

Accessible text for Cardiff to Newport Sustainable Transport Corridor Bus Corridor, Cycleway 2 and Controlled Parking Zones- Information Pack

Slide 1

Presentation title: “Cardiff to Newport Sustainable Transport Corridor Bus Corridor, Cycleway 2 and Controlled Parking Zones”

Sub-title: “Information Pack”

Cardiff Evolving Transport logo is shown centre right and Cardiff Council Logo is shown centre right.

The above information is shown on slides 1 to 11 albeit with the logos smaller in size on the top of the slides.

An image is shown at the bottom of the slide of an illustrative street scene showing cars, taxis, cyclists and pedestrians with a park scene background.

Text below the image reads: “*This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg*”

Slide 2

The text along the left side of the slide reads:

“The council is developing the Cardiff to Newport Sustainable Transport Corridor, which consists of the Eastern Bus Corridor, Cycleway 2 (CW2) and Controlled Parking Zones (CPZ).

This transportation corridor proposal aims to connect Cardiff City Centre to Newport County Boundary, and the business developments on Cypress Drive. Information on proposed train stations along this corridor can be found [online](#).

In terms of CW2, the council is progressing with the route alignment and is seeking to develop proposals and identify any other opportunities to improve pedestrian, cycle and bus accessibility along the corridor.

Simplified indicative drawings can be found in this document to show the proposed alignment and current high-level proposals being developed.

The proposed corridor alignment is shown in the plan on the right-hand side of this page.”

A high level corridor alignment plan is shown on the right side of the slide. It shows the route alignment as a red line from the City Centre, along Newport Road to the county boundary. A key is shown that reads: “Corridor / CW2 Alignment” – with a red solid line, “Phase to Cypress Drive developments” – with a lilac dashed line, “NCN Route 88” with an orange solid line, “Phase to Cypress Dr” – with a solid purple line, “Broadway/Newport Road bus loop” with a red dashed line and green dashed line respectively, “Proposed train stations* (*Subject to planning permissions)” – with a red train symbol, “County boundary” – with a dashed black line, and “Existing bus

loop” – with a solid blue line. A ‘N’ is shown to represent a north arrow which is shown on all plans.

A text box at the bottom left of the slide reads: “Further information on is provided within this document, along with a Frequently Asked Questions section at the end of the document.”

At the bottom of each slide there is text that reads, “Colours are for illustrative purposes only” and where plans are shown it reads, “Plan not to scale”.

Slide 3

Text on the left side of the slide reads:

“The scheme’s main aims are: (shown in a text box and bullet pointed)

- To encourage mode shift from private car to sustainable transport modes, enhancement of bus infrastructure and provision of sustainable transport connections as per [Cardiff's Transport White Paper](#).
- To develop a high-quality cycle route from Cardiff City Centre to the East of Cardiff (Cardiff to Newport), via Newport Road - as recommended by the [South-East Wales Transport Commission](#).
- To take reasonable steps to enhance the provision made for walkers.
- To connect to Cycleway 1 and Roath Park Cycle Route.”

Below the text box on the left side of the slide, further bullet pointed text reads,

“The route ‘Phases’ are as follows:

- Phase 1 - City Centre Area
- Phase 2 - Broadway Area
- Phase 3 - Broadway to Southern Way / New Road
- Phase 4 - Southern Way to Mount Pleasant
- Phase 5 - Mount Pleasant to Cypress Drive
- Phase 6 - Cypress Drive and Newport Link”

A route alignment plan showing the various Phases is presented on the right side of the slide. It is titled “Route alignment plan showing the various Phases”. The route is divided into six phases labelled: “City Centre Area (Phase 1)”, “2- Broadway Area”, “3- Broadway to Southern Way”, “4- Southern Way to Mount Pleasant”, “5- Mount Pleasant to Cypress Drive” and “6- Link to Newport and Cypress Drive”. The Key reads “CW2 / Bus priority – red dashed and red solid line” and “Outbound bus priority – green dashed line”. The green and red dashed lines only apply to Phase 2- Broadway Area.

Slide 4

Sub-title: *“Phase 1 – City Centre Area”*

The text on the left side of the slide reads: *“The improvements within City Centre Area will provide opportunity to connect to other local bus service routes and future cycle routes. This includes providing key benefits such as promoting sustainable and active travel to schools, employment, connections to public transport, sports and leisure activities.*

We are developing a permanent cycleway in place of the pop-up cycleway on Boulevard De Nantes and Newport Road. This will include improved active travel measures and bus priority measures, to improve user experience and journey quality.

These proposals are currently being developed and will be subjected to extensive testing and network level modelling, to ensure that the best optimum option is taken forward.”

A text box on the bottom left of the slide reads: *“We will engage further when details become available for Phase 1.”*

A plan showing the route of phase 1 and the existing bus loop in the city centre area is presented on the right side of the slide. The route is shown in red along Boulevard De Nantes and Newport Road starting from North Road and Cardiff Castle and ends near Cardiff Royal Infirmary. The bus loop is shown in blue and circles the city centre near HMP Cardiff Prison, St David’s Centre, and the Bus Interchange. The Key reads *“Corridor / CW2 alignment – red solid line”* and *“existing bus loop – blue solid line”*.

An illustrative arrow under the plan indicates that phase 1 is being referred to on slide 4.

Slide 5

Sub-title: *“Phase 2 – Broadway Area”*

The text on the left side of the slide reads: *“We are developing various options for this section of the route. Due to highway constraints with trees and road widths on Newport Road, Broadway has been identified as the most appropriate route for a cycleway. As part of this option, outbound bus priority will be given to Newport Road and inbound bus priority via Broadway.*

To accommodate the bus infrastructure and cycleway changes, we are reviewing the wider area and in particular Broadway, Clifton Street and Four Elms Road. This may mean changes to how traffic moves around the area and parking. These proposals are currently being developed and will be subjected to extensive testing and network level modelling, to ensure that the best optimum option is taken forward.

As part of the above optioneering, we are also working with other teams, including the council’s Regeneration Team to develop public realm improvements on

Broadway and Clifton Street. This work is likely to be subject to obtaining appropriate funding.”

A text box on the bottom of the left side of the slide reads: *“We will engage further when details become available for Phase 2. This may require high level community engagement to seek ideas, views and feedback.”*

A plan showing the route alignment of phase 2 with the proposed Broadway/ Newport Road bus loop is shown on the right side of the slide. A green dashed line is shown for outbound bus movements on Newport Road and a red dashed line for inbound bus movements on Broadway. A cycle symbol pointing both directions is shown on Broadway to indicate the cycle route alignment. A key is shown that represents this.

An illustrative arrow under the plan indicates that phase 2 is being referred to on slide 5.

Slide 6

Sub-title: *“Phase 3 – Broadway to Southern Way”*

The text on the left side of the slide reads: *“As part of the design strategy, we are seeking to implement bus priority, which will improve bus reliability and journey times.*

New cycle infrastructure will be provided in each phase.

We will be reviewing the junctions along this route and consider improvements to the Southern Way roundabout. We are also reviewing the constraints for active travel users at Rhymney River Bridge, along with junction improvement options for New Road.

Improved bus infrastructure and active travel measures will bring better connectivity for the users to the retail park and for employment.

Connectivity will be further improved as part of the new train station integration. Information on the proposed Cardiff East station can be found [online](#). We are working with various partners to integrate our proposals where possible.

Opportunities to connect to Roath Park Cycleway will be developed in the future via routes such as Marlborough Road or Albany Road to connect to Newport Road.”

Text in a box on the bottom left of the slide reads: *“We will engage further when details become available for Phase 3.”*

A plan showing the route of phase 3 as a solid red line between the end of Broadway and New Road (on Newport Road) and the location of a proposed new train station with a train symbol (subject to planning permission) is presented on the right side of the slide. A key is shown that represents this.

An illustrative arrow under the plan indicates that phase 3 is being referred to on slide 6.

Slide 7

Sub-title: *“Phase 4 – Southern Way to Mount Pleasant”*

The text on the left side of the slide reads: *“The scheme will encourage mode shift from private car to sustainable transport modes through improved bus infrastructure enhancement where possible, as well as new cycle infrastructure.*

The improvements in infrastructure will provide many benefits, including health benefits due to improved air quality, physical, mental wellbeing, and connectivity opportunities. These measures will also benefit many of the schools and shops within the area and encourage modal shift.

There will be opportunities to connect to the Rhymney Trail cycle route and other key locations.

Careful consideration will be given to properties with no off-road parking and also the shopping area at the top of Rumney Hill near the Wentloog Road junction.

The council is developing design options that would accommodate both bus and cycle infrastructure along Phase 4.”

A text box on the bottom left of the slide reads: *“We will engage further when details become available for Phase 4.”*

A plan showing the route of phase 4 shown as a solid red line from New Road to Mount Pleasant on Newport Road is presented on the right side of the slide. A key is shown that represents this.

An illustrative arrow under the plan indicates that phase 4 is being referred to on slide 7.

Slide 8

Sub-title: *“Phase 5 – Mount Pleasant to Cypress Drive”*

The text on the top left side of the slide reads: *“This phase will provide links to local schools along with the neighbouring wards of Pontprennau and Old St Mellons. It also provides opportunity for modal shift to access employment sites.”*

Sub-title: *Phase 6 – Cypress Drive and Newport*

The text on the mid-left side of the slide reads: *“The Cypress Drive roundabout is a connectivity point, leading to Newport County and the existing and planned business developments on Cypress Drive.*

The route aligns with Newport City Council’s proposals and will provide bus priority and active travel measures from Cardiff to Newport City Centres, as part of the [South-East Wales Transport Commission](#) recommendations. There will also be opportunity to connect with National Cycle Network route 88.”

A text box on the bottom left of the slide reads: *“We will engage further when details become available for Phases 5 and 6.”*

A plan showing the route of phase 5 and phase 6 as a solid red line from Mount Pleasant to the Cypress Drive and county boundary area, along with the proposed new train station (subject to planning permission), is presented on the right side of the slide. Link to Cypress Drive developments and NCN Route 88 is also shown on the plan as a lilac dashed line and yellow dashed line respectively. A key is shown that represents this.

An illustrative arrow under the plan indicates that phases 5 and 6 are being referred to on slide 8.

Slide 9

Sub-title: *“Parking”*

The text on the right side of the slide reads: *“We are developing the parking provision across the city and this scheme will form part of that comprehensive plan. The provisions include addressing commuter street parking, which can hinder traffic flow and create difficulties for some local residents or businesses.*

In some areas along the route, zonal parking will be introduced.

The plan to the left presents various parking zones. These are areas where parking control will occur during certain times and on-street parking will be controlled with parking bays.

This transport corridor passes through a proposed new controlled parking zone.

These parking proposals will be consulted upon separately as part of a Traffic Regulation Order process.”

A The plan to the left presents various parking zones. These are areas where parking control will occur during certain times and on-street parking will be controlled with parking bays. These will align with other general parking restrictions. This transport corridor passes through a proposed new controlled parking zone. This same information is shown in the key.

Below the plan, a text box reads: *“Information about parking is available on the council’s website, [Parking \(cardiff.gov.uk\)](https://www.cardiff.gov.uk). Note: Zone extents are indicative.”*

Slide 10

The text on slide 10 reads: *“New Connections - The wider scheme aims to connect communities to major destinations across the city. This includes the City Centre, as well as from the County boundary to the east; providing bus infrastructure improvements and safe active travel access to and from employment sites, residential areas, education and visitor destinations in the City.*

Cardiff Council’s [Transport White Paper](#) plans provides information about our transport aspirations. It also includes our cycleway aspirations which provide continuous routes that are intuitive and comfortable to use and separated from motor vehicles and pedestrians where needed.

Cardiff to Newport Sustainable Transport Corridor and Cycleway 2 will provide key active travel connection from the City Centre to East of Cardiff and beyond such as Newport. Opportunities will also be available to connect to other cycle routes and enhance public transport infrastructure as part of the project.

Clean Air - We have a Clean Air Plan which aims to address NO2 levels in the short term, but we want to get the air we breathe in the city as clean as it can be. This is a part of our vision for a Carbon Neutral City by 2030, as set out in the [One Planet Cardiff](#) strategic response.

Active Travel and Health - The numbers of people cycling and commuting by rail has increased, but it is not enough. We have ambitious targets for active travel in the city. This safe segregated cycleway contributes to this active travel ambition

According to [Sustrans Walking and Cycling Index 2023](#), walking in Cardiff prevents 564 serious long-term health conditions each year and cycling 181. Saving the NHS in Cardiff £7.1 million per year and £2.4 million respectively.“

An illustrative extract from Sustrans Walking and Cycling Index 2023 is shown to the bottom right of the slide. This shows an illustration of cars and buildings. The text in one of the two boxes above the illustration reads: “15,000 return cycling trips are made daily in Cardiff by people that could have used a car.” The next text on the illustration reads: “If these cars were all in traffic jam it would trail back 44 miles equivalent to the distance from Cardiff to Swansea”.

Slide 11

Sub-title: “Pop-up and permanent cycleways”

Bullet pointed text on the top left side of the slide reads:

- “A number of pop-up style cycleways were implemented around the time of the COVID-19 pandemic as the capacity of public transport was limited.*
- To facilitate and enable more active travel journeys, temporary and permanent safe cycleways are being located along strategic routes within the city. Our aim is to make all routes permanent.*
- We have been developing more modern style cycleways over the past 5 years and are applying lessons learnt from feedback and general engagement.*
- Along this route a pop-up cycle route was implemented on Boulevard De Nantes and Newport Road. This route is now being made permanent.*

Sub-title: “An example of some lessons learnt include:”

Further bullet pointed text on the top right side of the slide reads:

- “There is a need to improve cycling, but not to the disadvantage of other sustainable modes, such as buses.*
- Infrastructure, such as bus stops, should account for the needs of all users.*
- Pop-up cycle routes should be changed to permanent measures.*

- *A holistic approach to engagement and to obtain views from of all groups early.”*

Across the bottom of the slide there are four photographs of different cycleways in Cardiff. From the left side of the slide to the right they show the following: 1. Cathays Terrace with a bus stop bypass and a zebra crossing on the cycleway, 2. Boulevard De Nantes with a blue surfaced cycleway, 4. Senghennydd Road with blue surfacing, and 4. Cathays Terrace showing rain gardens and a parking zone sign adjacent to the cycleway.

Slide 12

Slide title: *“Frequently Asked Questions”*

The above is also repeated on slide 13 where the Frequently Asked Questions are continued.

The text shown on slide 12 and 13 is in list format with a question in bold text followed by the answer. The questions and answers text on slide 12 reads:

“What is the purpose of this document? This document has been created to inform the public of the route alignment at a high level and to provide the wider context of the project. The various phases of this transportation corridor and cycle route are still being developed, using modelling and design optioneering, and each ‘phase’ will be engaged on separately in the future. “

“The information isn’t detailed enough, how can I comment? The council is developing and testing options. We will engage on the individual phases as they are developed to a deliverable concept design stage, at a later date. We are not seeking comments on the wider route, but we will review any relevant feedback received to inform the scheme. “

“Why are you proposing more bus and 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 bus stops, bus routes and cycleways are integral to this plan. The changes proposed will provide improvements to bus infrastructure, resulting in more reliable journey times, frequency and quality of services available. The council looks to provide cycle infrastructure across the city, including parking in convenient locations. If you feel there is insufficient cycle parking near your place of work, or at places where you visit regularly, please get in touch via the council’s main website.”

“What will this permanent cycleway look like? The cycleways along the Newport Road corridor will be bidirectional (where cyclists travel in both directions on one side of the road) and can be either stepped or segregated. Segregated cycle tracks are separated from motorised traffic by a kerb and stepped cycle tracks are raised above the carriageway and separated by a kerb, with a further kerb between the cycle lane and the footway. Shared areas will be used where there are highway constraints and no other option is available. Bus lanes will be provided where possible with improved bus stops along the corridor. “

“What is the South-East Wales Transport Commission? The South-East Wales Transport Commission (SEWTC), led by Lord Burns, was set up in 2019 to consider the problems and opportunities for tackling vehicle congestion on the M4 motorway in South-East Wales. The Commission found that people in the region do not have good transport alternatives to the motorway and the existing rail, bus, cycling and walking networks do not serve the range of journeys made. The Commission recommends a ‘Network of Alternatives’ to sustainably improve M4 congestion. The final recommendations report can be found at [gov.wales website](#). The findings of SEWTC have become known as the ‘Burns recommendations’ which include improvements to the Cardiff to Newport bus and active travel corridor. All SEWTC recommendations are being progressed by the [Burns Delivery Unit](#) within Transport for Wales.”

Slide 13

Slide title: “Frequently Asked Questions (Continued)”

The text and theme of slide 12 continues on this slide, slide 13, and reads:

“How will the bus route connect to the City Centre and Cardiff Bus Interchange? The proposed route will use the existing bus infrastructure within the city centre to connect to the bus interchange and train station. Refer to page 4.”

“Will there be parking loss along the route, and will I have to pay for parking? Parking management measures will be developed alongside any changes and will align with the city-wide comprehensive parking plan. Within different areas of the city, the council has been rolling out changes to parking on a zonal basis. These parking schemes enable more resident parking and controlled limited waiting parking. These reduce commuter parking and improve parking opportunity for businesses and residents. Some zones may be delivered as part of the cycleway scheme or in isolation to address local issues and may include Pay and Stay parking (see page 9). More information about parking zones is available on the [Council’s website](#).”

“What about parking for businesses? While we encourage everyone to use sustainable modes of transport, such as public transport, walking and cycling, to reduce vehicle emissions and improve air quality, in some locations it may be necessary to introduce payment parking so that drivers needing to park for longer than 2 hours can do so. Permit holders are not normally exempt from pay and stay restrictions to ensure these areas are free for visitors and shoppers. “

“What is a WeITAG? WeITAG is the ‘Welsh Transport Appraisal Guidance’ process that is used to assist in securing funding for transport projects. It helps to resolve design issues, refine the options being considered and ensure that the proposals improve the lives of people in Wales. Further engagement will happen as each section and connections to other cycleways of the route are developed.”

“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 \(cardiff.gov.uk\)](#)

“How can I comment? We are not engaging or seeking views on the wider route. We will however be engaging on each specific phase of the route. Each phase is being developed as part of optioneering and network modelling. We will engage on each specific phase on a phase-by-phase basis as and when they are developed.”

The slides end here.