

Accessible text for Cardiff to Newport Sustainable Transport Corridor Phase 1 – City Centre Area, Engagement Pack

Slide 1

Presentation title: “Cardiff to Newport Sustainable Transport Corridor Phase 1 – City Centre Area”

Sub-title: “*Engagement 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

Sub-title: “Background”

The text along the left side of the slide reads:

“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 Cycleway 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.”

A text box at the bottom left of the slide reads: “*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.*”

A route alignment plan showing the various Phases is presented on the right side of the slide. 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. A ‘N’ is shown to represent a north arrow which is shown on all plans.

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”*.

Text below the text box states *“This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg”*

Slide 3

Sub-title: *“Route Overview”*

The text along the left side of the slide reads:

“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 \(cardiff.gov.uk\)](http://Parking.cardiff.gov.uk).”

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”*.

Slide 4

Sub-title: *“Route Overview”*

The text on the left side of the slide reads: *“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."

A three dimensional illustration is shown in the middle of the text on the left side of the slide that shows the Park Place junction with the cycleway on the northern side.

The text on the right side of the slide reads: "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."

An additional three dimensional illustration is shown in the middle of the text on the right side of the slide that shows the Station Terrace junction with the cycleway on the eastern side of Dumfries Place linking to Station Terrace.

Below the illustration on the right side of the slide, further text is provided that reads: *"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."

Slide 5

Sub-title: "Concept design - North Road/Boulevard De Nantes/Kingsway"

A plan extract of the concept design is show of the section between the North Road junction, along Boulevard De Nantes to the junction with Park Place. Various labels are shown on the plan describing the following:

- *"New traffic access to Greyfriars Road (for businesses / car park)" – off North Road near Friary Gardens and Kingsway.*
- *"Connections to planned and existing cycle infrastructure" - on the northern side of the North Road junction.*
- *"No vehicular through traffic on Kingsway" - between Boulevard De Nantes and Greyfriars Road.*
- *"A new landscaped boulevard area is being developed (at Kingsway). This will be engaged upon separately at a later date and may be subject to planning consent".*
- *"Underpass (under Boulevard De Nantes) infilled and a new at-grade crossing provided".*
- *"Landscaped area (near City Hall)".*

- *“Permanent cycleway on the northern side of the road (along Boulevard De Nantes)”*.
- *“Junction improvements (at Park Place junction).”*

The text below the concept plan extract reads: *“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.”

In italic to the bottom of the slide states: *“Indicative landscaping arrangement”*.

Slide 6

Sub-title: *“Concept design - Stuttgarter Strasse/ Dumfries Place”*

A plan extract of the concept design is show of the section between the Park Place junction, along Stuttgarter Strasse and Dumfries Place to the junction with Windsor Lane. Various labels are shown on the plan describing the following:

- *“Junction improvements to facilitate the cycleway and provide additional pedestrian facilities” – Park Place junction.*
- *“Stopping up of St Andrews Crescent junction to vehicular through traffic” – Northern side of Stuttgarter Strasse with St Andrews Crescent.*
- *“Bus lane” – on the southern side of Stuttgarter Strasse.*
- *“Permanent cycleway on the northern side of Stuttgarter Strasse”.*
- *“Traffic signal-controlled junction (exit only to Dumfries Place)” – from St Andrew’s Lane onto Stuttgarter Strasse.*
- *“Permanent cycleway on the eastern side of Dumfries Place.*
- *Standard raised kerb-side bus stops reinstated – on Dumfries Place.*
- *“Bus lane” - on the western side of Dumfries Place”.*
- *“Cycle by-pass around loading area” – on the eastern side of Dumfries Place opposite Windsor Lane.*

The text below the concept plan extract reads: *“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.”*

Slide 7

Sub-title: *“Concept design - Station Terrace / Newport Road”*

A plan extract of the concept design is show of the section along Dumfries Place, between the Station Terrace junction, along Newport Road to the junction with Fitzalan Place. Various labels are shown on the plan describing the following:

- *“Permanent cycleway on the eastern side of Dumfries Place with new loading area”.*
- *“Redundant bus stops removed” – on eastern side of Dumfries Place.*
- *“Junction improvements to facilitate cycleway and tie in with Station Terrace” – at the Newport Road / Station Terrace / Dumfries Place junction.*
- *“Bus lane” – on both sides of Newport Road.*
- *“Exit only onto Newport Road retained” - from Fitzalan Road.*
- *“Landscaping at junction” - with Fitzalan Road.*
- *“Standard raised kerb-side bus stops reinstated” - on the southern side of Newport Road.*
- *“Permanent cycleway on the northern side of Newport Road”.*
- *“Junction improvements to facilitate cycleway” - at the Fitzalan Place junction with Newport Road.*

The text below the concept plan reads: *“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.”*

Slide 8

Sub-title: *“Concept design - West Grove / Newport Road / City Road”*

A plan extract of the concept design is show of the section between Fitzalan Place to the junction with Glossop Road. Various labels are shown on the plan describing the following:

- *“Shared surface Bus stop (island option under consideration)” – Northern side of Newport Road, between West and East Grove.*
- *“Modal filter”- at the East Grove junction and Howard Place junction.*
- *“East Grove / Howard Place stopped up to vehicular through traffic”.*
- *“Permanent cycleway” - on the northern side of Newport Road.*
- *“Bus lanes” - on both sides of Newport Road.*
- *“Ramped segregated toucan crossing” - between East Grove and Howard Place.*
- *“Bus stop island” - on the northern side of Newport Road, between East Grove and City Road.*
- *“Bus lane being developed on City Road (southbound)”.*
- *“Standard raised kerb-side bus stops reinstated” - on the southern side of Newport Road.*
- *“Junction improvements to facilitate cycleways” - at Glossop Road junction with Newport Road.*

The text below the concept plan reads: *“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.”

To the right side of the concept plan and text, there are three photographs in a row top to bottom. These photos show: 1. A bus stop island on Wood Street, 2. A shared surface bus stop on Allensbank Road, and 3. A modal filter on Cathays Terrace.

Slide 9

Sub-title: *“Concept design - City Road / Newport Road / Four Elms Road”*

A plan extract of the concept design is show of the section between Glossop Road to the Newport Road junction with Piercefield Place. Various labels are shown on the plan describing the following:

- *“Junction improvements” - at the Glossop Road junction with Newport Road.*
- *“Permanent cycleway” - on the northern side of Newport Road.*
- *“Bus lanes” - on both sides of Newport Road.*
- *“Bus stop island” - on Newport Road between City Road and Wordsworth Avenue.*
- *“Left turn in and left out only at Wordsworth Avenue”.*
- *“Standard raised kerb-side bus stops reinstated on the southern side of Newport Road”.*
- *“Piercefield Place stopped up to vehicular through traffic” - with a modal filter shown.*
- *“Cycleway to continue onto Four Elms Road (Phase 2)” – Phase 2 on Four Elms Road is shaded out.*

The text below the concept plan reads: *“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.”

Slide 10

Sub-title: *“Implementation – a ‘Phased’ approach”*

The text on the left side of the slide reads: *“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.”

To the right of the first section of text is a high-level plan of phase 1, with a red line showing its route alignment along Newport Road Corridor from North Road, along Boulevard De Nantes to just past junction of Newport Road with West Grove. The red line along Newport Road then changes to a highlighted in purple area from just east of the junction of West Grove to the junction with Piercefield Place. After this area, the beginning of the phase 2 route alignment is shown in green (Broadway and the parallel section of Newport Road).

The labels read from left to right: “Planned changes to Castle Street”, “Newport Road Corridor works (Phase 1)”, “This section of Phase 1 will be implemented at a later date”, and “Planned changes to City Road”. The Key reads: *“Phase 1” – red solid line, “Phase 2” – green solid line, and “Implemented at a later date” – a purple shared rectangle shape with a dashed purple border.*

The text below the high level plan reads: *“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.”

Slide 11

Sub-title: *“Kingsway”*

The text on the right side of the slide reads: *“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.”

Next to the text, an aerial photo shows the Newport Road junction With Kingsway. A redline marks the “*Approximate extent of public realm investigation work*”, which is also the label in the photo. The redline includes the area to the north of the underpass, the underpass and the area between Boulevard De Nantes and Greyfriars Road. The Google image is shown for copyright purposes.

Below the image is further text that reads: “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.”

Next to the text, there are four small photo images of the Kingsway space. 1. facing towards Friary Gardens, 2. facing the path that runs parallel to the dock feeder to the east of the space, 3. faces number one Kingsway, and 4. faces toward the Hilton Hotel.

Slide 12

Sub-title: “*Parking information - Wider Route*”

The text on the right side of the slide reads: “*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.

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.”

A plan is shown on the left side of the slide, showing the inner and outer parking zones, including location of the proposed new controlled parking zone is presented. The proposed route along Boulevard De Nantes, Dumfries Place and Newport Road and Broadway is shown as red dashed line. This same information is shown in the key.

A text box below the plan reads: *“Information about parking is available on the Council’s website, [Parking \(cardiff.gov.uk\)](http://Parking.cardiff.gov.uk). Note: Zone extents are indicative.”*

Further text is provided on the bottom of the right side of the slide that reads: *“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”*. To the right of the text is a small image that shows a red route traffic sign. Below this is an illustrative image of a double red lines on a road by a kerb.

Slide 13

Sub-title: *“Policy and Wider Route”*

The text on the left side of the slide reads: *“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 www.cardiff.gov.uk/NewportRoadWiderRoute or by scanning the QR Code.”

The text on the right side of the slide reads: *“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.”

On the right side of the page below the text is a QR code in a text box which reads: *“Information about the wider route is available on the Council’s website.”*

Below the text box on the right side of the slide is an illustration of Cardiff Castle, a stadium and people walking, running, sitting down and cycling.

Slide 14

Sub-title: *“Frequently Asked Questions”*

The above is also repeated on slide 14, 15 and 16 where the Frequently Asked Questions are continued.

The text shown on slide 14, 15 and 16 is in list format with a question in bold text followed by the answer. The questions and answers text on slide 14 reads:

“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 Transportation 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.”

Slide 15

Sub-title: “Frequently Asked Questions (Continued)”

The text and theme of slide 14 continues on this slide, slide 15, and reads:

“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.”

Slide 16

Sub-title: "Frequently Asked Questions (Continued)"

The text and theme of slide 14 and 15 continues on this slide, slide 16, and reads:

"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."

Slide 17

Sub-title: "*How to Respond*"

The text within the centre of the slide reads:

*“Please respond to this Engagement using this survey form: [HERE](#)
Or copy and paste the following URL: <https://wh1.snapsurveys>.
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 August 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 ‘previous 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.”

The slides end here.