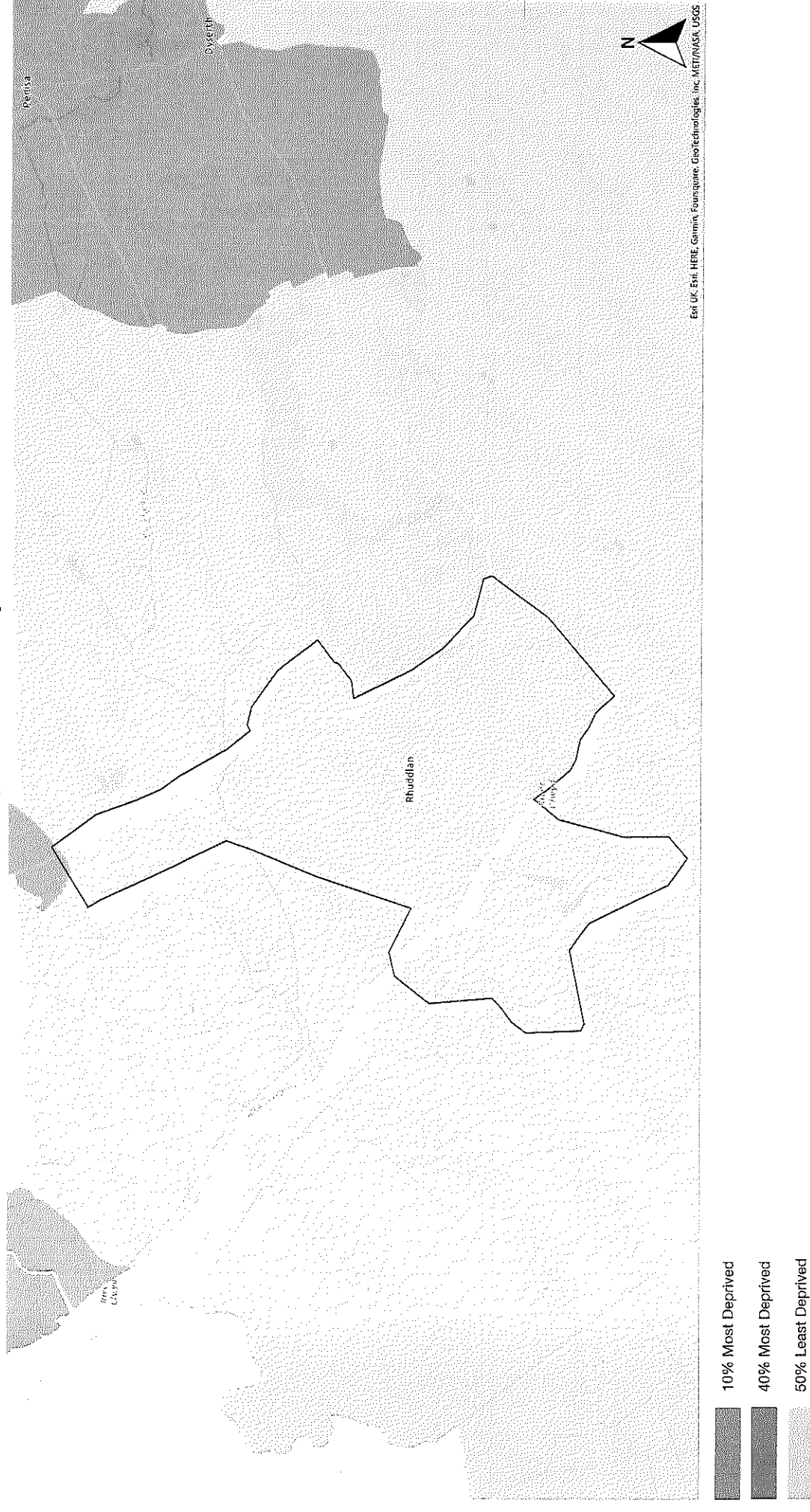
2.5 Amenities



2.6 Green Space Use and Facilities



2.7 Welsh Index of Multiple Deprivation



2.8 Collisions Data



3.1 Rhuddlan Engagement Overview



A Co-Design workshop was held at Rhuddlan Community Centre on the 31st of January between 3:00pm - 4:00pm and 6:00pm - 7:30pm. The workshop was open to key stakeholders and to the wider public with the aim of understanding the issues and opportunities for active travel within the community, and understanding the types of interventions local people felt would be best suited to improving active travel within Rhuddlan.

Importance of Community Engagement

"Community engagement is an obligatory requirement of projects funded through the Active Travel Fund and vital to the development and success of a project. The more opportunity people have to influence and shape walking, wheeling and cycling schemes for their local area, the more likely they will be of to use them."
 - Active Travel Act Guidance, 2021.

Community engagement has helped to identify issues, concerns, needs and opportunities, and specific measures that are best suited to addressing these.

Engagement Objectives

- To engage with the local community (with a particular focus on groups with protected characteristics) to help identify issues and barriers that may stop people at the present from traveling actively.

- To deliver a people centred approach by facilitating public feedback on the Rhuddlan Masterplan.
- To raise awareness of Active Travel in general (for example by promoting the DCC Active Travel page).
- To offer an opportunity for the community and stakeholders to identify solutions and give feedback on what measures would be best suited to addressing concerns.

Workshop Objectives

Attendees used post-it notes to identify places on a large printed map that they thought were good/bad for active travel. The activity was designed to quickly capture problem spots and places that people think work well. Detailed feedback on issues and opportunities were also gathered via post-it notes. Attendees identified the types of solutions that they thought would be appropriate for active travel in Rhuddlan by adding coloured stickers to a large format "Inspiration Board" showing broad active travel intervention types (e.g.: shared use paths, pocket parks).

People who wanted to be involved in the project but were unable to attend the workshop in person had the opportunity to be heard through an online survey, launched in Welsh and English through the Sustrans Community mapping tool (CMT).

 2 public drop-in sessions

 450 bilingual leaflets and posters

 614 Dedicated project page views

 1 Online survey open for 3 weeks
17.01.2023 - 07.02.2023 with 63 responses

 1 bilingual press release and email to 48 stakeholders

3.2 Engagement Feedback

3.2.1 Co-Design Workshop Engagement

Members of the local Rhuddlan community were invited to attend the Co-Design Workshop and engage with the project team whilst completing a series of workshop tasks and share additional feedback on issues/concerns in the local area.

Notable Workshop Comments

- Multiple complaints regarding speeding cars were noted along Highland land.
- The lack of dropped kerbs on Parliament Street create an issue for those wanting to access the Community Centre- particularly for the minibus that transports disabled groups.
- Dyserth Road originating drivers cut through Hylas Lane/ Castle Street rather than use the by-pass to avoid large traffic volumes.

Big Map Feedback

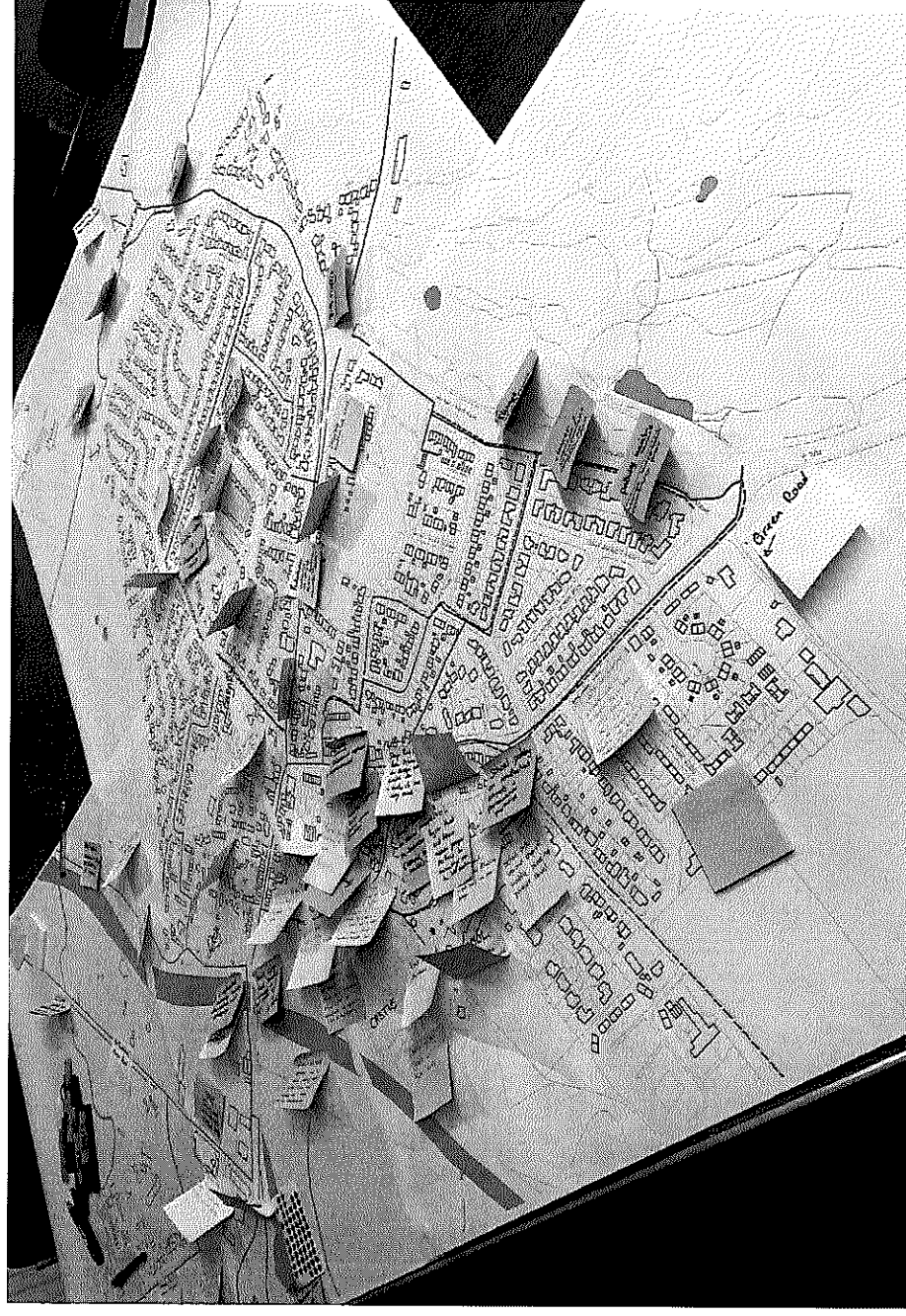
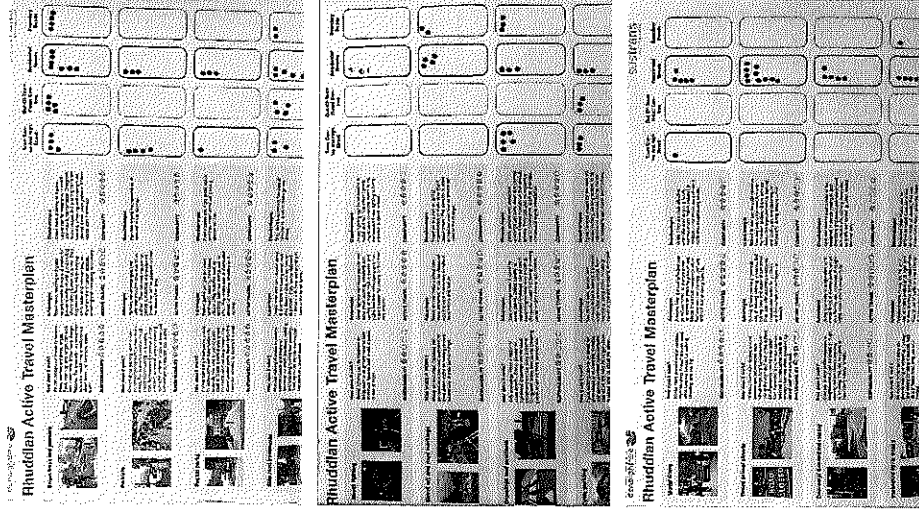
- Improved pedestrian and cyclist access to the Nature Reserve.
- To remove barriers from the river-side path and install lighting solutions. Provide the path with a maintenance plan so that it is kept in good condition for all users.
- Suggestions for a staggered start and finishing time at the school.
- Residential routes and the cut through from Castle Street to the school needs re-surfacing in order to encourage consistent active travel use.
- Clearer signage on the high street to indicates to cyclists where they should be, to avoid pedestrian/cyclists conflict.
- Improving the route from the school to the nursery.
- Improvements to the footbridge, clearer access to Rhuddlan town centre and out of town shopping areas.
- Due to the narrow footpath and persistent pavement parking on Highland Road, pedestrians often have to walk on the road.
- Anecdotal evidence of high amounts of pavement parking, blocked driveways and engine idling on Hylas Lane from castle visitors and parents picking up/ dropping off children at the school.
- Possible scope to turn seemingly empty plot of land by Ysgol Y Castell on Hylas Lane into dedicated school pick up/drop off area to relieve residential areas.

Inspiration Boards Feedback

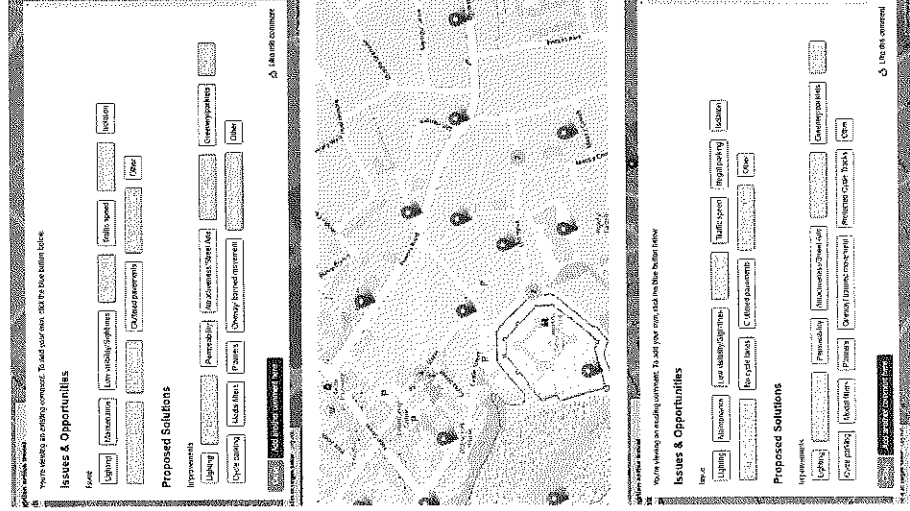
By placing coloured stickers next to a list of active travel interventions (such as shared use routes and pocket parks), workshop attendees determined the active travel interventions they considered would be the most effective in promoting active travel in Rhuddlan. The feedback gathered from these boards, known as 'Inspiration Boards', suggests there is widespread support for improved crossings and safer junctions throughout Rhuddlan as well as the provision of more trees and planters. Support for other active travel interventions are more targeted to certain 'zones' within Rhuddlan (see below).

- **Town Centre:** Potential interventions include safer crossings and junctions, cycle parking, modal filters, street trees and planters, parklets, side road treatments, pocket parks.
- **Out of Town Retail Centres:** Potential interventions include cycle parking, street trees and planters, side road treatments.
- **Residential Streets:** Potential interventions include improved street lighting, street art, safer crossings and junctions, secure cycle parking, street trees and planters, side road treatments, timed school streets, one-way movement.
- **Boundary Roads Potential Interventions:** safer crossings and junctions, street art, side road treatment.

3.2 Engagement Feedback



3.2 Engagement Feedback



3.2.2 Online Engagement

Data was collected using the Sustrans Community mapping tool (CMT). The online tool consists of a base map where users are able to drop pins and then answer a short survey answering questions related to the pin that they dropped. Each question had a number of set tick boxes that were able to be checked, with each then having the option to expand on their answers. There were 63 responses left by 63 individuals.

The two questions that were asked were:

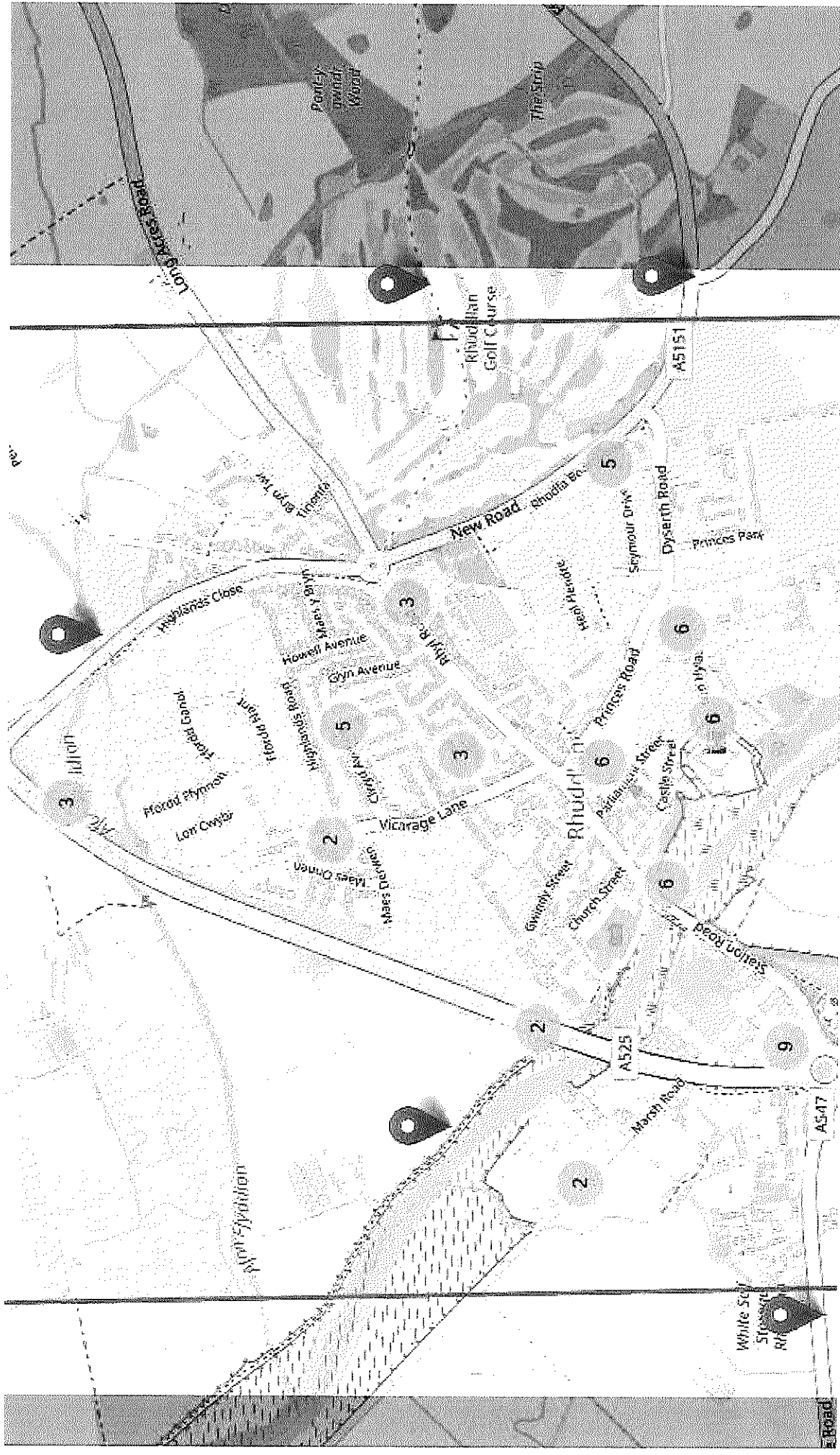
1. What is the issue?
2. How could it be made better?

1. 'What is the Issue?' Responses

- 29% Poor crossings and a lack of safe routes
- 17% Cluttered pavements
- 14% Maintenance
- 12% Traffic speeds
- 12% Conflict between modes
- 6% Low visibility / Sight-lines
- 5% No cycle lanes
- 5% Illegal parking

2. 'What Could be Made Better?' Responses

- 32% Improved crossings and junctions
- 26% Active travel infrastructure
- 21% Improved way finding and signage
- 6% Protected cycle tracks
- 6% Modal filters
- 5% One-way / Banned Movement
- 3% Cycle parking
- 1% Greenery / Parklets / Planters



4.1 Rhuddlan Active Travel Masterplan

The following section provides an overview of the proposed Rhuddlan Masterplan and a breakdown of future interventions recommended along each route.

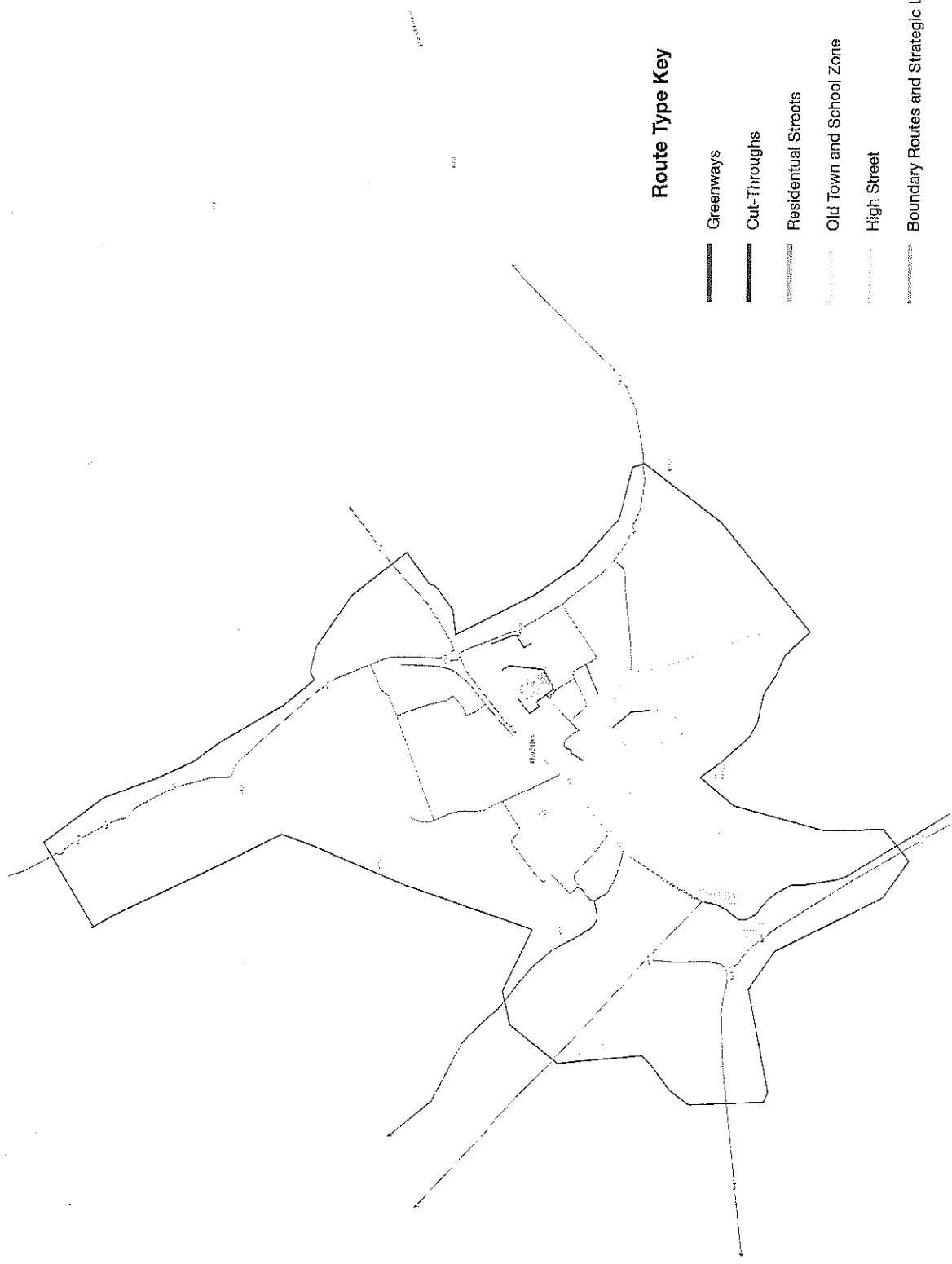
The Masterplan has been developed by analysing and building on the ATNM route auditing process alongside the findings outlined in the previous section to identify appropriate design intervention types and locations across Rhuddlan.

Six scheme types have been identified: Greenways, Cut-Throughs, Residential Streets, Old Town & School Zone, Town Centre and Boundary Routes and Links. Schemes have been grouped by type, with an overview of each scheme provided within the scheme type section.

While broad suggestions have been made regarding the type of intervention that may be appropriate within schemes, stakeholder participation through co-design and co-production processes is needed for local people to directly address issues and opportunities to improve their streets and neighbourhoods for active travel.

For this report design interventions have been broken down by scheme, rather than ATNM number, meaning a scheme may include two ATNM routes or only cover part of one route.

Infrastructure development should be undertaken alongside behaviour change activities such as cycle training, user-friendly route maps and e-cycle loan schemes to help people feel more confident to walk and cycle for everyday journeys.



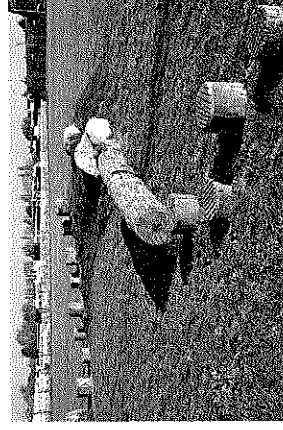
Route Type Key

- Greenways
- Cut-Throughs
- Residential Streets
- Old Town and School Zone
- High Street
- Boundary Routes and Strategic Links

4.2 Greenways

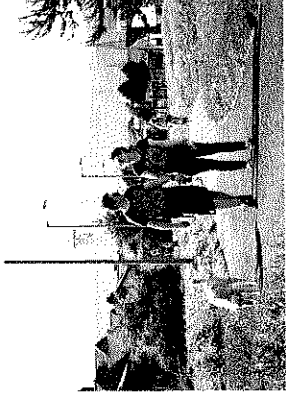
Greenways utilise existing corridors through green space such as parks and farmland to create walking and cycling corridors both within and between settlements. The natural setting of greenways makes an attractive choice, but historically their focus has been on leisure trips rather than active travel. Nevertheless, they often form important parts of active travel networks, and where not currently up to standard they can often be improved with simple fixes such

as resurfacing, minor widening and removal/modification of access barriers. However, they still face obstacles such as a lack of frequent access points, not being overlooked and the difficulties of construction and lighting in naturally sensitive settings.



"Routes away from motorised traffic are referred to as traffic-free routes or greenways. They are usually shared surface but may be separated where the space and budget is available. Routes can be developed in urban, urban fringe and rural areas in a wide range of linear corridors but should offer good connectivity to other parts of the network to achieve high usage"

- Active Travel Wales Guidance 2021





- 1. Lon Clwyd / Clwyd West Bank
- 2. Admiral's Recreation Ground
- 3. Rhuddlan Nature Reserve

4.2.1 Lon Clwyd

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Lon Clwyd	Rhy-SUP420, Rhud-SUP090, Rhud-C010, NCN 84.	/	/	/	Critical Fail*	Proposed Phase
		87%	54%	LT		
		/	/	/		

Description

Lon Clwyd forms part of National Cycle Network route 84, which currently runs from Rhyl to St Asaph and is planned to extend further south through the Vale of Clwyd in the future. The route links Rhuddlan residents with services in Rhyl that they cannot access nearer home, including Rhyl train station and Coleg Llandrillo. It also provides access to valuable green space between the towns. Lon Clwyd passes through marshland and farmland on the eastern bank of the river, and as such is not overlooked and currently has no lighting. Towards the Rhuddlan end of the route, there is no clear transition between the path and carriageway at Tan-yr-Eglwys Road, and there are two barriers (chicane and gate/cattle grid) which could prevent some user groups from accessing the path. Overall, the width and surface are in good condition on the section surveyed. It should also be noted that the route was well-used on the day of the survey, including leisure users (dog walkers, joggers) and potential active travel users.

Proposal

At the southern end of the path, the current barriers should be replaced or removed, with public input over illegal use by off-road vehicles and appropriate alternative countermeasures considered if necessary. Appropriate tactile paving should also be added where the path meets the carriageway. Signage and low-level traffic calming features such as speed cushions could be considered along Tan-yr-Eglwys road to reduce motorist speeds and improve pedestrian and cyclist safety. Vegetation could also be cut back where Tan-yr-Eglwys Road curves around to improve safety through increased visibility. Furthermore, public realm/placemaking features could be implemented at the path entrance to encourage use of the route to access green spaces.

The most beneficial measure in terms of personal safety would likely be the addition of lighting, however, this could be difficult the ecological sensitivities here and would likely face some opposition. Measures to improve Lon Clwyd may be considered in a separate study while plans for Rhuddlan focus on the end of the path and Tan-yr-Eglwys Road in the town itself. Improving northbound roadside and urban routes should be focused on to provide a high quality well-lit alternative route between Rhyl and Rhuddlan.

* A route is automatically designated as a critical fail due to lack of tactile paving and/or dropped kerbs.

4.2.2 Clwyd West Bank

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Clwyd West Bank	Rhud-SUP030	63%	67%	ET/MT	Pass	Proposed Phase

Description

The greenway on the west bank of the River Clwyd runs from under the bypass bridge on Marsh Road northwards past several caravan parks, before continuing onward to the county boundary near Kinnel Bay. Currently, the route is surfaced up to the end of Marsh Road, north of which it is a gravel track of seemingly consistent quality. The section within Conwy CB is unsurfaced and is only an informal dirt path. As such the route should be considered currently inaccessible for active travel. Within Rhuddlan, the road surface is defective in several places and there is a lack of lighting on the public highway as for the path section. There is also a discriminatory kissing gate between the path and the road which makes access for those needing to use wheelchairs, mobility scooters or pushchairs incredibly difficult

Proposal

Much of this route can be considered a long-term ambition, due to the environmental sensitivity to improvements and the lack of an existing path on the Conwy side. This route does however form the most direct link between Rhuddlan and Kinnel Bay. As such initial feasibility studies could be launched in the near future (in collaboration with Conwy CBC) to ensure future improvements are well-prepared for. In the short term, improvements can be made along Marsh Road to provide better access between caravan parks and the town centre. This would likely be limited to resurfacing and lighting that would improve the legibility, use and enjoyment of the path for all users, though ecology may also constrain lighting on this road.



Community Engagement Feedback

Major issues raised by respondents were the route being poorly maintained and lack of safe routes. The most common suggestions to improve the Clwyd West Bank were for increased lighting, surfacing upgrades and for improved wayfinding with signage showing timings/distances to help people make local journeys on foot and by bike.

4.2.3 Rhuddlan Nature Reserve

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Rhuddlan Nature Reserve	Rhud-C010	/	/	/	/	Proposed Phase

Description

Rhuddlan Nature Reserve includes a shared-use path which can be used as a shortcut between Station Road and St Asaph Road and an alternative to the path alongside the roundabout. It primarily provides access between Rhuddlan and St Asaph, as well as to the reserve itself. Currently, it is well-surfaced and of adequate width. However, there are several chicane barriers found along the path; these likely have the intention of ensuring cyclists travel at a safe speed but have the unintended consequence of reducing accessibility for all. There is also a lack of tactile paving where the path meets the car park to the north, meaning visually impaired users may be unaware that they a sharing space with motor traffic. There is a small wayfinding issue where the path splits in two and it is not immediately clear which way is correct while the entire route is unfit.

Proposal

Existing barriers should be removed, as they are discriminatory to users of mobility scooters, wheelchairs and adaptive cycles. If speeding cyclists are a genuine issue, other speed calming features should be considered such as 'share with care' signage, or potentially vertical deflection as a last resort. Signage and/or markings should also be in place at path junctions to ensure route destinations are clear to users so they may orientate themselves. Appropriate tactile paving also needs to be added where the path meets the car park. As providing sensitive lighting through the nature reserve would be difficult or infeasible the path along St Asaph Road should be improved (see Section 4.7.5) to provide an alternative route of equivalent quality during dark hours. The alternative route on St Asaph Road will also reduce cycling volumes on this path, reducing the potential for conflict between cyclists and pedestrians.



Community Engagement Feedback

Respondents noted that entry to the Rhuddlan Nature Reserve is difficult and dangerous due to the poor crossing facilities and high traffic speeds and volumes along Station Road. There is support for controlled pedestrian crossings on Station Road and improved lighting and wayfinding features.

4.2.4 Admiral's Recreation Ground

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Admiral's Recreation Ground	/	/	/	/		Proposed Phase

Description

As a focal point for leisure and social activities, the Admiral's Recreation Ground offers a number of amenities such as a playground, a multi use games area, sports fields, and walking paths, catering to a variety of ages and interests. Beyond its recreational offerings, the park also serves as a venue for local events and gatherings, fostering a sense of belonging and cohesion within the community.

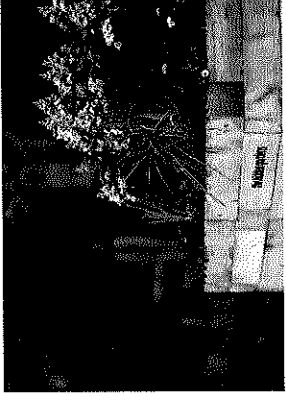
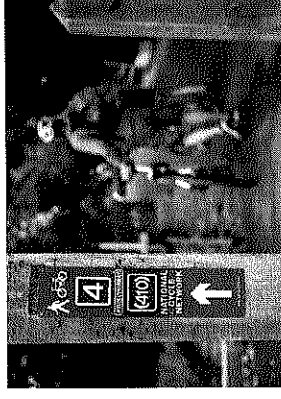
Proposal

It is recommended that a new route not currently featured on the ATNM should be considered (subject to feasibility and public consultation), which runs through the Admiral's recreation ground. As a greenway, this route would utilise the recreation ground to provide a link to Rhyl Road and its adjacent residential areas to the residential areas around Heol Hendre. While it is possible to walk across the ground, no formal path exists between the northern and southern access points. As a result user groups who need to use a paved surface must take a more circuitous journey through the town centre or along the bypass. The new path would likely run between the bowling club and football pitch from the allotment boundary to the Admiral's Walk entrance, linking two existing surfaced paths. As a wide asphalt path would not blend well with the existing green space, alternative materials of similar quality could be considered such as resin-bound gravel. The new route could be shared by pedestrians and cyclists, although providing a dedicated footpath would reduce the necessary width, cost, and loss of green space. Provision of a route through a recreational area is also an opportunity for community input to design, to ensure the benefits of such a route are maximised.

4.3 Cut-Throughs

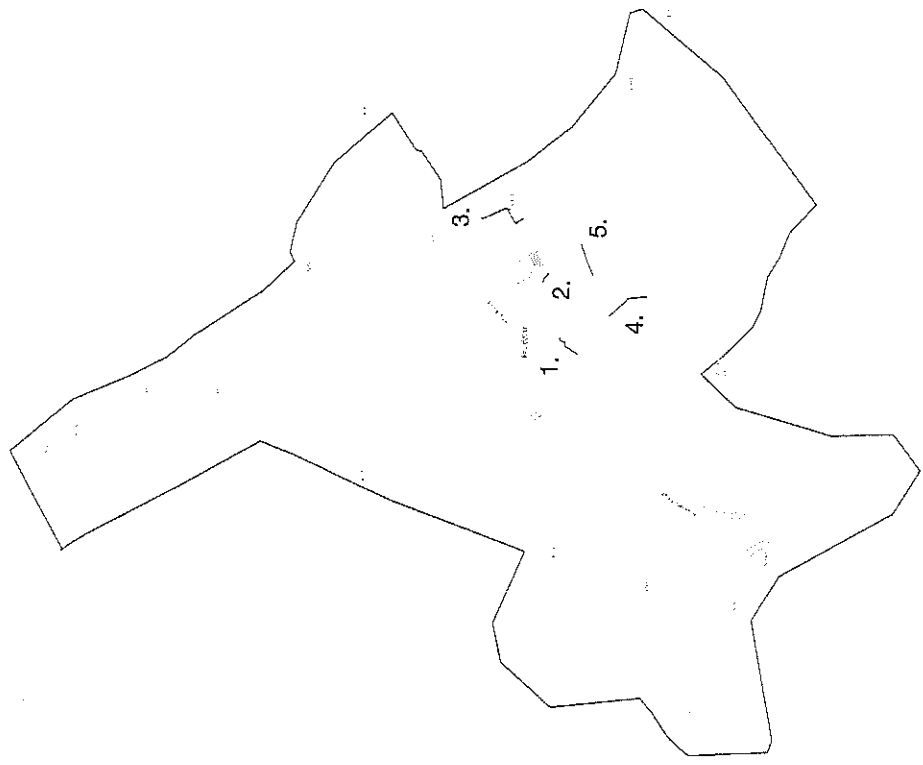
Cut-throughs help to encourage active travel by providing traffic-free links that are more direct than on-road alternatives. However, many people feel uncomfortable using these due to both real and perceived threats to personal safety due to narrowness, lack of sufficient lighting and not being directly overlooked by properties. As a result, they may be left to suffer from vandalism and disrepair, which furthers a sense of unattractiveness. Furthermore, barriers intended to prevent use by off-road

vehicles result in the placing of discriminatory barriers that are often impassable for users of mobility scooters, wheelchairs and adaptive cycles. In addition to reducing feelings of personal safety, narrowness often means cut-throughs are inappropriate for use by cycles despite being signed otherwise. This narrowness can be exaggerated by fences bounding the route, and if paths cannot be widened it may be more appropriate to direct cyclists on a more appropriate route.



"Street design plays a key role in enabling people with protected characteristics to get around with confidence and local groups and representatives should be involved from the early design stage"

- Active Travel Act Guidance, 2021



- 1. Princes Road / Plas y Brenin
- 4. Castle Street / Hylas Lane

- 2. Admiral's Walk
- 5. Princes Road

- 3. Ffordd Morris / New Road

Y Rhuddlan Active Travel Masterplan DRAFT Report

4.3.1 Castle Street

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Castle Street / Hylas Lane	Rhud-P020	/	/	/	/	Proposed Phase

Description

This route utilises an existing alley that provides a route between the town centre and Ysgol y Castell that is both more direct and with less vehicular traffic than the on-road alternative. However, the alley also provides access to garages and parking spaces at the rear of properties, and as such motor access will need to be maintained. The route is currently unsurfaced, making it uncomfortable and largely inaccessible for some user groups including wheelchair users and people pushing prams and buggies. There is also a lack of lighting, and the route is largely not overlooked, making it unwelcoming during evenings and in winter months. It is noted as well that most of the route is an adequate width for shared walking and cycling use.

Proposal

The main elements needed to upgrade this route will be resurfacing and the potential introduction of lighting, to make the route accessible year-round to all users. As introducing streetlights at the rear of properties will be understandably contentious, lighting solutions should be investigated which given an even distribution and reduce glare so as not to disturb residents at night. The nature of this alleyway as a route to school could also be reflected with placemaking features such as planters and visually appealing surfacing, though ensuring the route is safe and comfortable should remain the priority.

Any improvements here should be considered within the context of wider improvements to the streets surrounding the school.



Community Engagement Feedback

Issues relating to cluttered pavements and poor path maintenance were most frequently mentioned by respondents. Consequently, there is widespread support for surfacing upgrades.

4.3.2 Plas y Brenin

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Princes Road / Plas y Brenin	Rhud-C030	/	/	/	/	Proposed Phase

Description

Similar to the Princes Road-Heol Hendre cut-through, this route utilises a 40-metre driveway and 25 metre section of path to provide a direct link from Plas-y-Brenin, Hendre Close and Heol Hendre to the town centre. This route appears to be mostly unlit and not overlooked, leading to fears over personal safety. Tactiles are missing at either end to signify the transition between path and carriageway, while the path section measures 1.8 metres in width, 70 cm less than the standard absolute minimum for shared use routes. There is also a chicane barrier in the middle of the route, making it inaccessible for users of mobility scooters, wheelchairs, and adaptive cycles.

Proposal

Tactile paving needs to be implemented at either end to ensure vulnerable users, particularly those with visual impairments are aware of the transition between the path and the carriageway. The chicane barrier should be removed and, only if absolutely necessary, replaced at either end of the path with non-discriminatory filters such as single bollards. Any filter should be passable for those using mobility scooters, wheelchairs and adapted cycles, while not creating any pinch points.

As the route is bounded by private residential properties, widening to ATA standards for a shared use route is likely infeasible. However, it is suggested that cycling remain permitted as the narrowness lasts for only 25 metres and the path provides a more suitable alternative to the Princes Rd – Heol Hendre cut-through, which is even narrower over a longer distance. Signage that warns of the narrowing should be put in place but should instruct cyclists to slow down and take care rather than dismount. Convex safety mirrors could be considered to account for the narrow bend, though this may have the drawback reducing effective width with clutter. Consideration should be given to improving lighting to increase levels of perceived safety in this area, subject to consultation with neighbouring property owners

4.3.3 Princes Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Princes Road / Heol Hendre	Rhud-C030	/	/	/	/	Proposed Phase

Description

This cut through constitutes a 40-metre driveway section off Princes Road followed by a narrow path which leads to Heol Hendre. While the path does have lighting, the lampposts are intermittent which may create uneven illumination. This leads to short unlit sections which can be just as off-putting for users as a completely unlit route. Noticeably, despite being signposted for use by cyclists this route is designated as a footpath, which may lead to legal issues regarding public rights of way (PROWs). The narrow width of 1.4 metres is also well below the ATA standards for a shared use route. Barriers such as overgrown vegetation will need to be cut back and maintained, to maximise path widths and to not obscure existing lighting. There is also no tactile paving where the path becomes a driveway, cracks and imperfections in the path surface and no dropped kerb at the junction with Heol Hendre.

Proposal

In terms of basic maintenance, vegetation should be cut back and maintained to a suitable level to ensure the effective width is not reduced to an unacceptable level. The route should also be resurfaced to remove any imperfections to ensure safe and smooth journeys for all users. Provision of alternative and more evenly distributed lighting should be investigated, such as low-level fixtures which reduce glare. A dropped kerb is needed where the route meets Heol Hendre, while tactile paving should be provided to alert users to the transition between the path and driveway.

Finally, consideration should be given to whether signs instructing cyclists to use this path should be removed, as property boundaries make sufficient widening infeasible; cyclists could instead be directed onto a more appropriate and higher quality route, e.g. Grenville Avenue, Dyserth Road or Plas-y-Brenin. At the same time, cycling could remain implicitly permitted to maintain access for less confident users, such as children cycling to school, at least until a higher-quality active travel alternative can be implemented.



Community Engagement Feedback

Respondents noted that the cut through suffers from low visibility and poor sightlines leading to experiences of discomfort and uncertainty. There is support for improved way finding signage as well as upgrades to lighting and surfacing.

4.3.4 Admiral's Walk

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Admiral's Walk / Hendre Close	Rhud-P060	82	/	ST	Critical Fail	Proposed Phase

Description

This cut-through uses Admiral's Walk, a dead-end street off Heol Hendre, and a short section of footpath to provide an alternative route between Heol Hendre and Hendre Close. This short link gives access from nearby properties to the Admiral's Recreation Ground, whose facilities include a play area, football pitch, basketball court and bowling green. The path itself is of acceptable quality, however, it has no dropped kerb or appropriate tactile where it transitions to Hendre Close and Admiral's Walk. In addition, the surface of the footway on Admiral Walk is cracked in places. To access the facilities in the recreation ground, users must pass through a kissing gate and walk on a tarmac path which is currently in extremely poor condition.

Proposal

The short footpath between Admiral's Walk and Hendre Close could be remedied largely by ensuring there are appropriate dropped kerbs and tactile paving for the transition on and off the carriageway. It is also recommended that resurfacing take place on the footway along Admiral's Walk. Regarding the recreation ground entrance, as a minimum, the kissing gate should be removed and replaced with an entrance that is accessible to all users, with residents consulted to determine issues surrounding possible anti-social or illegal entry by off-road vehicles. This improvement has the potential to be enhanced with public realm features, such as public art to make the recreation ground more of a destination, and/or replacement of the tarmac path in the ground with a material that is both attractive in the location and usable by all. These changes would benefit from local input to maximise the benefits of such a scheme.

4.3.5 Ffordd Morris

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Ffordd Morris / New Road	Rhud-C030	/	/	/	/	Proposed Phase

Description

This short 60 metre cut-through provides access from Ffordd Morris, a residential street, to the shared use path along the A5151 New Road. It provides residents with a shortcut to the cemetery, as well as to out-of-town destinations such as in Rhyl. The path is currently unlit, not overlooked and includes a sharp corner which obscures the view of the path, meaning it can feel unsafe and unwelcoming. While classed as a cycling route, the path is currently too narrow for shared use (1.8 metres) and bounded by gardens and the cemetery. There is also no dropped kerb where the path meets Ffordd Morris, while defects are present in the surface.

Proposal

While widening is likely infeasible due to space constraints, this path could be made more attractive through the addition of lighting, increasing levels of perceived safety. Furthermore, accessibility and comfort can be improved through providing a dropped kerb with tactile paving at Ffordd Morris and resurfacing the path. It is also recommended that cyclists use a different route due to the width constraints. This can be justified at this location as the resulting diversion is very short, and would mostly use a road which is on the ATNM (Bodryddan Avenue, see Section 3.5.1), and as such should be made suitable for cycling. Any vegetation present along the route should also be properly maintained to maximise the usable path width.

4.4 Residential Streets

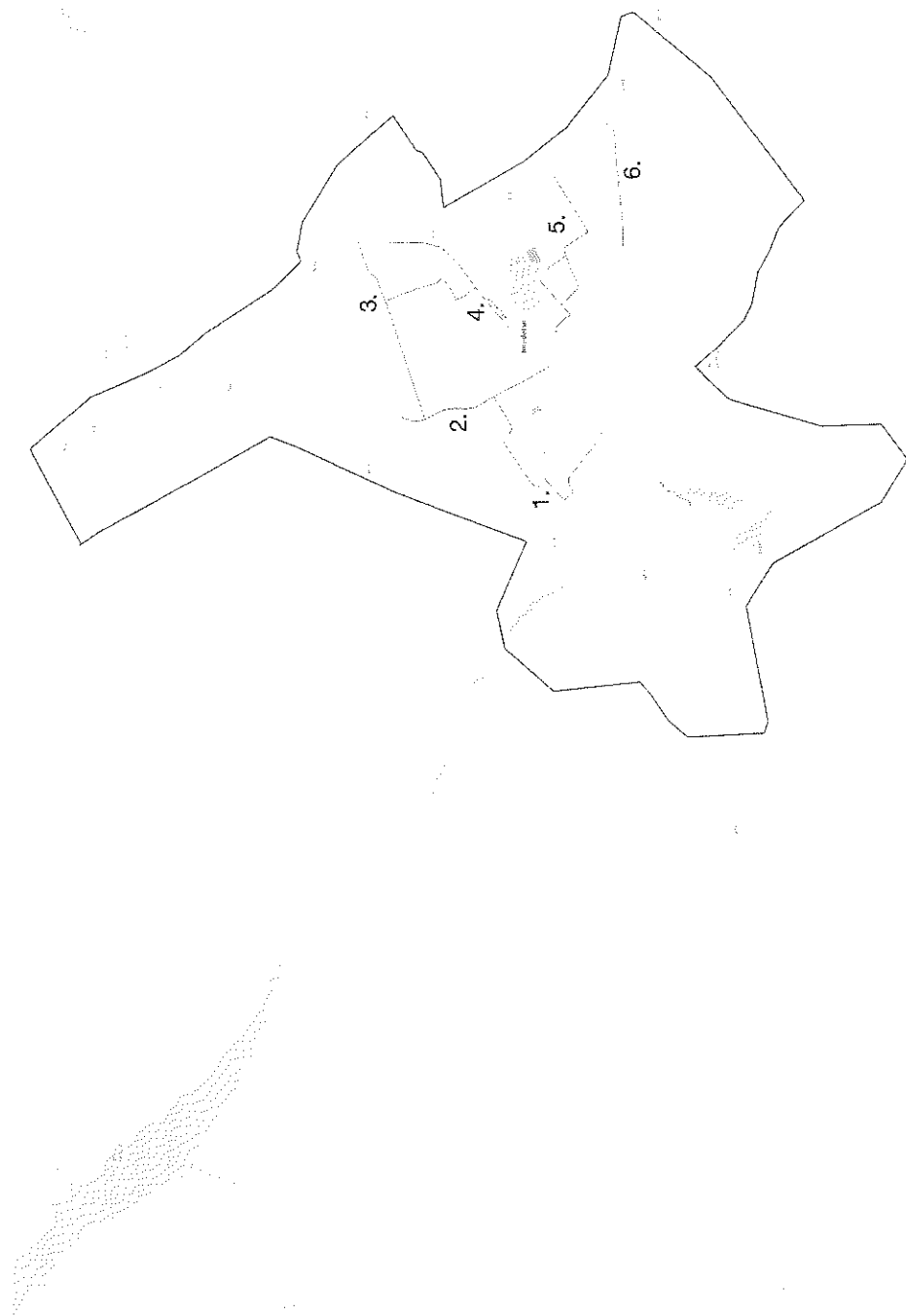
Like most other settlements, the suburban areas of Rhuddlan (largely made up of detached bungalows) are characterised by low building density and relatively large amounts of space. Footways here are generally of adequate width and beset by fewer obstacles, while they are better surfaced overall. However, one striking feature of these streets is the lack of cohesion on pedestrian routes; there are very few dropped kerbs to allow crossing, while instances of appropriate tactile paving are even rarer.

The greater carriageway width, as well as the fact many properties have driveways, means that footway parking is a much smaller problem in these areas. Unfortunately, the lack of obstacles in the carriageway also means that drivers tend to go faster (to be confirmed by ATC data), and some of these streets have high potential to be used as rat-runs between the town and the bypass. Seemingly unnecessarily wide junctions also increase crossing distance for pedestrians and encourage relatively fast turning speeds.



"Increased levels of walking and cycling lead to a greater level of social interaction creating greater cohesion in our communities".

- Active Travel Wales Guidance 2021



- | | | | | | |
|----|--------------------------------|----|--------------------------------|----|--------------------------------|
| 1. | Tan-yr-Eglwys / Kerfoot Avenue | 2. | Vicarage Lane | 3. | Highlands Road / Howell Avenue |
| 4. | Fairlands Crescent | 5. | Heol Hendre / Grenville Avenue | 6. | Dyserth Road |

4.4.1 Tan-yr-Eglwys

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Tan-yr-Eglwys	Rhud-SUP090	87%	54%	LT	Critical Fail	Proposed Phase

Description

This is a mainly residential street which gives access mainly to bungalows, semi-detached and terraced houses. The street is split into two parts facing North West-South East and North East -South West respectively, and while there is on-street parking many of the properties are served by two large car parks. The main active travel issue on this street is crossing both the road and car park entrances, with a distinct lack of dropped kerbs and tactile paving along the route. The junction between the two sections is also unnecessarily wide, which greatly increases the crossing distance for pedestrians.

Proposal

It is essential that dropped kerbs and tactile paving be implemented on this street where needed to create a coherent route for vulnerable users, particularly those with mobility or visual impairments. While the overall street width may be too narrow for long stretches of footway widening, the junction between the two parts of Tan-yr-Eglwys could be narrowed to encourage slower vehicle speeds and create a more direct and shorter crossing point for pedestrians. A narrowing of the junction here may also create space for small rain gardens or similar SuDS/greenery features and provide an opportunity for side road entry treatment (DE604/605) to emphasise pedestrian priority, subject to swept path analysis and public consultation.

4.4.2 Highlands Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Highlands Road	Rhud-SUP080	79%	76%	EX/MT	Critical Fail	Proposed Phase

Description

Highlands Road is fronted almost entirely by detached bungalows, almost all of which have their own driveway (though some on-street parking is noted). Like elsewhere these driveways create level changes in the footways which, other than the occasional patches of poor surfacing, are of generally acceptable quality. Street crossing remains an issue however, with tactile paving missing at junctions and no coherent crossing opportunities between Vicarage Lane and Howell Avenue. The street also has a 400-metre-long straight section which is conducive to speeding, while it forms part of a potential rat-run between the bypass and the town centre.

Proposal

Like nearby streets, an essential improvement on Highlands Road is the provision of dropped kerbs and tactile paving where necessary, as well as an increased frequency of crossing points delivered to a higher standard to what currently exists (DE604/605/606) both at side roads and across the main carriageway. Potential for speeding, which should be monitored along with traffic volumes, may be reduced with traffic calming-features such as sinusoidal humps (DE202) and horizontal deflection (DE203), which can also increase informal crossing opportunities, subject to consultation. If these measures are insufficient for reducing rat-running here, traffic management measures such as modal filtering may be needed.



Community Engagement Feedback

Major issues raised by respondents were related to speeding cars and illegal pavement parking on Highland Road. Persistent pavement parking renders the footway to be unusable in places and forces pedestrians to walk on the road. Traffic calming measures are widely supported as well as improvements to the footway's width and surface.

4.4.3 Kerfoot Avenue

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Kerfoot Avenue	Rhud-SUP090	87%	54%	LT	Critical Fail	Proposed Phase

Description

Kerfoot Avenue is entirely residential, with most properties having their own private driveways, meaning that on-street parking is infrequent. Pavement parking is less frequent here and, overall, the footways are in good condition and sufficiently wide. Traffic volumes are also anecdotally very low, suggesting it is appropriate for on-carriageway cycling. However, as elsewhere the lack of appropriate dropped kerbs or tactile paving in many places means that crossing the road or over side roads is often unnecessarily difficult. The frequency of driveways over footways also means that the level of the footway changes frequently, which can lead to discomfort. While exact traffic speeds are not known, the long stretches of straight road do little to physically discourage speeding along the street, presenting a risk to potential pedestrians and cyclists.

Proposal

An essential fix on this street would be the installation of dropped kerbs and tactile paving across side roads, as well as the provision of more frequent crossing points across Kerfoot Avenue itself. In places, this may require the narrowing of driveway entrances to accommodate crossings in optimal locations. The provision of more crossing points also represents an opportunity for high-quality design elements such as side-road entry treatments and pedestrian-priority crossings (DE604/605/606). Potential reallocation of road space would create space for placemaking features such as SuDS. The change in level along the footway could also be remedied by introducing steeper Dutch-style entrance kerbs at driveway entrances, which have the added benefit of reinforcing pedestrian priority over driveways. It is also recommended that traffic speeds be monitored on this street to determine if traffic calming features such as vertical and/or horizontal deflection would be beneficial. All potential features would be subject to public consultation.

4.4.4 Vicarage Lane

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Vicarage Lane	Rhud-SUP080	79%	76%	EX/MT	Critical Fail	Proposed Phase

Description

This street serves as an important link between the town centre and Rhuddlan's northern residential areas, as well as providing access to a small centre which houses the town's library, doctor's surgery, and a playground. The street is moderately wide with two lanes, which may encourage faster vehicle speeds. Overall, the footways are sufficiently wide, with occasional pinch-points caused by antisocial parking. The footway surface is mostly acceptable, with some short sections where it is cracked or deformed. Like elsewhere in this area, dropped kerbs and tactile paving are often missing, and where they are present, they tend not to follow pedestrian desire lines or involve crossing wide-mouthed junctions. It is also suspected that this road forms part of a rat-run between the eastern bypass and the town centre.

Proposal

Tightening junction radii along Vicarage Lane (subject to swept path analysis) would have the potential to help to reduce turning vehicle speeds. Reduced speeds will make the route feel safer and more accessible to both cyclists and pedestrians. Tightening junction radii could be delivered in conjunction with providing dedicated pedestrian crossing facilities throughout to reinforce pedestrian priority (DE604/605/606). Informal crossings must all still have appropriate dropped kerbs and tactile paving. Resurfacing also needs to take place on degraded sections of the footway, with driveway crossovers potentially redesigned to create a continuous level surface. Due to its potential use as a rat-run, traffic speeds and volumes should also be monitored, with traffic calming features potentially implemented if speeds are not sufficiently low (subject to ATC data and public consultation).



Community Engagement Feedback

Major issues raised by respondents were related to poor maintenance and lack of safe routes. The most common suggestions to improve Vicarage Lane were for improved crossings and junctions to help people make local journeys on foot and by bike.

4.4.5 Howell Avenue

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Howell Avenue / Trevor Avenue / Glyn Avenue	Rhud-P100	79%	/	MT	Critical Fail	Proposed Phase

Description

Unlike other streets in the area, this route is somewhat naturally traffic-calmed due to having much shorter straight sections. It also does not provide a direct cut-through to the town centre, making it less conducive to rat-running traffic. Although issues are less prevalent here, footways on this route suffer experience similar problems to other streets, namely a lack of dropped kerbs and tactile paving, some surface defects and wide crossing distances at junctions. It is also noted that almost all properties here have private driveways, with few instances of on-street parking.

Proposal

Physical measures here could be the same as other nearby streets, with the narrowing of junction where beneficial and the provision of higher quality crossing points being potential improvements. Assumed lower vehicle speeds and volumes means traffic calming features may not be necessary along this route, though this should be confirmed with ATC data. Otherwise, the footways here may benefit in the future from resurfacing, and Dutch-style entrance kerbs to ensure they are not interrupted by private driveways, subject to consultation.

4.4.6 Hendre Close

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Plas y Brenin /	Rhud-P070,	88%	/	ST	Critical Fail	Proposed Phase
Hendre Close	Rhud-C030	/	/	/		

Description

This street provides access to a mixture of detached and semi-detached houses, mostly with their own driveways. Both Plas y Brenin and Hendre Close are dead-ends for motor vehicles, and as such are extremely lowly-trafficked. It is also assumed that the existing road geometry somewhat discourages high speeds to a certain extent. The footway is generally of an acceptable quality throughout, though at certain points a combination of obstacles such as lampposts and pavement parking make passage difficult. It should be noted that, while elsewhere in Rhuddlan road space is severely limited, the presence of driveways and a sufficiently wide carriageway means there is little justification here for footway parking. It has also been observed that the overgrown hedge at the corner of Plas y Brenin and Hendre Close significantly reduces the usable width of the footway. Otherwise, a lack of dropped kerbs and tactile paving persists here, while the junction with Heol Hendre appears wider than necessary.

Proposal

An essential fix would be to cut back the hedge at the corner of Plas y Brenin and Hendre Close, immediately creating a more comfortable pedestrian route while improving visibility (a maintenance plan will be needed to ensure its continued upkeep) Dropped kerbs and tactile paving should be delivered throughout and the increased provision of crossing points will ensure safe and smooth journeys for all users. There is also potential for provision of a side-road entry treatment at the junction with Hendre Road, as well as possibly narrowing the meeting point of Hendre Close and Plas y Brenin (subject to swept path analysis and consultation). Due to low volumes and assumed low speeds, it is not anticipated that further traffic calming measures would provide significant benefit, but they should not be ruled out if ATC data suggests otherwise.

4.4.7 Heol Hendre

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Heol Hendre	Rhud-P060, Rhud-C030	82% /	/ /	ST /	Critical Fail	Proposed Phase

Description

The section of Heol Hendre which forms part of the ATNM is fronted by semi-detached properties which, as elsewhere, all possess driveways. Despite this, there are still instances noted of footway parking, which significantly reduces the usable footway width. Heol Hendre also includes a long, straight section which, while unlikely to serve as a rat-run, may still be conducive to excessive speeds. Junctions along this street are also noticeably wide, which has the potential to encourage turning at relatively high speeds and make crossing indirect. The crossing is further impeded for pedestrians by a lack of tactile paving and dropped kerbs. Otherwise, way-finding is provided for cyclists as part of a route between Rhuddlan town centre and Dyserth.

Proposal

It is recommended that traffic speeds and volumes be measured as in other areas to determine if traffic calming measures are necessary on this street. There is also the potential to change priority where the East-West and North-South sections of Heol Hendre meet, to make the cycle route more coherent and to encourage slower vehicular speeds. Depending on swept path analysis, there may be scope to tighten junction radii which will lead to reduced vehicular turning speeds and crossing distances; the latter would also benefit from side road entry treatments, subject to consultation. Otherwise, dropped kerbs, tactile paving and resurfacing should be implemented at all necessary locations.

4.4.8 Grenville Avenue

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Grenville Avenue	Rhud-P060, Rhud-C030	82% /	/	ST /	Critical Fail	Proposed Phase

Description

Grenville Avenue links a suburban area to the A5151 bypass on the east of town and serves detached bungalows all with their own driveways. The street is a long straight link with little in the way of road geometry or obstacles to alert drivers that they have gone from a high-speed road to a low-trafficked residential area. The footway here is generally an acceptable width, with some discomfort arising from patches of uneven or deformed surface as is the case elsewhere. Junction width is also a concern, particularly near the bypass as it increases crossing distance where vehicles have just come off a high-speed road. Again, the lack of dropped kerbs and tactile paving is also a major issue. Cyclist wayfinding is provided at either end of the street.

Proposal

Where Grenville Avenue meets the A5151, a gateway treatment could serve as a physical indication to drivers that they have moved from a high-speed road to a low-speed residential street. This could be reinforced by point narrowing features such as vertical or horizontal deflection, as well as placemaking features such as planters to emphasise the change in environment. Motorists should feel that they have left the boundary road and are guests in a pedestrian environment and should drive accordingly. Traffic calming measures could also be implemented on the rest of the road if traffic speed data confirms it is necessary. Junctions could also be narrowed along the street, with the potential for a side road entry treatment at Conway Avenue, and a raised table at Bodrnyddan Avenue, subject to consultation. Dropped kerbs and tactile paving are required as standard.

4.4.9 Dyserth Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Dyserth Road	Rhud-C020A, Rhud-P040	/ 85%	/ /	/ MT	/ Critical Fail	Proposed Phase

Description

Dyserth Road forms the most direct driving route from Dyserth to Rhuddlan town centre, and as such experiences relatively high volumes of traffic. Its character is defined by a mix of older semi-detached properties and newer bungalows, most with their own driveways. As a continuation of Princes Road, this street is also wide, though this width is restricted by on-street parking, some of which encroaches on the footway. The footway on this road is generally narrow, with some sections measuring <90 cm. The side road junctions on this stretch appear unnecessarily wide, the junctions with Conway Avenue and Grenville Avenue appearing particularly spacious. The main carriageway is also long and straight, which may encourage speeding. As elsewhere, there are also issues with overhanging vegetation, poor surfacing and a lack of crossing points, dropped kerbs and tactile paving.

Proposal

Basic standards could be met on this route through the provision of dropped kerbs and tactile paving, as well as cutting back of overgrown vegetation. Relocation of street clutter such as telegraph poles should also be considered, particularly where the footway cannot be widened. Footway widening should be considered along the whole road, though in places this may not be possible as it would necessitate the removal of on-street parking. This may not be a huge issue given the number of private driveways. More footway space may be created by the narrowing of junctions and side road entry treatment, particularly those with Grenville and Conway Avenues which appear excessively wide (subject to swept path analysis).

Footway widening may be more feasible on the eastern section of the road, where it is bounded by a green. The junction with the A5151 presents an opportunity for a gateway feature, to alert drivers to the fact they are transitioning to a low-speed residential area; this could include narrowing of the junction, surface changes and signage. It is also recommended that transitional cycle lanes be implemented on Dyserth Road on the approach to and away from the junction, to allow for a smooth and safe transition between the street and the shared-use path on the bypass.

4.4.10 Rhyl Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Rhyl Road / Fairfield Crescent	Rhud-C020, Rhud-C045	/	77%	EX	Pass	Proposed Phase

Description

This path between two parallel streets is the main existing active travel route eastward from the town centre, using a mix of shared use and nominally segregated infrastructure. There is a lack of clear signage and it is not immediately clear to users which path is designated for cycling and which is designated for walking. It is likely that unclear markings and signage mean that routes designated for each user type are not always followed, limiting the quality of provision for both types of users. In the segregated section, both the pedestrian and cycle sections are too narrow, while at the junction with Treetops Close it is not clear to cyclists how to continue their journeys. Where the path(s) cross over a road, priority is not clearly given to pedestrians or cyclists over motor vehicles. Additionally, dropped kerbs are rarely found on desire lines and lack appropriate tactile paving, with the crossing points on Rhyl Road being exceptions.

Proposal

The current segregated cycle path would benefit from being redesigned as a high-quality shared-use path by widening one of the existing paths appropriately (3-4 metres). Alternatively, a more clearly demarcated segregated path could be installed, which would require more substantial widening. In addition, this path should have clear priority and follow cycle/pedestrian desire lines where it crosses Ffordd Dewi (DE603), while the crossing of Rhyl Road near Treetops Close could be changed to a parallel or priority crossing with clearer wayfinding for cyclists travelling onwards, for example with a transitional cycle lane leading towards the town centre.

The current crossing points of Rhyl Road could be enhanced by emphasising pedestrian priority, for example by raising them to footway level, while the Treetops Close and Clos David Owen junctions could be improved for active travel with side road entry treatments. There is also an opportunity to provide cycle access to The Admiral's Recreation Ground with a new parallel crossing. Otherwise, traffic calming features have the potential to create informal crossing opportunities and an overall pleasant environment for active travel, should traffic speed and volume data deem them to be beneficial. Local narrowing points could incorporate rain gardens to compensate for the loss of green space resulting from the path widening. All potential measures would be subject to public consultation.

4.4.11 Fairlands Crescent

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Fairlands Crescent / Highlands Close	Rhud-C045	/	/	/	/	Proposed Phase

Description

This path is a continuation of the Rhyl Road/Fairlands Crescent path and forms part of a route between Rhuddlan and Rhyl. This section runs from next to the Rhyl Road/New Road roundabout to the northern end of Highlands Close, between Highlands Close and the A547 bypass road. The route uses two segregated paths for its entirety, with one path designated for pedestrians and one for cyclists. However, the layout is generally incoherent, with the pedestrian and cycle lanes inexplicably switching sides when crossing side roads. Furthermore, one lane is offset far back from the bypass while one is generally next to it; this, combined with the incoherent layout, indicates that most users use the path further away from the road, regardless of designation. This means in effect that most users share a narrow path (2 metres) which may lead to conflict.

There are also some sections of poor surfacing and a lack of corduroy paving to indicate the start of the cycle lane. Furthermore, current crossings of side roads are unnecessarily wide, and pedestrian/cycle priority is not indicated to drivers. Linking paths, such as that to the end of Highlands Close, are also currently substandard.

Proposal

Given the observed issues, one of two reconfiguration options could be considered for this path:

1. Redesign route while maintaining segregation. Cycle lane to be brought up to standard width and marked clearly with a different material and corduroy paving to clarify designation to users. This would require the loss of green space along verges.
2. Remove segregation and replace with single, high quality (i.e., 3.5 - 4 metre width) shared-use path. This could potentially to increase green space through removal of redundant path sections. Advantages and disadvantages of shared use vs. segregated paths are presented on pp.157-159 of ATA guidance.

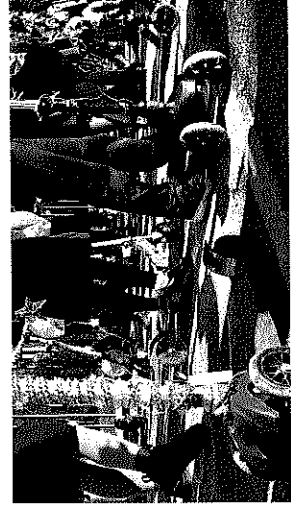
Whichever treatment is chosen should be applied consistently to reduce confusion for users and ensure intuitive use of space. In either scenario, paths should follow pedestrian and cycle desire lines; this includes road crossings, where highway geometry could potentially be narrowed, and parallel crossings (potentially raised) could be implemented. The link to the north of Highlands Close also needs to be widened, with appropriate tactile paving present for any intervention. Where the path remains otherwise unchanged, resurfacing should still be considered.

3.5 Old Town & School Zone

The area located southeast of Rhuddlan town centre is generally dominated by older streets and buildings. These are generally unprepared to handle the needs and sizes of modern motorised vehicles. Due to the prioritisation of vehicles, streets are incredibly narrow, with little to none, pedestrian provision. Where footways exist, they are usually in poor condition with surface defects and overgrown vegetation. Already narrow paths are further tightened by street clutter or instances of pavement parking. There is also a distinct lack of dropped kerbs and tactile paving in this area, making it largely inaccessible for vulnerable users, particularly those with mobility issues or pushchairs. This is particularly an issue considering that these streets form part of an established network to Ysgol y Castell. The poor quality of these routes likely dissuades the possibility of active travel as they are not deemed safe enough.

Despite the generally limited space, some junctions appear unnecessarily wide, likely due to roads following motor vehicle desire lines wherever space allows. In addition, despite the presence of street lamps, the street feels dark and unsafe in places at night, due to the uneven distribution of light and need for more densely placed lamps. Well-lit streets and paths feel less intimidating and can make it easier for people to find their way around.

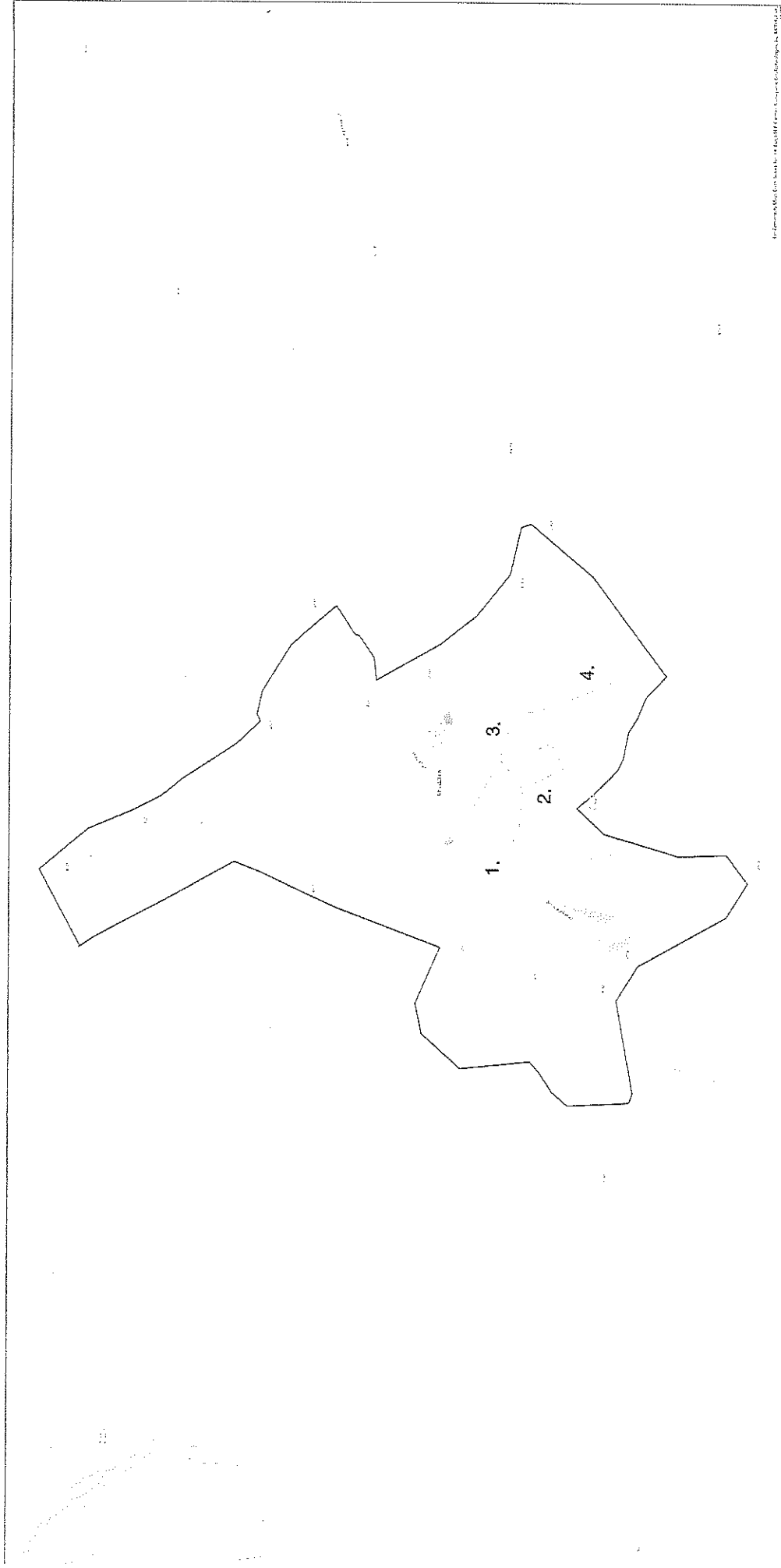
While installing active travel infrastructure in this area may prove challenging, the restricted road space may be re-appropriated to promote active travel. Low traffic speeds and volumes are already encouraged by the layout of the road, meaning that a future 20mph speed limit would be easily enforceable. The geometry of the road also creates natural pinch points which could be useful should any traffic management scheme be considered in future.



"Increasing active travel to school is a key objective of Welsh Government. Involving schools in identifying and planning routes that could be used by students for their daily commute is therefore a valuable form of engagement."

- Active Travel Act Guidance, 2021

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1. Castle Street

2.

Hylas Lane

3.

Princes Road

4. Abbey Road

4.5.1 Castle Street

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Castle Street	Rhud-C020A, Rhud-P010, Rhud-P020	/	/	/	/	Proposed Phase
		65%	/	MT	Critical Fail	
		/	/	/	/	

Description

Castle Street is extremely narrow and fronted by predominantly older buildings, with some newer detached properties. They are mainly residential, except for a café/shop and pub with a large car park. The street provides primary access to Rhuddlan Castle, a key tourist destination. For much of its length Castle Street has no footway due to limited carriageway space; where a footway is present it is typically in very poor condition, with cracked surfaces and a lack of dropped kerbs and tactile paving limiting access to those needing to use pushchairs, wheelchairs, and mobility scooters. While the footway width is narrow overall (<1 metre), at certain pinch points it narrows further due to the presence of telegraph poles, vegetation, and pavement parking. There is, however, a large space outside the castle entrance which is currently taken up by the road.

Proposal

Due to Castle Street's physical constraints, it will be challenging to implement active travel infrastructure specifically when aiming to widen existing footways. It is possible that restricting the street to one-way traffic only could allow for footway widening, although the actual additional width may not be significant. Any changes to traffic flow would require extensive consultation before considering implementation. Effective width can be improved at points by ensuring vegetation is properly cut back, while the presence of street clutter such as telegraph poles should be reviewed. Dropped kerbs and tactile paving must also be provided where appropriate.

Where there is currently no footway between Cross Street and Hylas Lane, it may be possible to use the space to the south, currently taken up by grass, trees and the car park for Rhuddlan Castle. However, this faces numerous constraints such as land purchase, earthworks, tree removal and relocation/modification of a stone wall which has potential historic importance. Another potential option to consider would be to close the road to motor vehicles between Cross Street and 16 Castle Street, as no properties have entrances on this stretch. However, forcing vehicles to turn would introduce a new hazard for active travel, and this still would not provide a continuous length of footway along Castle Street. If/where no footway can be provided, changes in road surface and/or markings could be used alert drivers to pedestrians using the carriageway (e.g., quiet lane/quiet street). Surface changes may also incorporate placemaking features such as SuDS and present an opportunity for community input into design.

4.5.2 Hylas Lane

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Hylas Lane	Rhud-C020A, Rhud-P010	/ 65%	/ /	/ MT	/ Critical Fail	Proposed Phase

Description

Hylas Lane primarily serves residential properties as well as the English-medium Ysgol y Castell, Rhuddlan's only primary school (add info about school if known, esp. active travel and current parking situation). It also gives access to Twrhill, a secondary tourism site located 300m off the road. Despite its importance for school travel, Hylas Lane is currently a poor environment for active travel. While the footway is present on the northern side for the entire length, its width is substandard (>1.15 metres) and is frequently interrupted by obstacles (namely telegraph poles). The footway on the south side is even narrower and only exists for 80 metres east of the school entrance. Pavement parking is a particular issue here, and there are no crossing opportunities from one side of the road to the other, even outside the school, presenting a dangerous environment for students. There are also issues of poor surfacing on both the carriageway and footway.

Proposal

The primary recommendation for Hylas Lane is the consideration of a school street, meaning it would be open only to residents (with some other exceptions) during pick-up and drop-off times. Regardless of infrastructure, this will eliminate most through traffic and will prevent parents from parking antisocially on this street, making the street safer and encouraging more active travel to school. The implementation of such a measure would depend on local consultation and consideration of parking and traffic being displaced. Additionally, the collection of traffic speed and volume data would inform the suitability of traffic calming measures on this road. There may also be scope to widen sections of the footway by up to 50cm if the road is restricted to one-way running. However, this could not be implemented throughout and would require measures to prevent pavement parking, likely needing a wider traffic management approach. The relocation of obstacles such as telegraph poles should be reviewed, and a crossing point with appropriate dropped kerbs and tactile paving could be introduced outside the school entrance to make crossing safer and easier.



Community Engagement Feedback

There is anecdotal evidence of high amounts of pavement parking and engine idling on Hylas Lane from Rhuddlan Castle visitors and parents picking up/dropping off children at the school. Support shown for implementation of a one-way system or other traffic management methods.

4.5.3 Princes Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Princes Road	Rhud-C030,	/	/	/	/	Proposed Phase
	Rhud-P020,	/	/	/	/	
	Rhud-C020A,	/	/	/	/	
	Rhud-P040	85%	/	MT	Critical Fail	

Description

Princes Road is wider than other roads in the area, which allows it to have two lanes and a centreline. It also appears to be heavily trafficked (to be confirmed by ATC data), serving as the main route into Rhuddlan town centre from Dyserth. The road also carries the no. 35 and 36 circular bus routes, relevant for access to public transport and analysis of vehicle turning movements. The street is fronted by a variety of residential properties, including both old terraces and detached houses. It is also likely that the road is used and crossed by people travelling to school from elsewhere in town.

The junction with Castle Street appears to have been recently reconfigured with bollards used to prevent footway parking at a narrowed junction. In general the bollards are quite effective with the exception of one that creates a localised narrowing. The footway width, while greater and more consistent than other roads in the area, remains sub-optimal (around 1-1.2 metres), and is frequently reduced at pinch points by permanent obstacles and vegetation. While there are instances of footway parking here, it appears to be a less prevalent issue than elsewhere in town. Patches of poor surfacing, a lack of crossing points and inconsistent dropped kerbs and tactile paving are also noted.

Proposal

As the carriageway is wider here there may be more scope for re-allocating carriageway space to the footway for most of the length, however, this can only be verified with a topographical survey. Otherwise, obstacles such as telegraph poles should be reviewed for potential relocation to eliminate pinch points along the route, while vegetation should be cut back to a suitable level. Several stretches of the footway should be resurfaced. The junction with Castle Street can be further improved by giving pedestrians clear priority, e.g. with a side road entry treatment and implementation of public realm improvements, and a similar measure could be implemented at Llys Hendre. There may also be a possibility for a cycle and pedestrian priority crossing from the Heol Hendre cut-through (see Section 3.4.2) to Castle Street to allow a more seamless active travel route, particularly towards Ysgol y Castell, subject to consultation.

4.5.4 Abbey Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Abbey Road	Rhud-C020A, Rhud-SUP040	/ 65%	/ 58%	/ ST	/ Critical Fail	Proposed Phase

Description

Abbey Road is a residential street and provides a route to residents living along Maes y Castell as well as access to caravan parks and farms to the south of town. As such, access will likely need to be maintained for certain large vehicles, such as caravans and tractors. The northern part of the road also gives access to Ysgol y Castell via Hylas Lane. Most properties on Abbey Road have private driveways, however, footway parking is extremely widespread, in some instances blocking the footway entirely, restricting safe access for those using pushchairs, wheelchairs and mobility scooters. The footway is also blocked in places by vegetation and permanent obstacles. At the northern end, the junction with Princes Road/Dyserth Road is incredibly wide, which makes crossing difficult. Pedestrians also face poor surfacing, a lack of dropped kerbs and tactile paving, and a lack of footway in some sections.

Proposal

The main intervention here will likely be minor footway improvements, such as replacing poor surfaces, cutting back vegetation and relocating telegraph poles where possible. It is unlikely that the carriageway can be narrowed further to allow footway widening as large vehicles likely need to pass through here, however, footway widening should not be ruled out until existing widths and requirements are confirmed. Crossing points should be provided, especially where the footway ends on one side, with dropped kerbs and tactile paving implemented as standard. There appears to be scope for junction narrowing and side road entry treatment at Maes y Castell (subject to swept path analysis), while the Hylas Lane junction may be too narrow for improvements. There is potential for a significant redesign of the junction with Princes Road/Dyserth Road, with enough room to reallocate road space for walking and wheeling, SuDS and placemaking opportunities. This could be done in conjunction with tightening junction radii to reduce traffic turning speeds, subject to consultation.



Community Engagement Feedback

There is anecdotal evidence of high amounts of pavement parking and blocked driveways. The most common suggestions to improve Abbey Road were for improved crossings and junctions to help people make local journeys on foot and by bike. Improved wayfinding was also suggested.

4.5.5 Proposed School Access Path

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Ysgol y Castell	Rhud-SUP025	/	/	/	/	Proposed Phase

Description

This proposed walking and cycling route will likely provide rear access to Ysgol y Castell as an alternative to Hylas Lane. According to the ATNM, the route will use the track between Hylas Lane and Twthill before turning into the school grounds, going around the building perimeter and coming out next to the current main entrance. Currently, the existing track is unlit and unsurfaced and is not overlooked by properties minimising its use and decreasing feelings of safety when travelling through it after dark. There is an existing pedestrian gate into the school, however this is currently unwelcoming. Details are not known for the route through the school grounds.

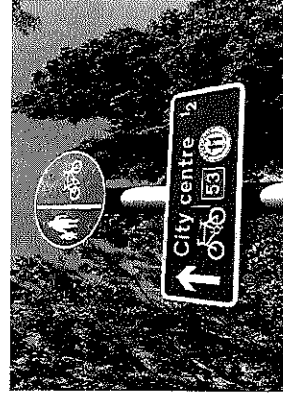
Proposal

The track up to the school gate should be resurfaced in asphalt or material of a similarly high quality to ensure it is accessible for all to walk, wheel or scoot. Low level lighting should also be installed to clarify the layout of the path and to ensure that it is usable all year round, with consideration being given to its effect on ecology and nearby properties. Improved lighting, therefore, can potentially extend the legibility, use and enjoyment of the path. It may be possible to redesign the access gate to make it appear more welcoming, but this should not compromise any security concerns the school may have. Much of the route will likely be designed in cooperation with the school, and form part of a wider active travel to school programme including potential improvements to Hylas Lane.

4.6 Town Centre

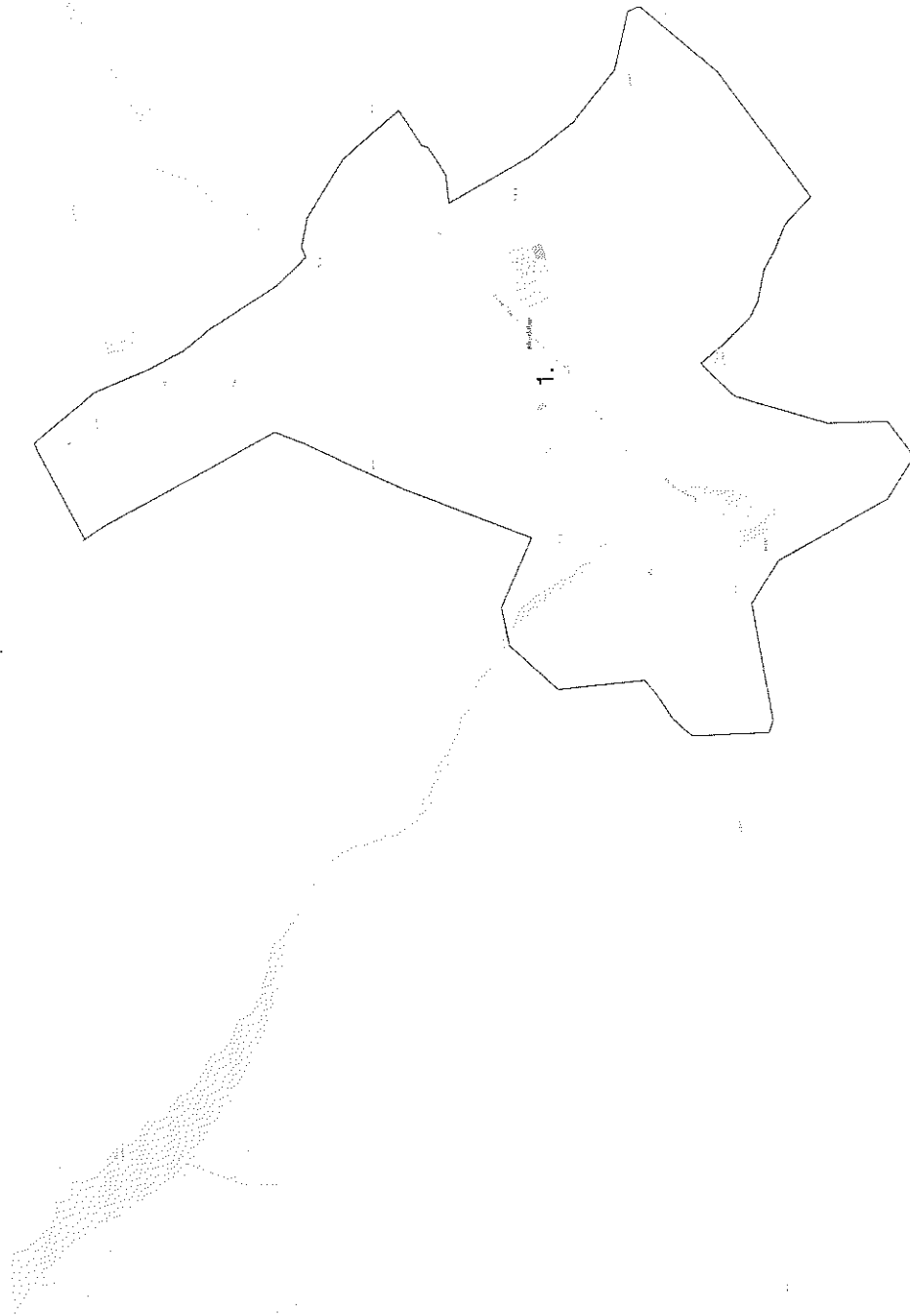
Active travel refers to the everyday journeys we make to get from place to place, like walking to school, cycling to work or scooting to the shops. It aims to displace car travel and provide a more convenient, inclusive and affordable way for all members of the community to move more. Rhuddlan can provide resilient and dynamic transport systems across the region by building infrastructure that supports and promotes active travel.

The presence of through traffic in town centres often detracts from the attractiveness of these destinations through reduced safety, noise and air pollution and reduced crossing opportunities, especially for those arriving by foot or bike. In addition, limited carriageway and footway space, particularly in historic settlements like Rhuddlan, means there is limited space for providing segregated cycle infrastructure or footpath improvements for pedestrians.



"The aim is to create streets that can become spaces for a wider variety of community activity, using pedestrian crossings, benches, planting and other features to restore the balance between traffic and people. This can help make streets into safer and more attractive places to live, work or visit".

- Active Travel Wales Guidance 2021



1. Rhuddlan High Street

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4.6.1 Rhuddlan High Street

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Station Road High Street Rhyl Road	Rhud-C020	/	77%	EX	Pass	Proposed Phase

Description

Rhuddlan's High Street runs from Station Road on the east bank of the River Clwyd up to the roundabout at its junction with Princes Road and Rhyl Road. A small part of Rhyl Road up to the Texaco garage is included in this section due to its similar character and presence of shops. Most buildings on this road are small businesses, including shops, pubs and cafes, while there are several houses at either end. Between Tan-yr-Eglwys Road and Castle Street, there is a shared-use path on the north side of the road with a substandard width (2.1 metres), while the narrow pavement on the south side is marked as a segregated cycle lane, despite being <1.5 metres wide. Moving along High Street the width of the footway is typically acceptable ($\geq 1.2\text{m}$), but this is reduced at several points due to the presence of street clutter (bins, lampposts, signs etc.) and steps leading down from local businesses. It is difficult to safely cross the road due to barriers alongside the footway, relatively high volumes of traffic and the infrequency of dropped kerbs and tactile paving creating a sense of severance between the two sides of the street. Two controlled crossings are present 110m apart either side of the roundabout, while there is no crossing at the western end where the footway terminates. There is also a lack of cycle parking, with only 3 Sheffield stands near the junction with Princes Road which are inappropriate for many forms of adapted cycle.

It should be noted that some characteristics of the street make it conducive to walking, such as car parking being organised into marked bays, bollards preventing pavement parking and short distances between the high street and the rest of town. However, severance remains a barrier to walking, while presently cyclists mix with high volumes of traffic on the carriageway along most of the road.

Proposal

Rhuddlan High Street needs more uncontrolled crossing points to ease pedestrian movement across the road. This will reduce severance between each side and make the town centre more cohesive as a destination. These crossings should have pedestrian priority over carriageway traffic as standard. To increase pedestrian permeability, the use of barriers such as fencing should be reviewed and, if needed, replaced by less restrictive safety and anti-pavement parking measures such as bollards, which appear to be effective elsewhere in the town. This cohesion may be enhanced through carriageway surface changes to reinforce the idea drivers are guests in a pedestrian and cycle environment. Consideration should also be given to movements around the mini roundabout at Princes Road to ensure that pedestrian crossings here are safe and direct.

There is some scope in places for narrowing side-road junctions, which would allow for entry treatment (DE605/606) and create space for SuDS features. Some junctions could be modally filtered (subject to consultation) to create a continuous pedestrian route and make walking and cycling more convenient than driving. SuDS features could also be implemented at horizontal build-outs on the High Street, acting as traffic calming and improving the attractiveness of the street. While these measures will improve the environment for cycling, the transition between the shared-use path and carriageway can be improved at the western end, while the provision of cycle parking should be expanded with inclusive stands. Some car parking may be replaced with pedestrian spaces while still maintaining sufficient spaces for deliveries and blue badge holders, subject to consultation with residents and businesses.

4.7 Boundary Roads & Links

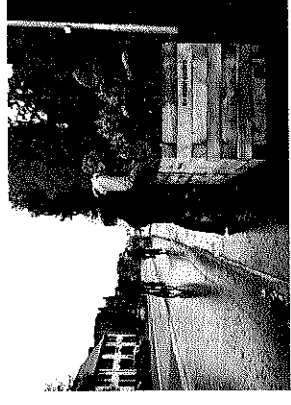
Boundary routes and strategic links can be defined as routes that lead users away from the town centre and residential areas towards destinations typically dominated by motor vehicles. In this context, boundary routes carry users to facilities on the outskirts of town, such as retail and business parks, whereas strategic links take users to destinations in other towns.

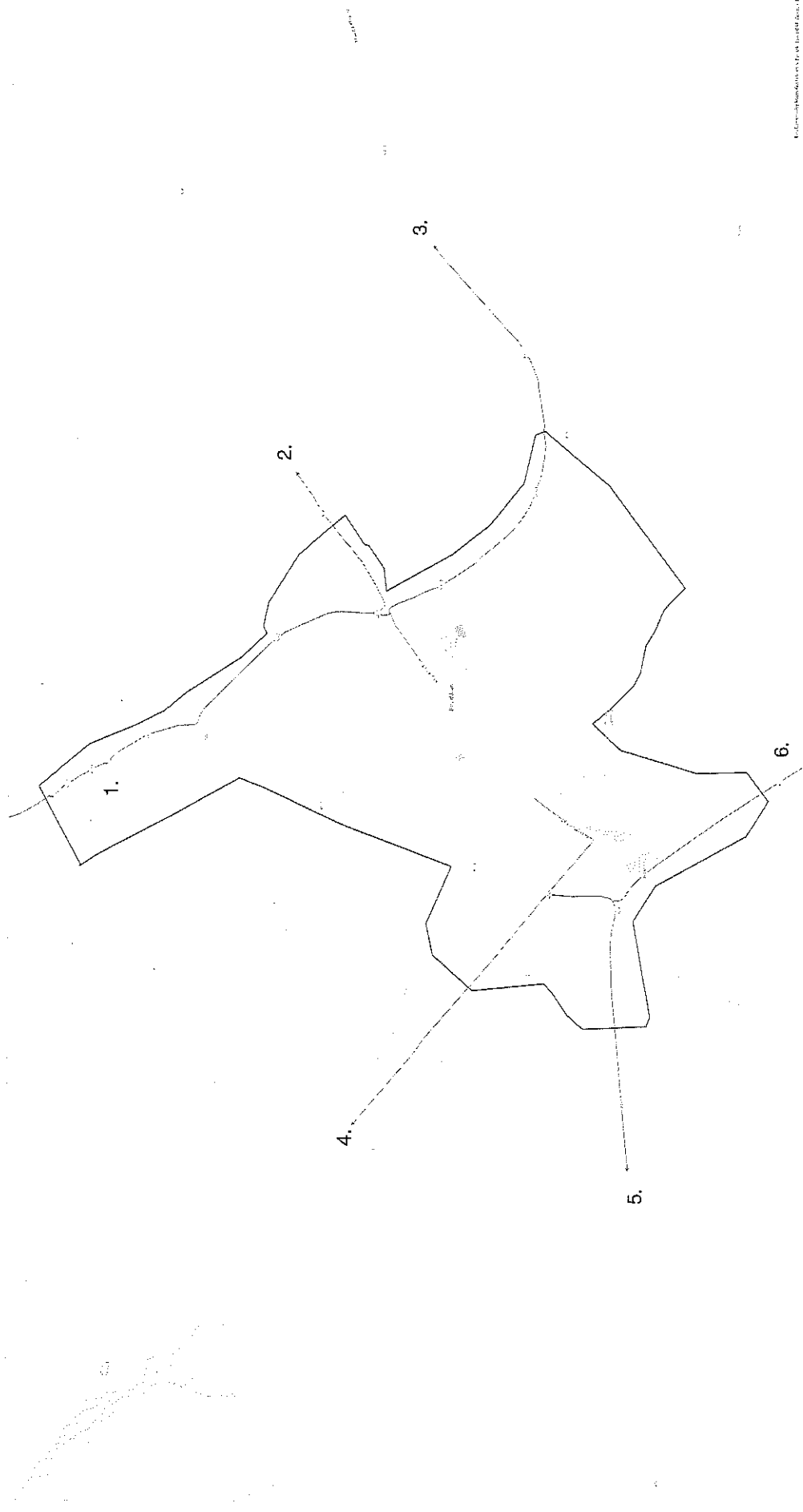
A distinction is made as routes to other towns are less of a focus for this study, with destinations within Rhuddlan being the main priority. Regardless, strategic routes remain important for links to services including Ysbyty Glan Clwyd in Bodelwyddan and a wide variety of services in Rhyl.

Both types of route currently use similar infrastructure, namely shared-use paths and residential roads running parallel to A-roads. While some routes meet desirable active travel standards, current issues that are found across these routes include insufficient widths (often due to unkempt vegetation), poor surfacing and insufficient separation from vehicles on high-speed roads. Most crossings on these routes are indirect at best, and unsafe at worst.

"The number of active journeys people will make will depend on how comprehensive the network of safe routes is and how well the routes connect to/from key destinations, public transport infrastructure, and people's homes."

- Active Travel Wales Guidance 2021





- 1. A547 Road
- 4. Marsh Road

- 2. Meliden Road
- 5. Abergele Road

- 3. New Road / Dyserth Road
- 6. St. Asaph Road

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4.7.1 Bodrhyddan Avenue

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Bodrhyddan Avenue	Rhud-C030, Rhud-P050	/	/	/	/	Proposed Phase
		85%	/	ST	Critical Fail	

Description

Bodrhyddan Avenue runs mostly parallel to the A5151 New Road bypass on the eastern side of Rhuddlan and forms part of strategic routes to both Rhyl and Dyserth. As elsewhere, there is a lack of dropped kerbs and tactile paving, both at junctions and where shared-use paths meet the street at either end. There are limited crossing issues across the road, but this is not an issue as properties are only found on one side. Junctions along the route with Grenville Avenue (see earlier proposal) and Heol Hendre are also currently unattractive and unsafe, while the footway is poorly surfaced in places. The long and straight road geometry, as well as proximity to a strategic road, may also make speeding likely along this street.

Proposal

Junctions along this road could be narrowed to decrease vehicle turning speeds and crossing distance, something which could be achieved with side road entry treatment or a raised table where appropriate. Dropped kerbs and tactile paving should also be provided as standard, while footways should be resurfaced where necessary. Where the shared use path meets the street at the southern end, priority could be given to cyclists joining onto the street with a parallel crossing (DE611) which may be raised, also allowing better access to the footway for pedestrians. Traffic speeds and volumes should also be measured to assess the benefit of traffic calming and placemaking features, such as horizontal and/or vertical deflection, which would be implemented subject to public consultation.

4.7.2 New Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
New Road	Rhud-C030, Rhud-C045	/ /	/ /	/ /	/ /	Proposed Phase

Description

This section of shared use path runs from the end of Bodrhyddan Avenue on the corner of Rhuddlan Cemetery to the roundabout between the A5151 and A547. Generally, the path width complies with ATA standards, though some sections lack a verge between the path and the carriageway, something that would be expected adjacent to high-speed roads. While this section of New Road has a posted speed limit of 30mph, there is little physical difference from the 40mph section, meaning drivers are less likely to reduce speed. Much of the path is separated from the carriageway by a parking layby, which is likely used for people visiting the cemetery. While New Road functions as a bypass to Rhuddlan, it also gives access to several bungalows with private driveways, as well as the cemetery access road. The crossing of the cemetery access is incoherent, with a kerb-stone only on one side. This makes it unclear if tactile paving should be present or not. There are also surface defects in some areas.

Proposal

While few substantial changes are necessary here, resurfacing of pavements and roads should be implemented to provide a comfortable surface for all types of users, as well as improved markings to make clear that this route is shared use. Crossings of driveways could be made more comfortable by using Dutch-style entrance kerbs to reduce level changes, while a similar treatment or a side road entry treatment could be applied at the cemetery access road. The possibility of extending the verge between the path and the carriageway by reducing the width of the lay-by and/or displacing the carriageway slightly towards the east could be considered as well, to enhance safety through increased separation from the road. This may also provide an opportunity to ensure the path meets the desirable width of 3.5 metres rather than the absolute minimum of 2.5.



Community Engagement Feedback

Respondents noted that the route suffers from low visibility and poor maintenance. There is support a protected cycle path with supporting signage to eliminate conflict between pedestrians and cyclists.

4.7.3 A547/A525

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
A547/A525	Rhud-C045, Rhy-SUP010	/	/	/	/	Proposed Phase
		71%	77%	EX	Pass	

Description

This part shared-use, part segregated path runs from the northern tip of Rhuddlan to Clwyd Retail Park on the southern edge of Rhyl and passes a caravan park and assisted living centre. The path uses white paint segregation heading north from Highlands Close, and to cross the A547 users must in effect double back on themselves, creating an incoherent route. This crossing is uncontrolled, despite the posted speed limit being 40mph, and thus may contravene ATA guidance on crossings (at best it remains exclusionary for some users). After crossing, the route follows a shared-use path which has a substandard width in places (<2.5 metres), while there are issues with pavement parking outside the assisted living centre. This means that journeys made by vulnerable users or those with mobility and health issues are made increasingly difficult. At present there are no crossing opportunities E-W over the A525 at Clwyd Retail Park until just before the Ffordd Derwen/Bryn Cwnin Road roundabout, forcing users to take a very indirect route to key services.

Proposal

As the segregated section leaving Rhuddlan is currently of a reasonable width for shared use, it is likely that the best option would be the removal of markings and redesignation of the path as shared use. However, widening and resurfacing to provide a high-quality segregated facility should not be ruled out, particularly if one is implemented further south. It is also likely that the crossing of the A547 needs to be replaced with a toucan crossing, particularly if AADT is >10,000 in either direction as set out in the ATA guidance. The width of the path from the assisted living residence to Cwybr-bâch should increase to 2.5 metres as a bare minimum. Residents, their families, and staff members of the assisted living centre should be involved in the development of an improved parking strategy to ensure parked cars do not obstruct the active travel route. At least one additional crossing between the retail park/caravan park and east side of the carriageway should be provided to access these services, which would likely be signal controlled.

4.7.4 Station Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Station Road / Marsh Road	Rhud-C010, Rhud-SUP030	/ 63%	/ 67%	/ EX/MT	/ Pass	Proposed Phase

Description

This route passes from the east bank of the River Clwyd over the river and runs past several small businesses on a shared-use path before turning north on Marsh Road past a supermarket and hotel in the direction of Kinnel Bay (see Greenways). As such, it links the rest of Rhuddlan with several retail and employment sites. Currently, the road bridge is signal controlled to allow alternating one-way traffic, while the active travel bridge is very narrow (1.75 metres) and requires cyclists to dismount. Along Station Road, the segregated cycle lane within the footway is too narrow, although the path is generally of adequate width for shared-use by cyclists and pedestrians despite a localised narrowing due to lawnmowers outside Morris Garden Machinery.

Currently, there is potential for conflict between cyclists and pedestrians (visually impaired users in particular) at the Marsh Road bus stop, where users must cross the path of cyclists when alighting or boarding the bus. Additionally, there is an excessive wait time of up to 100 seconds on the controlled crossings over Marsh Road and Station Road, while dropped kerbs are not consistently placed to allow direct crossings. Along Marsh Road, the footway is partially blocked by permanent obstacles such as steps, telegraph poles and antisocially parked vehicles. There is also no dropped kerb where the footway ends to the north.

Proposal

The markings for the segregated cycle path along Station Road could be removed to designate the entire path as shared-use. This should be considered in consultation with user groups who would be most affected. The faded buffer zone marking on the edge of the path needs to be repainted. To increase the usable width of this proposed shared-use path, consultation should be held with Morris Garden Machinery, to discuss the removal of temporary obstacles outside the shop. Overgrown vegetation should be maintained.

The Marsh Warden bus stop can be made safer by bringing the shelter closer to the road and directing cyclists behind the shelter, eliminating conflict points with alighting and boarding bus users. Tactile paving either side of the bus stop should alert users that they are moving onto a shared-use path. At the Station Road/Marsh Road junction, signal phase times should be reviewed with the aim of reducing wait times for active travel, assuming a signalised junction is necessary. Removing signals and replacing them with a raised table junction may be considered as another option, although this may be infeasible due to the frequent use of the junction by HGVs.

Along Marsh Road, signage should confirm whether the footway is designated as shared-use or not to make it clearer to users if cyclists should be present on the path. The entry junction into the Premier Inn and ALDI car park could potentially be narrowed to reduce crossing distance. The presence of obstacles on the footway should be reviewed, while a dropped kerb needs to be added where the footway ends. Cycle parking should be considered for each retail facility off this road.

4.7.5 A525 St Asaph Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
A525 St Asaph Road	Rhud-SUP010A, Rhud-SUP035, StA-SUP100	71% 71% 77%	77% 81% 81%	EX EX EX	Pass Pass Pass	Proposed Phase

Description

This route provides a link between St Asaph and Rhuddlan and uses shared-use paths on either side of the A525 dual-carriageway. The route is generally poor quality; the constructed width is too narrow (between 1.5 and 2.5 metres), and surface defects are common. The uneven surfaces found along the route are tripping hazards and may be uncomfortable to navigate for wheelchair users, inexperienced cyclists, or those pushing prams. There are instances of missing tactile paving and a lack of a verge to protect pedestrians from motor traffic travelling at 40mph. Crossings over the arms of the A547/A525 roundabout are uncontrolled despite high traffic speeds and volumes, while wait times for the Bodelwyddan Road crossing are excessive. By contrast, the direct link from St Asaph Road to Marsh Road is of higher quality, with adequate width and only occasional issues relating to damaged tactile paving.

Proposal

Above all else, most paths along this route will need widening and, where currently absent, provision of an adequate verge to ensure there is sufficient width to allow passing and avoid proximity to motor traffic. This will necessitate land purchase and removal of vegetation which will likely take a long time to achieve due to cost and ecological constraints, and as such consideration should be made to start these initial steps. Where controlled crossings currently exist, timings should be reviewed to ensure wait times for pedestrians and cyclists aren't excessive, particularly where two stages are involved. At the roundabout controlled crossings should be considered on most or all arms to allow for direct pedestrian/cycle movements.

In the short term, the existing paths can be improved by cutting back intrusive vegetation, providing appropriate tactile paving where required and surfacing sections which will not need reconstruction in future. Markings designating segregation on the link to Marsh Road should be reviewed, as the available width here may mean shared use is more appropriate.

4.7.6 A5151/A547 Roundabout

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
A5151/A547 Roundabout	/	/	/	/	/	Proposed Phase

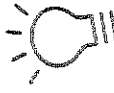
Description

The roundabout between Rhyl Road, Meliden Road and New Road is a key access point to Rhuddlan for active travel, public transport, and private motor vehicles. It is a crossroad for existing active travel routes that lead to Rhyl, Dyserth, Prestatyn and multiple destinations within Rhuddlan. Currently, the roundabout's geometry allows drivers to enter and exit the roundabout at high speeds, while most crossing points do not follow cycle or pedestrian guidelines. Together these factors mean the roundabout's current design goes against the principles of directness and safety for active travel routes. Furthermore, it is not clear which sections of the pavement here are shared use or pedestrian only, potentially leading to conflict between cyclists and pedestrians. There is also a sudden transition here between out-of-town roads and the road into Rhuddlan town centre, which drivers may not immediately take on board

Proposal

To enable safe and continuous active travel movements around this roundabout, toucan crossings should be placed on all arms of the roundabout. A major consideration for this would be both the wait time at crossings and staging, as ideally active travel users should have a minimal wait time and be able to cross each arm in a single movement. Single stage crossings also eliminate the need for traffic islands, which are not wide enough to accommodate all types of user. However, this would inevitably have implications for traffic flow on the roundabout, and as such substantial changes to the roundabout's geometry will depend on traffic modelling and consultation with residents.

A gateway treatment could be considered for the Rhyl Road arm to emphasise the transition into the urban environment. This may be achieved through traffic calming features and surface changes and could potentially use planters and other placemaking features.



Community Engagement Feedback

Anecdotal evidence suggests that poor crossing facilities at the roundabout make access to the Rhuddlan Nature Reserve from Abergale Road extremely difficult and uncomfortable for users. Other major issues relate to large traffic numbers/speeds and poor path maintenance.

4.7.7 Bodelwyddan Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
Bodelwyddan Road	Bod-SUP070	/	/	/	/	Proposed Phase

Description

While outside of Rhuddlan, this route provides a key link from the town to Ysbyty Glan Clwyd in Bodelwyddan, in addition to Pengwern College. There is an existing shared-use path on the south side of the carriageway, which currently is too narrow (<2 metres) and has insufficient separation from motor traffic. This is a particularly significant safety issue, as the speed limit on this road is posted as 60mph.

Proposal

The path needs to be widened for both comfort and safety, something which will likely face land purchase and hedgerow removal as the two main constraints.

4.7.8 A547 Abergele Road

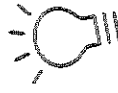
Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
A547 Abergele Road	Rhud-SUP020	/	67%	ATNM Prioritisation*	Critical Fail	Proposed Phase

Description

This route runs from the A547/A525 roundabout westwards towards Abergele, utilising the pre-roundabout alignment of the main road (now residential) and the northern footway of the A547. This connects to several residences and mid-sized commercial areas on the outskirts of Rhuddlan, eventually leading to the county boundary at Borth Crossroads. Currently there is a distinct lack of dropped kerbs where needed, with sections barely wide enough to meet standards for footways.

Proposal

To upgrade to shared-use status, it is recommended that the path be widened up to the edge of town by utilising the existing verge, with potentially narrower driveway entrances to reduce crossing distance. Upgrades to the path should also include provision of dropped kerbs with appropriate tactile paving. In the longer term, continuing the route out of town would require land purchase and possible hedgerow removal.



Community Engagement Feedback

Major issues raised by respondents were cluttered pavements, traffic speeds, poor crossings and lack of safe routes. The most common suggestions to improve Abergele Road were for surfacing upgrades, improved wayfinding and the implementation of safe crossings. There was also a suggestion to consider one-way motion.

4.7.9 A5151 New Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
A5151 New Road	Rhud-SUP050	86%	80%	EX	Pass	Proposed Phase

Description

This route utilises a shared-use path from the eastern edge of Rhuddlan leading to Dyserth in the east.

Proposal

The current path is too narrow overall (<2 metres) and will need to be widened to meet current ATA standards. This may not require land purchase, as the existing verge may allow for the carriageway to be shifted towards the north to allow for widening. However, this could be just as costly, if not more so, than widening the path into newly purchased land. Depending on acceptable speed limits on the approach, the junctions with the B5429 and the lane to Cwm may also be modified to give cyclists and pedestrians priority over side road traffic.



Community Engagement Feedback

There is enthusiasm for a protected cycle lane with supporting signage and cycle parking to increase active travel journeys and to minimise conflict between modes. Other suggestions included the removal of street clutter and for regular route maintenance.

4.7.10 A547 Meliden Road

Location	ATNM REF	Walking Audit Score	Cycling Audit Score	ATNM Prioritisation*	Decision	Proposed Phase
A547 Meliden Road	Rhud-SUP100	75%	82%	ATNM Prioritisation*	Critical Fail	Proposed Phase

Description

Like New Road, this route runs from the A547/A5151 roundabout to the east of town and along the A547 towards Meliden and Prestatyn. It also provides an alternative route towards Dyserth. Few issues were noted during the survey, other than a minor loss of width as the path leaves town due to vegetation in need of cutting back. However, east of Ffordd Porthdy imagery suggests that the current path width is insufficient, and there is no verge between the path and carriageway for long sections.

Proposal

This is a particular safety issue as the posted speed limit here is 60mph. Path widening should be considered here, with the understanding that this would likely require land purchase and/or hedgerow removal.



Community Engagement Feedback

Anecdotal evidence suggests that large traffic volumes gets backed up along Meliden Road. There is support for improved crossings and junctions to help people make local journeys on foot and by bike. Improved wayfinding signage was also suggested.

5.1 Strategic Town-Wide Interventions



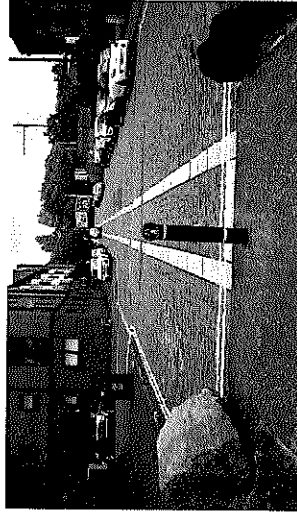
Strategic Town-Wide Interventions

The following options may be considered to change traffic management at a town level in Rhuddlan. These interventions have been identified based on the findings of the mapping exercise, and the potential deliverability of schemes outlined in the Masterplan.

Together, the schemes identified will connect the primary school and residential areas to play spaces, shops and amenities. Encouraging modal shift for everyday journeys and reducing barriers to active travel. The routes will facilitate trip-chaining (multi-stop journeys) between the residential homes, the primary school site, parks and play spaces and town centre amenities.

The schemes involve multiple elements which will require differing design approaches, delivery time-scales and funding routes. A monitoring and evaluation plan should be developed to establish the outcomes and impact of the scheme, the findings of which may then be used to build the case for taking forward additional schemes outlined in the Active Travel Masterplan - especially where those schemes may be difficult or costly to deliver.

5.1 Strategic Town-Wide Interventions



4.1.1 Modal Filters on High Street Side Roads

Placing modal filters on side roads along High Street is an option that could further reduce traffic volumes by redirecting residential traffic. This would likely be done by directing drivers wanting to get onto High Street or Rhyl Road to an access point away from the main shopping area, such as the current mini roundabout or further east. As well as reduced traffic volumes, this measure would have the potential to reduce the number of side road crossings for pedestrians, reduce conflicting junction movements for cyclists and create space for public realm style interventions such as planters and SuDS.

However, any potential filtering of these roads must be done carefully to avoid any unintended consequences. Drivers that currently turn onto High Street and continue to drive would instead use residential roads, which would not be suitable to take potential increases in traffic volumes. Therefore, in this scenario, a small amount of residential traffic would likely continue to be allowed to drive along the High Street, with calming measures emphasising the secondary status of cars here.

Any filtering would also need to be considered in tandem with possible filtering proposals elsewhere to ensure that no single junction is overloaded and that access for motor vehicles is maintained. The feelings of residents towards such a proposal must also be considered.

5.1 Strategic Town-Wide Interventions



4.1.2 Bus Gate on Clwyd Bridge

One of the main issues identified in Rhuddlan is the use of the town centre by east-west through traffic, for example between Dyserth/Prestatyn and Abergele/St Asaph/Bodelwyddan. This creates issues such as increased traffic volumes on the High Street, as well as other issues described in Section 4.1.1. The road is also unsuitable for through traffic given the pinch-point of Rhuddlan Bridge over the River Clwyd (see Section 4.5.6). As such, a potential option to reduce traffic volumes in the town centre is to limit use of Rhuddlan Bridge to buses (and potentially cycles), meaning drivers travelling from east of the river would need to use the existing bypass. This would mean out-of-town through traffic would be unable to use Dyserth Road, Princes Road, Rhyf Road, High Street and Station Road, potentially even reducing the need for further traffic calming measures.

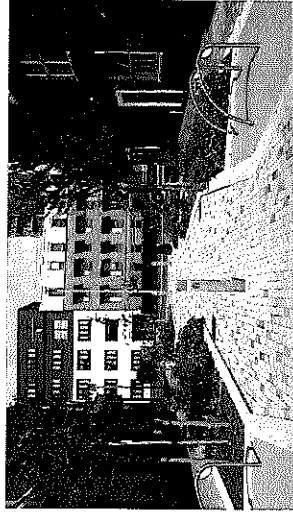
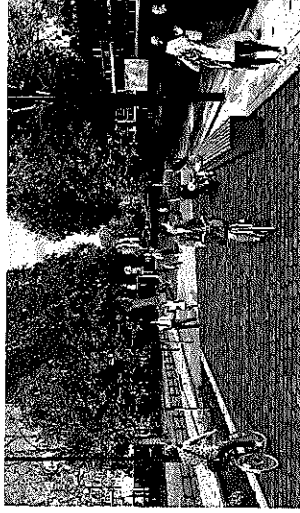
The introduction of a bus gate would inevitably mean journeys which are longer in distance for people who continue to drive eastwards from Rhuddlan town centre, e.g., to Ysbyty Glan Clwyd. However, in current traffic conditions, it appears that the additional time taking a more circuitous route is no more than a few minutes for the most affected journeys and is already as quick or quicker for the least affected. Inevitably, there may be some further increase in journey time due to increased traffic volumes

on the bypass, though this would likely be no more than a few minutes. The effect of this restriction would need to be analysed by traffic modelling.

The use of a bus gate (likely enforced by ANPR) rather than a physical filter also allows bus routes to be maintained across the bridge, providing a potentially quicker connection between Rhuddlan and Ysbyty Glan Clwyd (among other destinations). If designed carefully, cycles could safely use the bus gate as an alternative to the standard active travel bridge, eliminating the need for a new/replacement crossing.

As this option would have a profound effect on journeys in and out of town, such an option could only be implemented with extensive consultation with and input from residents

5.1 Strategic Town-Wide Interventions



4.1.3 LTN-like Treatment of Residential Streets

It is believed that Highlands Road and Vicarage Lane form a rat-run for traffic moving between Rhuddlan town centre and the Rhyl direction, due to the ability to bypass the A5151/A547 roundabout which gets busy during peak times.

This rat-run could be eliminated by introducing modal filters on roads in the area, removing the ability to use these roads as a shortcut. An LTN-lite treatment here would split the northeast part of town into two areas, with motor traffic from these areas joining the wider road network from either Rhyl Road or the A547. As well as removing through traffic, this proposal would make walking and cycling a more convenient transport choice (while maintaining car access throughout).

Modal filters could be enforced physically, such as by bollards and/or planters, or through ANPR, which would allow maintained access for emergency vehicles. As for previous proposals, such measures would rely on local public support and agreement with residents.

6.0 Next Steps

6.1

The following section highlights a “next steps” strategy for the Rhuddlan Active Travel Masterplan.

The next steps have been identified based on the findings of the mapping exercise, and the potential deliverability of schemes outlined in the Masterplan Overview.

The suggested initial phase deals with the routes adjacent to Ysgol y Castell Primary School and includes a trial timed school street closure and the development of design solutions with the local community that focus on active travel for school journeys. In addition to this it is suggested that a town-wide package of minor works is developed.

Following this phase a comprehensive options appraisal of strategic town-wide interventions is suggested. The identification of a preferred strategic option would then allow for a more impactful, cohesive and co-ordinated approach to works on remaining routes.

Together, the schemes identified will connect Ysgol y Castell and residential areas to amenities within Rhuddlan as well as to strategic links for longer distance journeys, encouraging modal shift for everyday journeys and reducing barriers to active travel.

The schemes involve multiple elements which will require differing design approaches, delivery time-scales and funding routes.

A monitoring and evaluation plan should be developed to establish the outcomes and impact of the scheme, the findings of which may then be used to build the case for taking forward additional schemes outlined in the Active Travel Masterplan - especially where those schemes may be difficult or costly to deliver.

