

Kingsway

Public Realm Improvements

Part of - Cardiff to Newport Sustainable Transport
Corridor Phase 1 – City Centre Area



Source: Google Earth

Engagement Pack

Kingsway Public Realm Improvements

Engagement Pack - Background

The council is creating a new public space as part of **Phase 1a** of the **Cardiff to Newport Sustainable Transport Corridor** and **Cycleway 2**. This wider scheme will link between the city centre to the east of the city, to the county boundary with Newport.

As part of the above corridor scheme, the council is proposing to:

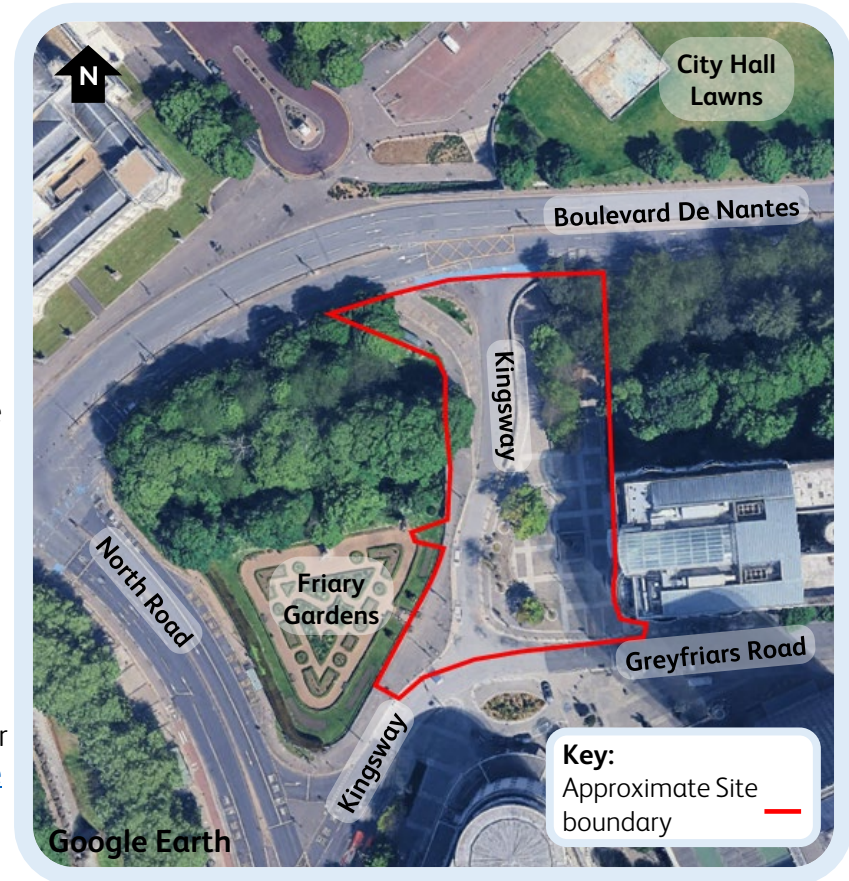
- Remove the Boulevard De Nantes underpass (subway);
- Add a new street-level crossing on Boulevard De Nantes;
- Close the upper section of Kingsway to motor vehicles; and
- Improve the area between Boulevard De Nantes and Greyfriars Rd

These changes will improve **pedestrian and cycle access** between the City Centre and the Civic Centre and create a **new public space**.

This **engagement pack** focuses on the **Kingsway** (upper) area and includes information about the **changes**, simplified drawings and computer-generated 3D images. A **3D video** of the proposals is also available by clicking on the video icon at the bottom of the page.

The plan to the right shows the approximate boundary of the improvements, however other changes are planned as part of the wider scheme along the corridor. The removal of the subway is part of **Phase 1a** of the **Cardiff to Newport Sustainable Transport Corridor and Cycleway 2**, including the immediate areas to the north and south where the steps and ramps are located.

[CLICK TO WATCH VIDEO](#)



Information on **How to Respond** is provided at the end of this pack, along with **Frequently Asked Questions**. Feedback received will be used to refine the proposals.

Kingsway Public Realm Improvements

Engagement Pack - Vision

We are planning to make changes to improve the **Kingsway** area. The **subway** on Boulevard De Nantes will be **removed**, and the junction into Kingsway will be **closed to traffic** as part of the Cardiff to Newport Sustainable Transport Corridor scheme. This gives us the opportunity to create a **new public space** in the heart of the city centre area. Our goal is to turn Kingsway from a busy traffic road, into a safe, green space that's easy for people to use. It will connect the **City Centre** and **Civic Centre** with clear paths for walking, wheeling and cycling. Some of our project aims are as follows:

Transform the Corridor

- To use the opportunity of the wider changes to create a vibrant, inclusive public space in the heart of the city centre.

Reconnect the City

- Improve links between City Centre and Civic Centre.
- Improve accessibility with easy and clear active travel routes for walking, wheeling and cycling for all users.

Green, Sustainable & Welcoming Space

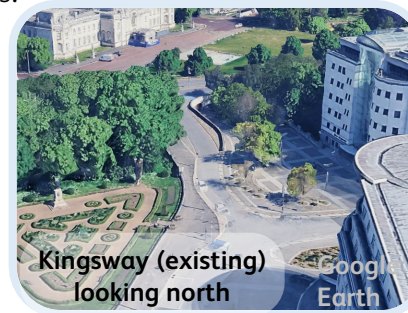
- Introduce welcoming, green space with trees plants and biodiversity.
- Integrate new smart sustainable drainage to help the environment.

Celebrate Heritage

- Enhance views to City Hall and Hilton Hotel.
- Move the 2nd Marquess of Bute statue (from Callaghan Square) and connect with Friary Gardens.

Safer & Flexible Space

- Provide better lighting and sightlines for safety and make the space usable for events, markets and socialising.



Kingsway Public Realm Improvements

Engagement Pack – Site context / existing conditions

Where is Kingsway?

Kingsway is right in the heart of central Cardiff. It connects the **City Centre** with the **Civic Centre**. Nearby landmarks include **Friary Gardens** to the west and Greyfriars Road and the Hilton Hotel to the south. The **Dock Feeder Canal** and Boulevard de Nantes are to the north. The Civic Centre and Cathays Park are further north with **Cardiff Castle** to the southwest of Kingsway.

What's Kingsway Like Today?

Currently, Kingsway is a busy route for traffic, pedestrians and cyclists. It links shopping areas like Queen Street with cultural sites such as Cardiff Castle, the Museum, and City Hall. There's a **subway** under Boulevard de Nantes, but its ramps don't meet modern **accessibility** standards, and some people feel unsafe using it. The area feels tired and **disconnected**, with traffic dominating the space and level differences within the existing open space that are difficult to navigate.



Kingsway and subway images (existing)

So what's changing at Kingsway?

Right now, Kingsway feels dominated by **traffic**, and Friary Gardens is often overlooked. Boulevard de Nantes acts as a **barrier**, making it hard to move between the City Centre and Civic Centre.

We are planning to **transform** Kingsway into a green, welcoming space that's easy to access. The new design will include:

- Safer, more direct walking, wheeling and cycling routes;
- Trees and landscaping with places to sit and relax; and
- A street-level crossing to replace the old subway, making it easier and safer for users.

These changes will help **connect** the City Centre and Civic Centre and create a space **for people**, not traffic.

Kingsway Public Realm Improvements

Engagement Pack – Introducing the design

The design

The design has been developed by **TACP** and **Burroughs** on behalf of the council. The aim is to create a new public space that's **safe, green**, and **attractive** place for walking, cycling, and spending time. It will be easy to move through, be welcoming, and meet the different needs **for everyone**.

How will it be laid out?

The design provides a **central boulevard** with a walkway that will link the City Centre to the Civic Centre. There are also side paths that will connect to nearby places such as Friary Gardens. Different **zones** provide areas for events and quieter green spaces for relaxation, making it feel safe and easier to use. Wide paths, good lighting, and clear signs will help everyone **feel comfortable**.

Blending buildings and nature

The design will fit in with the surrounding buildings and add lots of greenery. Trees, planting areas, and rain gardens will make the space look attractive, improve air quality, and **support wildlife**.

Getting Around

- **Walking First:** Wide, step-free paths and safe crossings will make walking easy.
- **Cycling Friendly:** Cycle parking and links to city routes will be included.
- **Limited access for vehicles:** Vehicles will only be allowed for maintenance or special events, so the space stays safe and people-focused.

This new public space will connect key parts of the area, celebrate Cardiff's heritage, and create a green, vibrant area for everyone to enjoy.

To the right are some 3D images of the **tree-lined boulevard** area. A plan view and further images are shown on the next pages.



Kingsway Public Realm Improvements

Engagement Pack – Concept design overview

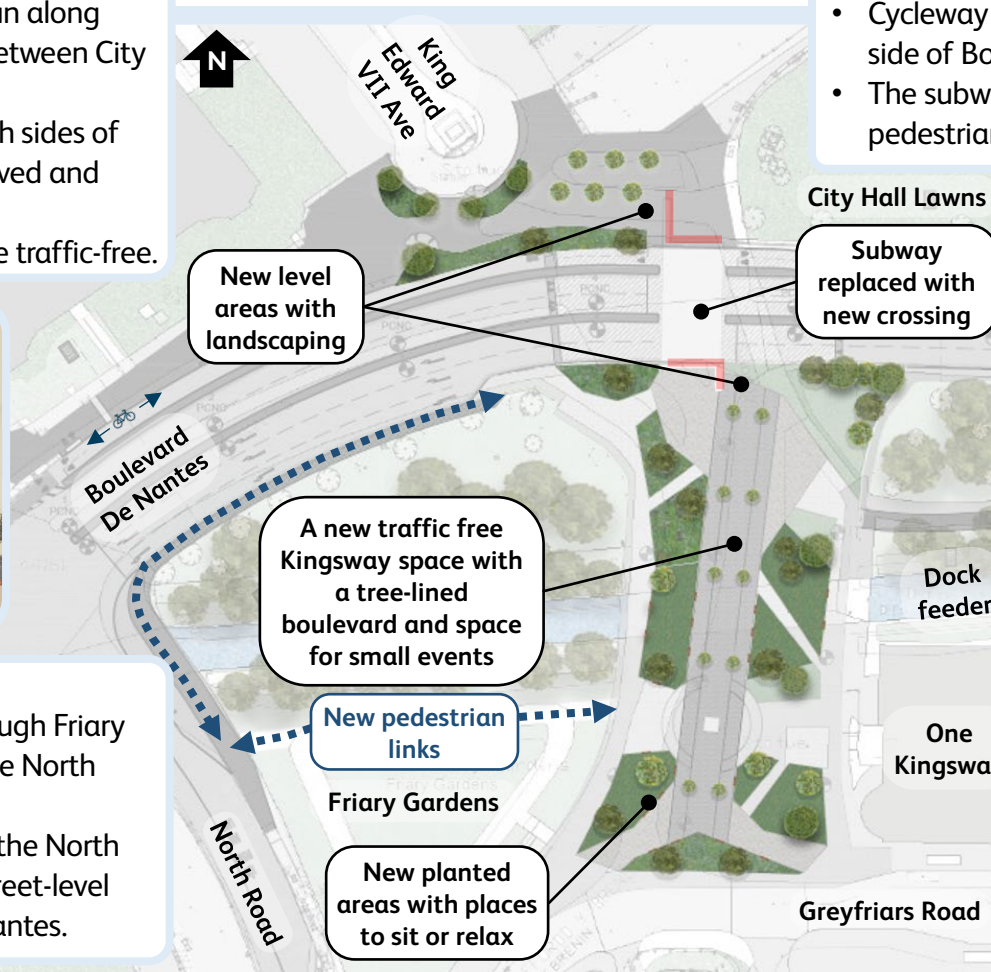
The design in general

- A tree-lined boulevard will run along Kingsway, creating a view between City Hall and the Hilton Hotel.
- The ramps and steps on both sides of the old subway will be removed and replaced with level surfaces.
- This area of Kingsway will be traffic-free.



Boulevard De Nantes

- Cycleway 2 will be on the northern side of Boulevard De Nantes.
- The subway will be replaced with a pedestrian and cycle crossing.



New Pedestrian Routes

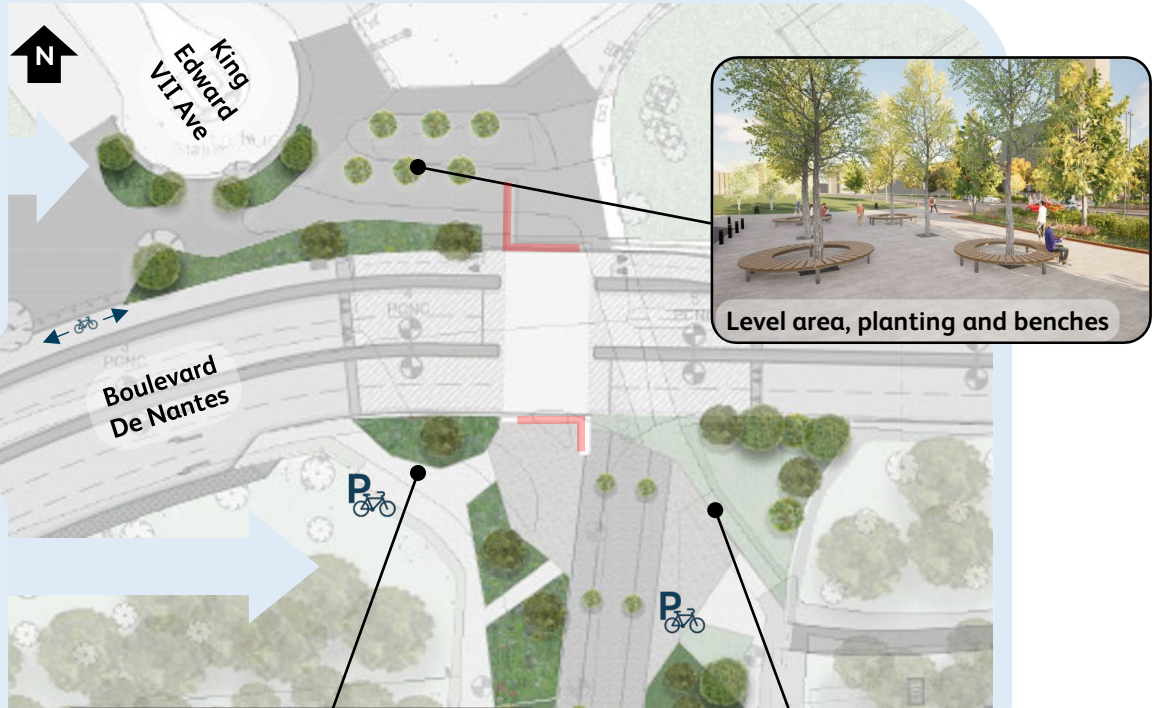
- A new link will be made through Friary Gardens that will connect the North Road bus stop to Kingsway.
- A new footway will connect the North Road bus stop to the new street-level crossing on Boulevard De Nantes.

Kingsway Public Realm Improvements

Engagement Pack – Concept Design (northern area)

North of Boulevard De Nantes

- As part of subway works, additional tree planting and benches will be provided, along with landscaped or grassed areas.
- The ramp and steps to the subway will be removed and the areas will be level.
- Special bollards or street furniture will be used to protect the area from unauthorised vehicles.



Kingsway (northern area)

- The Nereid statue (currently in front of One Kingsway) will be moved in the new area north of the dock feeder.
- There will be lots of opportunity for pedestrians to navigate the area easily and whilst it is not intended to be a main cycle route, cyclists will be permitted to access the cycle parking in the area.
- New trees will be planted with an overall gain of trees and green space.

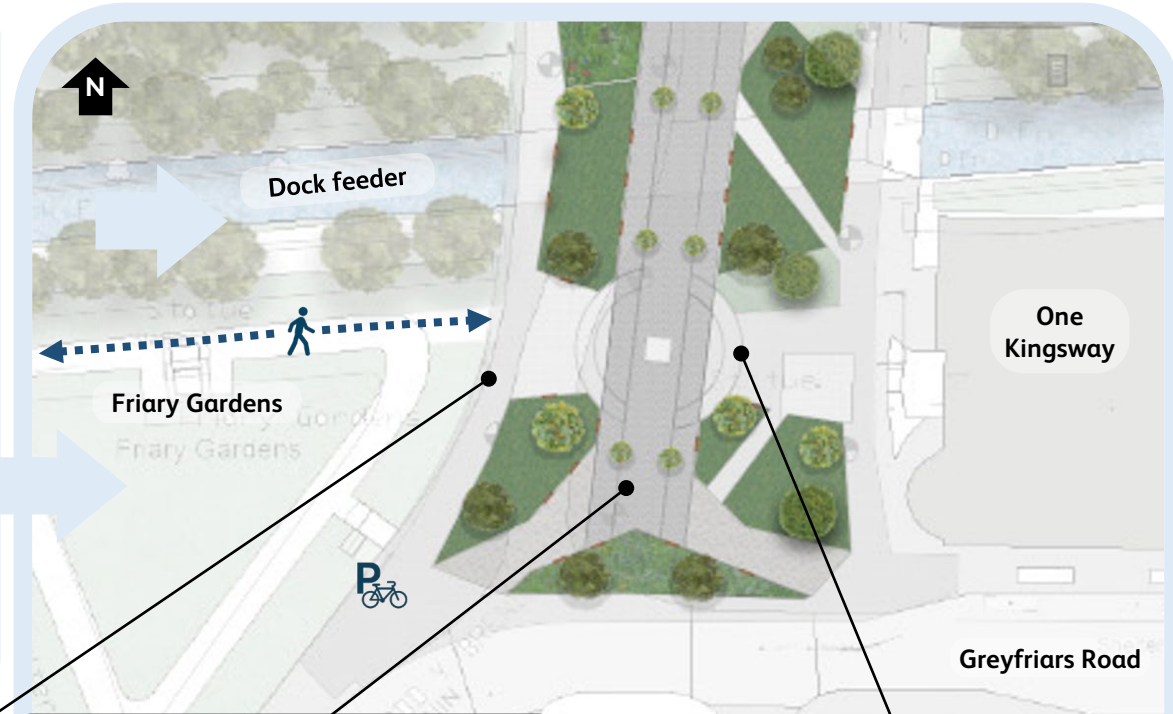


Kingsway Public Realm Improvements

Engagement Pack – Concept Design (southern area)

Kingsway (Southern area)

- There will be lots of links for pedestrians to explore and travel through the area easily, including a new link through Friary Gardens.
- The 2nd Marquis of Bute statue will be moved into the central boulevard area.
- The area will tie in with Friary Gardens and green space in front of the dock feeder.
- Space will be provided for events and pop-up markets stalls or a pop-up café space.
- There will be an increase of trees and green space.



Kingsway Public Realm Improvements

Engagement Pack – Planning & Policy Compliance

National & Local Policy Alignment - Our plans follow national and local policies to create safe, green, and accessible spaces. They support walking, wheeling, cycling, biodiversity, and climate resilience, in line with Cardiff's Stronger, Fairer, Greener strategy - creating a vibrant, equitable environment that enhances connectivity and community well-being.

Active Travel & Streets Design - The scheme forms part of a sustainable transport corridor project, and as such, will follow design guidance such as Active Travel (Wales) Act 2013 and Manual for Streets principles to prioritise walking, wheeling and cycling.

Heritage & Conservation – The designs will be sensitive to the conservation area and will enhance and protect historic features. A Heritage Impact Assessment will be carried out along with ongoing liaison with our key stakeholders and experts.

Environmental & Sustainability Goals - The scheme Includes sustainable drainage, more trees, and biodiversity to help the environment and support Well-being of Future Generations (Wales) Act 2015 objectives.



Stakeholder Engagement – As part of the ongoing and early development of the Kingsway Public Realm scheme, the council has liaised with a wide range of stakeholders through workshops and meetings, such as:

- Cardiff Council & Technical Teams
- Local Businesses, For Cardiff and Bus Operators
- Accessibility Groups & Safe by Design
- Cultural & Educational Institutions
- Ward Members
- Counter-Terror & Emergency
- Youth & Children's Events
- Specialist Bodies (CADW, Sight Life, RNIB)

What people told us:

- **Inclusivity & Accessibility** – Spaces for all ages and abilities, clear routes, and safe crossings.
- **Safety & Security** – Good lighting, open sightlines, and protective measures.
- **Greening & Sustainability** – More trees, biodiversity, and sustainable drainage.
- **Heritage & Identity** – Respect historic views and integrate cultural features.
- **Flexibility & Community Use** – Spaces for events, markets, and social interaction.
- **Child-Friendly & Play** – Areas for families and young people.
- **Maintenance & Quality** – Durable design and easy upkeep.



We have developed a series of questions and answers that we hope will cover any questions that you may have.
There is an opportunity to provide feedback at the end of this pack on Page 14.

About the project:

What are you engaging on exactly?

- We are engaging on a new public open space at Kingsway in the City Centre area of Cardiff.
- It forms part of Phase 1a of the Cardiff to Newport Sustainable Transport Corridor and Cycleway 2.
- This proposal was mentioned in the engagement we carried out for Phase 1. The Phase 1 engagement also included the removal of the Boulevard de Nantes subway and making the upper section of Kingsway traffic free.
- Information for Phase 1a and the wider corridor can be found by selecting the following links: [Phase 1](#) and the [Wider Route](#).

Why is the project happening?

- This project has been developed as a result of the bus and cycleway proposals for Cardiff to Newport Sustainable Transport Corridor and Cycleway 2.
- To build the permanent cycleway on Boulevard De Nantes the subway will be removed and the junction leading into Kingsway will be closed to traffic.
- This has created the opportunity to improve the area, as a lot of space will be created when the subway is removed and there will be the need to make the area level and remove the old road.

The pack mentions that there are changes outside the red line boundary on page 2, why is this?

- The red line boundary represents the main area of the Kingsway changes.
- Outside the red line boundary will be the changes to Boulevard De Nantes as part of the wider corridor scheme mentioned above.
- There will also be changes north and south of the subway where the ramps and steps will be removed and the areas made good.

Planning, historical and environmental:

I haven't seen the project advertised before. Doesn't the project need planning permission?

- The main parts of the scheme do not require planning, as most improvement work carried out within the adopted highway (such as this), planning consent is not required.

Continued...

- The project was included in Cardiff Council's, 'Clean Air Feasibility Study: Final Plan and Full Business Case June 2019'.
- The council (Local Authority) has 'permitted development rights' (under the Town & Country Planning (General Permitted Development) Order 1995), which is a deemed grant of planning permission by Order of Welsh Government; to undertake a range of works upon land belonging or maintained by them required for the purposes of any function exercised by them or in connection with the operation of any public service administered by them.
- As part of a best practice approach, engagement is carried out with internal departments within the council, our stakeholders, local Ward Councillors and the public. This document forms part of our best practice engagement process.

There are conservation areas in the city centre, why don't you need planning consent?

- The council has permitted development rights, however as part of the scheme's development, we carry out a best practice approach and liaise with our various internal and external stakeholders (such as CADW and the council's Planning and Parks departments).
- This engagement will see that the design respects and enhances the heritage and character of the area and take steps to reduce any potential impact the scheme will have.

Shouldn't you have to carry out environmental, heritage and transport impact assessments?

- As the project does not require planning consent, certain assessments are not legally required.
- We have however carried out ecological screening, wildlife surveys, tree surveys, Heritage Impact Assessment (HIA) and carried out extensive optioneering to inform the design proposal.
- The scheme forms part of the wider traffic modelling carried out as part of Cardiff to Newport Sustainable Transport Corridor.

What about the listed structures?

- The listed features and structures have been identified as part of the HIA work.
- The design work will compliment these features and will inform the construction phase to protect the features.

Will the statues need planning permission?

- The relocation of the 2nd Marquis of Bute statue will require planning consideration, to ensure the relocation is undertaken carefully and the new location is appropriate. This does not apply to the Nereid statue.

Are you removing trees?

- Yes, it is necessary to remove the trees that are on the southern slope of the subway for example. We anticipate that there will be a loss of 10 trees, however we are proposing to plant 40 trees, meaning an overall increase of 30 trees.
- We are also relocating a tree located near the corner of the northern steps, to fill the existing gap in the tree line along Boulevard De Nantes on the northern side. Specialist techniques will be used to do this.

Active travel and transport:

How will the changes be better for pedestrians and cyclists?

- The changes will create a safer, more inclusive, and accessible environment by prioritising wide, step-free walkways, clear crossings, and tactile guidance paving for those with mobility or sensory impairments.
- Cyclists will benefit from integrated, well-connected routes and secure parking, while the overall design reduces vehicle dominance, enhances lighting, and introduces green spaces for comfort and safety.
- These measures ensure that people of all ages and abilities can move through and enjoy the space with greater independence and confidence.

Why are you proposing more cycle facilities?

- It is important to improve the air quality in Cardiff as soon as possible. To support this, it is important to encourage active travel and sustainable travel throughout Cardiff. The improvement of cycleways, bus stops, and bus routes are integral to this plan.

Can cyclists use the existing subway and can cyclists use the new space?

- Yes, there is an existing cycle route that connects from North Road into the existing subway that leads to Greyfriars Road via a shared space. Whilst cycling will be permitted in the new space, it is expected that this will be to access cycle parking only in Kingsway or by the Friary.

When driving, can I still access Greyfriars Road from Boulevard De Nantes and Kingsway?

- No, only cyclists and pedestrians will be able to access the proposed Kingsway space from Boulevard De Nantes. Changes will be made so that general traffic can still access Greyfriars Road, but directly off North Road.
- This will be achieved by allowing traffic to turn left from North Road into Kingsway/Greyfriars Road. The right turn restrictions from North Road into Kingsway/Greyfriars Road will remain.

What about displaced traffic due to banned turning movements or road closures?

- As part of Phase 1a of the Cardiff to Newport Sustainable Transport Corridor and Cycleway 2, we have used traffic modelling and micro-simulation software to develop the scheme.
- We have considered several options as part of the modelling work, where the final scheme provides the most balanced approach and benefits for the wider scheme.

What about traffic moving around the area and network?

- The City Centre and City as a whole, will see significant changes in the future, in particular the promotion of active and sustainable travel measures.
- As part of our assessment work, we will look at what other traffic management measures we should include, such as more facilities for pedestrians and cyclists, bus priority and Smart Corridors to control traffic flow. More information about our current plans are on the Council's website and within the Cardiff's Transport White Paper. Visit: www.cardiff.gov.uk or [Transport White Paper \(cardiff.gov.uk\)](#)

Providing feedback:

I want to object to the proposals; how can I do this?

- Whilst we seek the views of the public and our stakeholders, in general, we do not legally need to carryout consultation or engagement on many of our proposals.
- Although this engagement exercise is not to seek views on the wider scheme, or is a referendum, we do want to seek your views on the proposals to help inform and enrich the design.

How can I feedback?

- On the following page, there are instructions on how to respond.

When will I get a response to my feedback?

- All feedback will be responded to and included within an Engagement Report, which will be available shortly after the Engagement close date.
- We are unable to respond to individual enquiries.

Kingsway Public Realm Improvements

Engagement Pack – How to respond



Please respond to this Engagement using this survey form: [HERE](https://online1.snapsurveys.com/as1gp7)
Or copy and paste the following URL: <https://online1.snapsurveys.com/as1gp7>

This will allow you to make formal comments in response to this Engagement.

Alternatively, email TransportProgrammeTeam@cardiff.gov.uk
or write to Transport Programme Team, County Hall Room 301, Cardiff, CF10 4UW.

This Engagement will remain open until 05/07/2026

Note we are only accepting feedback for Kingsway Public Realm Improvements.

Or respond using
this QR Code



All responses will be reviewed and be used to help write the Engagement Report - one of the documents used to inform the decision-making process for the scheme. As a result of feedback or other design work, changes may be made to the illustrative plan shown.

A copy of the detailed design will be made available on the Council's website when it is complete alongside the engagement material and report.

Responses to questions about the proposal will be available within the Engagement Report which will be provided online when available via www.cardiff.gov.uk/transportprojects using the 'current consultations' link and selecting the scheme title. Following the publication of the Engagement Report, the project will then be designed in detail and implemented, subject to approval and funding.

Please note that only feedback and questions relating to [this project \(Kingsway Public Realm Improvements\)](#) will be considered or acted upon. If you have any feedback relating to other Council Services, please visit www.cardiff.gov.uk

We will also be unable to respond to individual responses – however all responses will be included within the Engagement Report which will be available shortly after the Engagement close date. No personal information will be shared.