



Cardiff to Newport Sustainable Transport Corridor Phase 1 – City Centre Area Engagement Pack



Cardiff to Newport Sustainable Transport Corridor

Phase 1 – City Centre Area

Engagement Pack - Background

The council is developing the [Cardiff to Newport Sustainable Transport Corridor](#) and is engaging on [Phase 1](#) of this corridor. The proposals within this document form part of the wider [Cycleyway 2 \(CW2\)](#) route that is being developed, connecting the city centre to the east of Cardiff and beyond the county boundary with Newport, as shown in the below plan.

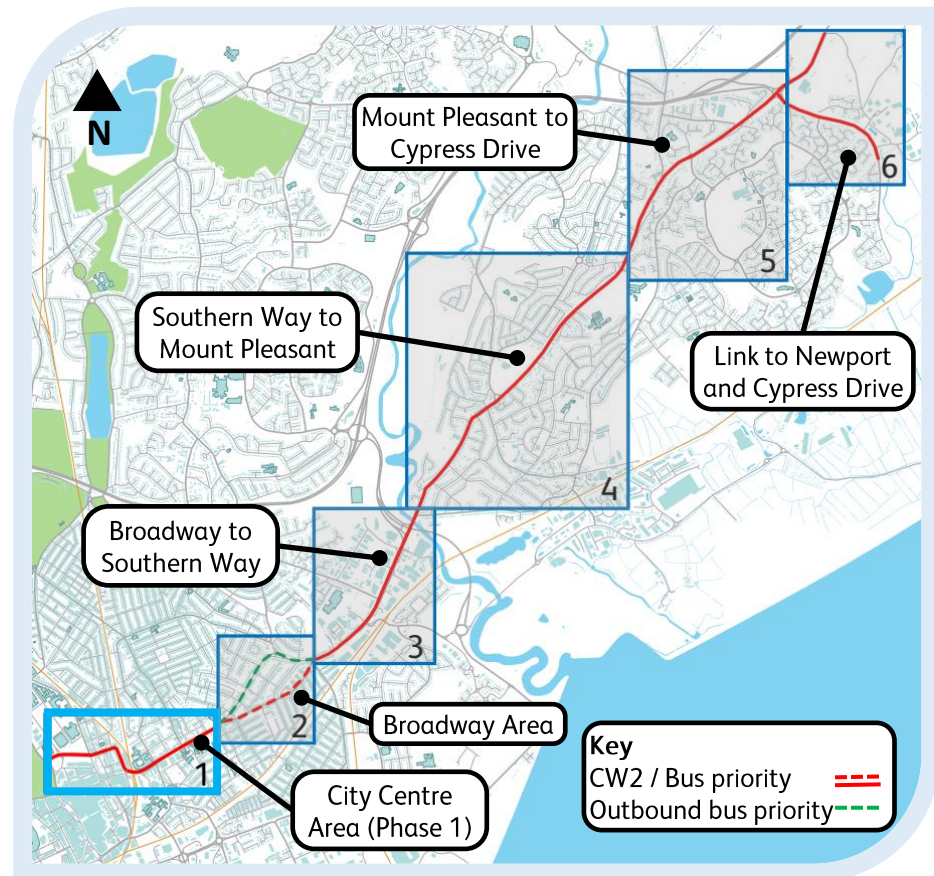
This engagement pack considers [Phase 1](#) of the route, the [City Centre](#) area, making the existing ‘pop-up cycleway’ permanent.

The proposals for Phase 1 will improve [bus, cycle and pedestrian accessibility](#) within the area. More information about how it fits within the wider route can be found in the [wider route information pack](#).

The plans of infrastructure improvements and the new permanent cycleway are contained in this document.

These plans are simplified indicative drawings to demonstrate the [current proposals](#) being developed and the [proposed alignment](#).

Information on [How to Respond](#) is provided at the end of this document, along with [Frequently Asked Questions](#). We will use any feedback received to refine the proposals to take forward to detailed design.



Cardiff to Newport Sustainable Transport Corridor

Phase 1 – City Centre Area

Engagement Pack – Route Overview

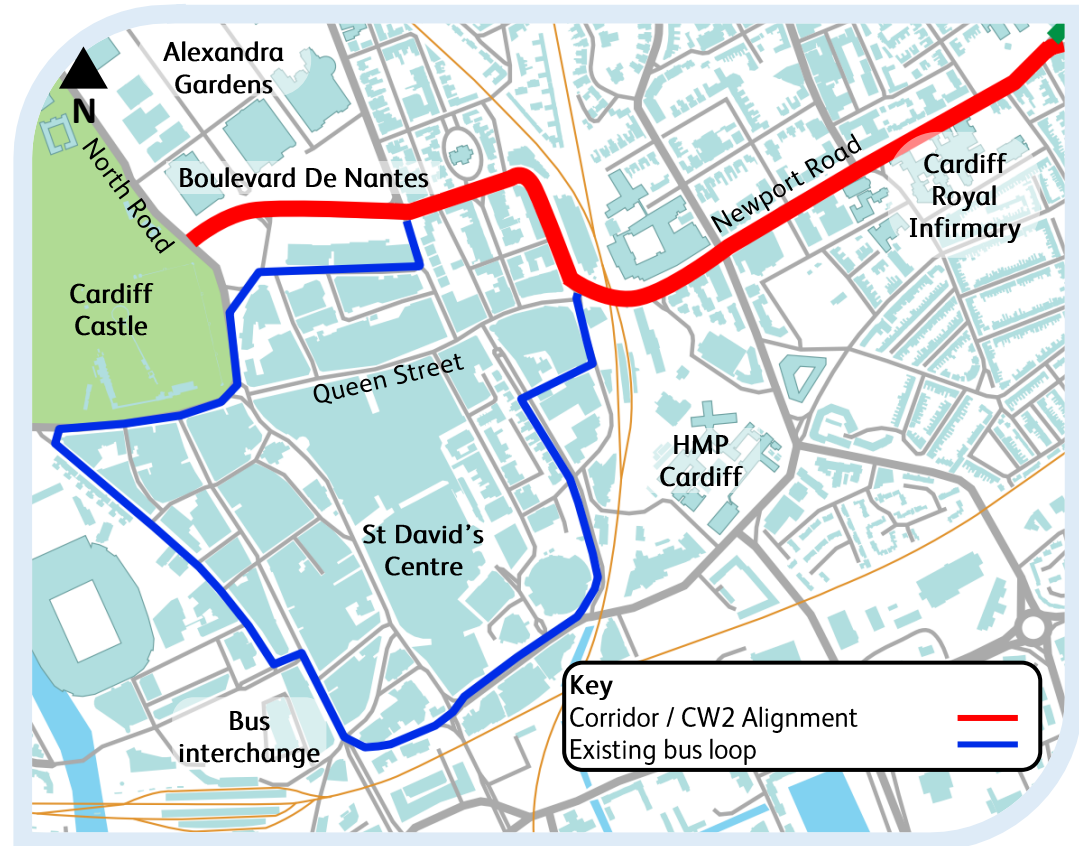
The improvements within this section of the route (Phase 1) will provide many benefits, such as improved **public transport links**, promoting **sustainable and active travel**, meaning better connections to education and employment sites.

We are developing a **permanent cycleway** in place of the existing pop-up cycleway on Boulevard De Nantes that continues onto Newport Road. This will include the use of permanent segregation materials, crossing points, **bus stop improvements**, highway changes and lane reallocation.

Along the route, we are reviewing and improving pedestrian facilities and applying lessons learnt. Inbound and outbound **bus priority** will be improved, with bus stops being reviewed and updated.

Car parking signage will be reviewed as part of wayfinding exercise.

More about parking can be found at [Parking \(cardiff.gov.uk\)](https://www.cardiff.gov.uk).



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Phase 1 – City Centre Area

Engagement Pack – Route Overview

We have carried out **detailed optioneering** and traffic **modelling** to develop the proposal presented in this engagement pack.

Various options have been considered and reviewed, such as which side of the road is best location for the **cycleway**, types of pedestrian crossings and **lane allocations** for buses and traffic.

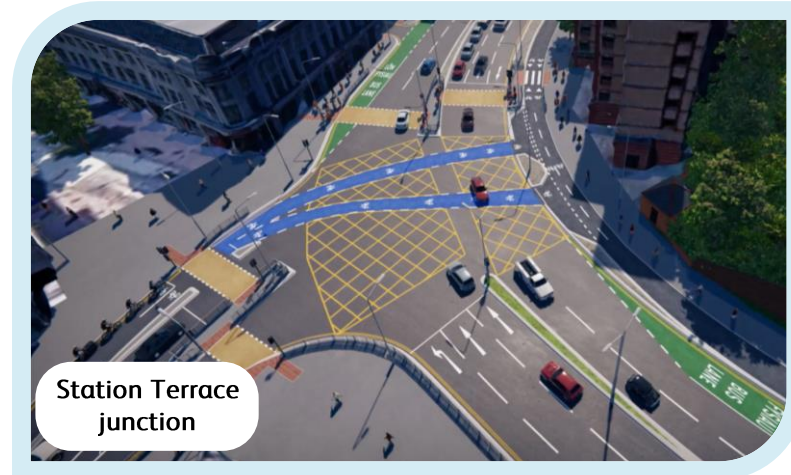


To analyse the options, the scheme has been **independently assessed** by our consultants as part of the scheme's development.

This means that the option being taken forward provides improved quality of service for **buses**, improved **active travel**, whilst minimising the overall impact of the changes to other users.

The next section of this engagement pack provides detailed extracts of the scheme proposal that includes the **key features** of the scheme.

From North Road, along to Dumfries Place and Newport Road, this phase of the route ends near Four Elm Road.



To help visualise the proposed changes, we have prepared a 3D computer generated '**fly-through**' video of the scheme.

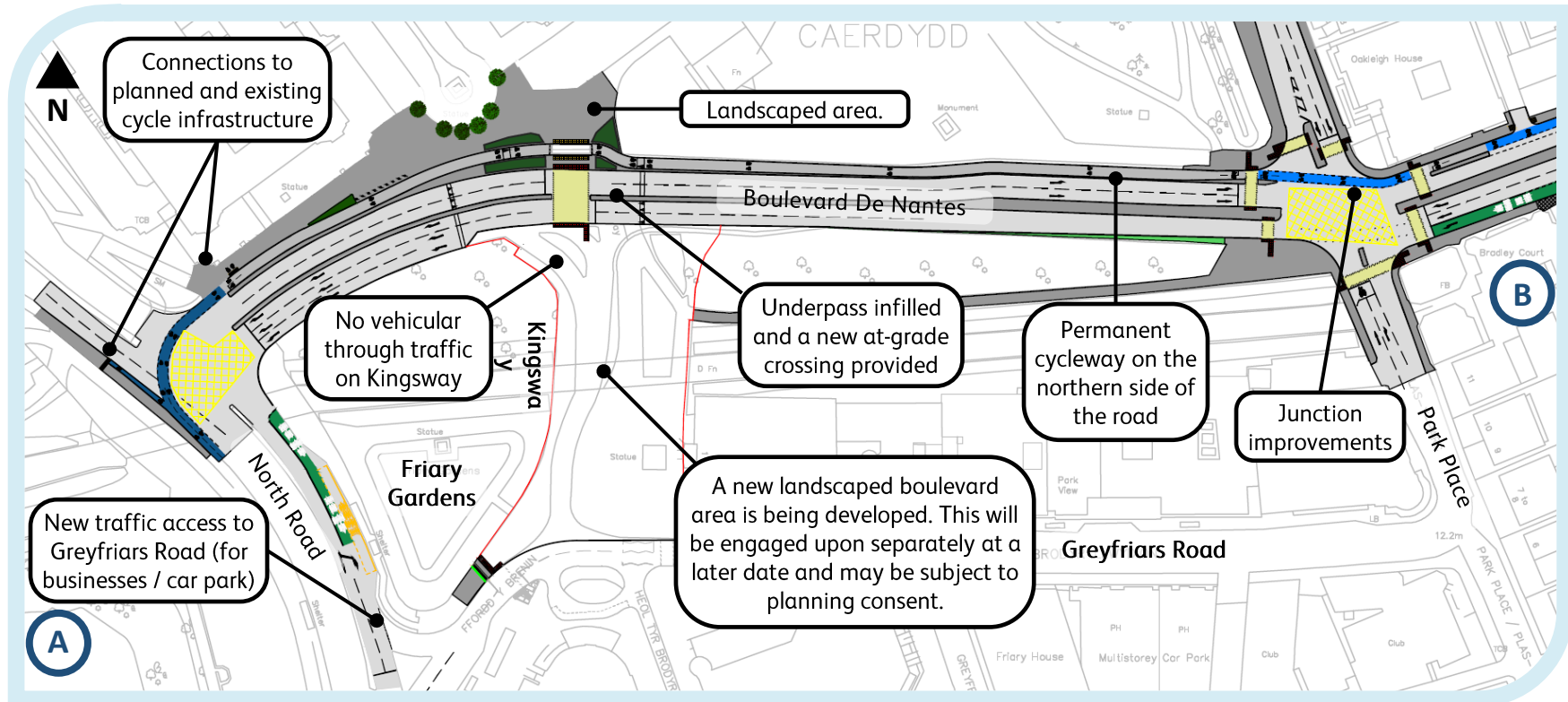
[View the 3D model video](#) (opens an external website)

Note that the design shown in this video is for illustrative purposes only and may be subject to change. The traffic, pedestrian and cycle sequences shown are also indicative only. 4

Cardiff to Newport Sustainable Transport Corridor

Phase 1 – City Centre Area

Concept design - North Road/Boulevard De Nantes/Kingsway



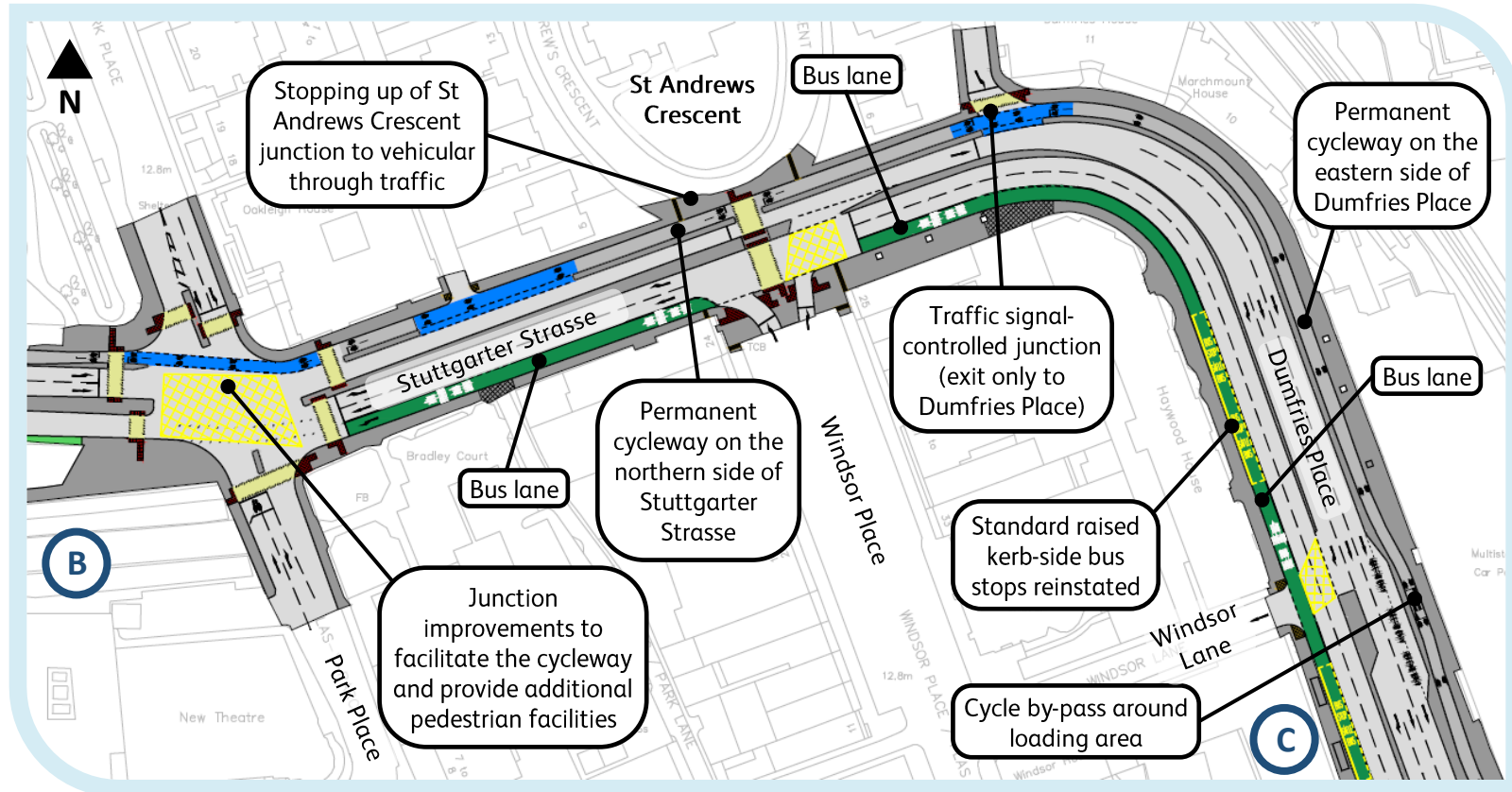
The cycleway is proposed along the **northern side** of **Boulevard De Nantes** and will tie in with North Road. Links will be made with planned and existing cycle infrastructure on North Road and changes to key junctions and traffic lane reallocation will be required.

Kingsway will be **closed to vehicular through traffic**, creating a new **public space** (see page 11). A toucan crossing will be provided across Boulevard De Nantes to **connect** the City Centre to the Civic Centre with landscaping and cycle parking. We are working with various stakeholders such as CADW and will carry out appropriate **ecological** and **heritage** investigations to inform the design.

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Phase 1 – City Centre Area

Concept design - Stuttgarter Strasse/ Dumfries Place

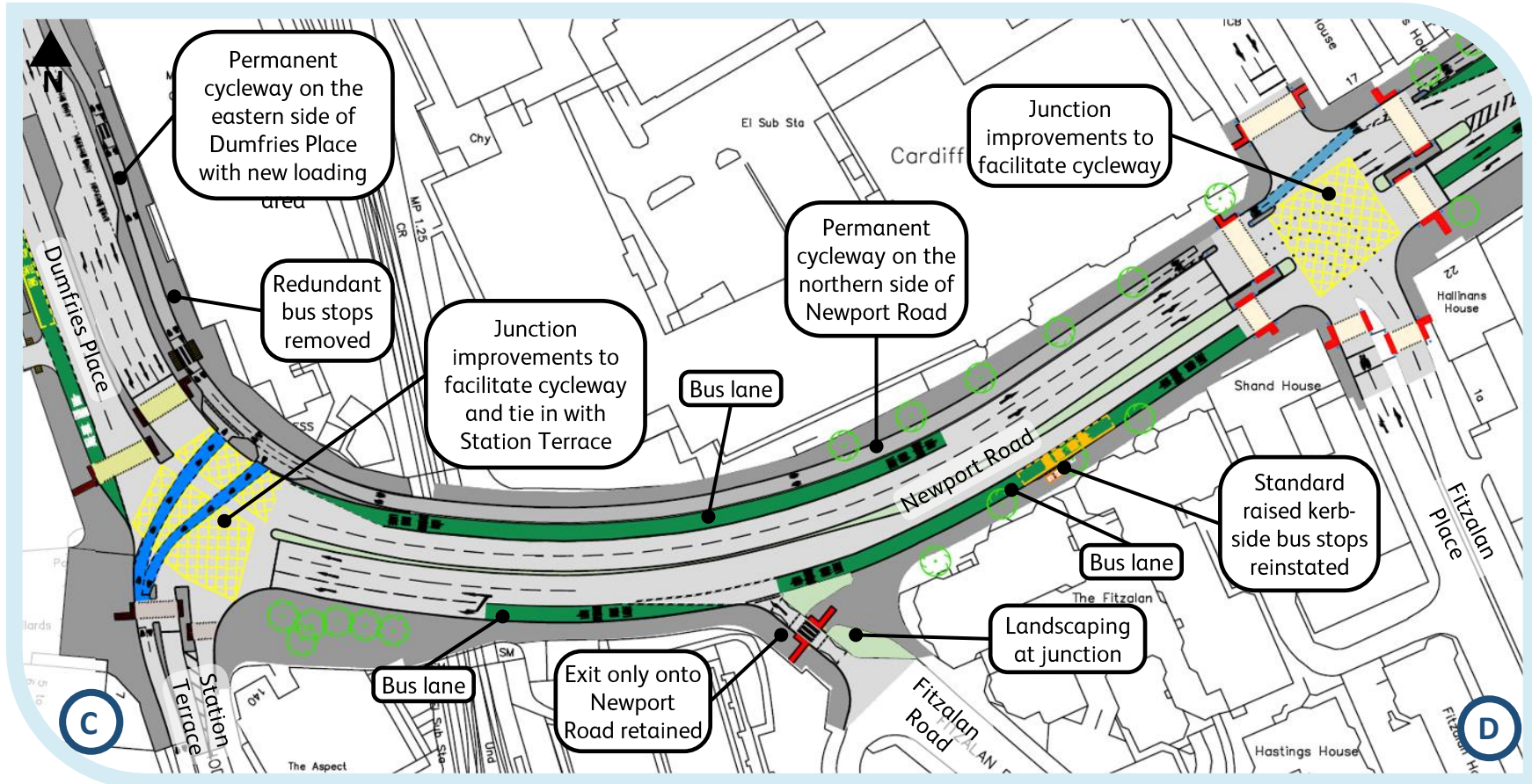


The cycleway will remain on the **northern side** of **Stuttgarter Strasse** into Dumfries Place. Links will be made with **Cycleway 1** with the **St Andrews Crescent** being **closed off to through traffic**. St Andrews Lane will be signalised to reduce vehicle / cycle conflict. Alterations to **key junctions** and traffic lane allocation will be required. We have worked with our accessibility and bus operator stakeholders to inform the location of **bus stops** and **design**, including the removal of the outbound bus stops near the car park.

Cardiff to Newport Sustainable Transport Corridor

Phase 1 – City Centre Area

Concept design - Station Terrace / Newport Road

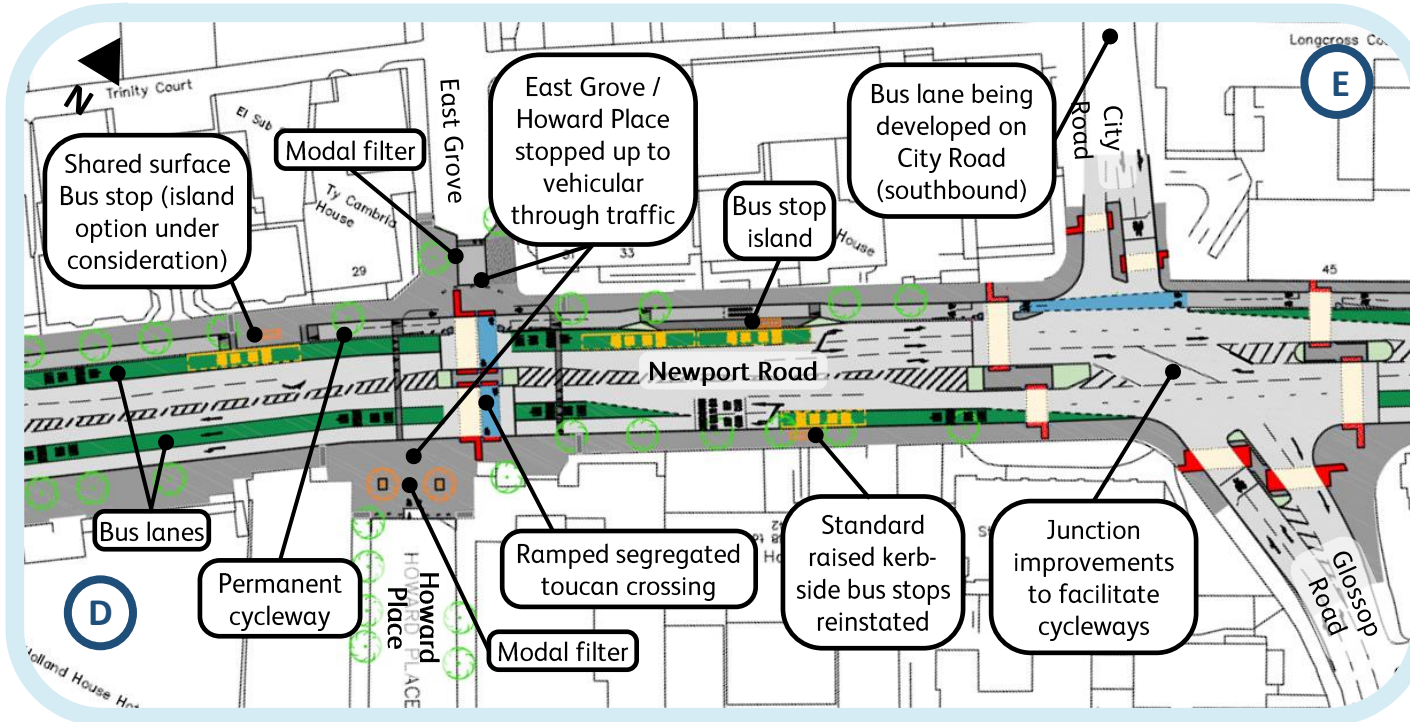


Connection will be made with the recent changes to **Station Terrace**. There is scope to connect **Cycleway 2** with **Roath Cycle Route** in the future. Alterations to **key junctions** and traffic lane allocation will be required, with improved bus infrastructure and bus priority measures. Modelling is being undertaken as part of the optioneering work to inform the design and key decisions.

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Phase 1 – City Centre Area

Concept design - West Grove / Newport Road / City Road



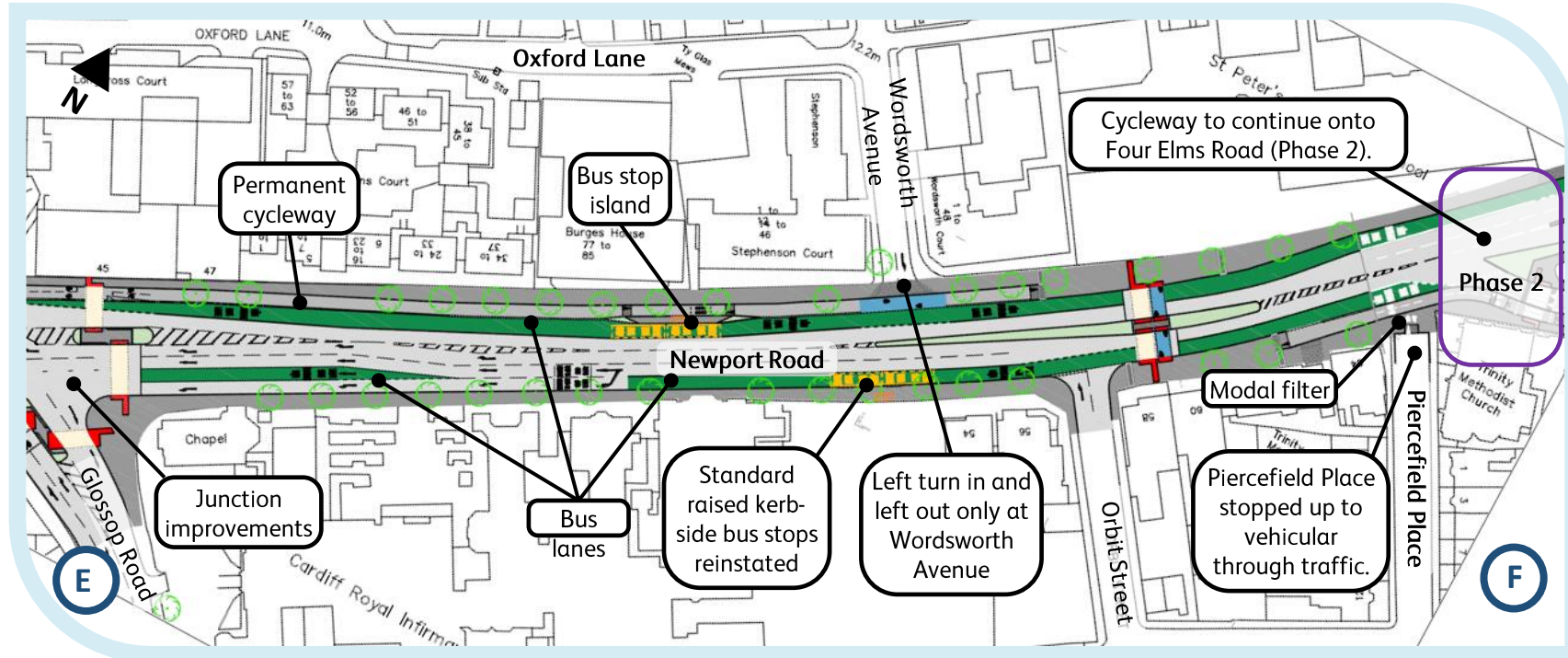
Howard Place and East Grove will be closed to vehicular through traffic with a new toucan crossing and modal filters. The bus stops on the northern side of Newport Road will incorporate bus stop islands where possible. A bus lane is being developed on City Road (this will be consulted on separately).

As part of lessons learnt and from our engagement with our stakeholders, we are continually looking to improve our infrastructure. An example of some of the different types of bus stops we are proposing, as well as a modal filter is shown on the right of this page that we have recently implemented in the city.

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Phase 1 – City Centre Area

Concept design - City Road / Newport Road / Four Elms Road



Bus infrastructure and **bus priority measures** are being considered on a network level. A loop system where inbound buses will use **Broadway**, and outbound buses use **Newport Road** is being developed. This will require changes to how **Broadway** and **Clifton Street** operate in transport terms. Information about changes to **Broadway** will be consulted on in the future as part of **Phase 2**. It will include how local traffic and general through traffic can move within the area.

Piercefield Place will be stopped up to vehicular through traffic and a **modal filter** will be provided. Only left in and left out movements will be permitted at the **Wordsworth Avenue** junction to improve safety at this location. As part of this proposal, we will review **Oxford Lane**. Changes to the **Glossop Road / Moira Terrace** traffic signals are also being considered to improve the highway network.

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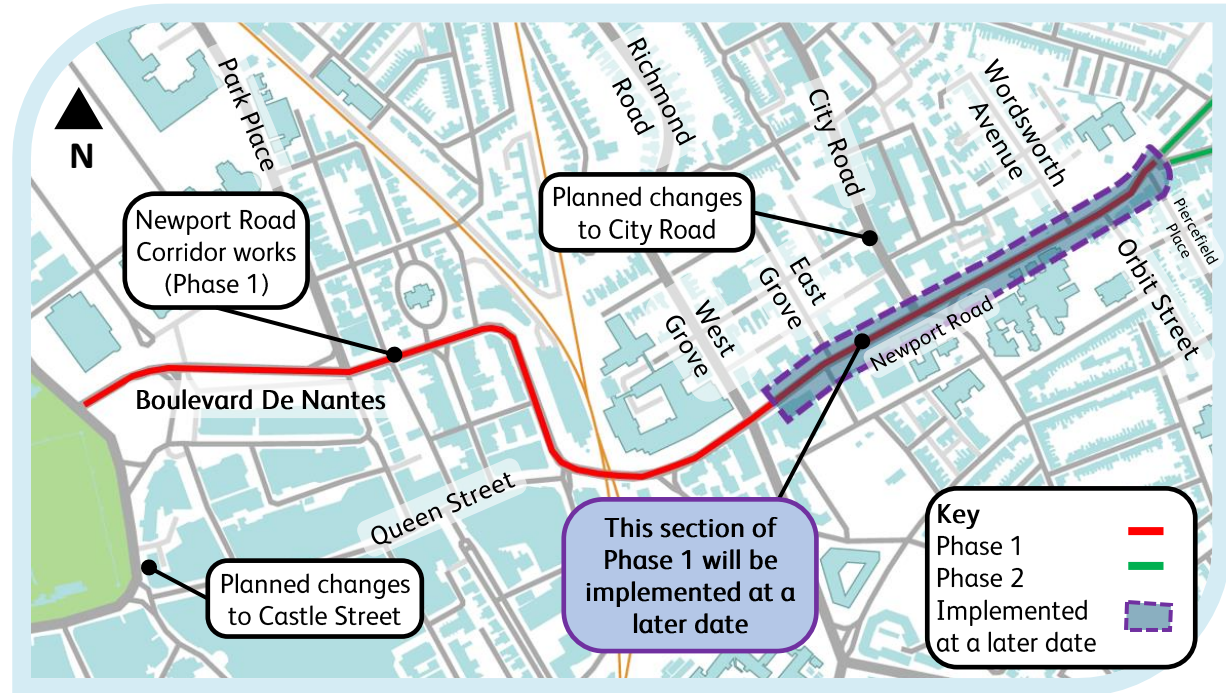
Phase 1 – City Centre Area

Implementation – a ‘Phased’ approach

Phasing

We want to make sure that we **deliver** each phase or section of the scheme at the **optimum time**. This will help to **reduce impact** associated with other highway schemes on site in the city centre area, or where other measures need to be in place to make the scheme work to its **full potential**.

The plan to the right shows the ‘**section**’ of **Phase 1** (Newport Road) that we are looking to deliver **at a later date**. The information shown previously in this document provides an insight of what the full **final scheme** will look like.



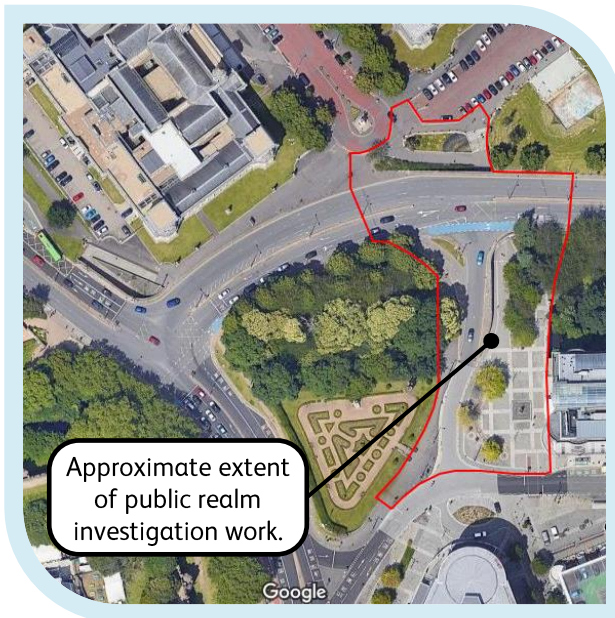
We are proposing to **commence with Phase 1**, either during or after the planned **Castle Street** improvements, subject to coordination of the works. The section between **West Grove** and **Phase 2** will be introduced at a later date. We expect this will be done **after Phase 2** is complete, as other highway schemes, such as Callahan Square and Central Quay, will impact on the network during construction.

From our **modelling work**, the changes between West Grove and Orbit street will provide good journey time and service quality improvements for bus service, but general traffic will be impacted. Hence that a **phased approach** will reduce impact.

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Phase 1 – City Centre Area

Engagement Pack – Kingsway



As part of this scheme, we are proposing to stop up and remove Boulevard De Nantes **underpass** and replace it with an '**at-grade**' **crossing facility** to facilitate the development of the permanent cycleway along the corridor. Originally developed as part of the city's clean air proposals, this proposal will improve the connection between the City Centre and the Civic Centre and provide an exciting **opportunity** to unlock a significant area of **public open space**.

The removal of the underpass will provide a **clear sight line** between City Hall and The Friary, and the space will create the opportunity for a **community area** that could enhance the quality of life for some, attract **tourism**, improve access to **Friary Gardens** and be used as a new **seasonal event space**.

For information, an **at-grade** crossing is a pedestrian or shared use crossing that is level with the carriageway.

The removal of the underpass and its structural walls will provide **better visibility** which can deter the likelihood of crime and make users **feel safer** by deterring loitering and other antisocial behaviours. It will also improve **accessibility** for many individuals with the introduction of an at-grade crossings that will benefit from **countdown timers** that assist users.

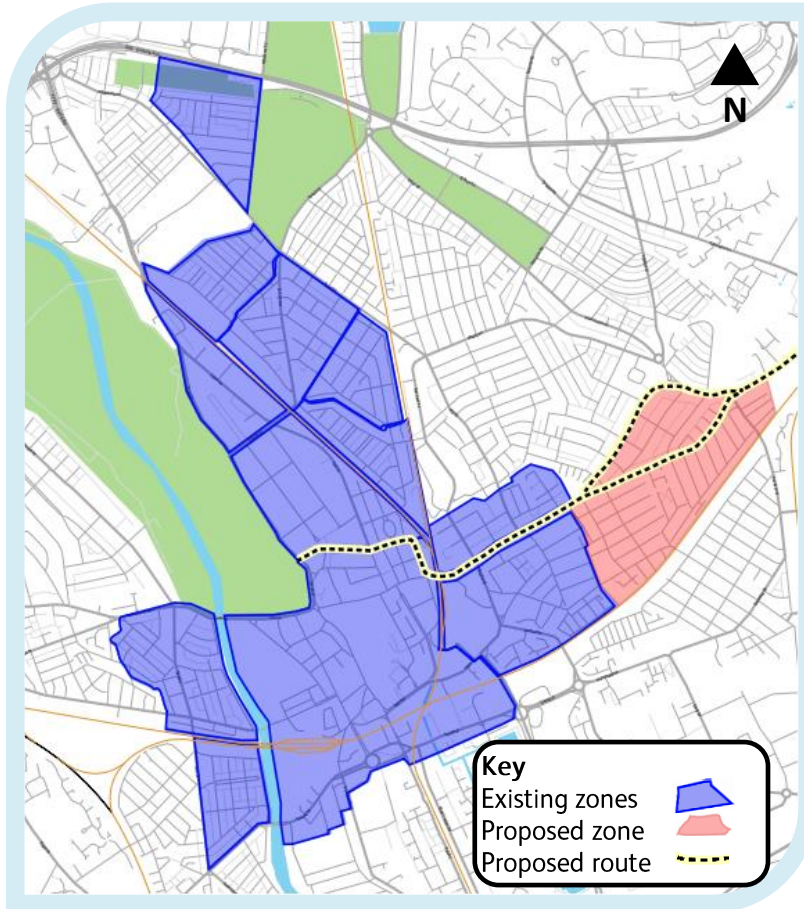
We are currently **developing the space** and the legal process associated with stopping up the underpass. This element of the scheme may be subject to a **planning consent** and its delivery may not necessarily align with the corridor.



Cardiff to Newport Sustainable Transport Corridor

Phase 1 – City Centre Area

Parking information - Wider Route



Information about parking is available on the Council's website, [Parking \(cardiff.gov.uk\)](http://cardiff.gov.uk/parking).

Parking

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. These will align with other general parking restrictions. This transport corridor passes through a proposed new controlled parking zone.

Red Route

To help keep traffic flowing and reduce congestion on the Newport Road Corridor, we are exploring the option of a **Red Route**. This will be developed as part of the scheme's Traffic Regulation Order (TRO) package.



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Phase 1 – City Centre Area

Policy and Wider Route

New Connections

The wider scheme aims to connect communities to major destinations across the city. This includes the City Centre and providing safe active travel access to and from employment sites, residential areas, education centres and visitor destinations in the City. Opportunities will also be available to **connect to other cycle routes** such as **Roath Cycle Route** and also enhance public transport infrastructure as part of the project.

Wider route

Cardiff to Newport Sustainable Transport Corridor will provide key **active travel connection** from the East of Cardiff and beyond the County boundary. The scheme will be delivered in the following as per the following phases:

- **Phase 1** - City Centre Area (delivered in two stages)
- **Phase 2** - Broadway Area
- **Phase 3** - Broadway to Southern Way
- **Phase 4** - Southern Way to Mount Pleasant
- **Phase 5** - Mount Pleasant to Cypress Drive
- **Phase 6** - Cypress Drive and Newport Link.

More information about the **wider route** can be found at [Council's website](#) or by scanning the QR Code.

Active Travel and Health

Recommendations from the [South-East Wales Transport Commission \(SEWTC\)](#), are to make improvements to sustainable travel options and increasing the number of journeys made by active travel (walking and cycling). The [Councils White Paper](#) plans include fully segregated cycle network aspirations, that contribute to the safety and convenience for the road users. This contributes positively to mental and physical wellbeing, as well as reducing congestion on the network.

Information about the wider route is available on the [Council's website](#).



Cardiff to Newport Sustainable Transport Corridor

Phase 1 – City Centre Area

Frequently Asked Questions

What are you consulting on exactly? We are consulting on bus and cycleway proposals for Cardiff to Newport Sustainable Transport Corridor and Cycleway 2. This includes bus priority measures and a permanent cycleway that replaces the existing pop-up cycle route from North Road, along Boulevard De Nantes and Newport Road to the Newport Road / Four Elms Road junction. The scheme will be implemented and developed in phases. To reduce impact, a section of Phase 1 will be implemented at a later date (see Page 10).

I haven't seen the project advertised before. Doesn't the project need planning permission? The route has been previously consulted on as part of Cardiff's [Transport White Paper](#) and the development of the [Active Travel Network Map](#). For most of the work carried out within the adopted highway, planning consent is not required. 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? As above, 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. This engagement will see that we take appropriate steps to reduce any potential impact the scheme will have on the historical sites or green spaces within the extent of the scheme proposal.

Shouldn't you have to carry out environmental, heritage and transport impact assessments? As the project does not require planning consent, and certain assessments are not legally needed. We have however carried out ecological screening, tree and agricultural impact assessment, Equality Impact Assessments, heritage appraisals and carried out extensive optioneering to inform the design proposal.

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 carry out consultation or engagement on many of our proposals. Although this engagement exercise is not to seek views on the scheme alignment, or is a referendum, we do want to seek your views on the proposals to help inform and enrich the design.

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Frequently Asked Questions (continued)

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. Information is available about the wider proposals of this route, and the next phases will be engaged on when the proposals are ready in the future.

Why are you moving the existing cycleway to the other side of the road? The existing pop-up cycleway was put in place under a temporary Covid Recovery scheme. As part of our monitoring and assessment work and from applying lessons learnt, we have looked at various options and undertaken traffic modelling. We have considered several permutations and on balance, the chosen option provides the most benefits for the route.

What cycle facilities are planned as part of this project? A new segregated cycleway is proposed along the route with crossing points and cycle parking where possible. It also provides opportunity to connect other existing or planned cycle routes.

Can I still access Howard Place or East Grove? Only cyclists and pedestrians will be able to access these roads from Newport Road as they will be closed off to vehicular traffic at this point. Vehicular traffic will only be able to access Howard Place from Newport Road Lane and Howard Gardens, and for East Grove from The Parade.

Can I still access St Andrew's Crescent? Only cyclists and pedestrians will be able to access this road from Stuttgarter Strasse as the road will be closed off to vehicular traffic at this point. Vehicular traffic will only be able to access this road from St Andrew's Place.

Will Cycleway 2 connect to Roath Park Cycle Route? Yes, eventually it will. Similarly to Cycleway 2, the scheme is being developed using optioneering and traffic modelling. We will look to futureproof this scheme to ensure other routes can connect in the future.

What about displaced traffic due to banned turning movements or changes on Newport Road? Using traffic modelling and micro-simulation software, we have considered several permutations and on balance, the chosen option provides performance benefits along the route, when considering the new layout. These measures form part of wider proposals that are aimed at more sustainable or active travel means of transport. We will be reviewing the right turn prohibition into Wordsworth Avenue as part of Phase 1B. This may include reviewing the operation of Oxford Lane.

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Frequently Asked Questions (continued)

What will happen to vehicle parking in the area, or as part of the wider route plans? Within different areas of the city, the Council has been rolling out changes to parking for certain areas on a zonal basis. These parking schemes enable more resident parking and controlled limited waiting parking to reduce commuter parking and improve parking opportunity for businesses and residents. There are no specific plans as part of this particular engagement, as there is little parking available along Phase 1. New or updated Traffic Regulation Orders will be necessary as part of the proposed changes. Some parking zones may be delivered as part of the cycleways being developed or in isolation to address local issues. These may also include Pay and Stay parking. To help keep traffic flowing and reduce congestion on the Newport Road Corridor, we are exploring the option of a [Red Route](#).

Will I have to pay for parking? Where zonal parking is being introduced, a mixture of resident only permits, limited waiting and pay and stay parking will be introduced. There will be opportunity for free parking, however this will be for a limited amount of time. More information about permit schemes and pay and stay parking is available on the Council's website.

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 \(cardiff.gov.uk\)](#)

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 many 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 that people make. The Commission recommends a 'Network of Alternatives' to sustainably improve M4 congestion. The final recommendations report can be found [HERE](#). 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.

How can I feedback? On the following page, there are instructions on how to respond.

Cardiff to Newport Sustainable Transport Corridor

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How to Respond

Please respond to this Engagement using this survey form: [HERE](#)
Or copy and paste the following URL: <https://online1.snapsurveys.com/CNSTC25>
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 17/08/2025

Note we are only accepting feedback for Phase 1 – other phases will be engaged upon in the future.

All responses will be reviewed and be used to help write the Engagement Report - one of the tools used to inform the decision-making process for the scheme. Changes may be applied to the illustrative plan shown as a result of the detailed design process, or from other feedback received during the engagement or design process. 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 (Phase 1) 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.