

**CYNGOR TREF RHUTHUN
RUTHIN TOWN COUNCIL**



**CYNGOR TREF RHUTHUN
27 o FEDI 2021**

EITEM 18

**YR HEN LYS – MAN GOLLWNG BYSIAU MOETHUS A BAEAU
E-BARCIO**

Yn ystod cyfarfod Cyngor Tref mis Mehefin 2021, cytunwyd, gyda chefnogaeth aelodau lleol presennol Cyngor Sir Ddinbych, ein bod yn gwneud ymchwiliadau cychwynnol ynghylch y cyfle i greu man gollwng bysiau moethus y tu allan i'r Hen Lys ar Sgwâr San Pedr. Mae hyn yn yn unol â'r uchelgeisiau wedi'u nodi yn y Statws Cyfeillgar i bysiau moethus. Mae hefyd yn gyfle i gynnig y llain o dir yng nghefn Yr Hen Lys sydd bellach yn eiddo i CTRh fel rhan o wella Tir y Cyhoedd a all wella'r ddarpariaeth parcio cyhoeddus ar y stryd. a chynnig lleoliad ar gyfer mannau parcio e-wefru.

Materion Cyfoes

Mae hen strided parcio staff NatWest sy'n eiddo i CTR yn anneniadol ac yn gyfyng. Mae'r fynedfa wrth gefn i YHL hefyd yn anwastad ac mae angen sylw.

Nid yw'r palmant sy'n eiddo i Gyngor Sir Ddinbych ar hyd ac o amgylch yr ardal hon bellach yn addas. Mae'n beryglus gyda choncrit brau, yn anwastad ac nid yw'n ddigon o led. Mae angen ailosod gwyneb y ffordd hefyd, gan lenwi tyllau yn y ffordd, yn enwedig ar hyd ymyl y palmant. Hefyd mae'r palmant ochr yn ochr â'r busnesau manwerthu yr un mor ddrwg o ran arwynebedd, deunyddiau ac eto nid yw ei led yn cydymffurfio mewn rhai mannau.

Parcio ar y Stryd - fel lleoedd heb eu marcio, mae'r gallu i barcio ar hyd ochr presennol y ffordd yn amrywio o 2 neu 3 char, yn dibynnu ar allu parcio'r gyrwyr. Weithiau gallai car ychwanegol barcio ar y pen (4 car) gan achosi rhwystr i gerddwyr a cherbydau eraill.

Ardaloedd cyfyng ac anhawsterau troi - Tuag at ben Stryd y Castell, gall y cyffordd fod yn ardal cyfyng os nad yw ceir wedi'u parcio'n gyfochrog â'r palmant, neu os oes cerbydau 4x4. Mae problemau'n codi hefyd wrth fynd mewn ac allan o gyffyrdd Stryd y Ffynnon ac i mewn i Stryd y Castell.

Rat Run / Sat Nav: Mae'n ymddangos bod 'Sat Nav' hefyd yn nodi'r llwybr hwn fel y dull mwyaf uniongyrchol o Stryd y Ffynnon i mewn i Stryd y Castell, gan arwain at ychydig o 'rat run' ac yna anhawster i'r cerbydau hyn droi naill ai i lawr Stryd y Castell neu i'r dde i mewn i'r sgwâr. Mae cerbydau a welir yn aml yn ei ddefnyddio i gael mynediad i Stryd Clwyd Uchaf, o'i gymharu â phe baent wedi cymryd y llwybr ar draws y sgwâr.

Ymchwiliadau i gynllun cychwynnol

Heb ymrwymo unrhyw arian ar hyn o bryd ar gyfer dylunwyr / peirianwyr, cynhyrchir y cynlluniau opsiwn a atodir mewn pecyn CAD yn seiliedig ar yr arolwg cywir a manwl a gomisiynwyd gan CTRh ar gyfer Canol y Dref. Mae'r cylchoedd troi, lled y palmant ac ati, wedi'u seilio ar ganllawiau Llywodraethau y DU / Cymru trwy'r canllawiau 'Manual For Streets'.

Ni yw'r syniad i ddarparu mannau parcio cyfochrog yn erbyn wal gefn YHL yn addas gan fod y stryd yn culhau tuag at Stryd y Castell. Byddai hyn yn arwain at anhawster wrth i'r ffordd gyfyngu, a does dim cyfle i led-u'r palmant presennol. .

Caveat = Byddai angen i'r opsiynau hyn gael eu datblygu gan beiriannydd priffyrdd cymwys gan ddefnyddio dadansoddiadau proffesiynol, ond mae'r opsiynau yn seiliedig ar ganllawiau ac yn sylfaen ar gyfer ymchwilio ymhellach.

OPSIWN A - addasiadau yn seiliedig ar gynllun presennol y Ffordd, llif traffig,a chylchfan

Mae'r opsiwn hwn wedi'i gyfyngu i'r ardaloedd yr effeithir arnynt yn dilyn addasu y man bysiau moethus a'r pharcio. Yn seiliedig ar y canllawiau ar gyfer troi cylchoedd cerbydau a bysiau moethus, byddai'n bosibl lleoli man bysiau moethus (50/60 person), gan droi o naill ai Stryd y Ffynnon neu Stryd y Farchnad, gan ddefnyddio'r lleoedd parcio stryd presennol o flaen Yr Hen Lys.

O Stryd y Ffynnon byddai'n rhaid i'r bysiau moethus droi ac yna gwrthdroi ychydig yn ôl i alinio â'r palmant. Byddai angen symud y linell 'Give Way' ymlaen ac aliniad Stryd y Ffynnon i'r sgwâr i ddarparu llinell olwg ddigonol ar gyfer cerbydau eraill.

Wrth adael y bae bws moethus, bydd angen ymestyn y palmant ochr yn ochr â Stryd y Castell gan ffurfio bae parcio diffiniedig ar gyfer un car - ond cyfyngu ar unrhyw barcio ceir ychwanegol a rhwystro'r cylch troi'r bws moethus gan droi i'r chwith i mewn i Stryd y Castell. Byddai hyn hefyd yn caniatáu i'r palmant ochr yn ochr â phen gorllewinol YHL gael ei ehangu i 1.5m - gyda man croesi gwell ar draws Stryd y Castell a hefyd tuag at Boots.

Trwy ddefnyddio dulliau priffyrdd safonol ar gyfer tawelu traffig ceir defnydd mwy diogel i gerbydau a cherddwyr tu ôl i YHL, a mae'n bosibl creu golygfa stryd llawer mwy deniadol, gan ddefnyddio carreg neu debyg ar gyfer y ffordd a baeau parcio, carreg o liw cyferbyniol i nodi ymyl y ffordd ac ati- ond cynnal gwyneb gwastad. Yna defnyddio carreg Efrog fel palmant i gyd-fynd â mannau eraill yn y dref, fel o flaen YHL, i ddarparu palmentydd o ansawdd, hawdd eu glanhau o amgylch yr ardal hon. Byddai lled palmant yn cael ei ehangu o flaen y manwerthwyr i o leiaf 1.5m.

OPTON B - addasiad yn seiliedig ar Sgwâr ehangach a gwelliannau stryd cyfagos. (cynllun yn seiliedig ar egwyddorion a nodwyd yn adroddiad Jacobs ar Sgwar San Pedr).

Gellid gweithredu Opsiwn A gyda, neu heb, gynllun ehangach. Gellid ei ymgorffori hefyd mewn cynllun mwy heb lawer o newid (hy os cafodd ei wneud gyntaf).

Byddai Opsiwn B gyda'r gylchfan wedi'i dynnu a ffordd ddwy lôn yn croesi'r sgwâr, yn caniatáu i'r man gollwng byssus moethus fod ymhellach ymlaen i'r sgwâr - gan ganiatáu i

fysus moethus o Stryd y Ffynnon droi heb yr angen iddynt myndroi yn ôl yn erbyn y palmant. Byddai hyn hefyd yn darparu mwy o le palmantog o flaen Yr Hen Lys.

Awgrymir hefyd y gallai wyneb y man gollwng bysiau moethus yn Opsiwn B fod mewn carreg gwenithfaen, i gyd-fynd â'r ffordd dawelu traffig sy'n croesi'r sgwâr. Byddai hyn eto'n defnyddio lliw a chyffyrddiad cyferbyniol ond palmant gwastad, draeniad, amlinelliadau ac ati fel bod y palmant, y man bysus moethus a'r gyffordd ar ochr arall y sgwâr yn wastad ac yn gyfeillgar i gerddwyr, gan ganiatáu i bob cerbyd groesi mewn traffig sydd wedi'i dawelu ac arafach.

Mae cynllun Opsiwn B yng nghefn YHL yr un peth ag Opsiwn A.

Pe bai cynllun un ffordd ar Stryd y Ffynnon yn cael ei chynnwys mewn cynllun ehangach,. byddai'n caniatáu i'r palmentydd ar ochr ddwyreiniol YHL gael eu hehangu o'r 60mm cyfredol i o leiaf 1.5m, gyda phalmant ehangach posibl ar gyfer seddi caffi ochr yn ochr â deli ac ati.

**CYNGOR TREF RHUTHUN
RUTHIN TOWN COUNCIL**



**RHUTHUN TOWN COUNCIL MEETING
27 SEPTEMBER 2021**

ITEM 18

YR HEN LYS - COACH DROP OFF & E-PARKING BAYS

During the June meeting of RTC it was agreed by RTC Councillors, with support of the present DCC members, that we make initial investigations as to the opportunity to create a Coach Drop off point outside of Yr Hen Lys on St Peter's Square - (in accordance with ambitions identified in the successful Coach Friendly Status), and also what opportunity exists to offer the strip of land at the back of TOC now owned by RTC, as part of Public Realm enhancement in this area that can improve public on-street parking provision and offer a location for e-charging parking bays.

Current Issues

The former NatWest staff parking strip owned by RTC is unattractive and constrained in terms of suitability for parking (although it could fit 3 small cars, they would all require moving to remove a car parked in first). The rear entrance area to YHL is also uneven and needs attention,

The DCC owned pavement along and around this area is no longer suitable and is hazardous with brittle and broken concrete, uneven surfaces and is of insufficient width. The road carriageway surface is also in need of replacement, filling potholes, especially along the kerb edge. Then the pavement alongside the Rate paying retail businesses is equally a disgrace in terms of surface, materials and again non-compliant widths at some pinch points.

Street Parking - as unmarked spaces, the parking capacity along the current roadside varies from 2 or 3 cars, depending on the parking ability of the drivers. Sometimes an additional car might park on the tail end (4 cars) causing pedestrian and other vehicle obstruction.

Pinch points & turning - Towards Castle street end, the carriageway can be a pinch point if cars are not parked parallel to the kerb, or if larger 4x4 vehicles. Issues arise also with running into and out of the carriageway from Well Street and into Castle Street.

Rat Run / Sat Nav - Sat Nav also seem to identify this route as the most direct means from Well Street into Castle Street, resulting in a little rat run and then difficulty for these vehicles to turn at the top either down Castal Street or right into the square (often seen vehicles use it to access Upper clwyd street), compared to if having taken the route across the square.

Initial layout investigations

Without committing any funds at the moment for designers / engineers, the enclosed option layouts are generated in a CAD package based on the accurate and detailed Angle Survey that was commissioned by RTC for the Town Centre. The turning circles, pavement widths etc have been based on UK/Welsh Cov guidance via the Manual For Streets guidelines.

Initial idea to provide a run of angled parallel parking bays against the rear wall of YHL is not deemed suitable as the street narrows towards Castle Street and this would result in a pinch point with too narrow a carriageway, and no opportunity to widen the existing pavement.

Caveat = These options would need to be developed by qualified highways engineer using swept-path analysis to check turning patterns etc, but based on guidelines the options provide a basis for investigation.

OPTION A - alterations based on existing Road layout, traffic flow, roundabout

This option is restricted to the areas immediately affected to deliver the Coach Bay and adjusted parking etc. Based on the guidelines for turning circles etc of vehicles and coaches, it would be possible to locate a coach bay for a full size 50/60 leisure coach, turning from either Well Street or Market Street, using the existing street parking spaces in front of Yr Hen Lys.

From Well Street a coach would have to turn and then reverse a little back to align with the kerb. The Give Way line and alignment for Well Street onto the square would need moving forward to provide adequate sightline for other vehicles.

Exiting the coach drop off, the kerb and paved area alongside Castle Street would need to be extended out - forming a defined parking bay for one car - but restricting any additional car parking and blocking the required coach turning circle turning left into Castle Street. This would also allow the pavement alongside the western end of YHL to be widened to 1.5m - with improved crossing point across Castle Street and also towards Boots.

By utilising standard highways approaches for calming traffic for safer shared use by vehicles and pedestrians in the area behind YHL it is possible to create a much more attractive street scene, using granite sets or similar for the carriageway and parking bays, colour contrasting sets to form kerb lines and identify carriageway edge - but maintaining a level surface - then utilise York stone paving to match elsewhere in town and as in front of YHL to provide easy to clean, long-lasting quality pavements around this area. Pavement width would be widened in front of the retailers to a minimum of 1.5m.

OPTON B - alteration based on possible broader Square and adjacent street improvements.

(layout based on principles identified in Jacobs report on St Peter's Square).

Option A could be implemented with or without a broader scheme. It could also be incorporated into a larger scheme without much alteration. (ie if it was done first).

Option B with the roundabout removed and a two lane road crossing the square, would allow the coach drop off bay to be further forward into the square - allowing coaches from Well Street to turn and not need to reverse back against the kerb. This would also provide more paved space in front of Yr Hen Lys.

Suggestion is also that the surface of the coach bay in Option B could be in granite sets, to match the traffic calmed road crossing the square. This would again utilise colour and tactile contrasting but level kerb, drainage, delineations etc so that the paving, coach bay and carriageway across to the other side of the square is level and pedestrian friendly, whilst allowing all vehicles to cross in a traffic calmed and slower speed manner.

Option B scheme at the rear of TOC is the same as Option A.

If a one way Well Street was included in a broader scheme, it would allow the pavements on the eastern side of TOC to also be widened from current 60mm to minimum 1,5m, with potential wider pavement for cafe seating alongside deli etc.