Cycleway 4

Cycleway 4 will provide a route from the city centre to North West Cardiff. Cycleway 4 phase 1 will run from Castle Street to Western Avenue via Sophia Gardens and Pontcanna Fields. At its southern end, the route will adjoin a cycle way on Castle Street (Cycleway 2), which is due to start construction later this year as part of clean air plans. At its northern end, phase 1 will initially tie in to the existing shared use path on Western Avenue. Alignment options are being investigated to provide continuity from Western Avenue to North West Cardiff.

The first phase of Cycleway 4 aims to improve existing cycle facilities through Sophia Gardens and Pontcanna Fields to Western Avenue. The route forms part of a network of routes which the Council is seeking to develop in order to grow active travel and fulfil the statutory duties conferred on it by the Active Travel (Wales) Act.

Policy Context

Cardiff’s Transport White Paper: Transport Vision to 2030, published in 2019 includes a commitment to “Build the highest quality, safe and fully-segregated cycle network across the city by 2026, with Primary Cycleways which will extend out from the city centre to the Bay and residential areas, together with a supporting network of feeder routes”

Cycleway 4 will form one of the major arteries of this city-wide network. It will provide the main cycling connection linking the city centre with existing suburbs and the new communities being developed in north west Cardiff. By making cycling an attractive and practical alternative to car travel for people living in these areas, it will make a major contribution to modal shift, cleaner air and improving public health.

The route will also help to meet the ever increasing demand for better cycling facilities in Cardiff:

- Almost two-thirds of residents (62%) want more investment in cycling, as opposed to 32% for driving.
- 73% of residents support building more separated cycling tracks, even when this would mean less room for other road traffic.
- 78% of residents want to see a reduction in levels of traffic on the road in order to increase cycling safety.

(Sustrans Bike Life Cardiff Report 2019)

Early Engagement

In the course of developing the scheme, early engagement was carried out with the following stakeholders; Cardiff Cycle City, Pedal Power, Sports Wales National Institute, Glamorgan Cricket Club, Cardiff Bowling Club and Cardiff Metropolitan University.

An engagement event was carried out at Pedal Power on Friday 25th October from 10.00 to 12.00, when a Council officer and the Cabinet Member for Planning, Transport and
Environment met members of Cardiff Civic Society, Cardiff Cycle City, Bute Park Alliance and Pedal Power to discuss the scheme proposals.

The Council have extensively consulted on the Primary Cycle ways and their alignment as part of the following consultations: Cardiff Active Travel Integrated Network Map 2017; Cardiff Cycling Strategy Consultation 2017; Cardiff Council Green Paper 2018; Cardiff Council White Paper 2019-20.

Consultation Activities
The following activities were undertaken to promote the consultation:

- Snap survey included with the consultation documents on the Cardiff Council website
- Letter drop to properties in the vicinity of the scheme
- Site notices in the vicinity of the scheme
- Email to stakeholders and statutory consultees
- Press release
- Information on front page of Council website
- Social media

A consultation event was held at the Ride My Bike Café on 11th March 2020 from 17.30 to 19.30 to review the Cycleway 4 and Hailey Park schemes.

The lockdown restrictions due to Covid19 meant that it was not possible to carry out any further consultation events. Unfortunately the Council had to cancel the two planned public consultation events scheduled in late March.

However, in order to maximise the opportunity for people to comment and provide feedback on the scheme, the consultation period was extended for a further two weeks.

Consultation Results
197 responses were received via the snap survey to the consultation. Overall, 66.5% of respondents support the proposals. A further 19.4% of respondents partially support the proposals. 12.3% of respondents do not support the proposals and 1.9% did not state a preference. In addition to the snap survey, 40 responses were received via email and 8 responses were made at the engagement event at Ride My Bike Café.

Changes to Scheme
Following scheme consultation, the following changes have been made to the scheme design:

- The western end of the scheme will end at the Riding School. Additional investigation and engagement will be carried out to identify a solution for this section as part of Cycleway 4, Phase 2.
- Changes have been made at Sophia Close Roundabout to provide improved connectivity to Sophia Close and the Taff Trail for all users.

Copies of the amended plans are included in Appendix 1 and Appendix 2 to this report.
Specific Issues
Specific issues raised through the consultation are set out below with the Council’s response.

General

<table>
<thead>
<tr>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inadequate consultation due to cancelled</td>
<td>An early engagement event was carried out at Pedal Power on Friday 25th October from 10.00 to 12.00, when a Council officer and the Cabinet Member for Planning, Transport and Environment met members of Cardiff Civic Society to discuss the scheme proposals. A consultation event was held at the Ride My Bike Café on 11th March 2020 from 17.30 to 19.30 to review the Cycleway 4 and Hailey Park schemes. In addition early engagement has also been carried out with the following stakeholders; Cardiff Cycle City, Pedal Power, Sports Wales National Institute, Glamorgan Cricket Club, Cardiff Bowling Club and Cardiff Metropolitan University. The Council has extensively consulted on the Primary Cycle routes (including Cycleway 4) and their alignment as part of the following consultations: Cardiff Active Travel Integrated Network Map 2017; Cardiff Cycling Strategy Consultation 2017; Cardiff Council Green Paper 2018; Cardiff Council White Paper 2019-20. Additionally, video meetings were carried out upon request with members of Cardiff Civic Society and Bute Park Alliance to discuss the scheme following the enforced cancellation of the public engagement events.</td>
</tr>
<tr>
<td>engagement events</td>
<td></td>
</tr>
<tr>
<td>Who is the target user of the proposed scheme?</td>
<td>The proposed improvements that will be delivered through this scheme will make this corridor more attractive to cyclists of all abilities. It will increase the route options available to cyclists making different journeys and will thus help to alleviate pressure on other traffic free routes within Bute Park.</td>
</tr>
<tr>
<td>More needs to be done to support cycling into</td>
<td>Cycleway 4 will provide a route from the city centre to North West Cardiff. Cycleway 4 phase 1 initially ties in to the existing shared use path on Western Avenue and alignment options are being investigated to provide continuity from Western Avenue to North West Cardiff. The route will connect</td>
</tr>
<tr>
<td>Cardiff from towns beyond Western Avenue</td>
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</tbody>
</table>
to a cycle way on Castle Street (Cycleway 2), which is due to start construction later this year as part of clean air plans.

Cycleways should separate pedestrians and cyclists

The proposed route will provide a facility for users who do not have the confidence to ride on roads with traffic.

Due to physical constraints, it's not possible to create a fully segregated facility along the Lime Tree Avenue section of the route. The section has very low traffic flows and generally works well as a shared space.

However, the pathway along Lime Tree Avenue is sufficiently wide and allows pedestrians and cyclists to share the space in comfort. This section of route is well used by clients of Pedal Power, the inclusive cycling charity. Last year 20,000 plus cycle rides were made from Pedal Power on a wide variety of cycles. Pedal Power supports the scheme.

Will the route be lit?

Lighting is required to make it safe at night.

Limited use as a commuter route if it is not safe for nearly half the year.

Lighting options are being investigated and will need to be installed along certain stretches to ensure user safety and use throughout winter months. Assessment of different lighting technology is being considered. Any solution will be subject to full ecological surveys.

Additional signage required

Signage will be installed to advise all users that they are in a park environment, encouraging a friendly ‘share with care’ ethos to promote courteous behaviour.

No adverse impacts on walking routes

There will be no adverse impacts on walking routes. The provision of a segregated route at the southern end of the scheme preserves the existing segregated pedestrian route and the crossing facility at the roundabout at Sophia Close has been designed to ensure cyclists and pedestrians can move safely in all directions and avoid vehicular traffic. Cyclists will have priority over motor vehicles at all crossing points.

Will there be markings on the shared use sections

There will be markings and signage on shared use sections of the route to inform users they are using a shared space.

Will cyclists have priority over pedestrians on shared use sections?

Cyclists and pedestrians will share the space on shared sections. Both pedestrians and cyclists will be responsible for the safety of the other users. The shared status of the route will be made clear in
appropriate signing and the Council will promote the ‘share with care’ message to users.

Will the gates along the route remain? The existing gates will be replaced by bollards. The spacing of the bollards will ensure motor vehicles cannot pass through them but all cycle types, pushchairs and wheelchairs will be able to move between them.

Ecology

<table>
<thead>
<tr>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Impact on trees and biodiversity</td>
<td>The route has been designed specifically to avoid the need for loss of trees. Tree surveys have been carried out and advice has been sought from internal and external consultants on safe construction methods around trees. Contractors will be managed to ensure the approved methods of working are followed to ensure there is no damage to any tree or root networks.</td>
</tr>
</tbody>
</table>

| Additional vegetation planters along route adjacent to Sport Wales National Centre | This will be investigated further following review of the consultation report and detailed design phase. |
| Impact on historical features stone wall and protected wall | The alignment of the Cycleway avoids the existing listed wall to the south of the roundabout and all existing trees. This reflects the advice provided by Cadw with who the Council consulted extensively in the process of designing the scheme. |

Sophia Close Roundabout

<table>
<thead>
<tr>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improved links to Sophia Close and the Taff Trail</td>
<td>Changes have been made at Sophia Close Roundabout to provide improved connectivity to Sophia Close and the Taff Trail for all users. Details of the revised scheme are attached.</td>
</tr>
</tbody>
</table>

| Cycle path should continue straight at the roundabout and not snake through trees                  | Cycling continues to increase in Cardiff and there is strong evidence of public demand for a high quality cycling network. The Council has received a high number of responses to this consultation from cyclists supporting the scheme. More experienced cyclists may elect to stay on the carriageway to negotiate the roundabout. However, less proficient cyclists are more likely to be deterred from doing this. The proposed alignment of the route has been |
| Cyclists will not use the Cycleway around the roundabout and will continue straight ahead on the existing road. |                                                                                                                                                                                                         |
designed to enable less able and less confident cyclists to avoid the roundabout.

| Will cyclists and pedestrians have priority over motor vehicles at the roundabout? | The roundabout at Sophia Close has been designed to ensure cyclists and pedestrians can move safely in all directions and avoid vehicular traffic. Cyclists will have priority over motor vehicles at all crossing points |

Western Avenue Tie In

<table>
<thead>
<tr>
<th>Issue</th>
<th>Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>No need for the section from Riding School to Western Avenue</td>
<td>The route along the alignment of the existing path adjacent to the Riding School (which would be widened to make it a path shared by pedestrians and cyclists) would enable cyclists to be segregated from the traffic generated by the riding school and motor traffic. The path would tie in to the existing shared use path on Western Avenue. The speed of traffic exiting Western Avenue and joining Lime Tree Avenue at this location is higher than traffic speeds accessing the park at Sophia Close roundabout. The proposed shared path would ensure user safety and reduce the risk of collisions between cyclists, pedestrians and motor vehicles. It has been queried if there is a need to create a wider path at this location as it has been stated that there are only very few vehicles using this section of the vehicular access to the riding school in this location. The Council will therefore carry out traffic surveys in this location when the riding school re-opens. This will enable the Council to determine whether or not providing a separate route is fully justified. As it will not be possible to carry out surveys in the near future, the Council will postpone the construction of this section of the route, which if justified, could be implemented as part of the next phase of Cycleway 4.</td>
</tr>
<tr>
<td>Removal of the wall at Western Avenue end</td>
<td>Cadw have been consulted on the changes to wall structures and have approved the changes featured on the consultation drawings. The historic gateway at Western Avenue will remain untouched. The section proposed to be removed is a modern brickwork wall adjacent to the allotment entrance.</td>
</tr>
<tr>
<td>What happens after Western Avenue?</td>
<td>Alignment options for Cycleway 4 Phase 2 are being investigated to provide continuity from Western Avenue to North West Cardiff. Engagement events will be carried out to ensure alignment options are investigated fully.</td>
</tr>
<tr>
<td>-----------------------------------</td>
<td>-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| Why is the shared use path 4m wide? | The shared use path has been designed to allow for an increase in users following completion of Phase 2 and the extension of the route towards North West Cardiff. 4m will also allow all users to pass each other safely. This includes users of adaptive cycles, pushchairs and wheelchairs.  
Active Travel Design Guidance DE033 (Cycle Track Away From Road, Shared with Pedestrians) states the width should reflect the level and type of use forecast with a minimum width of 3m of primary cycle routes. This is increased to 4m on particularly heavily trafficked routes which Cycleway 4 will provide following completion of Phase 2. Additional width is also required when the route is bounded by vertical features such as trees. |
**CATHEDRAL ROAD**

**COWBRIDGE ROAD EAST**

**Gorsaf Fysiau**

**National Express**

**National Express Bus Station**

**Talu ac Arddangos Gerddi Sophia**

**Sophia Gardens Pay and Display**

**Gerddi Sophia**

**Pay and Display**

**Cyswllt i lwybr defnydd a rennir T aith T af**

**Link to T aff Trail shared use path**

**Ailarwynebu'r llwybr presennol**

**Existing path to be resurfaced**

**Cysylltu â phroject parhaus Stryd y Castell**

**To link with Castle Street ongoing project**

**Ffordd feicio 3m a throedffordd 1.75m i redeg ochr yn ochr â'r ffordd bresennol**

**3m cycleway and 1.75m footway to run adjacent to existing road**

**Ffordd feicio 4m a throedffordd 2m i redeg ochr yn ochr â'r ffordd bresennol**

**4m cycleway and 2m footway to run adjacent to existing road**

**Man croesi â blaenoriaeth i feicwyr a cherddwyr**

**Crossing of road with cycle and pedestrian priority**

**Adeiladu bwrdd dyrchafedig**

**Raised table to be constructed**

**Newly existing cycleway with footway to link to Taff Trail shared use path**

**New cycleway path to link Castle Street ongoing project**

**Round Table to be constructed**
Shared use link to Taff Trail to be widened to 4m and realigned.

Cycleway runs adjacent to existing footway in existing grass verge.

Car park one way system to be reversed to reduce conflict at junction to north.

Cycleway runs on existing road.

Cycleway joins existing carriageway.

Existing roundabout to be converted into compact roundabout arrangement with central overrun area.

Parallel cycle and pedestrian zebra crossing.

Large radius bend for cyclists to turn corner safety.

Pedestrian zebra crossing for pedestrian access to Welsh Institute of Sport.

Zebra crossing over carriageway and cycleway.

Hump to remain.

Hump to remain.

Pedestrian zebra across a 4m cycleway and 2m footway to run adjacent to existing road.

Shared use area.

Shared use area.

Twmpath to remain.

Twmpath to remain.

Parc path to remain.

Shared path.

Shared use area.
现有道路交汇处的共享路径将拓宽至4米，并使用沥青重新铺装。

现有人行道交汇处将更改为不同表面处理，以突出争议点。

现有大门将被更换为可移动的路障。

自行车道将在现有道路上骑行。

现有大门将被更换为可移动的路障。

新建的交通岛将用于引导行人。

现有石墙将被缩短，并使用石块修复公园内的围墙。

现有栏杆将被更换为移动式路障。
Pontcanna Fields

- Cycleway runs on existing road
- Existing gate to be replaced with removable bollards
- Hump to remain
Twmpath ffordd arfaethedig
Proposed road hump

Twmpath i aros
Hump to remain

Ffordd feicio i redeg ar y ffordd bresennol
Cycleway runs on existing road

Ffordd feicio i redeg ar y ffordd bresennol
Cycleway runs on existing road
Daw'r beicffordd i ben cyn yr ysgol farchogaeth
Cycleway finishes prior to riding school

Ysgol Farchogaeth
Caerdydd
Cardiff Riding School
CATHEDRAL ROAD

SOPHIA CLOSE

Bute Park

COWBRIDGE ROAD EAST

Blackweir Fields

Pontcanna Fields

Llandaff Fields

Gorsaf Fysiau

National Express

Bus Station

WESTERN AVENUE

NORTH ROAD

Talu ac Arddangos

Gerddi Sophia

Sophia Gardens

Pay and Display

Coleg Cerdd a Drama Brenhinol Cymru

Royal Welsh College of Music and Drama

Ysgol Farchogaeth Caerdydd

Cardiff Riding School

Cyswllt i lwybr defnydd a rennir T aith T af

Link to T aff Trail shared use path

Existing path to be resurfaced

To link with Castle Street ongoing project

3m cycleway and 1.75m footway to run adjacent to existing road

Shared use link to T aff Trail to be widened to 4m and realigned

Shared use link to south widened to 4m and resurfaced in asphalt

Change in surface treatment to highlight point of conflict

Raised table to be constructed

Existing historic wall to be shortened and stone used to repair walls within park

Cycleway runs adjacent to existing footway in existing grass verge

Car park one way system to be reversed to reduce conflict at junction to north

Hump to remain

Shared use link to T aff Trail widened to 4m and resurfaced in asphalt

Proposed road hump

Existing gate to be replaced with removable bollards

Cycleway finishes prior to riding school

Large radius bend for cyclists to turn corner safely

Parallel cycle and pedestrian zebra crossing

Crossing of road with cycle and pedestrian priority

Adeiladu bwrdd dyrchafedig

Tro radiws mawr i feicwyr allu troi'r gornel yn ddiogel

Croesfan sebra beicwyr a cherddwyr paralel

Croesfan sebra dros y ffordd gerbydau a ffordd feicio i gerddwyr gael mynediad i Sefydliad Chwaraeon Cymru

Zebra crossing over carriageway and cycleway for pedestrian access to Welsh Institute of Sport

Ardal a rennir

Ffordd feicio 4m a throedffordd 2m i redeg ochr yn ochr â'r ffordd bresennol

Newid yr arwyneb i amlygu'r man gwrthdaro

Man croesi â blaenoriaeth i feicwyr a cherddwyr

Ffordd feicio i redeg ar y ffordd bresennol

Ffordd feicio i ymuno â'r ffordd gerbydau bresennol

Ffordd feicio i redeg ar y ffordd bresennol

Ffordd feicio i ymuno â'r ffordd gerbydau bresennol

Ffordd feicio i redeg ar y ffordd bresennol

Ffordd feicio i redeg ar y ffordd bresennol

Ffordd feicio i redeg ar y ffordd bresennol

Ffordd feicio i redeg ar y ffordd bresennol

Twmpath ffordd arfaethedig

Tro radiws mawr i feicwyr allu troi'r gornel yn ddiogel