



Northern Bus Corridor - City Road Bus lane and zebra crossings

Engagement Pack



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Engagement Pack - Background

The council is developing the **Northern Bus Corridor** and is engaging on the **City Road** section of this corridor. The proposals within this document form part of the wider **Northern Bus Corridor** that is being developed, improving bus services between the north of the city, the city centre area and the region.

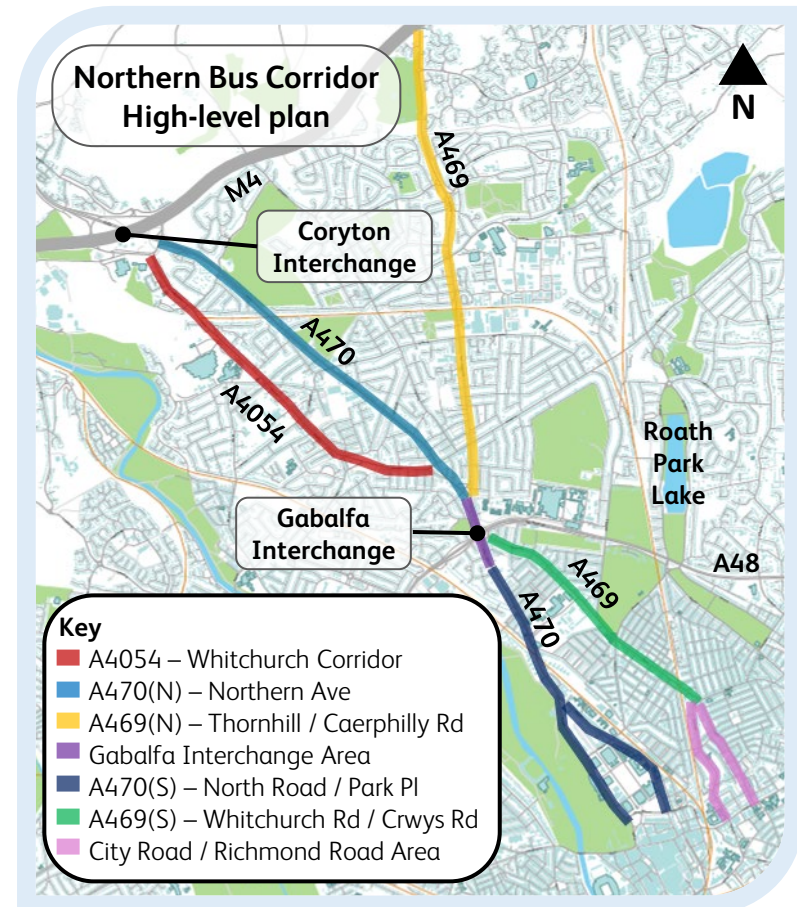
This engagement pack considers the **City Road section** of the corridor route. It also includes planned **public realm** improvements along City Road and **parking changes**, that will improve Active Travel and link with other planned improvements in the city centre and Roath area.

The proposals for City Road will improve **bus, cycle and pedestrian accessibility** within the area and will be subject to funding.

The plans of **infrastructure improvements** such as a new bus lane, pedestrian crossings and public realm improvements are contained in this document. A plan showing the extent of the **Northern Bus Corridor** is shown on the right of this page.

Plans in this document are simplified indicative drawings to demonstrate the **current proposals** being developed.

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.



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The improvements along **City Road** will provide many benefits, such as improved **public transport links**, promoting **sustainable and active travel**, meaning better connections to retail, education and employment sites.

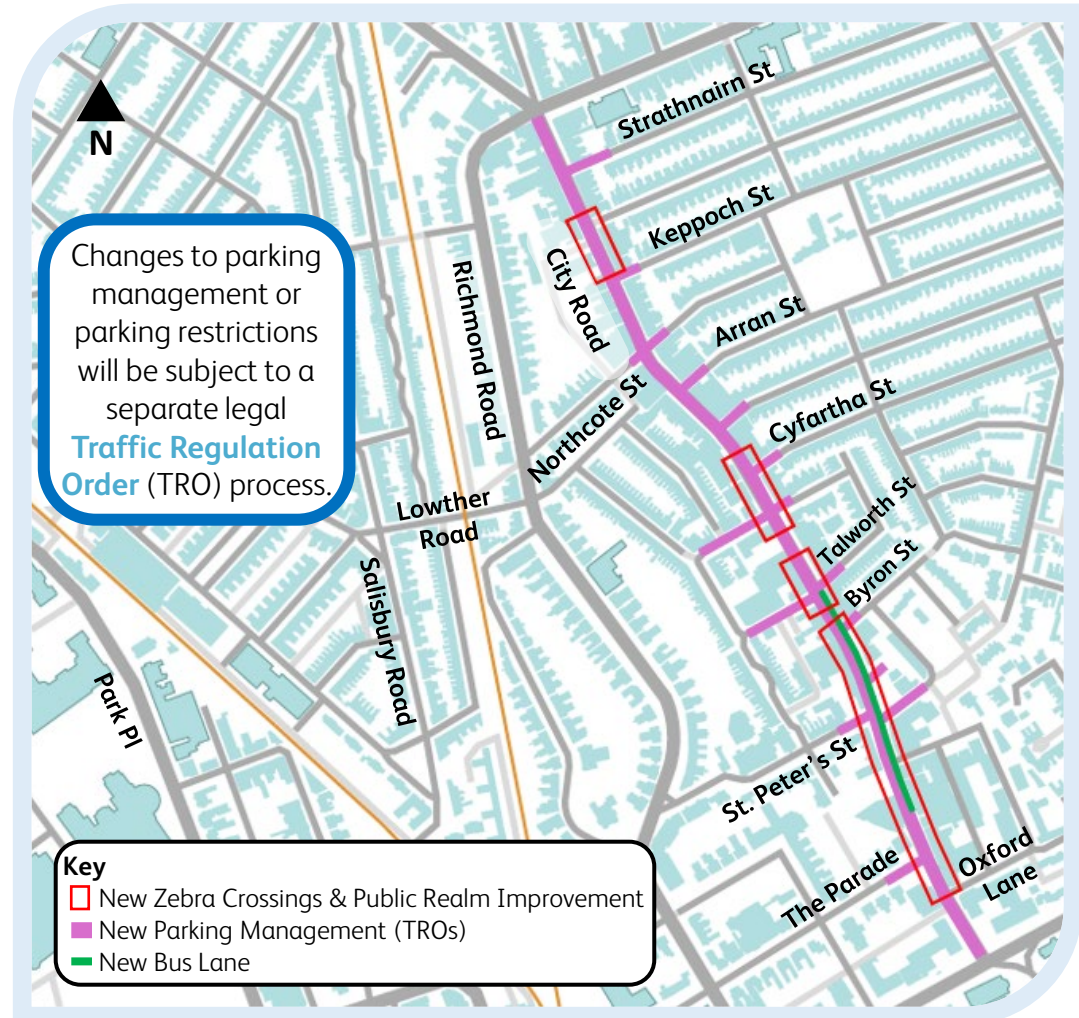
Along the route, we are reviewing and improving pedestrian facilities. In addition to this, inbound **bus priority** will be improved and **bus stops** will be reviewed and updated where necessary.

We are also reviewing the parking management along City Road, the adjoining side roads and wider area. These changes will include:

- **Pay & Stay** (P&S) parking;
- **Parking restrictions**; and
- **Controlled Parking Zone** (CPZ).

The **high-level plan** to the right shows the location of the areas that will be improved along City Road, the wider area and information about a planned CPZ is available on pages 11 to 15.

More **detailed information** is provided within this document.



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Engagement Pack - 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, that tie in with other transportation led schemes across the city



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.

The main physical changes proposed on City Road are between its junctions with The Parade and Strathnairn Street.



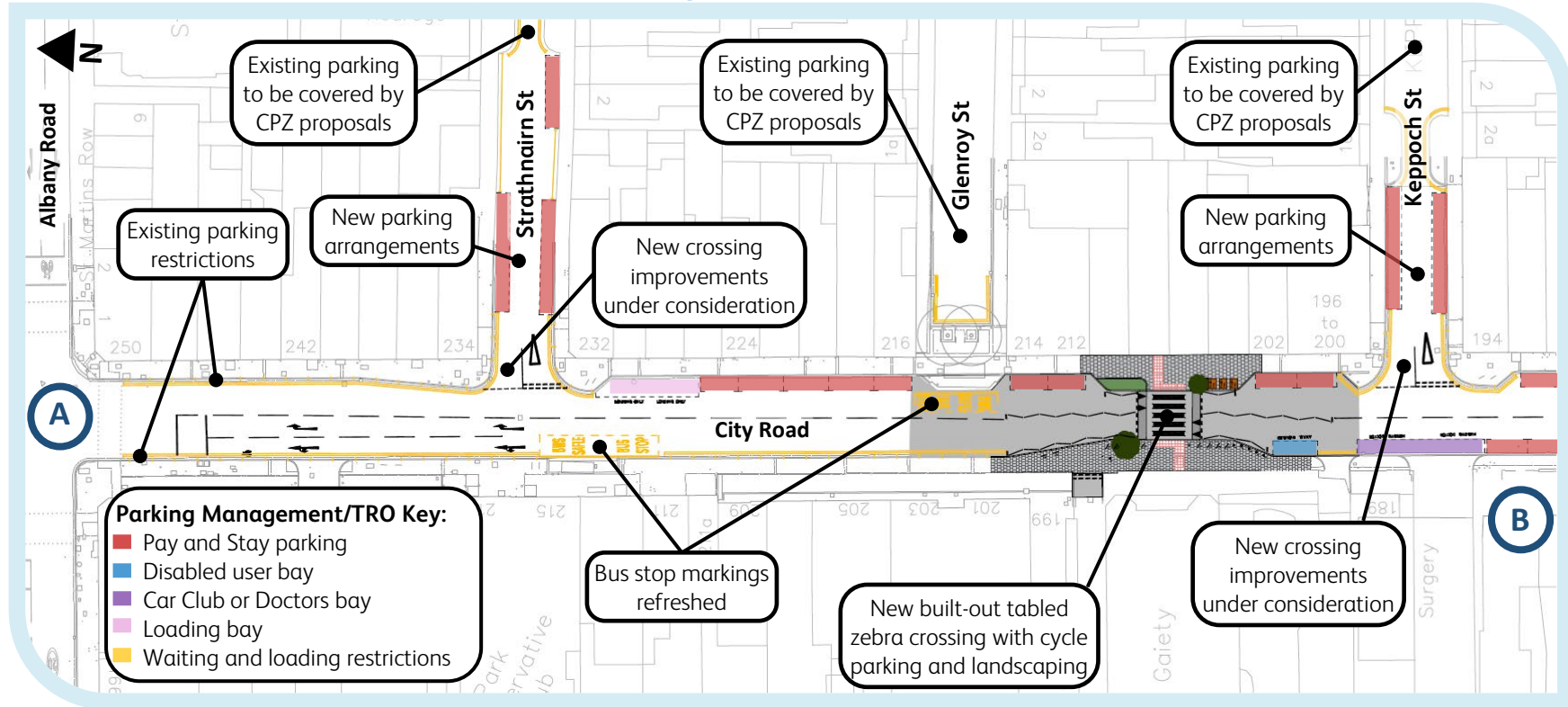
To help visualise the proposed changes, we have prepared a 3D computer generated 'fly-through' video of the scheme.

[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.

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Concept design – Albany Road to Keppoch Street area

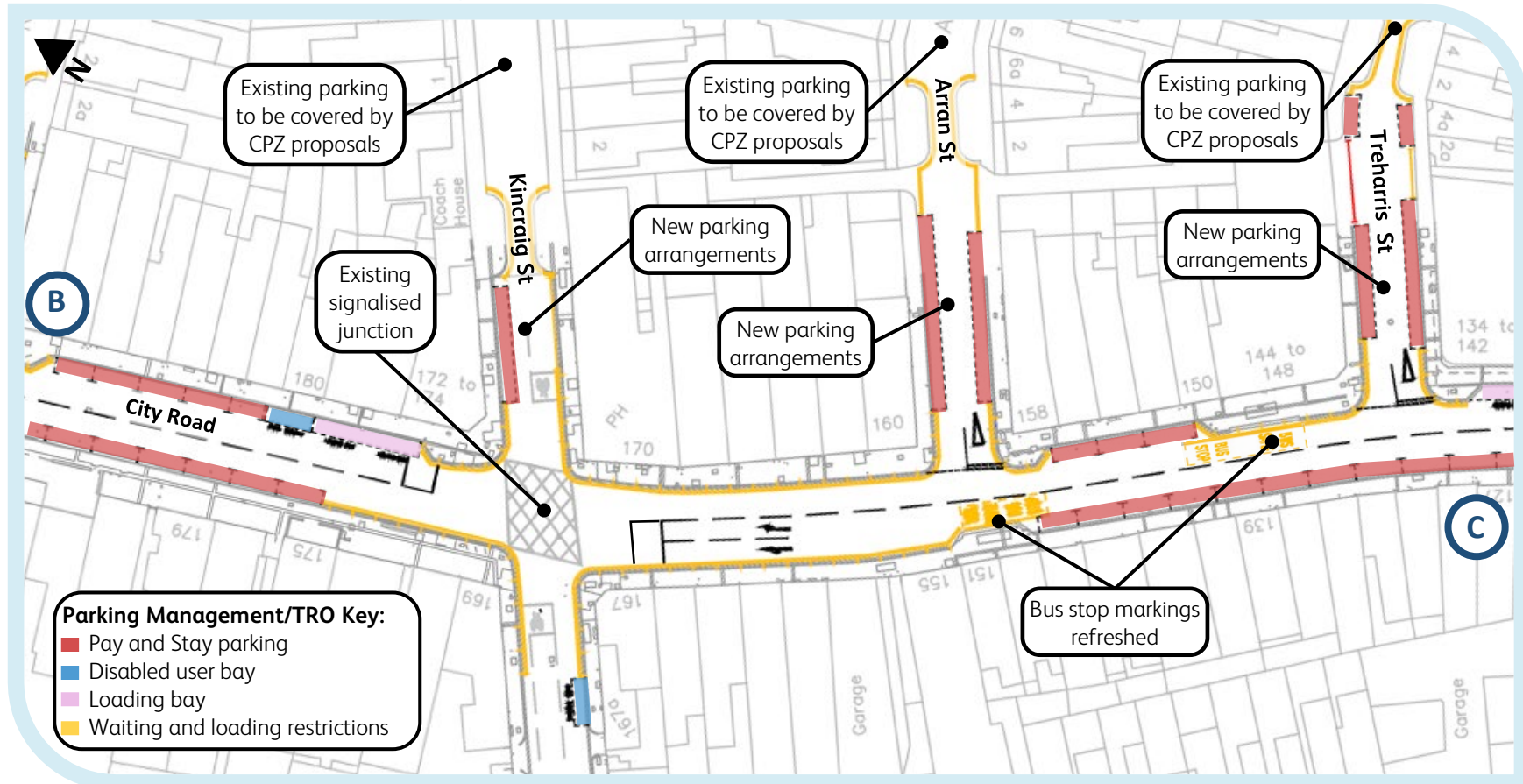


A new **zebra crossing** is proposed between **Keppoch Street** and **Glenroy Street**. As part of this proposal, **changes** will be made to the way **parking** is managed on City Road and its immediate side road areas (flanks) and the wider area. This will mean a greater turn-over and opportunity for parking. The wider area will be covered by a **CPZ** (refer to pages 11 to 15 for the CPZ information).

The proposed crossing facility will benefit from being tabled (ramped) which will benefit users with **accessibility** needs. **Cycle parking** will also be provided at this location, and an area will be made available for waste bin storage. We are also looking to improve the pedestrian **crossing points** across the side roads and the use of landscaping or **sustainable drainage** where possible.

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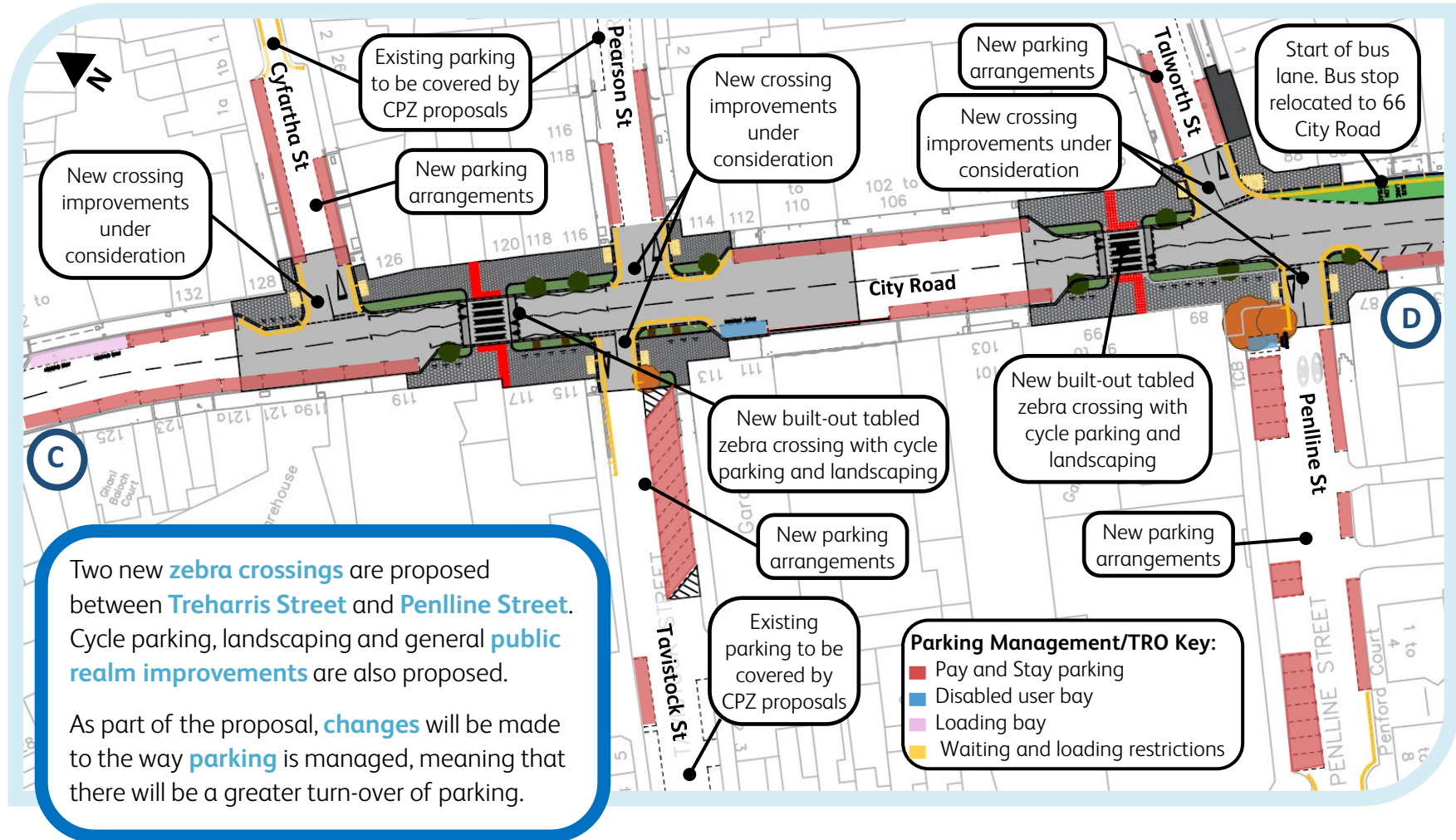
Concept design – Keppoch Street to Treharris Street area



There are no physical changes proposed within this section of City Road. However, as part of this proposal, **changes** will be made to the way **parking** is managed. This will mean that there is a greater turn-over of **parking**. In addition to new P&S parking, disabled user (blue badge) parking bays are proposed at different locations over the scheme proposal, as well as loading bays. We have **reviewed** locations of private access points and existing restrictions as part of the proposals to reduce the impact on parking loss.

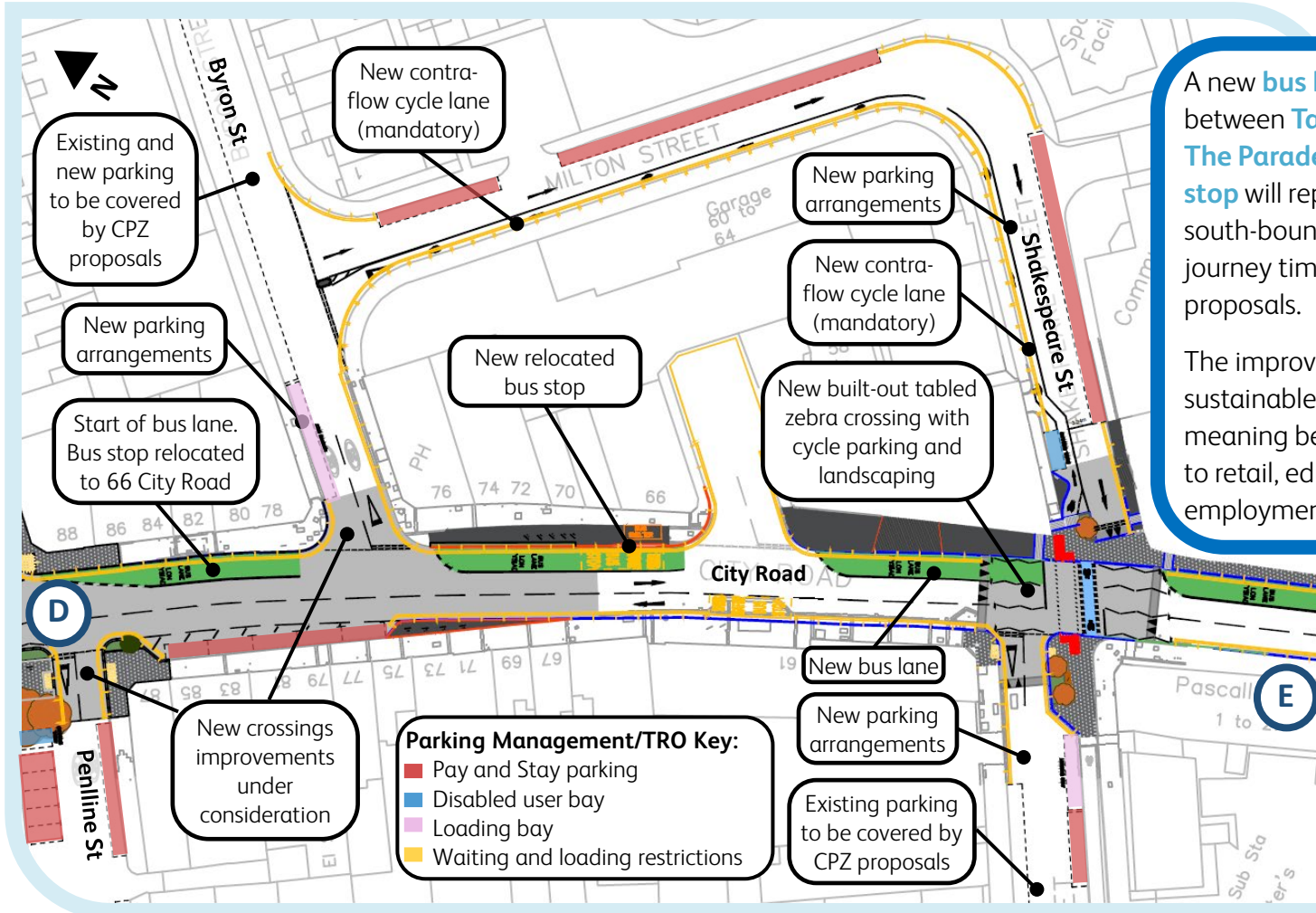
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Concept design – Treharris Street to Penline Street area



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Concept design – Penline Street to St Peter's Street area

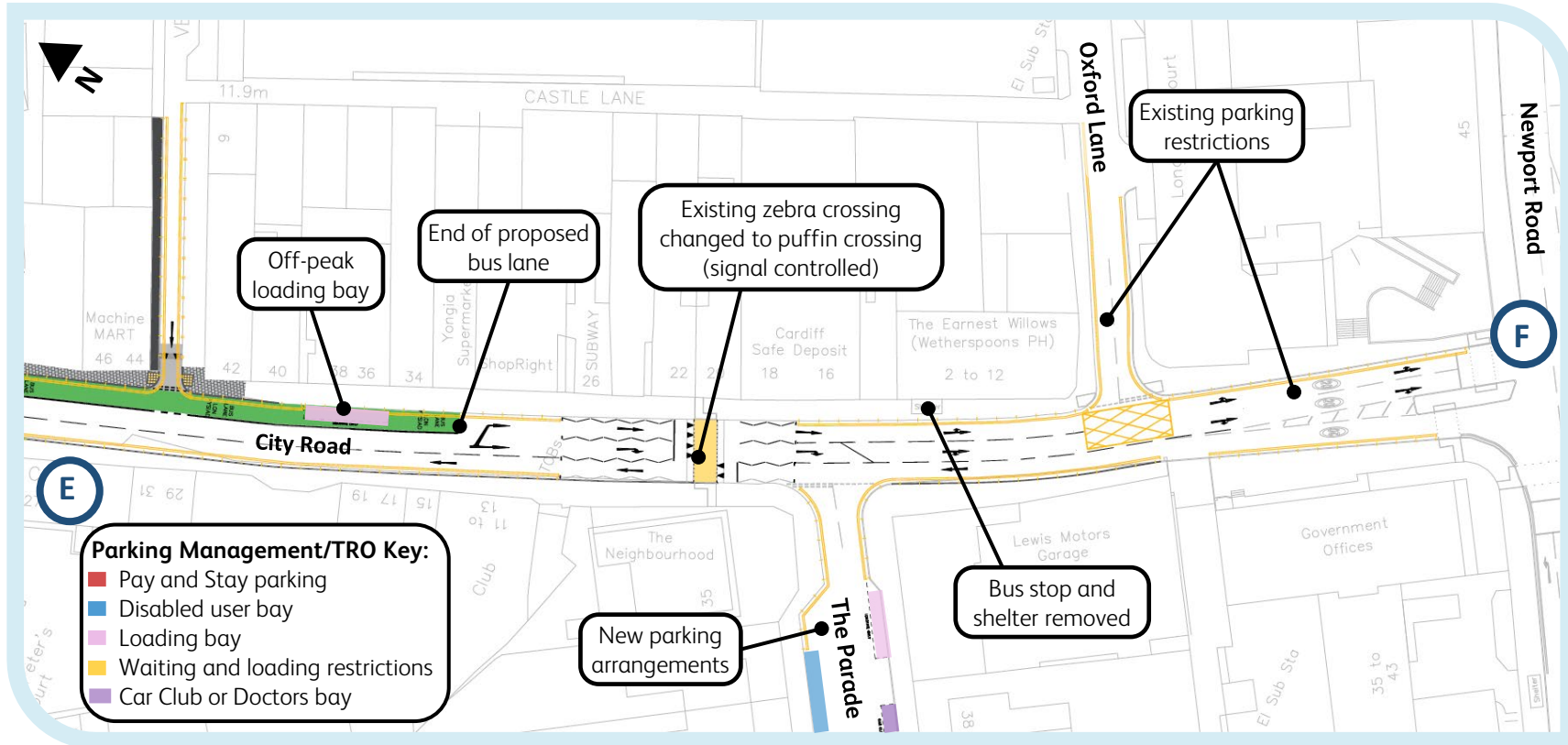


A new **bus lane** is proposed between **Talworth St** and **The Parade** area. A new **bus stop** will replace two existing south-bound stops as part of journey time improvement proposals.

The improvements promote sustainable and active travel, meaning better **connections** to retail, education and employment sites.

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Concept design – St Peter's Street to Newport Road area



Area based **modelling** has been carried out to inform the design of the bus lane on **City Road** which is aimed at improving **bus journey times**. As part of this work, it was identified that there are benefits to changing the existing zebra crossing to a **signal-controlled crossing** in terms of bus and general traffic movements and for the safety of users during busy periods. This also includes the removal of the bus stop at this location, and changes to the location of stops further up City Road to provide appropriate spacings between stops.

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Policy and Wider Route

New Connections - The scheme aims to provide bus infrastructure improvements and safe active travel access. Cardiff Council's [Transport White Paper](#) plans provides information about our transport aspirations and this particular scheme forms part of the **Northern Bus Corridor** (NBC). The NBC encompasses several key bus corridor routes from the north of the city, through to the city centre area. The scheme will enhance key **bus infrastructure** and facilitate **active travel connections**.

Active Travel and Health - The numbers of people cycling, walking and commuting by rail has increased, but it is not enough. We have ambitious **targets** for active travel in the city.

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.

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.

New infrastructure – Where possible, we are introducing new infrastructure to improve access for pedestrians and cyclists to travel sustainably, or to access sustainable public transport.

As part of the scheme proposal, we will investigate the use of continuous footways across junctions, landscaping that will incorporate sustainable drainage, tree planting and green bus shelters.



Enforcement – Problem parking on City Road is an issue. It can cause traffic congestion, as well as make travelling on foot or by bicycle harder or less safe. As part of the parking changes, we will be looking at how we can improve on enforcement to reduce obstructive parking.

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Parking information – Controlled Parking Zone (CPZ)

CPZ area

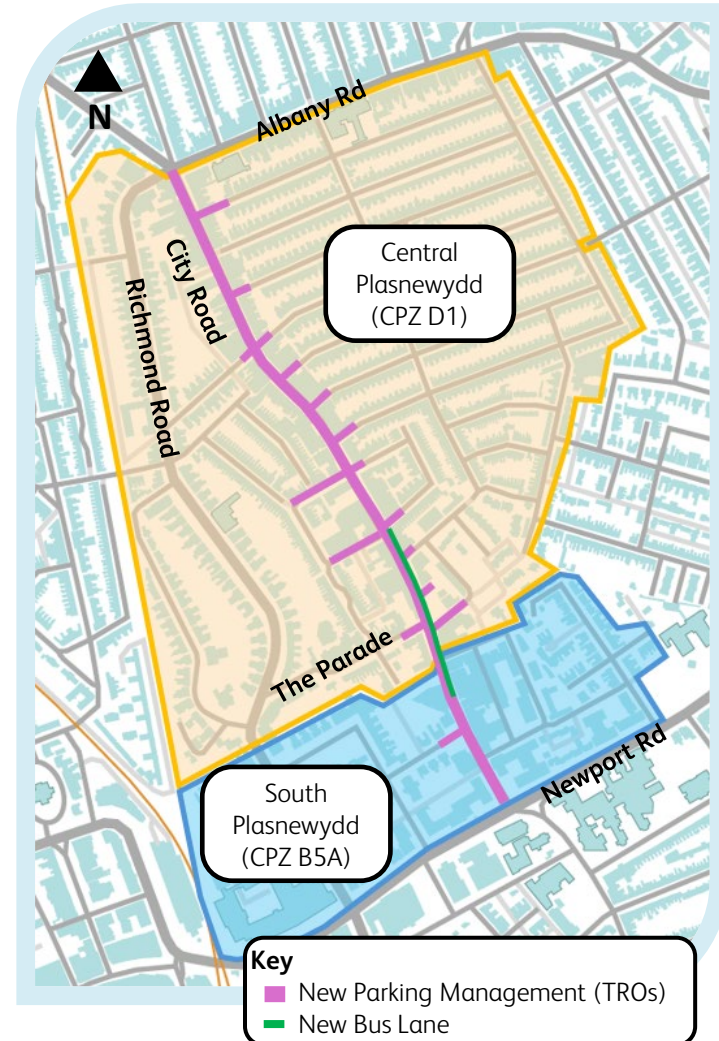
We are developing the **parking provision** across the city and this scheme will form part of that **comprehensive plan**. The provisions and changes include addressing commuter and obstructive street parking, which can hinder traffic flow and create difficulties for some local residents or businesses.

The plan to the right presents **two new parking zones** and the changes along City Road and side roads. 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 and are subject to funding.

The improvements along City Road will provide many benefits, such as improved **public transport links**, promoting **sustainable and active travel**, meaning better connections to retail, education and employment sites. There are many other benefits that are explained on the following page.

More about parking can be found at [Controlled Parking Zones \(CPZ\) \(cardiff.gov.uk\)](https://www.cardiff.gov.uk) These measures will be subject to a separate legal TRO process.

More detailed information is provided on the following page about how the CPZ and City Road will be managed and enforced. To **comment** on the CPZ proposals, see page 20, **how to respond**.



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Parking information – CPZ (continued)

What is a Controlled Parking Zone?

A Parking Zone is an area where all on-street parking is **controlled** during certain times, with parking bays where parking is **considered safe** and yellow lines where parking may be obstructive or dangerous. Large signs are placed at the boundary of the zone to advise drivers.

What are the benefits of a CPZ?

Parking Zones provide many benefits and help to:

- Prioritise parking for **residents**;
- Support **businesses** by making it easier for customers to find suitable short-term parking;
- Reduce **congestion** due to reducing unnecessary access;
- Improve **access** for emergency services and refuse vehicles;
- Encourage people to **travel sustainably**; and
- Generally, **improve parking** conditions for the community.



When would the Parking Zone operate?

When parking in a Parking Zone during **operational times**, drivers must park in designated bays.

The times CPZs normally apply are:

- **8am to 6.30pm**: these schemes work well in cutting out commuter and all-day parking, while allowing unrestricted parking in the evening when parking pressures are usually lower and there are less public transport alternatives.
- **8am to 8pm**: these schemes work well in areas where there might be non-residents arriving to attend evening events, such as sports fixtures, restaurants, theatres etc.
- **8am to 10pm**: these schemes work well in areas where there are extensive nighttime parking by non-residents, such as areas near the city centre or near stadiums/arenas, but may disadvantage businesses/community groups.

The days CPZs normally apply are either:

- **Monday to Saturday** or
- **Monday to Sunday** (all week)

Disabled bays and double yellow lines would still apply all day, everyday.

We would like to **hear your views** on what you feel would be most appropriate for the area.

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Parking information – Parking Permits

Parking permits

Permits would be issued to eligible properties within the Zone to accommodate **essential parking** throughout the day. The main types of permits are:

- **Resident Permits:** Residents would be able to purchase up to two permits for vehicles registered/kept at their address and permits for visitors.
- **Businesses Permits:** Businesses would be able to purchase up to two permits for vehicles that are essential to the operation of the business and insured for business use (such as delivery vehicles). They would not be issued for commuting to work or to provide staff parking.
- **Community Permits:** Community Premises (such as places of public worship and community halls) would be able to purchase up to two permits. Each permit would be able to have up to three vehicles registered on it at any time, and the registered vehicles would be able to be changed whenever needed, for example to accommodate different volunteers throughout the week.
- **Other Permits:** Trades persons and professional carers (when providing care to residents) would be able to apply for a temporary permit, while working in the Zone.

Parking with a Permit

Permit Holders would be able to park in a 'Permit Holder Only' or 'Shared Use' bay.

Permits will be zonal, allowing permit holders the freedom to self-manage their parking by being able to park in any available street within their specific zone.



Vehicle Eligibility

To be eligible for a permit, the vehicle would need to be correctly taxed and insured, in a roadworthy condition, and not exceed 3,500kg Revenue Weight (you can check the Revenue Weight on your vehicles logbook).

Property Eligibility

Not all properties would be able to apply for permits, as this helps us manage demand for on-street parking. For example, we wouldn't issue permits to:

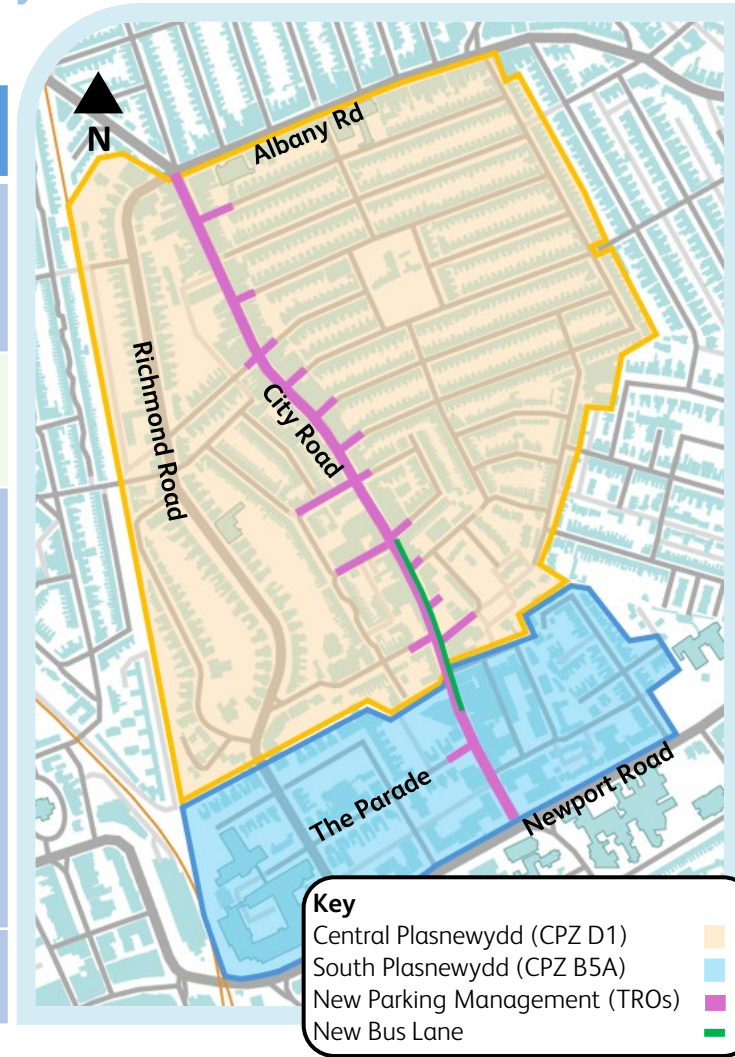
- Properties on private roads
- Second homes/short-term lets (including Airbnb)
- Student halls of residence
- Apartments/developments with private parking courtyards (even if there is not enough parking for all the residents of the development).

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Parking information -Zone Summary

Below is an example of how the zones could operate.

Proposed zone:	Zone D1 – City Road / Richmond Road Area	Zone B5A – The Parade Area
Operational times:	8am to 6.30pm, 8am to 8pm or 8am to 10pm Monday to Saturday or Monday to Sunday	8am to 10pm Monday to Sunday
Permits:	will be issued to residents and their visitors, community groups and essential users. Permits will only be issued to businesses in Zone D1	
Types of parking bays:	<ul style="list-style-type: none"> Permit Holder Only 3-hour Pay and Stay 3-hour Shared Use (e.g. shared between ticket holders and permit holders) bays for certain users (such as loading bays, disabled bays, car club bays) 	<ul style="list-style-type: none"> Permit Holder Only 6-hour Shared Use Pay and Stay (e.g. shared between ticket holders and permit holders) 3-hour Shared Use (e.g. shared between ticket holders and permit holders) bays for certain users (such as loading bays, disabled bays, car club bays)
Pay and Stay	Costs: £1.50 per hour (first 30 minutes free)	Costs: First hour £3.50 then £1 per additional hour



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Parking information - Zone Summary (continued)

What could the zone look like?

When introducing **Parking Zones** we follow a standard approach to design.

The map opposite provides a high-level illustration of how the zone could be designed. A key is also provided below.

We would undertake **detailed design** if there is overall support for the parking zone proposals.

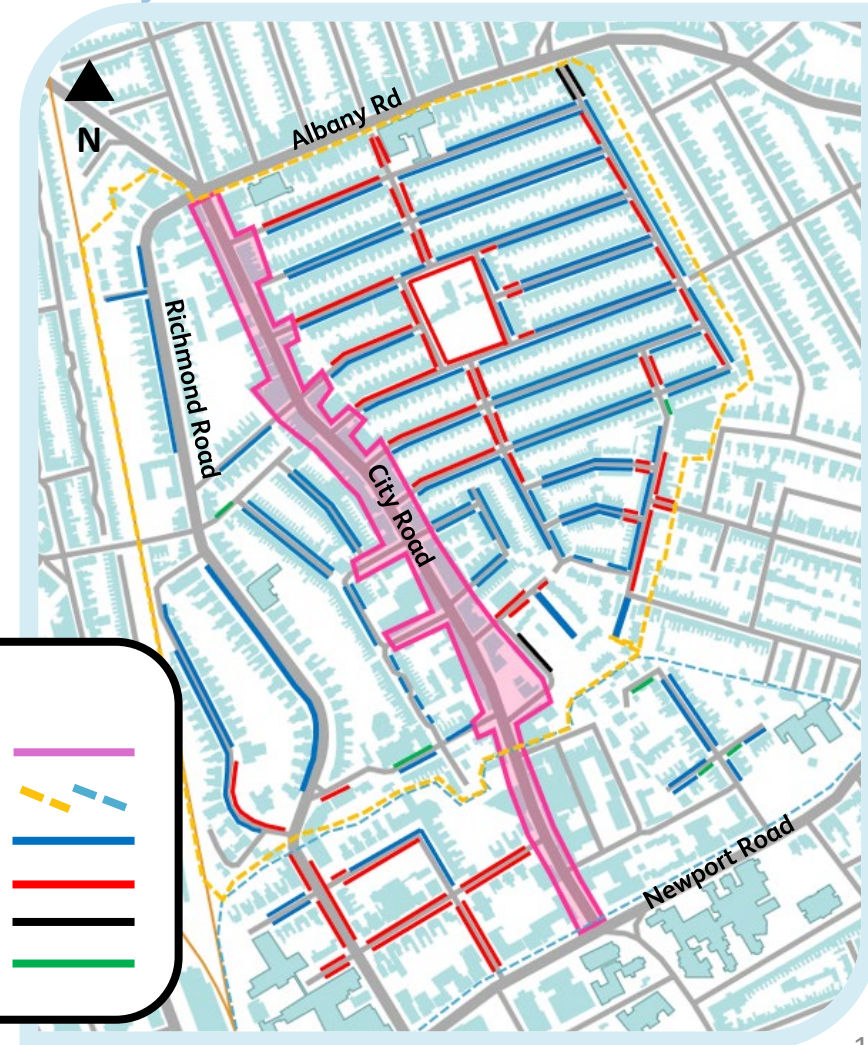
More information [about designing and introducing a controlled parking zone](#) is available on the council's website.

Information about the Parking Management area along City Road and its flanks (side roads) is showing in this document on pages 5 to 9.



Key:

- Parking Management area (see pages 5 – 9)
- Zone boundaries
- Permit holder only
- Shared use Pay and Stay
- Pay and stay only
- Short stay Limited Waiting



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Frequently Asked Questions

What are you engaging on exactly? We are engaging on bus and new pedestrian crossing infrastructure proposals as part of the Northern Bus Corridor on City Road. This includes a new bus lane (bus priority) and a new bus stop that replaces two existing stops. Three new zebra crossings are also proposed and the replacement of an existing zebra crossing with a puffin crossing. New parking proposals are also being engaged upon which will form part of a separate legal process. The scheme may be implemented in phases.

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

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 principles, or is a referendum, we do want to seek your views on the proposals to help inform and enrich the design. The parking measures will be subject to a separate legal Traffic Regulation Order process which will be consulted on.

Why are you proposing a bus lane? 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 our bus infrastructure, such as bus stops and bus routes are integral to this plan.

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 \(cardiff.gov.uk\)](http://Transport White Paper (cardiff.gov.uk))

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Frequently Asked Questions

What are bus priority measures? These are measures designed to give buses an advantage over other forms of traffic. They help reduce bus journey times, improve reliability and make bus travel more attractive. The objective is to allow buses to travel more efficiently and reliably. Measures can include bus lanes, gateways, TRO exemptions, parking/loading restrictions and technology at traffic signals.

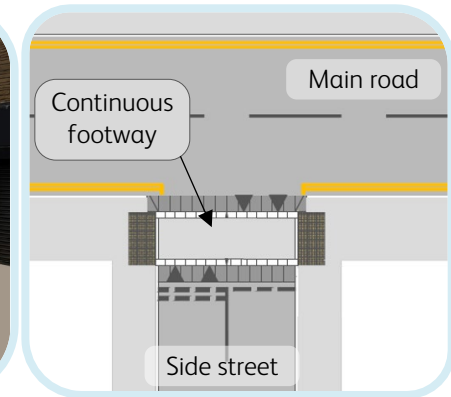
Why are you proposing bus priority on City Road? Feedback from bus operators, traffic surveys and observations identified the lower southbound section of City Road is an issue for buses. As part of the Northern Bus Corridor work, City Road was included in the traffic modelling for the Newport Road Corridor, to see how bus journey times could be improved by introducing bus priority.

- **Proposed southbound bus lane:** The modelling included a bus lane option for City Road. This identified that the best location to end the bus lane was near The Parade junction. Likewise, the model informed the start location of the bus lane.
- **Bus stop consolidation:** Bus stop distances were reviewed. It was identified that bus journey times improved through the consolidation of the stops. The removal of the lower southbound stop effectively removes the 'bus dwell time' for the stop, which provides improved journey times for buses and traffic. The location of the 2nd stop is also planned to be moved as part of this plan.
- **Zebra crossing replacement:** The modelling identified that the existing zebra crossing near The Parade caused delay and congestion. It also caused wasted green signal time at the Newport Road junction. This can lead to drivers failing to stop at the crossing, or to drive through the crossing before pedestrians have cleared the crossing, to make the green traffic signal. Traffic queuing to use the right turn lane into The Parade can also block the ahead moving traffic onto Newport Road, due to the traffic island. The modelling therefore considered the removal of the traffic island. To mitigate safety risks associated with 3 traffic lanes at a zebra crossing, the replacement of the crossing with a push button control is proposed. These changes provide benefits to buses and general traffic. Whilst some pedestrians may have to wait longer than a zebra crossing, this would reduce wasted green time at Newport Road and the proposed crossing can be called twice per signal sequence on Newport Road, so around every minute. Signal crossings are also easier to enforce than zebra crossing, hence it a push button control crossing could address anti-social driving behaviour.
- **What will the landscaping and junction improvements include?** The areas that we are changing will include trees and plants, cycle parking. Bollards and lining will be used to self-enforce locations from obstructive parking. We are also considering continuous footways across certain junctions.

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Frequently Asked Questions

Why are you considering continuous footways at junctions and what would they look like? Continuous footways across junctions provide enhanced priority for pedestrians at junctions by continuing the footway of a bigger road over the end of a smaller side street. We are currently carrying out further engagement with our key accessibility stakeholders. The illustrative images to the right show what the crossing point could look like. If agreed, some may be implemented in phases before the main scheme, such as at the Keppoch Street and Strathnairn Street junctions.



Why are you proposing a cycle lane on Milton Street / Shakespeare Street? There is an existing toucan crossing on City Road that provides a pedestrian and cycle link between Shakespeare Street, City Road and St Peter's Street. Providing this contraflow cycleway will provide a quiet route for cyclists to access the area and potentially connect through to Albany Road or Wellfield Road where there are planned or existing cycle route facilities.

When can I see more detailed plans of the scheme? After this engagement close date, an engagement report will be published that will summarise the outcome of the engagement and any changes as a result of any feedback received. This will be published alongside this engagement pack on the council's website. Site notices will be updated at the same time. Once a detailed design is available, we will publish this on the website alongside the engagement pack and engagement report.

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. We are also proposing to change the way parking is managed along City Road. This will include Pay and Stay parking. Further information is provided on pages 11 to 15 of this document. New or updated Traffic Regulation Orders will be necessary as part of the proposed changes. These will include Pay and Stay parking proposals.

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Frequently Asked Questions

How will businesses be able to load along City Road? Over the extent of the scheme, there will be designated loading bays or parking restrictions that will permit loading during certain times of the day.

Will the new parking spaces and parking restrictions be implemented as part of the main scheme? It is anticipated that the changes to parking on City Road and the flanks will be implemented as part of the scheme, although some of the Pay and Stay parking may be rolled out before. The CPZ scheme will be delivered separately.

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 and pages 11 to 15 of this document.

Will there be a loss of parking on City Road as a result of the bus lane and new zebra crossings? Currently, along City Road and the side roads areas adjacent the properties that front City Road (flanks), there is a combination of different types of parking and parking restrictions. Also, some areas do not have individual parking bays marked out so it is difficult to provide an exact number. Excluding the CPZ area, over the extent of the scheme, there are approximately 283 parking spaces. In the new proposal there will be around 232 spaces (Pay and Stay). There will be a total of 5 disabled user bays (increase of 3) and 7 loading bays (increase of 5). A combination of Pay and Stay parking and a parking zone will provide a regular turnover of spaces in the community.

When can I see the parking proposals and how will I be consulted as part of the Traffic Regulation Order process? Unlike the main scheme engagement, letter drops are not carried out as part of the Traffic Regulation Order legal process. As part of the Traffic Regulation Order legal process, site notices will be placed around the area where there are changes being consulted upon. Information will also be available on the Council's website [Parking \(cardiff.gov.uk\)](https://www.cardiff.gov.uk). A notice will also be published in the Western Mail newspaper.

How is the scheme being funded? The scheme will be funded from a combination of Welsh Government Local Transport Grant funding and Section 106 developer contributions. The scheme, including the proposed changes to parking, are subject to funding

How can I comment? You will be able to comment on either the main scheme along City Road and side roads, just the CPZ proposals, or on both. A shared online questionnaire has been set up with these options. Please refer to the How to respond page on page 20.

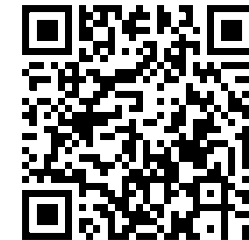
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How to Respond

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

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

You will also be able to comment on the CPZ proposal via this survey. Note a separate Traffic Regulation Order process will be available in the future for you to comment on.

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. Please note that the scheme is subject to funding.

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 (Northern Bus Corridor - City Road Bus lane and zebra crossings) 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.