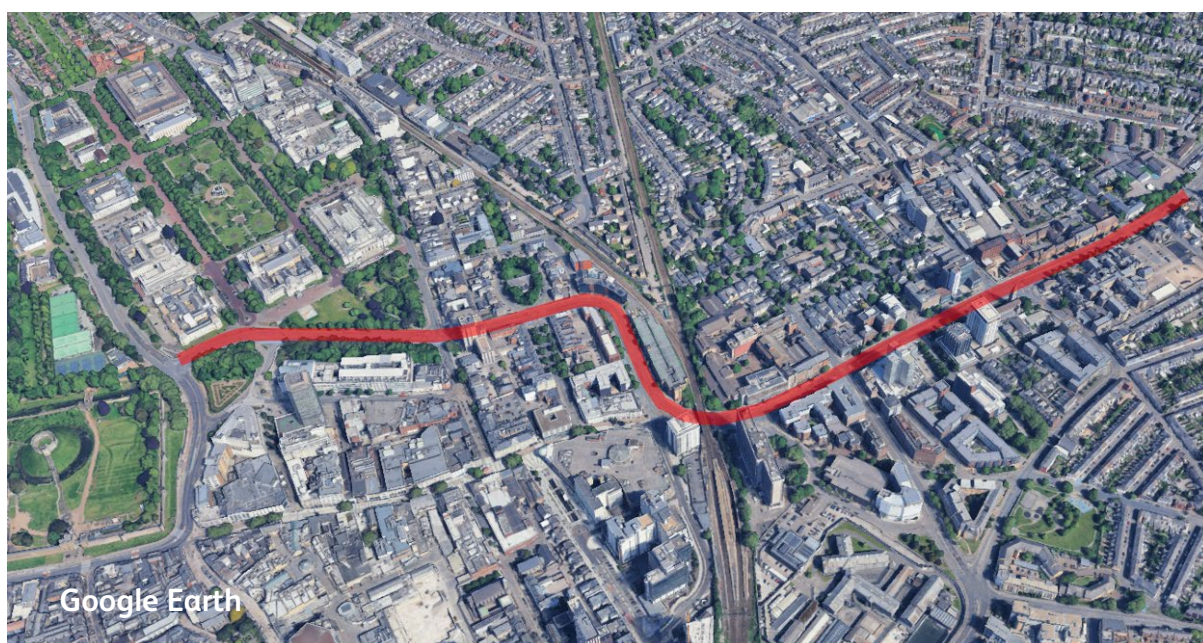


Cardiff to Newport Sustainable Transport Corridor



Phase 1 – City Centre Area Engagement Report

January 2026

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

Engagement Report

1. Introduction

A public engagement was undertaken on the council's proposals for **Cardiff to Newport Sustainable Transport Corridor Phase 1 – City Centre Area** between the 4th of July 2025 and the 17th of August 2025, to provide information and seek views on:

- Dedicated bus priority measures and improved bus infrastructure;
- Active travel improvements;
- A permanent arrangement for Cycleway 2; and
- Proposed parking zones for the wider area.

General feedback was also invited.

The engagement was formed of the following activities to promote the engagement and gain public feedback to inform the scheme:

- A letter-drop to properties in the vicinity of the scheme, with a QR code provided for ease of access;
- Site notices displayed on site in the vicinity of the scheme;
- E-mail to key stakeholders;
- Information and engagement material on the council's website;
- An on-line survey (advertised via the council's website, letter-drop and promoted through on-line media via the council's corporate Facebook, Twitter and Instagram accounts during the first three weeks of the engagement period;
- Local Elected Members had the opportunity to promote the scheme and survey within their constituencies;
- Members of the Citizen's Panel were e-mailed a link to the survey and encouraged to give their views; and
- Meetings with certain key stakeholders.

To allow extra time for the engagement period, as it fell during summer holidays, it was agreed that the engagement period would last for 6 weeks (note that typically, 3 weeks is provided).

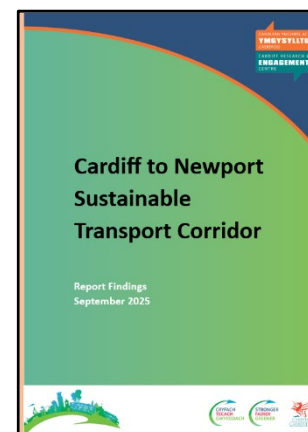
Around **5,769 letters** were sent to residents and businesses in the vicinity of the project area.

In total, **560 responses** were received via the on-line survey link to the engagement.

Of the 560 responses, around 66% of respondents live outside of the project area within Cardiff, and around 5% are visitors to the area. Around 25% of the respondents live in the project area. On this basis, it is not possible to provide a response rate due to the nature and location of the scheme.

Around 4 e-mail and direct enquiries were also received (excludes multiple enquiries from the same individuals). Some of these respondents may have also completed the on-line survey or only viewed the site notice.

This report considers all responses and feedback to the on-line survey and other correspondence received. To support this engagement report, a Report Findings document has also been prepared by the council's Cardiff Research & Engagement Centre who managed the on-line survey. This engagement report should be read in conjunction with the Report Findings Report for Cardiff to Newport Sustainable Transport Corridor (September 2025), available in [Appendix 1](#) of this report.



A summary of on-line survey feedback and direct correspondence is provided within this report, as well as an update on the ongoing design being progressed.

The remainder of this report is set out as follows:

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2. Summary of On-line survey and comments received

This section of the report summarises the feedback provided by respondents to the on-line survey multiple choice questions and from other forms of communication.

The on-line survey was managed and the outputs analysed by the Cardiff Research & Engagement Centre, of which the full analysis and outputs of the on-line survey are provided in a separate report in [Appendix 1](#).

It should also be noted that the engagement is not a form of referendum and the views and data collected have been used to gauge opinion and is used to help inform the design of the project. It is also not always possible to predict public feedback on specific features of a proposal which may be represented in the questions or FAQ sections, and for this reason, open text fields are provided within the on-line survey to invite feedback.

2.1. Multiple choice survey summary (on-line survey)

This section of the report provides a summary of all the responses received to the specific questions asked within the on-line survey.

After data cleansing and validation, there were **560 responses received** to the on-line survey.

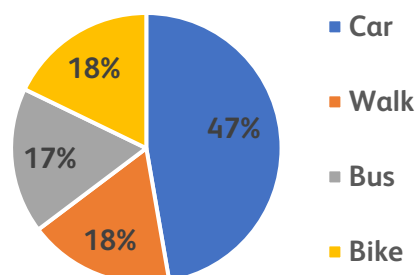
Of those who responded:

- Over 95 % said that they have read the engagement pack before completing the on-line survey (Q1).
- Over 24 % indicated that they are local residents (Q2):
- Around 65 % live in Cardiff, but outside of the areas of Plasnewydd, Cathays or Adamsdown.
- Three in four have said that they travel through the area at least once a week (Q3).
- Around 42 % use the route for leisure/ shopping, whilst around 41 % use the route for commuting to work (Q4).

A summary of the four most popular modes of transport, when travelling through the route, is shown in [Chart 1](#).

Chart 1 – What mode of transport do you use when using this route?

Chart 1 shows the four most popular transport mode choices, showing that the majority of respondents use cars along this route.



A summary of some of the more specific modes of transport and topics is as follows:

Travelling by car - Those who indicated that they travel by car stated that around 34 % of respondents typically stay in the area for up to one hour, and around 66 % stay for over an hour (Q6). The same respondents were then asked where they park in the area. Around 36 % stated that they are just traveling through the area, and around 21 % choose to pay and stay on roads near City Hall (Q7).

Travelling by Public Transport - Around 57 % of respondents who indicated that they travel by bus, feel that the proposed measures will encourage them to use public transport more often (Q8). The same respondents were asked their options on bus stop islands next to cycle ways. Around 40 % of those respondents thought *'they need more signage and lining to highlight the cycle way'* and around 34 % think that they could be improved in general (Q9).

Travelling by foot - All respondents were asked if improving pedestrian facilities, such as removal of Boulevard De Nantes underpass and replacement with an at-grade crossing facility, would encourage them to walk more often in this area. The respondents were divided in relation to the question, with 28 % responded that it these improvements would encourage them to walk more often in the area, and 28 % responded the opposite way (Q10). However, a higher proportion of respondents (five out of the eight sub-groups analysed), reported that they would walk more, as opposed to less.

Most respondents (around 39 %) who walk in the area (Q12), did not find that they experience difficulties at any junctions, however one in ten indicated that they experience difficulties with at least one of the junctions identified in the proposals. Around 59 % of participants feel there are sufficient crossing facilities available across the route and in general the long wait at crossings was the most popular concern raised (Q14). The closure of Howard Place and East Grove to through traffic, with a new crossing for pedestrians and cyclists was well received with almost 68 % of respondents who walk, would find beneficial (Q15).

Travelling by bike - Around 78 % of the respondents who cycle in the area, feel that switching the cycleway to the northern side will improve their journey (Q17), with almost half of the that they lock their bike to bike stand (Sheffield stand) as the most likely place where they'd park their bike (Q18). Around 40 % take their bikes into office / shop / workplace and around 34 % store at home. There were no respondents who said they would leave their bike unlocked.

Around 17 % of cyclists reported no difficulties at junctions, compared to around 39 % of pedestrians. Those respondents who provided further feedback regarding difficulties at junctions, commented on feeling unsafe in relation of pedestrian interactions and vehicle interactions, with over 30 % of comments concerning cyclist safety. Around 60 % of the respondents who cycle feel that there are no sufficient crossing facilities for cyclists available along this route (Q21), with just over 36 % of those respondents referred to poor connectivity and route integration and around 26 % stated a lack of safe and clear entry / exit points for cyclists. Around 86 % of cyclists support the road closures of Howard Place / West Grove junctions with Newport Road (Q22).

Wordsworth Avenue - The views were mixed in respect of changing access to Wordsworth Avenue and Piercefield Place, with over a third of respondents in favour of the proposals, however, over two in five respondents opposing the proposals, including around 36 % who strongly oppose the proposals. A marked difference of opinion was observed between cyclists and car owners regarding this proposal with around 53 % of cyclists and 30 % of car owners expressing support, whereas 27 % of drivers were not in favour.

Piercefield Place - The views were mixed in respect of stopping up the junction to motor vehicles, with over a third of respondents in favour of the proposals, whereas over two in five oppose, including 35.8 % who strongly oppose. Around 25 % were neutral. A marked difference of opinion was observed between cyclists and car owners regarding this proposal, with 75 % of cyclists expressing support, whereas fewer than 21 % of car owners were in favour. In relation to question about prohibition of the right turn into Wordsworth Avenue, around one in three respondents are in favour of the proposals, however, almost one in four opposed. Around 56 % of car owners opposed stopping up Piercefield Place.

2.2. Comments received summary (On-line survey)

This section of the report provides a summary of all the general comments received within the on-line survey.

The comments received have been collated and summarised. A copy of this summarised feedback is provided in [Appendix 1 - Appendix L](#), which provides multiple themes and samples of comments received. Repeated feedback on the same topic or concern was excluded to avoid duplication. A response to all feedback received has been prepared by the council in [Section 3.1](#) and [Section 3.2](#) of this report.

The feedback themes can be summarised as follows, along with number of comments received relevant to the summarised theme:

Comments theme	Number
Comments around current public transport and requests for improvements	42
Comments supporting specific aspects of the proposals	35
Comments against specific aspects of the proposals	49
Comments on spending public money elsewhere	47
Comments on concerns around congestion	32
Comments on safety concerns	30
Comments and suggestions around the proposals	28
Concerns regarding inconvenient infrastructure for private vehicles/ discouragement of car use	24
Comments on cyclist behaviour and the need for cycle regulations	24
Negative comments regarding the council	23
Comments on cycle lane infrastructure and usage	23
Concerns on the economic impact	15
Concerns on the design of the shared use areas around bus stops	7
Concerns with increase of pollution	6
Comments regarding the current road network, infrastructure and lack of park and ride sites.	N/A

2.3. Direct communication summary

The comments received from written correspondence have been collated and summarised. A copy of this summarised feedback is provided in [Appendix 1 - Appendix M](#). Repeated feedback on the same topic or concern was excluded to avoid duplication. A response has been prepared by the council in [Section 3.1](#) and [Section 3.2](#) of this report.

The feedback can be summarised as follows:

- Comments on the need to extend scheme area to include all of Windsor Place, to direct cyclists to bike parking off Queen St and the Bike Lock café;
- Comments supporting bus stop islands to avoid cycle/ pedestrian conflict instead of shared surfaces;
- Requests to make project phases dates available, in relation to construction and completion;
- Comments on emphasis of health benefits of active travel;
- Comments on congestion around the car park areas within the city centre;
- Query on the council's communication plan and questions on support made available to local businesses to ensure access to city centre without significant disruptions;
- Query on available flow rates, capacity numbers and travel times for the area, before and after the proposed works are carried out.
- Query on evidence of modal shift to cycling and evidence of public support.
- Questions on further cycle storage projects in the city.
- Questions on the implications of underpass closure and introduction of at-grade crossing point, in terms of delay for pedestrians and vehicles.

3. Council response to feedback raised

This section of the report provides the council's response to the written feedback received as part of the engagement.

It should be noted that all feedback, including all raw and summary data has been reviewed and a response has been provided to relevant points that require a response. Repeated feedback on the same topic or concern was excluded to avoid duplication.

3.1. Response to general comments received

Public transport improvements and bus stop design

Existing public transport and infrastructure improvements: The council is committed to ensuring that all bus stops are safe, accessible and easy to use for everyone, including for older people, wheelchair users, people with visual impairments, parents with prams and those with mobility difficulties.

The scheme will focus on upgrading physical infrastructure where possible, such as:

- raised kerbs at bus stops to allow level boarding;
- clear obstruction free paths to bus stops;
- accessible shelters with lighting, seating and space for wheelchairs to turn;
- green shelters; and
- real-time journey information.

The council uses a range of methods to collate information to inform the scheme. Such as the engagement that has been carried out, feedback received and from liaison with accessibility groups. We are also applying lessons learnt from the installation of the pop-up infrastructure that was implemented during the Covid-19 pandemic.

The majority of the infrastructure will be upgraded to permanent measures, albeit in a phased approach and applying the lessons learnt and the outcome of extensive optioneering and from our modelling work.

Some of the bus infrastructure changes include:

- ***Kingsway area:*** Kingsway area will see significant change. Some of this will be carried out as part of the Castle Street improvements in the vicinity of the Hilton Hotel, which is outside the scope of this scheme.
- ***Kingsway public realm area:*** The area in front of One Kingsway (to the east of Friary Gardens) will be stopped up to through vehicular traffic, however access will be improved to the bus/coach stop to the west side of Friary Gardens. The council will engage on this space separately once plans become available.
- ***Dumfries Place (western side):*** We recognise that some of the infrastructure that was implemented during the Covid-19 pandemic, as part of ‘pop-up’ measures, require updating. We have taken onboard feedback received and have reached out to our key stakeholders as part of a lessons learnt approach to inform the scheme proposals being developed. One of the main concerns identified included the interaction between bus passengers at bus stops accessing bus services, where the pop-up cycleway crosses. As a result of the cycleway being relocated to the opposite side of the road, the stops along the western side of Dumfries Place will be returned to standard stops with raised kerbs and shelters. We are also reviewing the bus lane extent and how traffic interacts with the bus lanes. In terms of traffic interaction, it should be noted that Rule 183 of the Highway Code states that you must give way to vehicles using a bus lane when turning from either direction.
- ***Dumfries Place (eastern side):*** We are currently reviewing the introduction of a single stop on Dumfries Place on the eastern side. This stop will be accessible with a raised kerb. We are reviewing how this could be introduced alongside the proposed cycleway and will apply lessons learnt and latest guidance as part of the design development.
- ***Newport Road (southern side between Fitzalan Road and Fitzalan Place):*** As a result of the cycleway being relocated to the opposite side of the road, the stops along the southern side of Newport Road between Station Terrace and Fitzalan Place will be returned to standard stops with raised kerbs.
- ***Newport Road (beyond West Grove):*** As we are only developing Phase 1A currently, we will be reviewing all stops east of West Grove when we develop Phase 1B in the future. On this basis, the infrastructure to the east of West Grove will remain as existing until we return to develop and implement Phase 1B.

Shared use areas around bus stops: The council recognises the importance of minimising potential conflicts between cyclists and pedestrians at bus stops.

As part of a lessons learnt approach, where it is necessary to introduce a bus stop adjacent to a bidirectional cycleway, each location will be considered on a site by site basis and a review of the site conditions and available highway space.

The first consideration will be to address the concerns through incorporating bus bypass designs rather than shared surfaces wherever feasible. These bypasses will provide a clear, segregated route for cyclists behind the bus stop, ensuring that boarding and alighting passengers have safe, unobstructed access to buses. We will also review where the passengers are likely to exit or queue to avoid queuing over the cycleway which has been an issue at some locations. We will also consider applying some of the features developed as part of previous engagement such as zig-zag marks and belisha beacon style bollards which are features typically omitted on zebra crossings on cycleway designs.

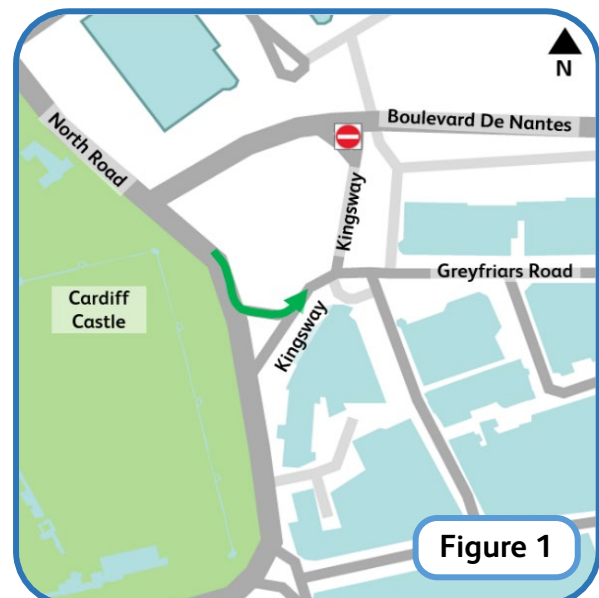
Accessibility is a key priority. All bypass designs will comply with inclusive design standards, providing features such as tactile paving, clear signage, and adequate space for wheelchair users, parents with prams, and those with mobility impairments. The council will also undertake engagement with user groups, including accessibility organisations, cycling groups, and public transport stakeholders, to ensure the designs meet the needs of all users and seek to address any concerns raised during the engagement process.

This approach aims to balance safety, accessibility, and functionality, while supporting the wider objectives of encouraging active travel and sustainable transport.

Concerns over specific aspects of the proposals

Access to Greyfriars Road, will residents be able to use this access point? As residents, visitors and businesses will not be able to access Greyfriars Road via Boulevard De Nantes and the northern section of Kingsway. To address the loss of the access from Boulevard De Nantes, the existing left turn from North Road into the southern section of Kingsway (that leads onto Greyfriars Road) will be opened to general traffic.

To enable access, the bus gate will be removed for this southbound left turn movement. As per the current arrangement, general traffic would not be able to turn right from North Road (northbound), which would mean that an alternative route would be necessary to make the southbound left turn. General traffic would still not be able to exit from Greyfriars / Kingsway onto North Road opposite the Castle. See [Figure 1](#).



Windsor Place – clear directions and infrastructure for cyclists to access the City Centre from the north at this location is needed: This falls outside the scope of the scheme, but we are aware of this matter and will be looking to develop a solution separately.

Extremely difficult to turn left onto Park Place for cyclist: Whilst we aim to accommodate turning movements for cyclists wherever possible, it is not always feasible due to physical or

junction capacity constraints at certain junctions. In these cases, alternative routes are often available that provide access to the destinations. The proposed design seeks to improve overall connectivity and safety, but some limitations remain where space and existing infrastructure restrict changes. As the network expands over time, we will continue to review routes and identify opportunities for further improvements to enhance overall integration.

For Park Place it will be possible to turn north onto Park Place, however to access Park Place to the south, alternative routes would be available via Kingsway and Greyfriars Road.

Objection to infilling the subway and delaying pedestrians by having them cross the road and wait for traffic signals: We understand the concerns raised regarding the removal of the subway (also known as an underpass) and the introduction of an at-grade (road level) crossing. However, the existing underpass does not meet current accessibility standards, particularly for people with mobility impairments, parents with prams, and those with visual difficulties. Modern design principles prioritise inclusive, well-lit, and easily navigable routes at street level.

Replacing the underpass with an at-grade crossing will deliver several benefits, including improved accessibility, enhanced safety through better visibility, and a more pleasant public realm that encourages active travel. While signal-controlled crossings may introduce a short wait, they provide a safer and more equitable solution for all users compared to the outdated underpass arrangement.

Piercefield Place closure: We have reviewed the feedback provided and are taking these considerations into account as part of the ongoing traffic modelling exercise. This modelling covers the wider area and includes the assessment of potential mitigation measures to minimise any adverse impacts. Options under review include making Piercefield Place exit-only versus the possibility of stopping it up entirely.

We recognise the concerns regarding potential traffic displacement onto surrounding residential roads. This issue is being actively considered within the modelling process to understand the impact of any unintended congestion or safety issues elsewhere in the network.

In respect of rerouting emergency services, as part of our engagement process, we will continue to liaise with South Wales Police and other emergency services regarding the proposals and will review any concerns raised. At present, no concerns have been reported by the emergency services.

We acknowledge the concern regarding the perceived level of cycling activity. However, the proposals form part of Cardiff's wider strategy to deliver sustainable transport measures, as set out in the council's Transport White Paper and Local Development Plan. These strategies aim to encourage a modal shift away from private car use toward more sustainable modes of travel, including walking, cycling, and public transport.

Creating safe, connected, and attractive routes is essential to enable and encourage more people to choose cycling as a viable alternative to car travel. These proposals therefore represent a proactive approach to future-proofing the transport network and delivering long-term benefits for the city.

Changes to Oxford Lane and Wordsworth Avenue: The suggestion of changing Oxford Lane to a two-way street has been discounted. Whilst we would have looked at ways to limit access to deter through traffic issues, there is concern that the increase of right turning traffic from City Road into Oxford Lane would impact on northbound traffic on City Road.

The council is proposing to prohibit the right turn from Newport Road into Wordsworth Avenue as part of the Phase 1B scheme. This measure addresses safety concerns previously raised about the risks posed by vehicles turning within the junction and performing U-turns. The proposal also addresses safety concerns posed by vehicles turning right across a busy arterial traffic route.

The rationale for the proposal is based on issue that the current arrangement requires drivers to cross multiple lanes of traffic to complete the right turn, creating conflict with pedestrians and cyclists. With the introduction of bus lanes and a permanent cycleway, these risks will increase. Moving to a left-in, left-out configuration will:

- Improve safety and predictability for all road users.
- Reduce hazardous manoeuvres such as U-turns and sudden lane changes.
- Facilitate safer crossing for pedestrians and cyclists.

According to the on-line survey, approximately one-third of respondents expressed a preference to retain the right turn. While the council acknowledges this may cause inconvenience for some residents and businesses, safety remains the overriding priority. Feedback will continue to be reviewed, and alternative or supportive mitigations considered.

Communication and dates of the project: During the construction phase, the council will communicate with businesses and the public through a combination of proactive and accessible channels. This typically includes advance notifications via letter drops from the appointed Contractor, updates on the Contractors and council's website, and regular posts on social media platforms. Clear signage will be placed on-site to inform about diversions and access arrangements. Where relevant or necessary, for businesses, direct engagement will be undertaken to discuss specific access needs and minimise disruption, and dedicated contact points will be provided for queries. The aim is to ensure timely, transparent communication so that residents, visitors, and businesses can plan ahead and maintain access to the city centre.

Public money spend allocation

How the council decides where the public money will be spent: Local councils allocate funding based on statutory obligations, strategic priorities, and community needs. Decisions are guided by long-term plans, such as transport and sustainability strategies, and informed by public engagement, evidence-based assessments, and value-for-money considerations. This ensures that resources are directed toward projects that deliver the greatest benefit for accessibility, safety, and sustainable travel, while balancing available budgets and funding sources.

This project is being funded by Welsh Government and council funding which will include its own budgets and any available Section 106 developer contribution funding.

Concerns around congestion

Current road network experiences congestion and those proposals will add to it: We acknowledge that during the construction stage, it will be important to reduce the impact for visitors to the city centre area, especially when there are events or on busy shopping days.

As part of the scheme's development, the council is currently reviewing the permanent signage arrangements and exploring the introduction of integrated Variable Message Signs (VMS) to provide real-time information on parking availability and event-related diversions. These VMS will help improve wayfinding and reduce congestion during busy periods. In addition, we are

working to enhance communication for events management during the construction stage, ensuring businesses and the public receive timely updates through multiple channels, including on-site signage, digital platforms, and direct engagement where necessary.

The modelling work currently being carried out for the Newport Road corridor is still ongoing. This work considers the different phases that we are currently developing and is aimed at giving more priority to more sustainable modes of transport ahead of private cars and managing the highway network accordingly. Cardiff's Transport White Paper provides further information about the work being carried out in respect of the transition to lower emission vehicles, active travel and public transport measures.

The Newport Road scheme will include active travel and bus priority measures, but we also aim to reduce traffic impact and improve air quality. The introduction of the strategic sustainable transport corridor schemes, that are aimed at encouraging modal shift, and also with other strategic projects such as the new rail stations, will mean that people will have greater choice on how they access the city and its services. These changes will address the volumes of through traffic which does amount to a considerable proportion of traffic in the city centre area.

We also recognise that the transformational aims will take time, however we will also develop other initiative as part of the schemes being developed, such as improved real time information signage, wayfinding signage and communication with our stakeholders during the construction stages and as part of the on-going event management across the city.

Concerns over congestion and increase of pollution: A number of traffic surveys have already been carried out to inform the localised and network level traffic modelling being undertaken to inform the scheme's development. This work is on-going. Post-implementation surveys will be carried out as part of the scheme's monitoring, as well as to update the modelling work for the next phases of the scheme along the Newport Road corridor.

Sustainable transport corridors are designed to provide more multi-modal travel options, such as buses, cycling, and walking which reduce reliance on cars. This leads to lower emissions of CO₂ and other pollutants such as nitrogen oxides (NO_x) and particulate matter. Incorporating dedicated bicycle lanes, expanded pedestrian paths, and greenery, not only diverts traffic from motor vehicles, but also helps improve air quality and reduce carbon emissions.

Safety concerns

Response to Identified Concerns - We are committed to ensuring safety and accessibility for all road users. Each concern will be monitored carefully, and lessons learned will guide any necessary adjustments:

- **Traffic Diversion Risks** - Traffic on nearby residential streets will be monitored to identify any changes. If risks for vulnerable users increase, further traffic management measures will be considered to reduce the impact. Over time, as modal shift toward sustainable transport occurs and better travel options become available, these concerns are expected to reduce, creating a safer and more balanced network for all users.
- **Oxford Lane Two-Way Proposal** - The suggestion of changing Oxford Lane to a two-way street has been discounted.
- **Cycleway Connectivity** - While we strive to improve connectivity wherever possible, physical constraints, junction capacity, and safety considerations mean it is not always feasible to provide direct links at every location. As the network expands over time, we will continue to review routes and identify opportunities for further improvements to enhance overall integration.

- **Broadway Cycleway Concerns** – As part of the development of Phase 2, lighting and personal safety will be considered. We will work with partners to address concerns where appropriate. As usage increases, including diverted bus services onto Broadway, there will be greater natural surveillance, which will help improve safety and user confidence over time.
- **Junction Design Issues** - Unfortunately, in a busy city centre, there is significant demand from all modes of transport and users. While signal timings and cyclist wait times will be evaluated to improve compliance and reduce delays, adjustments such as better detection and optimised signal phases will be considered to balance the needs of pedestrians, cyclists, public transport, and general traffic.
- **Underpass Removal** - The existing underpass consists of an existing segregated cycle path which is not appropriate due to pedestrian demand and visibility constraints. It also does not meet current accessibility standards, particularly for people with mobility impairments, parents with prams, and those with visual difficulties. Modern design principles prioritise inclusive, well-lit, and easily navigable routes at street level, which the proposal meets. There are also several benefits, including improved accessibility, enhanced safety through better visibility, and a more pleasant public realm that encourages active travel. While signal-controlled crossings may introduce a short wait, they provide a safer and more equitable solution for all users compared to the existing outdated underpass arrangement.
- **Pedestrian Safety Anxiety** - The council is actively seeking to address safety concerns and related issues of antisocial cycling behaviour, including the use of unlicensed e-motorbikes. Enforcement measures are being strengthened, and awareness campaigns are underway to promote responsible behaviour. These campaigns include targeted initiatives in schools to educate young people about safety and compliance as well as confiscating such vehicles.
- **Cycle Lane Placement** - We are applying lessons learned from previous schemes and will continue to liaise with accessibility groups, including those representing people with visual impairments, to ensure designs meet inclusive standards. Bus stop interactions will be monitored, and we will work closely with operators to maintain passenger safety. Where necessary, design refinements such as clearer markings or alternative layouts will be considered.

Comments and suggestions around specific aspects of the proposals

Cycle connection points: We acknowledge the feedback raised regarding the lack of convenient connections between the cycleway and surrounding routes or other cycle routes. Whilst we aim to consider all possible connection points and improve overall network integration, it is not always feasible to provide direct links at every location due to physical constraints, junction capacity, and safety considerations.

The proposed design seeks to improve connectivity wherever possible within the available space and in line with current design standards. Where direct connections cannot be accommodated, we look to see if alternative routes are available to maintain access to key destinations.

Certain links will be improved such as the North Road connections to Bute Park, the North Road shared cycleway link and Boulevard De Nantes into Kingsway. We will of course look to see if we can identify any opportunities for further improvements, including wayfinding to improve connectivity.

Discouragement of car use

Restrictions for private vehicles in terms of movement and lack of traffic lanes: We acknowledge the concerns raised regarding reduced prioritisation of private vehicles and the perceived lack of traffic lanes. While adding additional traffic lanes may appear to be a solution to congestion, evidence from transport planning and traffic modelling demonstrates that increasing road capacity often leads to induced demand, where more lanes encourage additional car use rather than reducing congestion in the long term. This approach does not align with Cardiff's strategic objectives for sustainable transport and improved air quality.

The modelling work currently being carried out for the Newport Road corridor is still ongoing. This work considers the different phases that we are currently developing and is aimed at giving more priority to more sustainable modes of transport ahead of private cars and managing the highway network accordingly. Cardiff's Transport White Paper provides further information about the work being carried out in respect of the transition to lower emission vehicles, active travel and public transport measures.

The Newport Road scheme will include active travel and bus priority measures, but we also aim to reduce traffic impact and improve air quality. The introduction of strategic sustainable transport corridor schemes aim to encourage modal shift, and also with other strategic projects such as the new rail stations, provide people with greater choice on how they access the city and its services, as well as address the volumes of through traffic which does amount to a considerable proportion of traffic in the city centre area.

Lack of good alternatives such as park and ride and no complete active travel networks:

There are a number of Park and Ride sites available as part of the Transport for Wales rail network, such as: Aber (Caerphilly), Caerphilly, Lisvane & Thornhill, Llanbradach, Llandaf, Llanishen, Pontypridd, Radyr, Taffs Well, Trefforest, Barry, Cadoxton, Cogan, Eastbrook, Penarth, Bridgend, Llanharan, Pontyclun and Pyle. A Park and Ride site is being proposed to the east of the city as part of Cardiff Parkway.

A strategic Park and Ride site is also proposed at junction 33 which is associated with the development plans in that area. Cardiff Capital Region are also proposing Park and Ride sites regionally, although no firm plans are currently available.

The council recognises that the active travel network in some areas is fragmented and incomplete, and it is addressing this through its Transport White Paper and statutory Active Travel Network Map. This map outlines existing and future walking and cycling routes that meet Welsh Government standards.

The council is prioritising developing and completing a city centre loop and six radial cycle routes to provide continuous, segregated links across the city. For this, there is targeted investment. Funding from Welsh government is being used to close the gaps in existing routes, improved crossings and footways, and deliver safer, fully segregated cycling infrastructure.

Cardiff Capital Region's (CCR) transport plan also prioritises active travel alongside public transport, but stakeholders emphasise the need for explicit commitments and funding to ensure local councils deliver a connected active travel network.

Comments related to cycling

Will there be further cycle storage projects in the city: The new secure cycle lockers in Cardiff are part of a network run by Spokesafe, often referred to as Spokesafe Locker Network in Cardiff. They started rolling out in Cardiff in the summer of 2025, with the first units placed

near Cardiff castle. As of late 2025, there are at least 31 lockers installed at multiple city centre sites. The council has committed to a five year expansion programme.

In addition to city centre lockers, there are also proposals to install secure cycle hangers in residential areas to provide long stay parking for residents without private storage.

Concerns with cyclist behaviour, requests for cycle regulations and cycle education: We acknowledge the concerns raised regarding cyclist behaviour and requests for clearer regulations and education. The council promotes responsible cycling through awareness campaigns and training initiatives, and we will continue to work with South Wales Police to enforce compliance with the Highway Code and address unsafe practices where necessary. In addition, we will engage with schools, cycling groups and accessibility organisations to ensure that future designs and policies support safe, inclusive, and responsible use of the transport network.

Low usage of the cycle lanes: Cycling in Cardiff increased significantly between 2019/20 and 2023/24 following the introduction of cycleways (e.g., North Road +27 %, Pont y Werin +72 %). However, usage declined over the past year: overall cycling dropped by 7 %, North Road counts fell by 5 %, and cycling for work, education, shopping, and leisure decreased.

Contributing factors include withdrawal of the Nextbike hire scheme (Jan 2024), reduced household bike ownership (-1 %), and lower satisfaction with cycle stands and road conditions.

Evidence suggests segregated, connected routes and good maintenance increase year-round cycling, as seen in the Netherlands.

Public support remains strong, and according to the Annual Transport Survey, residents want:

- Better travel information (32 %)
- Safer local access (26 %)
- Improved routes (24 %)
- More facilities (22 %)
- More cycle lanes (21 %)
- A cycle hire scheme (13 %)

The council is developing a replacement bike hire scheme and continuing network expansion, which should help reverse the recent decline.

Unfair prioritisation of able bodied people over car users who may only be able to travel that way: To encourage people out of their cars onto more sustainable transport modes, it is important to encourage active travel and sustainable travel throughout Cardiff. This is being done through the improvement of bus stops, bus routes and cycle infrastructure, which are integral to this plan. Measures proposed as part of these proposals are in keeping with road hierarchy in placing greater emphasis on providing sustainable travel measures and access to active travel over car use. The council has introduced various targets to achieve this as outlined in the council's Transport White Paper and Local Development Plan.

- **Prioritisation and Accessibility:** The proposals aim to encourage a shift toward sustainable transport modes. While some perceive this as prioritising able-bodied individuals over car users, the scheme is designed to improve accessibility for all. Measures include upgraded bus stops with raised kerbs, level boarding, and shelters that accommodate wheelchair users and those with mobility challenges.

- **Balancing Needs:** Although private vehicle access is being reduced in certain areas, this approach aligns with Cardiff's strategic objectives to reduce congestion and improve air quality. Evidence shows that adding more traffic lanes does not solve congestion long-term and conflicts with sustainability goals. The council is also investing in park-and-ride facilities with its partners and improving public transport to provide viable alternatives for those who cannot cycle or walk.
- **Inclusive Design:** Accessibility remains a priority throughout the scheme. Features such as tactile paving, clear signage, and safe pedestrian crossings replace outdated infrastructure like underpasses that fail to meet modern standards. Engagement with disability groups ensures that designs meet the needs of all users, not just those who are able-bodied.
- **Health Benefits of Active Travel:** Active travel, walking and cycling, offers significant health benefits, including improved cardiovascular fitness, reduced risk of chronic diseases, and better mental wellbeing. Encouraging these modes not only supports individual health but also contributes to a cleaner environment, creating a more liveable city for everyone.

Concerns on the economic impact: We acknowledge the concerns raised regarding the potential economic impact of a proposed cycleway. Evidence from similar schemes in the UK and internationally demonstrates that high-quality cycling infrastructure can deliver significant economic benefits. These include:

- **Increased footfall and local spending:** Cycleways encourage more people to travel into city centres by bike or on foot, which supports local businesses and retail activity.
- **Improved accessibility:** Safer, more connected routes make the area more attractive for visitors and employees, helping sustain commercial activity.
- **Health and productivity gains:** Active travel reduces absenteeism and improves wellbeing, which benefits employers and the wider economy.
- **Long-term value:** Sustainable transport measures help future-proof the city against congestion and air quality challenges, making Cardiff a more competitive and attractive location for investment.

The proposals align with Cardiff's Transport White Paper and Welsh Government's Active Travel objectives, which aim to create a vibrant, accessible city centre that supports economic growth while reducing reliance on private vehicles.

4. Engagement summary and recommendation

This section of the report provides a summary of the main feedback raised from the engagement and conclusion.

The council carried out a six-week public engagement (4 July – 17 August 2025) on proposals for the **Cardiff to Newport Sustainable Transport Corridor Phase 1 – City Centre Area**. The engagement sought views on bus priority measures, active travel improvements, a permanent arrangement for Cycleway 2, and proposed parking zones, alongside general feedback.

4.1.Engagement summary

The engagement followed our standard engagement process. A summary of some of the key facts and outcomes are as follows:

- **Extended period:** The engagement ran for 6 weeks (instead of the usual 3) to account for summer holidays.
- **Letters sent:** Approximately 5,769 letters to residents and businesses in the project area. The letter provided a link to engagement material on the council's website and a link to an on-line survey.
- **Site notices:** Site notices were provided over the extent of the Phase 1 scheme area to capture those who may be outside the letter drop area, visiting, or travelling through the area. The site notices provided a link to engagement material on the council's website and a link to an on-line survey.
- **3D flythrough:** A 3D fly-through video was also provided in the information to help people visualise the proposals.
- **On-line survey:** An on-line snap survey was carried out to capture views. This survey was formed of questions and also provided an opportunity to provide written feedback.
- **Responses received:**
 - 560 on-line survey responses (validated after data cleansing).
 - 4 direct e-mail enquiries (excluding duplicates).
- **Independent reporting:** To support this engagement report, a Report Findings document has also been prepared by the council's Engagement and Research team who managed the on-line survey. The Report Findings Report for Cardiff to Newport Sustainable Transport Corridor (September 2025), is available in [Appendix 1](#).
- **Respondent profile:**
 - 66 % live outside the project area but within Cardiff.
 - 25 % live within the project area.
 - 5 % were visitors.
 - Over 95 % of respondents read the engagement pack before completing the survey.
- **Travel habits:**
 - 75 % travel through the area at least once a week.
 - 41 % use the route for commuting; and
 - 42 % for leisure/shopping.
- **Feedback themes:** It should be noted that it is not always possible to predict public feedback, or views on specific features of a proposal, therefore, open text boxes were available as part of the on-line survey, and respondents have the option to write directly to the council. We are therefore confident that the feedback received to date covers all the key issues likely to be raised.

The main issues raised are as follows:

- Public transport improvements (42 comments)
- Opposition to specific proposals (49 comments)
- Spending priorities (47 comments)
- Congestion concerns (32 comments)

- Safety concerns (30 comments)
- Cycle infrastructure and behaviour issues (47 combined).

In general, responses have been provided that address points and feedback raised from the on-line survey and from correspondence received.

4.2. Recommendation on key items

Recommendation has been provided on the key items raised as follows:

Public Transport Improvements:

- Requests for better bus stop design and accessibility (raised kerbs, shelters, real-time info).
- Concerns about shared surfaces at bus stops and potential conflicts between cyclists and pedestrians.

Recommendation: Implement bus bypass designs where feasible and ensure inclusive design standards for all stops. Each stop to be assessed on an individual basis, apply lessons learnt and by taking into consideration highway constraints and data available.

Cycle Infrastructure & Connectivity:

- Lack of convenient cycle connections to surrounding routes.
- Concerns about cyclist safety at junctions and insufficient crossing facilities.
- Requests for more secure cycle storage and education on cyclist behaviour.

Recommendation: Improve network integration, add wayfinding signage, expand secure cycle parking, and continue awareness campaigns.

Pedestrian Accessibility:

- Objections to removing the underpass and replacing it with at-grade crossings due to perceived delays.
- Concerns about long waits at crossings.

Recommendation: Proceed with at-grade crossing due to the accessibility benefits, whilst optimising signal timings and provide clear communication on benefits.

Traffic & Congestion:

- Fears that proposals will worsen congestion and increase pollution.
- Concerns about rerouting traffic and emergency access.

Recommendation: Complete network-level modelling, introduce Variable Message Signs (VMS) for real-time updates, and liaise with emergency services.

Economic Impact & Business Access:

- Worries about disruption to businesses and city centre access during construction.
- Questions on communication and project timelines.

Recommendation: Provide proactive communication, signage, and direct engagement with businesses to minimise disruption.

Parking & Vehicle Access:

- Opposition to restrictions on private vehicles and right-turn bans (e.g., Wordsworth Avenue).
- Requests for park-and-ride alternatives.

Recommendation: Maintain proposed restrictions for safety, and communicate alternative routes clearly.

5. Design updates

Following this engagement exercise, the following changes are proposed to the design:

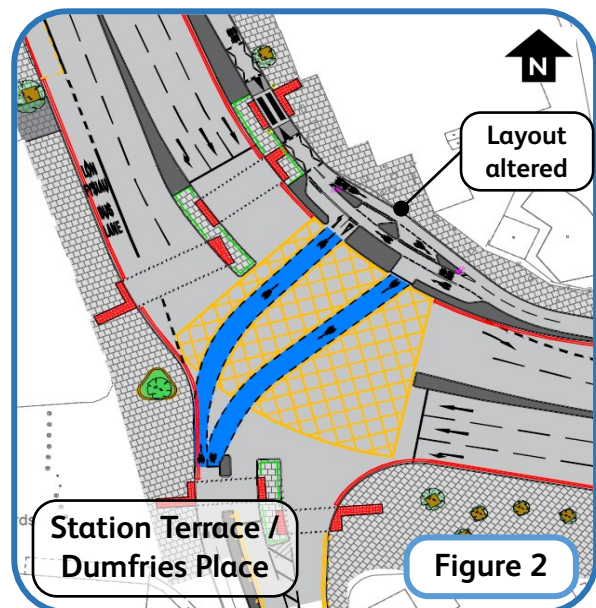
Count-down timers on signals:

- Countdown timers are proposed on the pedestrian crossing facilities within the city centre area, from the Boulevard De Nantes / Kingsway junction, through to the Station Terrace / Dumfries Place / Newport Rd junction.
- Countdown timers can provide improved understanding and predictability with clear indication of how much time is left across the road. For many people, including those with cognitive difficulties, this visual clue may be easier to to. It can also make people feel less rushed, more confident and less anxious of crossing busy roads or junctions.
- The image to the right shows an existing example of a countdown timer in Cardiff City Centre on Wood Street.



Dumfries / Station Terrace:

- To accommodate cyclists waiting to turn on and off the cycleway to Station Terrace, some minor changes are proposed to the kerbing arrangement within the central area of the junction on the northeast corner.
- We have also looked to see if we can change the crossing area on the eastern side of the junction where pedestrians have to cross the cycleway before crossing the main traffic lanes. Unfortunately, due to limited space available, pedestrian desire-line locations and cycle waiting area, this is not possible.
- The updated area is shown in **Figure 2**.



Dumfries Place Bus Stop:

- Whilst most bus services do not use Dumfries Place heading westbound, feedback provided by the bus operator Stagecoach, indicated that a stop is still required on Dumfries Place.
- Due to highway constraints, we are limited on options for this location.
- The updated arrangement provides a cycle bypass, however we have applied lessons learnt to reduce conflict between cyclists and pedestrians, as shown in [Figure 3](#).

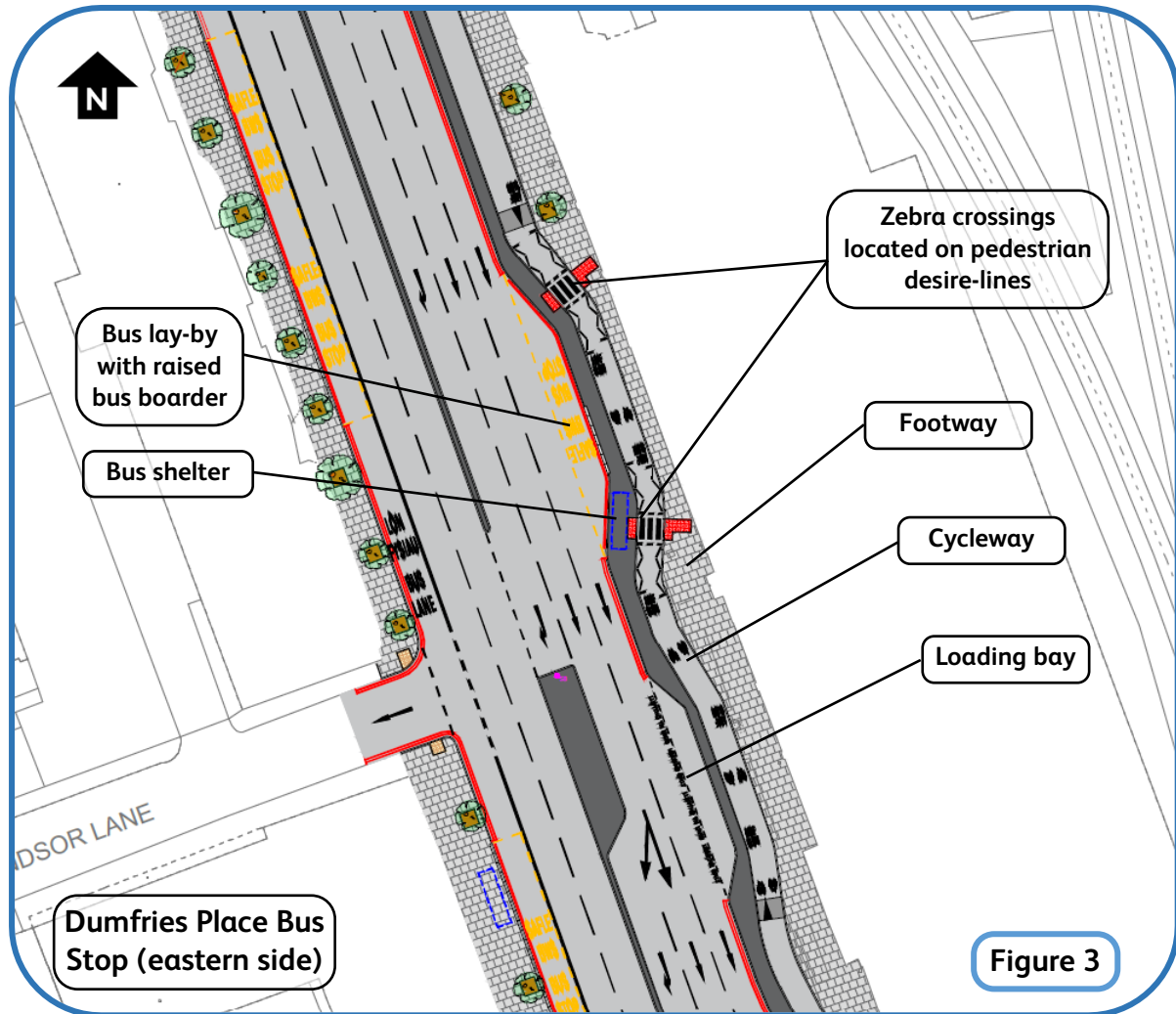
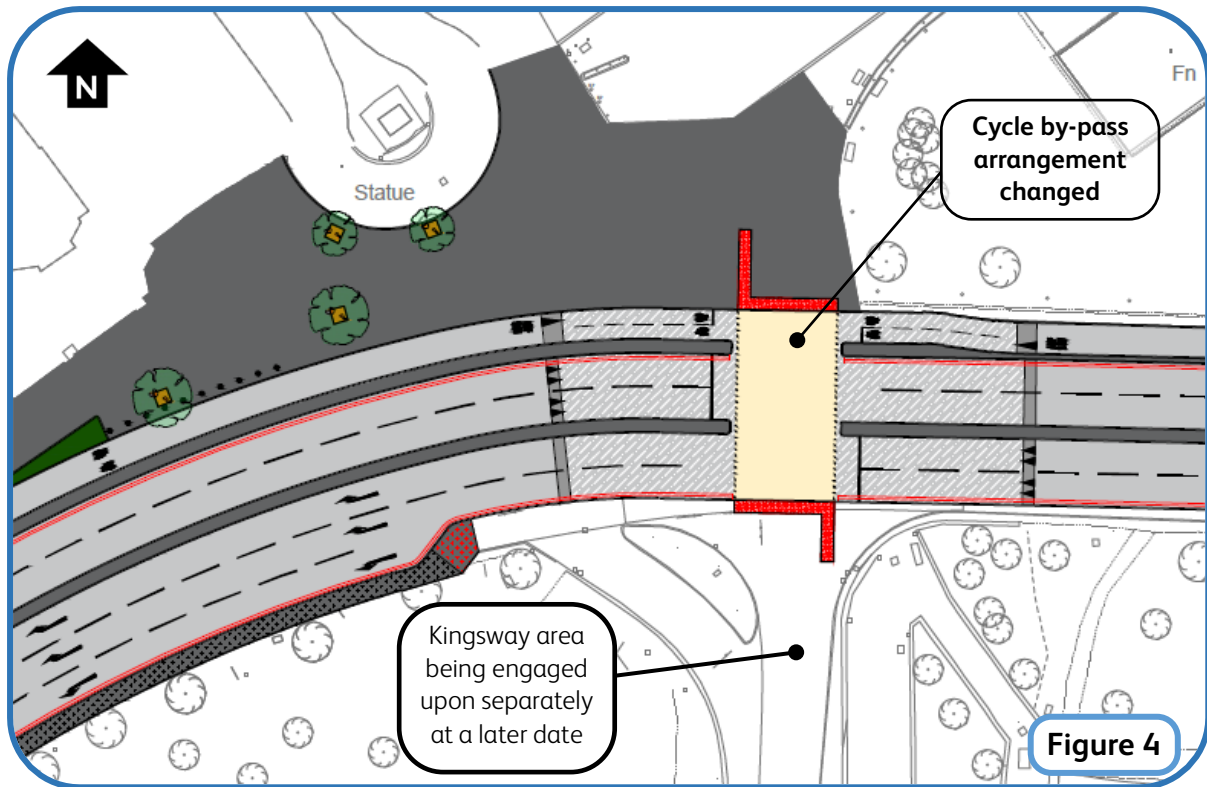


Figure 3

Boulevard De Nantes / Kingsway Crossing:

- As part of the engagement plans, a cycle bypass arrangement was proposed, where pedestrians would first cross a zebra crossing cross the cycleway and then have to wait at the signals.
- It was felt this arrangement could be confusing for certain users, as some may see the green man and step out without checking the cycleway is clear.
- The new proposed design sees the cycleway adjacent the main traffic lanes, which means cyclists will be held on a red light when pedestrians cross the road, as shown in [Figure 4](#).



A copy of the latest scheme design is available in [Appendix 2](#).

General Recommendation

The engagement has been undertaken at a formative stage, where it is felt that adequate information and time has been allowed to permit consideration and response. All responses received have been conscientiously taken into consideration.

In respect of all the feedback and correspondence as part of this engagement, logical and reasonable reasons have been provided in response in respect of the justification and reasoning behind the various design features of the scheme being developed.

From the current information received as part of this particular engagement, only the above design changes are proposed. In respect of any subsequent changes as a result of the network modelling, or design considerations as part of the detailed design process, these will be shared in an information document when the scheme is proposed to be implemented. We expect this information will be available in the summer of 2026.

In view of the above, it is recommended that the current proposal proceeds in its current arrangement.

Programme

The following information is subject to funding and network conditions associated with works already being implemented:

- **Winter 2025-Summer 2026** – Detailed design
- **Summer 2026 – Autumn 2026** – Tender period
- **Winter 2026** – Tender award
- **Winter 2026 – Spring 2027** – Construction starts

6. Next steps

This section of the report provides a summary of the next steps associated with this proposal and the wider scheme following this engagement.

- **Detailed Design** – will continue to be developed based on the current scheme proposals;
- **Network level modelling and assessment** – will be undertaken and the findings will be used to inform optioneering on the wider proposals;
- **Traffic Regulation Orders (TROs)** – will be processed and implemented accordingly;
- **Wider Corridor Engagement** – further engagement will be undertaken on the wider corridor and on specific phases of the corridor; and
- **Zonal Parking Engagement** – Engagement will also be undertaken where necessary to inform of any parking changes in area. This would include zonal parking, or any TROs associated with the current phase as part of the separate legal TRO process.

7. Glossary of terms

This section of the report provides a list of common transport related terms and a brief description of what it means. Some of the feature may not necessary be within this report, but is provided for information purposes only

Accessibility – Designing transport and public spaces so everyone, including disabled users, can use them safely and independently by removing physical, communication, and environmental barriers.

Accident Data / Collision Data – Recorded information on personal injury related road collisions, collected through the STATS19 system and categorised as Fatal, Serious or Slight.

Active Travel – Walking and cycling for everyday journeys, supported by safe and convenient infrastructure. There are many policies that identify Active Travel as a key tool for reducing car use, improving public health, lowering emissions, and tackling inequalities by ensuring that safe walking and cycling routes are available for all users.

Active Travel Network Map – Produced by local authorities (as required under the Active Travel (Wales) Act 2013), a map showing existing and planned walking and cycling routes that meet national Active Travel standards.

Air Quality – A measure of how clean or polluted the air is, based on levels of harmful substances.

All-Red Pedestrian Phase – A traffic signal stage where all vehicles are stopped to allow pedestrians to cross safely on a red traffic signal.

At-Grade – A junction or crossing where all parts of the road meet at the same ground level.

Build-Out – A section of widened footway used to narrow the road, reduce crossing distances, or improve visibility.

Bus Priority / Bus Infrastructure – Measures that give buses advantages over general traffic, such as bus lanes or priority at signals.

Bus Boarder – A raised or extended footway allowing passengers to board directly from the carriageway making bus travel more accessible.

Bus Stop Island / Bypass – A layout where a cycle track runs behind a dedicated bus stop island to separate cycling movements from buses. Often includes a light-touch zebra crossing.

Bollard – A post used to stop vehicles entering areas such as footways or verges.

Cardiff Capital Region (CCR) – A partnership of 10 local authorities delivering investment in jobs, transport and infrastructure.

Carriageway – The part of the road used by motor vehicles.

Congestion – Delays caused when traffic demand exceeds road capacity.

Contraflow Cycleway – A cycle route allowing cyclists to travel against the flow of a one-way street.

Controlled Crossing – A pedestrian crossing with markings or signals, such as zebra, pelican or puffin crossing. Also, parallel zebra and toucan crossings that permit both cyclists and pedestrians.

Chicane – A traffic-calming feature using build-outs to create a winding route and slow vehicles.

Closure – A temporary or permanent restriction preventing vehicle use of a road or route.

Cycleway / Cycle Track – A route designed specifically for cyclists, usually separated from traffic or pedestrians.

Cycle Lane (Advisory) – A broken-line cycle lane that other vehicles should not enter unless unavoidable. No Traffic Regulation Order (TRO) required.

Cycle Lane (Mandatory) – A solid-line lane reserved for cyclists; vehicles must not enter during its operating times. Traffic Regulation Order (TRO) typically required.

Cycle Signals – Traffic signals used exclusively for cyclists.

Controlled Parking Zone (CPZ) – An area where parking is regulated by signed restrictions, usually requiring permits during specified hours. A CPZ applies to all roads within the zone unless individual bays are signed differently. A TRO is needed to make a CPZ

Countdown Timers – Displays on traffic signals showing the remaining time for pedestrians to cross, before the pedestrian phase ends, helping people judge whether they have enough time to cross safely.

Dropped Kerb – A lowered kerb with tactile paving to aid wheelchair users, mobility-impaired people, and those with pushchairs.

Disabled User Bay – A parking bay reserved for Blue Badge holders.

E-Bike (EAPC) – An electrically-assisted pedal cycle (EAPC) that provides motor assistance while the rider is pedalling, meeting the requirements of the EAPC Regulations. Often confused with a Non-EAPC Electric Motor Vehicle, which is an electric bike that does not meet EAPC requirements. Classified in law as a motorcycle or moped, requiring registration, tax, insurance, type approval, a valid driving licence, and the use of an approved motorcycle helmet. These vehicles must not be used on cycle tracks, shared-use paths, or other areas designated for pedal cycles.

Enforcement – Actions taken to ensure compliance with traffic or parking regulations.

Environmental Impact Assessment (EIA) – A formal process assessing the likely environmental effects of a proposed development.

Environmental Screening – An initial test to determine whether a full EIA is required, or to identify ecology constraints.

Emissions – Pollutants released into the air from vehicles or other sources.

Far-sided Signals – Pedestrian crossing signals placed on the other side of the road.

Footfall – The number of pedestrians passing through an area.

Footway / Footpath – A designated walking route, usually beside a road or leading away from a road.

Funding – Financial resources used to deliver transport or infrastructure schemes.

Ghost Island / Protected Right Turn – A marked right-turn lane sometimes protected by traffic islands.

GoSafe – The Wales Road Casualty Reduction Partnership, the largest partnership of its type in the UK that operate speed safety cameras. Its strategic aim is to make people safer on Welsh roads by reducing casualties and saving lives.

Green Shelter – A bus shelter with a planted roof to improve environmental quality.

Heritage Impact Assessment – An assessment of how a development may affect heritage assets.

Highway Code – The official rules and guidance for all road users in the UK.

Illuminated Bollard – A lit roadside sign, usually indicating “keep left.”

Impairment – A physical, sensory, or cognitive condition that may affect someone’s ability to move around safely.

Inclusive Design – Designing streets and spaces so they can be used independently and safely by everyone.

Junction – A place where two or more roads meet. Can be priority controlled, or controlled with traffic signals.

Junction Build-Outs – Build-outs at junctions to prevent unsafe parking, shorten crossing distances or improve visibility.

Junction Capacity – How much traffic a junction can efficiently or safely accommodate.

Loading Bay – A marked area where vehicles may load or unload goods.

Local Development Plan (LDP) – A statutory plan setting out land-use policies and proposals for an area.

Metro (TfW) – The integrated regional public transport network operated by Transport for Wales.

Mode of Transport – The type of transport we use, such as walking, cycling, bus, or car.

Modal Filter – A measure that restricts through-traffic while allowing walking and cycling, usually at a road closure or a cul-de-sac.

Modal Shift – Changing travel behaviour towards more sustainable transport.

Narrowed Gateway – A feature at an entry point to slow traffic, often seen near schools or 20mph zones.

Nearside Signals – Pedestrian crossing signals placed on the near side of the road.

One-Way – A road where traffic is permitted in only one direction.

Over-Run Area – A reinforced or textured surface that allows large vehicles to turn but discourages cars.

Park and Ride – A facility where drivers park and continue their journey by public transport.

Pay and Stay – A parking system where users pay for a set duration.

Parking Zone – An area with specific parking rules or restrictions.

Pedestrian Guardrail – Railings used to guide pedestrians and prevent unsafe road crossing, typically by a school entrance or pedestrian lane. Avoided where they can be a trapping hazard.

Pedestrian Phase – A signal-controlled period allowing pedestrians to cross.

Pedestrian Refuge – A small island allowing pedestrians to cross the road in two stages, also referred to as a staggered crossing.

Pelican Crossing – A signal-controlled pedestrian crossing with traffic lights and a timed pedestrian phase, operated by push-button controls. Incorporates a flashing sequence.

Permitted Development Rights – Rules allowing certain developments without planning permission.

Planning Permission / Consent – Approval from the local authority for certain developments.

Pop-Up Cycle Route – A temporary cycling facility installed quickly to develop a cycle route, improve safety or capacity. These can be made permanent.

Public Transport – Passenger transport services open to all, such as buses and trains.

Puffin Crossing – A signal-controlled pedestrian crossing with on-crossing detectors and nearside signals.

Priority Narrowing – A narrowed road section allowing one-way vehicle flow with priority given to one direction.

Prohibition – A legal restriction preventing specific movements or activities on the highway.

Real-Time Information – Live updates on transport services, usually at bus stops or stations.

Road Space Reduction – Measures that visually narrow the carriageway to slow vehicle speeds or widen pedestrian and cycle areas.

Safety (Speed) Camera – A device that monitors vehicle speeds and enforces speed limits. Also used at traffic signals to enforce red light. Operated by GoSafe.

School Safety Zone – A zone with features designed to slow traffic near schools.

Section 106 (S106) Funding – Developer contributions used to fund infrastructure and mitigation measures. Part of Planning obligations.

Shared Use Space – A path used by pedestrians and cyclists, sometimes with segregation.

Speed Table – A wide raised (ramped) traffic-calming feature, often used at crossings.

Splitter Island – A small island at a roundabout to guide traffic and reduce speeds.

Staggered Crossing – A crossing split into two stages with a refuge in the middle.

Strategic / Sustainable Transport Corridor – A major transport route redesigned to prioritise sustainable modes.

Stakeholder – A person or group with an interest in a project or proposal.

Subway – A pedestrian or cyclist underpass beneath a road or railway.

Sustainability – Meeting present needs without harming future environmental, social or economic wellbeing.

Tabled Junction / Tabled Crossing – A raised junction or crossing that slows approaching traffic.

Tactile Paving – Textured paving to assist visually impaired pedestrians.

Tactile Rotating Cone – A small rotating device under the push-button unit on a traffic signal pole that indicates when it is safe to cross.

Toucan Crossing – A crossing where both pedestrians and cyclists can cross.

Traffic-Calming Features – Measures such as humps, chicanes, or gateways used to slow traffic.

Traffic Displacement – Traffic moving to alternative routes following changes to a road layout.

Traffic Island – A kerbed island used for refuges or to direct vehicle movements.

Traffic Modelling – Computer forecasting of traffic patterns to assess scheme impacts.

Traffic Regulation Order (TRO) – A legal order enabling enforceable road restrictions.

Traffic Signals – Lights controlling the movement of vehicles and pedestrians.

Traffic Survey – A study collecting data on traffic volumes, speed and behaviours.

Transport for Wales (TfW) – The national body responsible for planning and delivering transport in Wales.

Transport White Paper – A government document setting out long-term transport policy.

Uncontrolled Crossing – A crossing point without signals or formal controls.

Variable Message Signs (VMS) – Electronic signs providing drivers with live information.

Vehicle Crossover – A dropped kerb and reinforced footway allowing access to private driveways.

Wayfinding – Signs and maps that help people navigate an area.

Zebra Crossing – A pedestrian priority controlled crossing marked by white stripes and belisha beacons.

8. Appendices

This last section of the report presents the appendices which were referred to within the report.

Appendix A

Cardiff to Newport Sustainable Transport Corridor

Report Findings
September 2025



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Introduction

The council is developing the Cardiff to Newport Sustainable Transport Corridor and is engaging on Phase 1 of this corridor. The proposals 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.

Phase 1 of the route, the City Centre area, will make the existing 'pop-up cycleway' permanent. The proposals for Phase 1 will improve bus, cycle and pedestrian accessibility within the area.

This report considers all responses and feedback to the online survey and should be read in conjunction with the scheme's main Engagement Report for Phase 1.

The online survey was launched on the 4th July 2025 and was closed midnight on the 17th August 2025.

Methodology

- A bilingual survey was developed by the Transportation Programme team in conjunction with the Cardiff Research Centre.
- A supporting engagement pack and wider route information pack was available online that provided background information and general content which enabled respondents to review and respond to in respect of this engagement. Hard copies of the pack were available on request.
- The survey was promoted online via the council's corporate Facebook, Twitter and Instagram accounts during the first three weeks of the engagement period.
- Letters were sent to residents and businesses with a pre-determined area to provide information about the scheme, how to access the engagement material and how to respond. Site notices were also mounted on lighting columns over the extent of the scheme (Phase 1) to capture members of the public attention of the scheme, who may live or work outside the letter drop zone. A QR code was provided for ease of access, as well as written instructions and the respond by date.
- The survey was hosted on the Council website, and promoted to Council employees via DigiGov, Intranet and Staff Information.
- Local Elected Members had the option to promote the survey within their constituencies.
- At the launch of the engagement members of the team, walked the proposed route and distributed posters to local businesses.
- Members of the Citizen's Panel¹ were emailed a link to the survey and encouraged to give their views.
- There were 7 emails received; these emails and can be viewed in [Appendix M](#).

¹ The Citizens' Panel is made up of local residents from across Cardiff who have agreed to give their views on a number of consultation topics throughout the year. Panel members share their views by completing surveys and occasionally taking part in other activities like focus groups, workshops, or forums.

Results

This section of the report provides a summary of all the responses received to the specific questions asked within the online survey. They are referenced as per the online survey in numerical order.

After data cleansing and validation, there were 560 responses received to the survey.

Where data was sufficiently robust, responses have been broken down by age, gender, ethnic background, disability status, LGBTQ+, children in the household, and, where applicable, mode of transport used when travelling through the area.

Furthermore, the analysis incorporates responses from residents within the 'Southern Arc' of Cardiff, which includes the following electoral wards: Adamsdown, Butetown, Caerau, Canton, Ely, Grangetown, Llanrumney, Riverside, Rumney, Splott, and Trowbridge (See map in [Appendix A](#)).

The five questions below were presented to all participants in the engagement. The responses given to question 5 determined which following questions each respondent was required to answer.

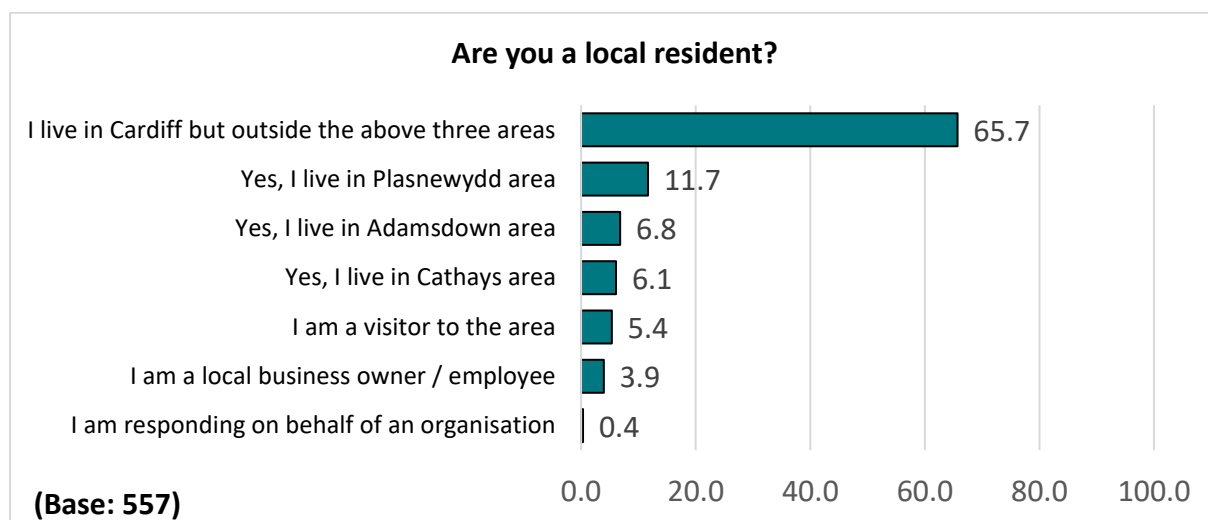
Q1. Have you read the engagement pack available at cardiff.gov.uk/transportprojects?

The majority (95.5%) of respondents took the time to read the engagement pack before completing the engagement.

	No.	%
Yes	535	95.5
No	25	4.5
Total Respondents	560	100.0

Q2. Are you a local resident?

Around two in three (65.7%) participants selected '*I live In Cardiff but outside the above three areas*'. A further one in four (24.6%) respondents are local residents (24.6%).



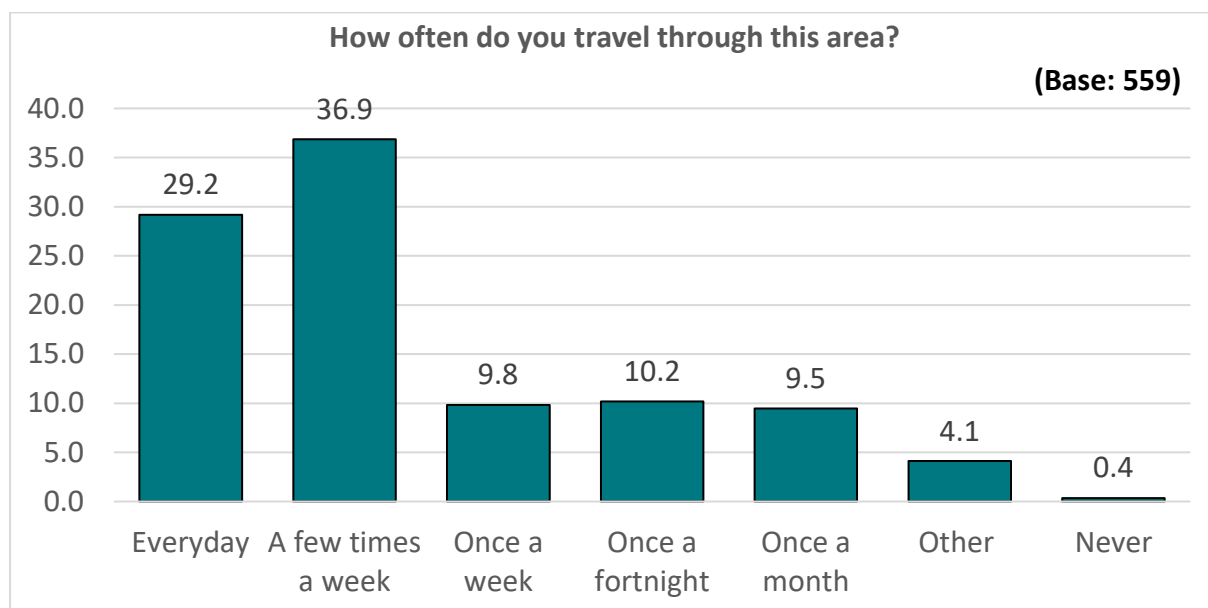
If you are responding on behalf of an organisation, please specify below:

There were two responses received from organisations, these can be viewed below:

- Cardiff and Vale UHB
- Monzo

Q3. How often do you travel along this route?

Three in four (75.9%) respondents travel through the area at least once a week, this includes 29.2% that do so every day.



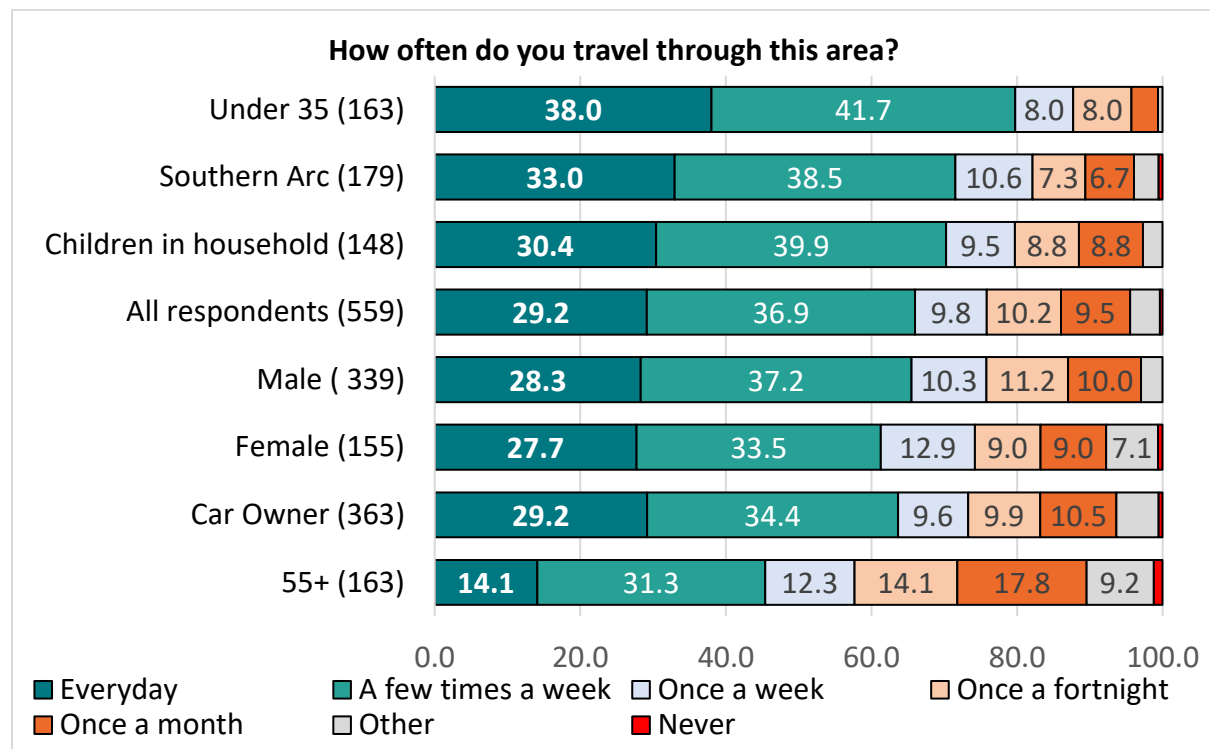
Q3a. Other, please specify

Respondents who selected '**Other**' were asked to specify how often they travel through the area.

A total of 13 comments were received; these can be viewed below:

- 3 weekly, on average.
- Bus travel into city centre over part of route. Very occasional car travel.
- Every few weeks I need to visit Cardiff Bay and I use the cycle way on Dumfries Place.
- For specific trips not related to commuting.
- I occasionally cycle through the city centre home to Rumney and the bus or rarely car (off peak).
- I use buses to get to town on days that I visit my office as I work mostly from home.
- I used to commute daily along this route until recently.
- I walk from Kingsway to St. Andrews Crescent.
- Occasional travel, depending on whether we are travelling as a family or what we intend to do.
- On the way to see friends.
- Only use this route when I absolutely have to!
- Sometimes by bus to the train station. Sometimes to get to CRI appointments.
- Very rarely.

Almost nine in ten (87.7%) respondents aged under 35 travel through the area at least once a week, this is 30 percentage points higher than their counterparts aged 55+ (57.7%).



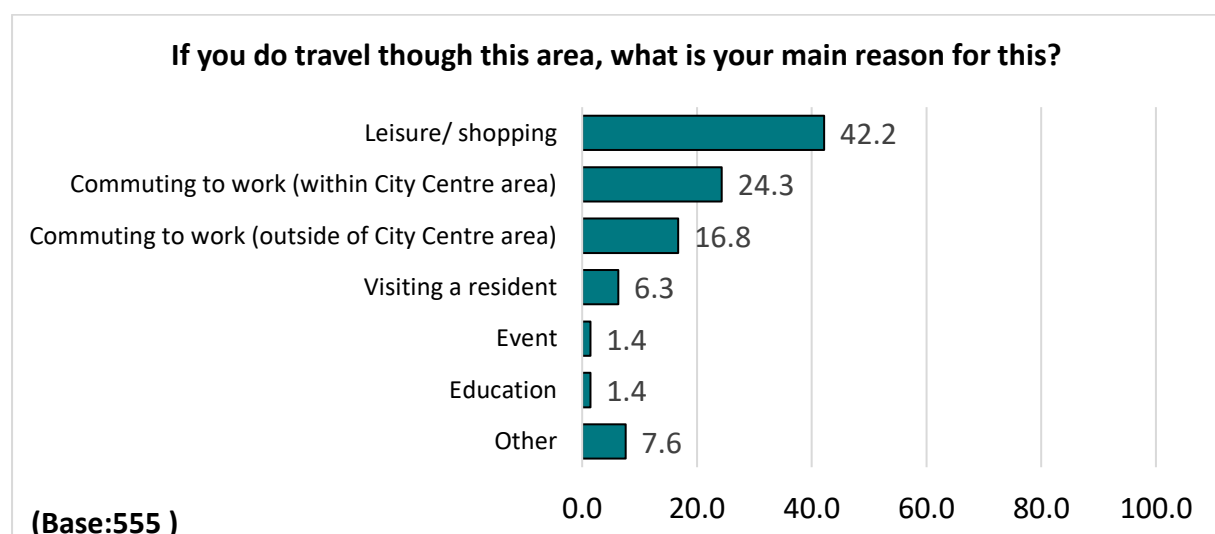
Base sizes shown in brackets.

{Caution needs to be taken when interpreting percentages with low base sizes}

Q4. If you do travel through this area, what is your main reason for this?

Participants cited '**Leisure / Shopping**' (42.2%) as the main reason for travelling through the area.

An additional 41.1% of individuals use the route for commuting to work, including 24.3% who are commuting within the City Centre area.



If 'Other', please specify:

Respondents who selected '**Other**' were asked to specify their main reason for travelling through the area.

A total of 33 comments were received; these comments, along with example comment can be viewed below:

Theme	No.	Example Comments
Work Purposes	14	– Work as I'm a delivery driver. – Driving instructor so have to use a car. – Working as a courier.
Personal Appointments	7	– Dentist. – Health appointments.
Exercise	6	– Sport training. – Cycling to Newport.
Misc.	13	– Getting to Penarth or Cardiff Bay. – None of your business. – Going to community Fan Groups.
Total Respondents	33	

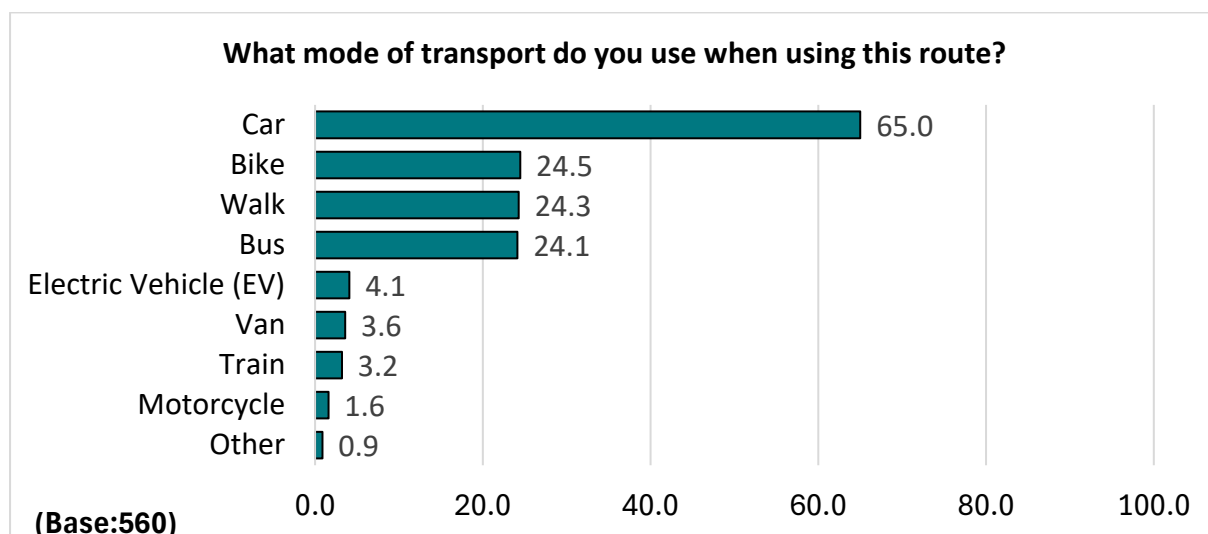
When viewed by demographic breakdown the results were broadly consistent with the overall findings. There were however some noticeable differences:

- Under 35's are twice as likely as those aged 55+ to be '**Commuting to work (outside of City Centre area)**' (17.9% and 8.8% respectively).
- Under 35's were three times as likely as those aged 55+ to be '**Commuting to work (within City Centre area)**' (35.8% and 10.1% respectively).
- Respondents aged 55+ were the only group where over half (56.0%) cited '**Leisure / Shopping**' as a reason why they travel through the area, this is 21.4 percentage points higher than their counterparts aged under 35 (34.6%).

A full breakdown can be viewed in [Appendix B](#).

Q5. What mode of transport do you use when using this route?

Cars were used by 65.0% of respondents, making them over twice as popular as any other transport mode for this route.



N.B. Percentages total more than 100% as respondents could select more than one option.

Q5a. Other, please specify

Respondents who selected '**Other**' were requested to specify the mode of transport they use when travelling along this route.

A total of five responses were received; these can be viewed below:

- A variety depending on what I'm doing and how far I'm going - walk, cycle, bus and car.
- Mobility scooter x 2.
- Taxi.
- Wheelchair.

Consistent with the overall findings, '**Car**' usage emerged as the predominant mode of transport across all sub-groups.

However, some noticeable differences were observed across the different demographic groups:

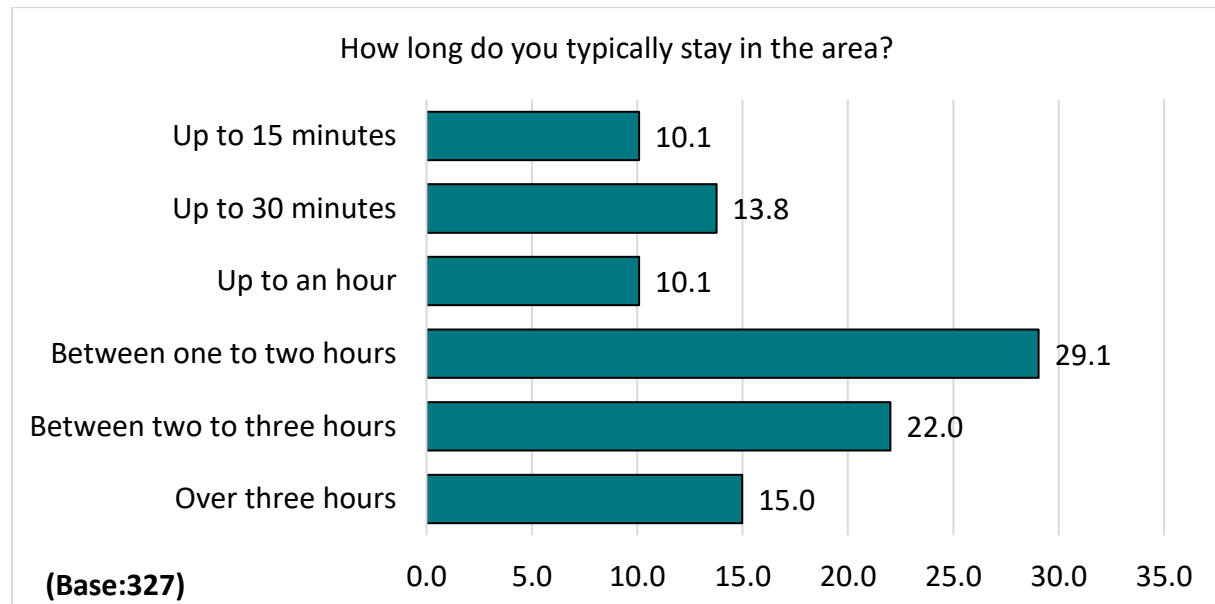
- Under 35's are more than twice as likely to '**Walk**' when compared with their 55+ counterparts (36.2% and 14.2% respectively).
- Except for individuals with a child in the household (13.5%), at least one-sixth of each other subgroup uses a '**Bus**' on this route.

A full breakdown can be viewed in [Appendix C](#).

Q6. How long do you typically stay in the area?

This question was only asked to respondents who indicated they travel by Motorcycle, Van, Car or Electrical Vehicle for Q5

Around one in three (34.0%) typically stay in the area for up to an hour. In contrast, two in three (66.1%) stay for over an hour, including 15.0% that typically stay for over three hours.



The findings were broadly consistent across all sub-groups, except for female respondents. This group was the only sub-group in which fewer than one in five individuals (17.5%) stayed for 60 minutes or less.

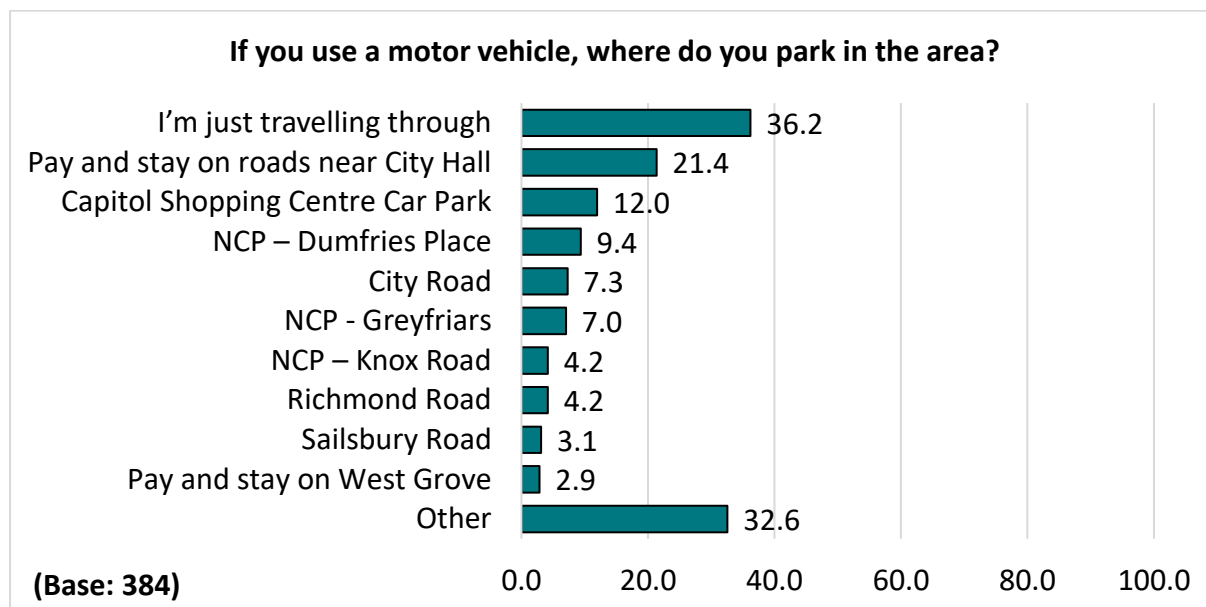
A full breakdown can be viewed in [Appendix D](#).

Q7. If you use a motor vehicle, where do you park in the area?

This question was only asked to respondents who indicated they travel by Motorcycle, Van, Car or Electrical Vehicle for Q5.

The majority (36.2%) of respondents cited '*I'm just travelling through*'.

Of those that do park in the area, '*Pay and stay on roads near City Hall*' was the most popular choice, selected by around one in five (21.4%) respondents.



N.B. Percentages total more than 100% as respondents could select more than one option.

Q7a. Other, please specify

Respondents who selected '*Other*' were asked to specify where they park in the area.

A total of 107 comments were received and grouped into locations; these can be viewed below:

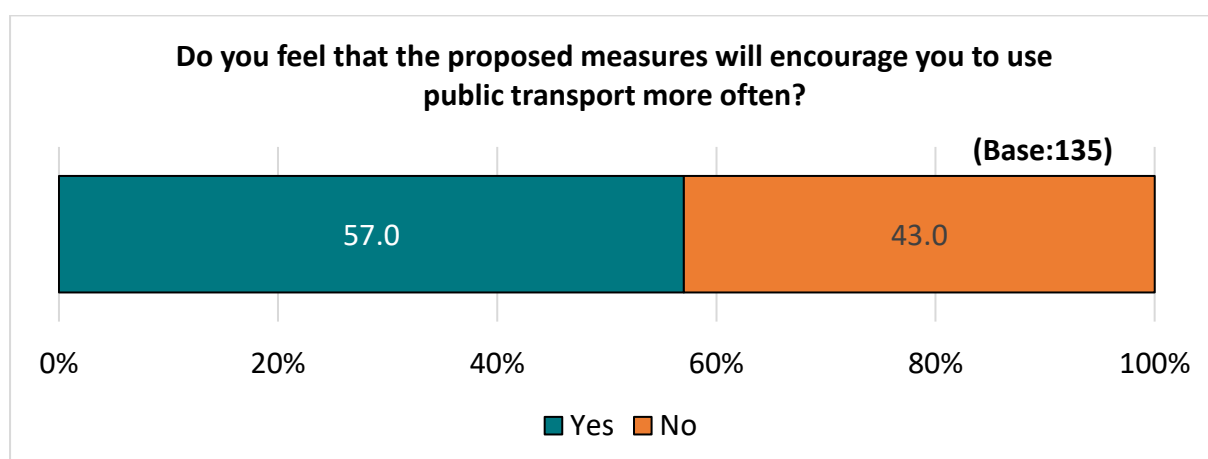
Location	No.	%
Workplace Parking	25	23.4
Retail & Shopping Centre Car Parks	21	19.6
Street Parking	19	17.8
Unspecified	12	11.2
Private Residential or Designated Spaces	9	8.4
Client or Site-Specific Parking	5	4.7
NCP Car Parks	5	4.7
University or College Parking	4	3.7
Loading / Delivery / Temporary Stops	3	2.8
Blue Badge / Disabled / Carer Parking	3	2.8
Park Outside City-Centre	2	1.9
Total Respondents	107	-

Bus infrastructure and bus priority measures are being considered on a network level. 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. This will include the use of permanent segregation materials, crossing points, bus stop improvements, highway changes and lane reallocation. We have worked with our accessibility and bus operator stakeholders to inform the location of bus stops and design.

Q8. Do you feel that the proposed measures will encourage you to use public transport more often?

This question was only asked to respondents who indicated they travel by Bus for Q5

Almost three in five (57.0%) respondents feel the proposed measures will encourage them to use public transport more often.



Due to small base sizes, no analysis has been carried out by sub-groups.

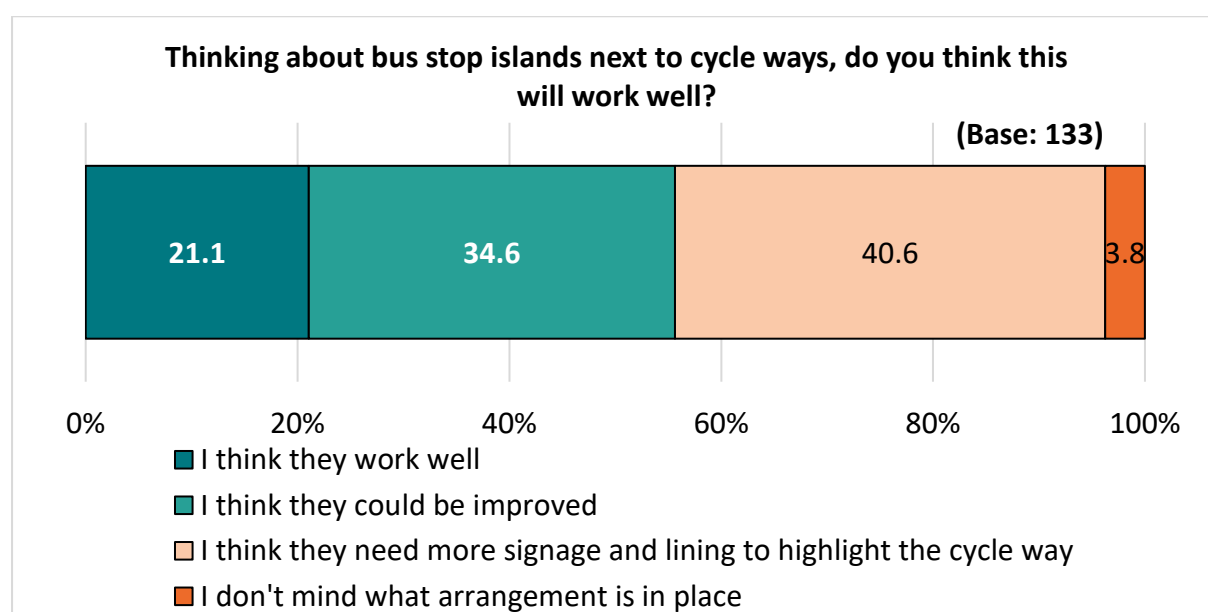
The bus stops on the northern side of Newport Road will incorporate bus stop islands where possible. A bus lane is being developed on City Road (this will be engaged on separately).

Q9. Thinking about bus stop islands next to cycle ways, do you think this will work well?

This question was only asked to respondents who indicated they travel by Bus for Q5

One in five (21.1%) respondents selected '*I think they work well*'.

However, two in five (40.6%) respondents cited '*I think they need more signage and lining to highlight the cycle way*'.



Due to small base sizes, no analysis has been carried out by sub-groups.

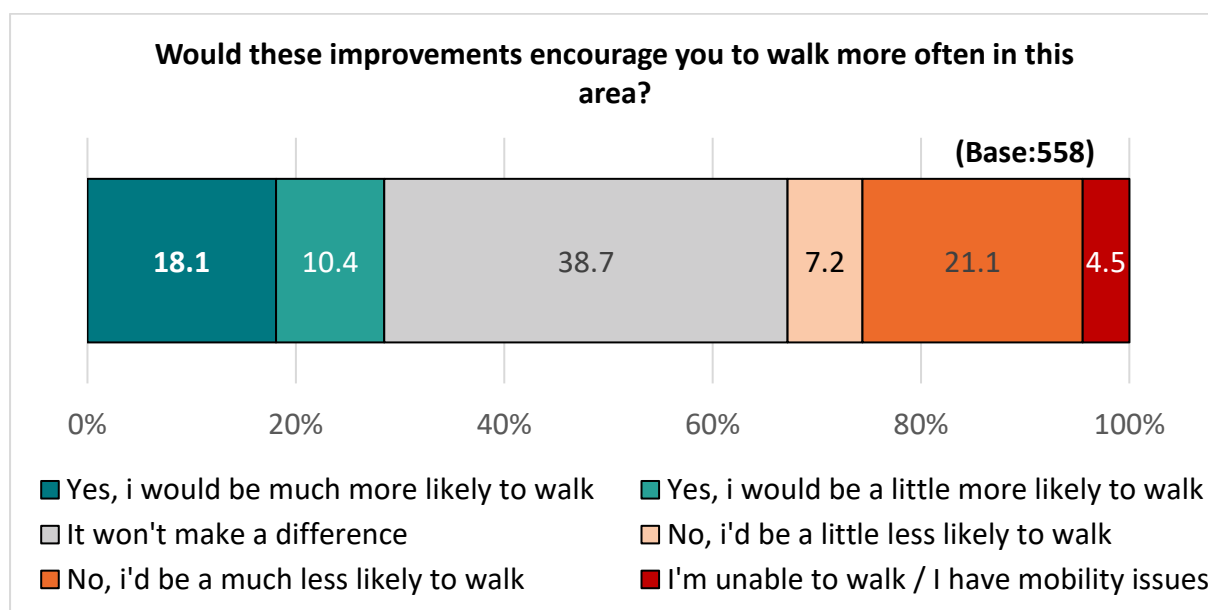
Along the route, we are reviewing and improving pedestrian facilities. We are working with various stakeholders as part of the design process. As part of this scheme, we are proposing to remove Boulevard De Nantes underpass and replace it with an 'at-grade' crossing facility. The removal of the underpass 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.

Q10. Would these improvements encourage you to walk more often in this area?

This question was asked to all respondents.

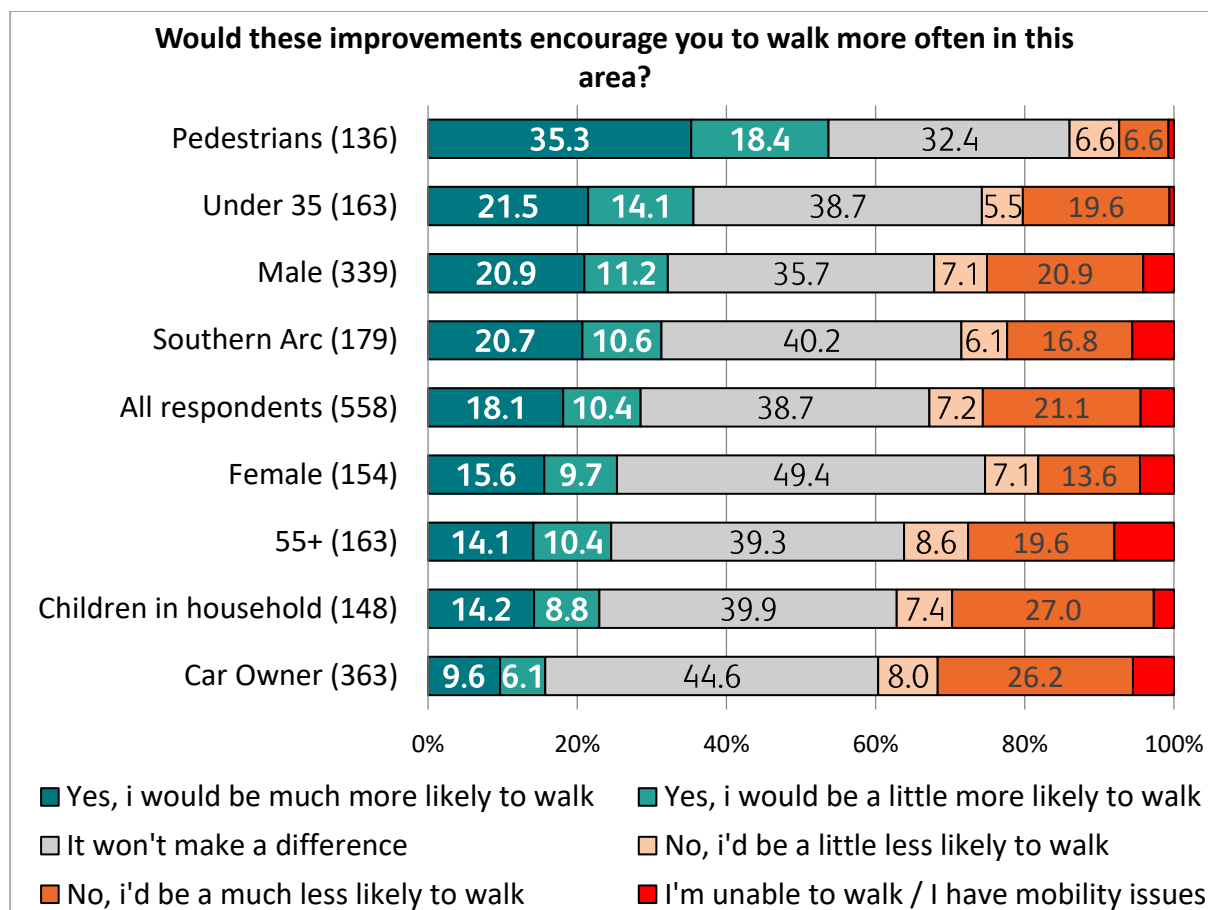
Almost three in ten (28.5%) respondents feel these improvements would encourage them to walk more often in the area.

However, the same proportion (28.3%) stated that they'd be likely to walk less, including 21.1% who said they'd be much less likely to walk.



Five out of the eight sub-groups analysed reported a higher proportion of respondents indicating they would walk more, as opposed to less. This was particularly evident among participants who currently walk in the area, with over a half (53.7%) stating that the proposed improvements would make them more likely to walk there more frequently ('much more likely' and 'a little more likely' combined).

Over a third of respondents with a child in the house and / or those that currently drive in the area stated that the improvements would make them less likely to walk in the area (34.5% and 34.2% respectively).



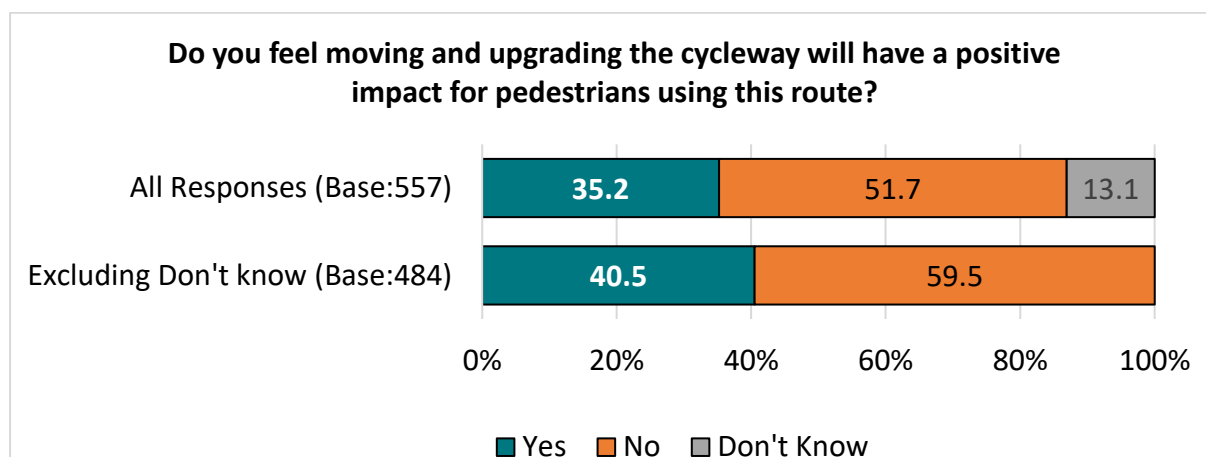
Base sizes shown in brackets.

{Caution needs to be taken when interpreting percentages with low base sizes}

Q11. Do you feel moving and upgrading the cycleway will have a positive impact for pedestrians using this route?

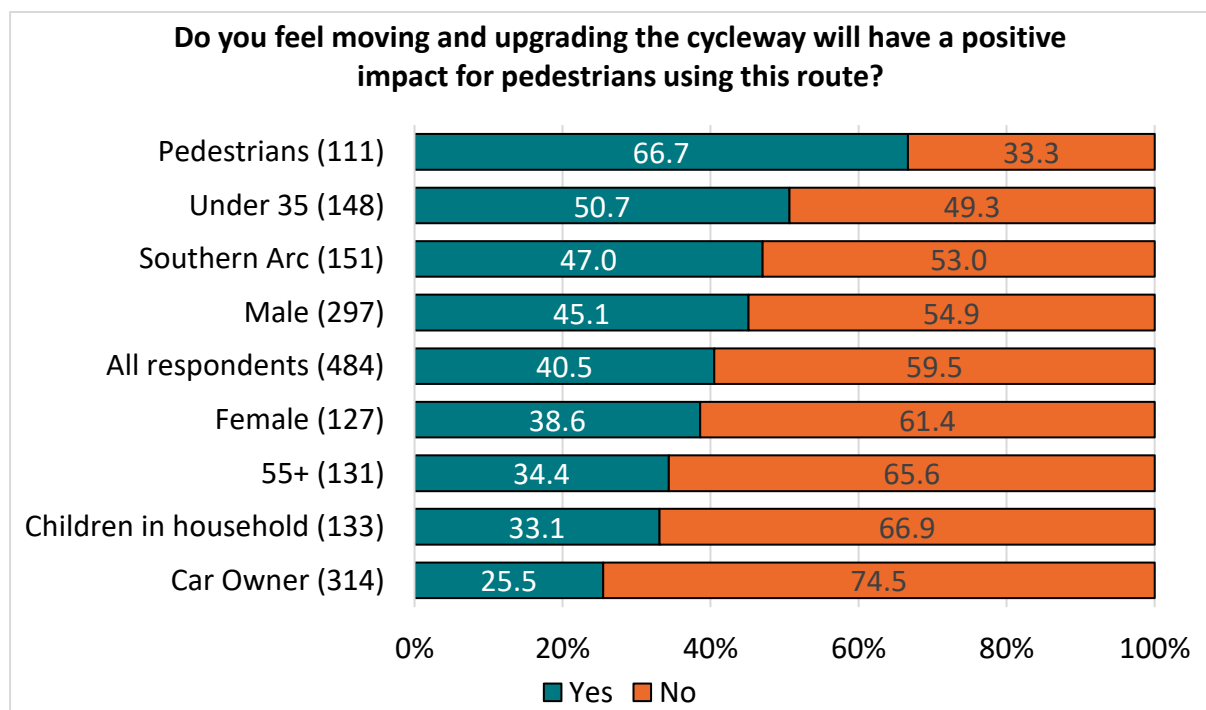
This question was asked to all respondents.

Over one in three (35.2%) participants feel that moving and upgrading the cycleway will have a positive impact for pedestrians using this route. However, this increases to two in five (40.5%) when 'Don't know' responses are excluded from the analysis.



When viewed by demographics, only two of the eight sub-groups indicated a majority believes the upgrades will have a positive impact. Similar to the previous question, participants who currently walk in the area reported the highest percentage viewing the proposal positively (66.7%).

Only one in four (25.5%) car users feel the upgrades will have a positive effect.



Base sizes shown in brackets. Results exclude 'Don't know' responses.

{Caution needs to be taken when interpreting percentages with low base sizes}

Q11a. If no, please tell us why:

Respondents who indicated 'No' were asked to provide reasons for their belief that relocating or upgrading the cycleway would not positively impact pedestrians using the route.

A total of 250 comments were received. These comments were then grouped into themes; the top three themes, along with example comments can be viewed below.

A full breakdown of themes and example comments can be found in [Appendix E](#).

Theme	No.	%	Example Comments
Underuse of Existing Cycle Infrastructure / Low Cyclist Numbers	73	29.2	– People don't use the current bike lanes provided. – Cyclists barely use the cycle lanes given. – Not many people cycle. – I haven't seen many cyclists using this route anyway!
Cyclist Behaviour & Rule-Breaking	56	22.4	– Cyclists already demonstrate little regard for pedestrians and flout almost all traffic laws at will. – Cyclists are a law unto themselves and expect pedestrians to move out their way – I feel that many cyclists ignore red lights and having to cross a cycle path is not great.
Pedestrian Safety Risks	50	20.0	– Pedestrians now have to cross a busy road with a cycle road so more danger of getting hit. – Commuting cyclists rarely stop at crossings, making it far more dangerous for pedestrians. – Frequent near misses between cyclists and pedestrians already.

Q12. As a pedestrian, do you currently experience any difficulties using any of the following junctions?

This question was only asked to respondents who indicated they Walk for Q5.

Most respondents (39.1%) reported no difficulties with any of the junctions listed.

However, one in ten indicated that they experience difficulties with at least one of the options, with the '**North Road / Boulevard De Nantes junction**' and/or '**Park Place / Boulevard De Nantes junction**' causing most issues (Both 28.1%).

	No.	%
I do not experience any difficulties using any of the junctions	50	39.1
North Road / Boulevard De Nantes junction	36	28.1
Park Place / Boulevard De Nantes junction	36	28.1
Dumfries Place / Station Terrace junction	34	26.6
Newport Road / West Grove junction	33	25.8
City Road / Glossop Road junction	33	25.8
Fitzalan Road / Newport Road junction	25	19.5
Windsor Place junction	22	17.2
Wordsworth Avenue / Newport Road junction	17	13.3
Piercefield Place/ Newport Road junction	15	11.7
East Grove / Howard Place crossing	12	9.4
Total Respondents	128	-

N.B. Percentages total more than 100% as respondents could select more than one option.

Q12a. If you currently experience difficulties, please explain what they are:

Respondents who had difficulties at any junction were asked to specify them.

A total of 61 comments were received. These comments were then grouped into themes; the top three themes, along with example comments can be viewed below / overleaf.

A full breakdown of themes and example comments can be found in [Appendix F](#).

Theme	No.	%	Example Comments
Long Waits at Crossings	23	37.7	– Very long crossing times. – Prioritisation of cars meaning long waits for pedestrians – The pedestrian lights take too long to respond and there is a long wait each time.
Fast or Aggressive Traffic	18	29.5	– A lot of the side streets between city rd. junction and the bit by queen street cars travel at an inappropriate speed and don't look for pedestrians. – Cars come really suddenly and don't pay much attention.
Poor Design	16	26.2	– The angle of the crossing feels awkward. Pedestrians end up waiting a long time. And adding a cycle lane into the mix will surely add more delays to that.

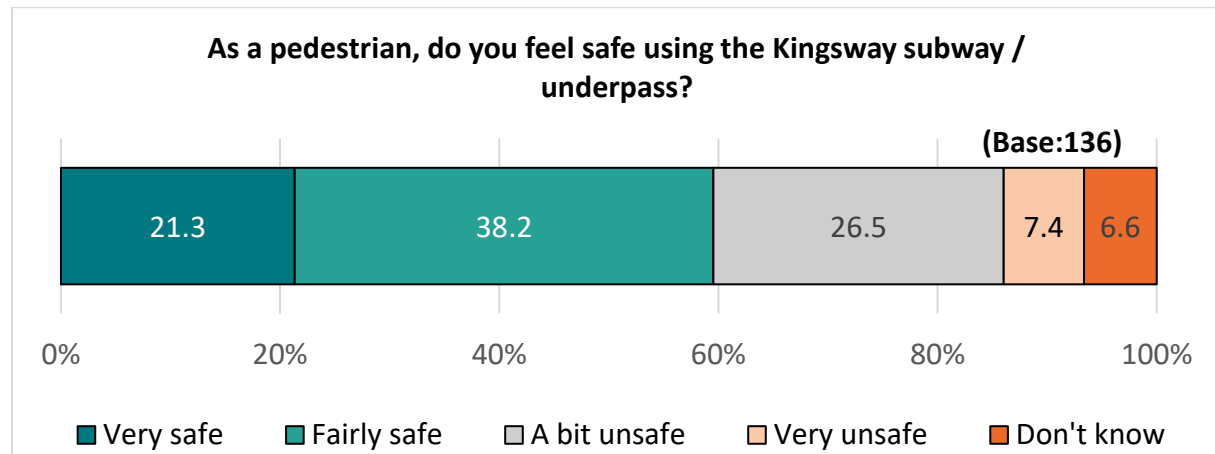
			– Terrible road to cross with the current cycleways.
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Comments about specific junction issues have been sent to the project team.

Q13. As a pedestrian, do you feel safe using the Kingsway subway / underpass?

This question was only asked to respondents who indicated they Walk for Q5

Three in five (59.5%) respondents feel safe using the Kingsway subway / underpass, this includes 21.3% who feel very safe.

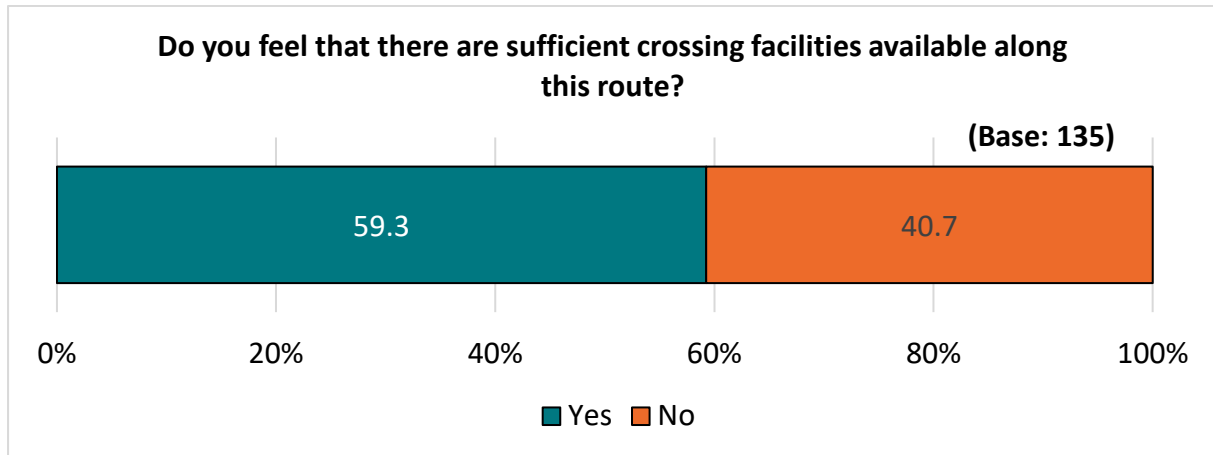


Due to small base sizes, no analysis has been carried out by sub-groups.

Q14. Do you feel that there are sufficient crossing facilities available along this route?

This question was only asked to respondents who indicated they Walk for Q5.

Three in five (59.3%) participants feel there is sufficient crossing facilities available across the route.



Due to small base sizes, no analysis has been carried out by sub-groups.

Q14a. If no, please tell us why:

Respondents who indicated that crossing facilities along the route are insufficient were asked to explain why. A total of 33 comments were received; these can be viewed below / overleaf:

- Always see people crossing the road instead of using the subway
- Because it is dominated by cars! This should be a public place for people especially given the civic buildings and tourist destinations in the capital city of Wales
- Because the next crossing is 5 minutes' walk away, and the clearest walking route is under unlit trees so also not very safe
- Because the option to cross near city hall is only the underpass.
- Cars are prioritised over pedestrians and walking the area is inconvenient.
- Could use more crossing points along Newport Road, as it can be a bit of a walk between the current ones. Especially when crossing between Roath and Splott/Adamsdown
- Crossing points often involve 2 stages which makes journeys longer than necessary. I do not feel inclined to walk along from West Grove to Howard Place to make my crossing easier.
- Crossings should be speedier, more pedestrian focused, and in places where there is demand
- From memory, one can only cross through the underpass. Whilst this is probably better for flow, the underpasses are a bit grim
- I think the underpass here is actually ok, being wide, well lit, and covered in murals. If you could add some low light plants, it would be perfect but I am a plant fanatic so a bit biased! It is annoying your only crossing choices here are this or the cramped and slow park place crossing.
- It's not obvious how to get across - especially for tourists coming into the city centre for events, who may not be aware there is an underpass. A more obvious surface level crossing for pedestrians and cyclists which gives them priority e.g. a zebra crossing, would be a great improvement.
- Long distances between crossing points
- Many arms of many of these junctions don't even have crossings. A dense city centre should give the highest priority to pedestrian movements.
- Not enough
- Not enough crossings on a very busy road
- Often see people crossing at street level which adds to a complex junction between road and cycle traffic
- Only at some junctions and they don't favour pedestrians and cyclists, so you end up crossing before the green man
- Road is too wide and too fast; at some places the road is 6 lanes wide which is ridiculous for a road growing straight through the centre of the busy pedestrian city centre
- Should be one at north road junction to get into park
- The area should be a centrepiece of the city centre however the busy road makes pedestrians feel like unwelcome obstructions. Boulevard de Nantes should ideally

be three, maximum four lanes wide (one lane each direction plus a couple of bus lanes) to prioritise people rather than cars.

- The council could not tie a shoelace if they tried
- The number of crossings is spatially sufficient, but not temporally so; it can take a long time to get the opportunity to cross. This will be made worse if the underpass is removed.
- The only crossing you would have to walk so much further down so even though the underpass can feel unsafe it is much quicker to get to museum/city hall
- The underpass is very good for quickly getting across the road. I don't want to have to stop and wait for cars. I'm in favour of a crossing but removing the underpass seems like an expenditure of money to remove a useful feature. Keep both the underpass and the new crossing, save money and benefit more people!
- The underpass often has homeless or drug users hanging around there
- There are insufficient crossings at the junction between Park Place and the Boulevard.
- There is 2 crossings within 100m.
- There is only one tunnel... Don't cross that and night
- There are simply not enough crossings
- They're quite convoluted and long routes to take.
- Underpasses don't feel safe after dark or if there's fewer people around, and you have to go quite far out to go around it
- Whilst I feel safe, I know female friends who will not use the subway
- Whoever works in planning needs to read all about Desire Paths. Trouble is with all the tarmac you can't see where people would prefer to walk. We need greener not more tarmac, how about a few more lines of trees separating the cars from the people on much wider pavements?

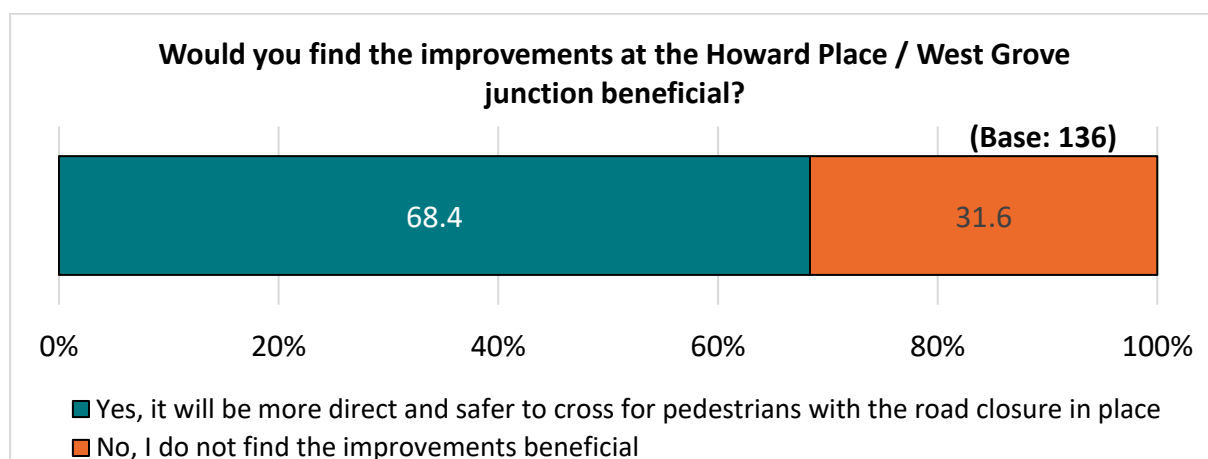
Can I still access Howard Place or East Grove?

Howard Place and East Grove will be closed to through traffic with a new crossing for pedestrians and cyclists. Only cyclists and pedestrians will be able to access these roads from Newport Road as they will be closed off to vehicles at this point. Traffic will only be able to access Howard Place from Newport Road Lane and Howard Gardens, and for East Grove from The Parade. These measures will help to reduce vehicle conflict with vulnerable users.

Q15. Would you find the improvements at the Howard Place / West Grove junction beneficial?

This question was only asked to respondents who indicated they Walk for Q5.

Almost seven in ten (68.4%) respondents would find the improvements at Howard Place / West Grove junction to be beneficial.



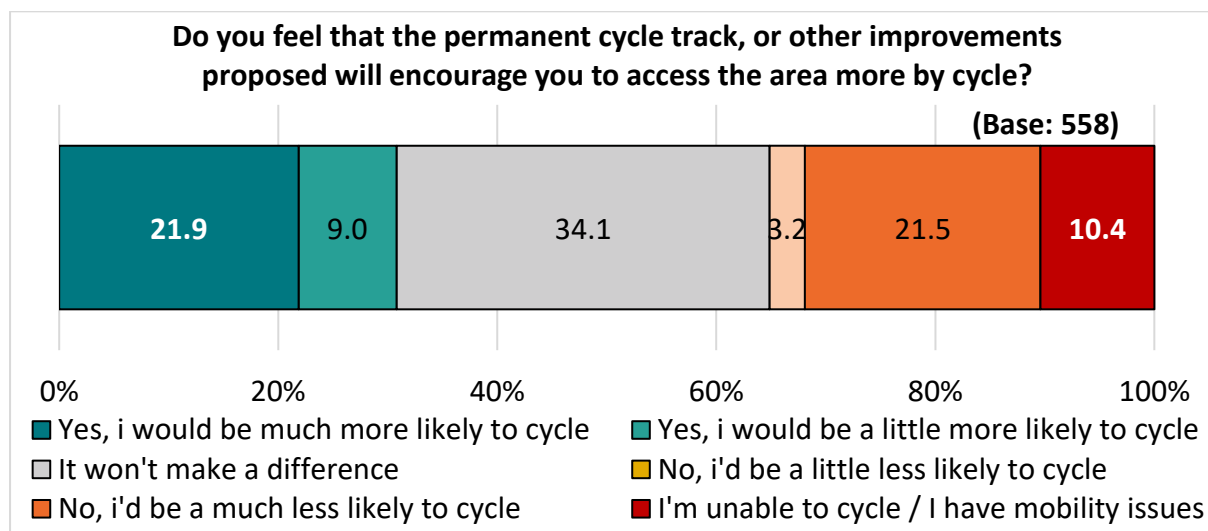
Due to small base sizes, no analysis has been carried out by sub-groups.

Q16. Do you feel that the permanent cycle track, or other improvements proposed will encourage you to access the area more by cycle?

This question was asked to all respondents.

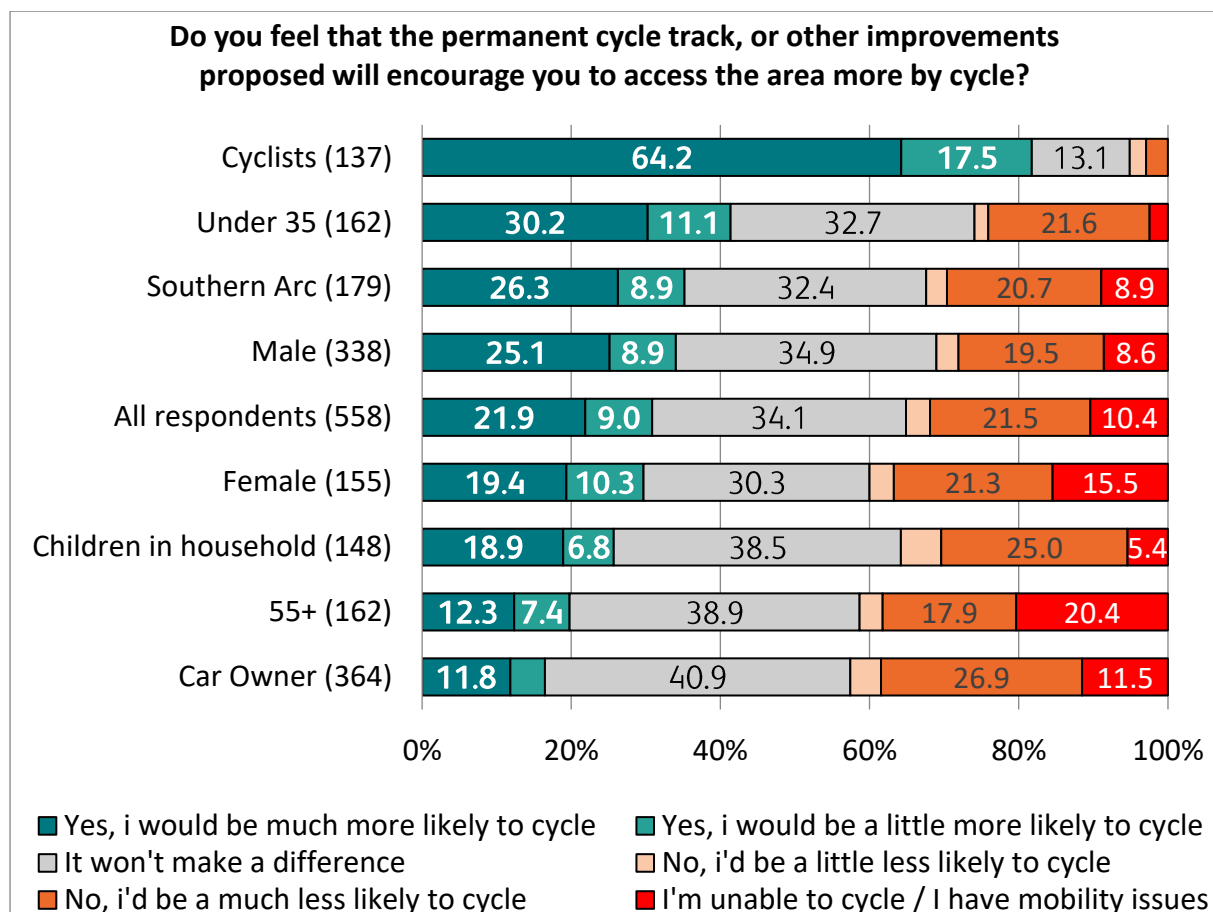
Three in ten (30.9%) participants feel the proposals would make them more likely to cycle, this includes 21.9% who feel they'll be much more likely.

However, one in four (24.7%) feel they'll be less likely to cycle, including 21.5% who would be much less likely.



Five out of the eight sub-groups analysed reported a higher proportion of respondents indicating they would cycle more, as opposed to less. This was particularly evident among participants who currently cycle in the area, with over four in five (81.8%) stating that the proposed improvements would make them more likely to cycle there more frequently ('much more likely' and 'a little more likely' combined).

Participants that currently drive in the area and/or those with a child in the house were the two groups that proportionally returned the highest levels of respondents who would cycle less (31.0% and 30.4% respectively).



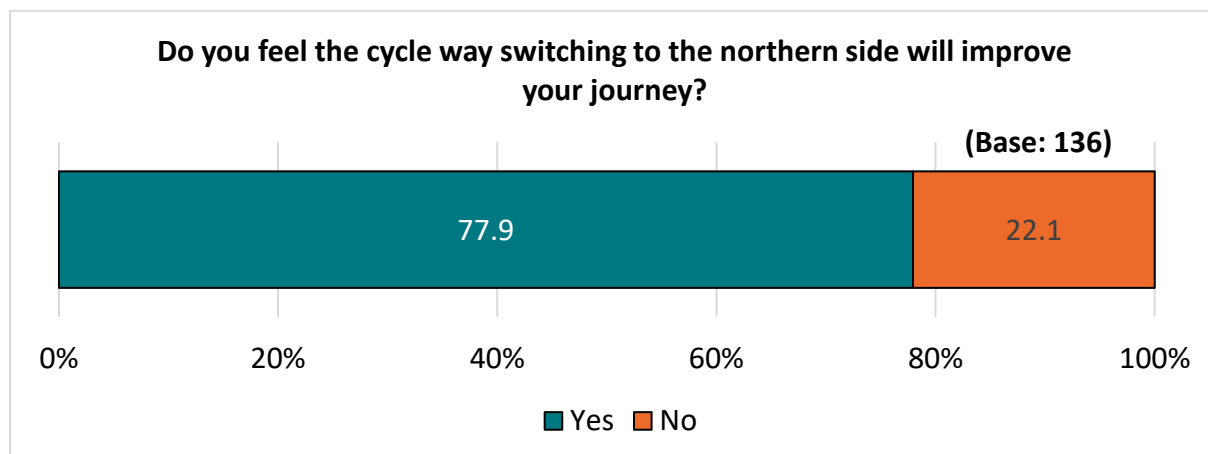
Base sizes shown in brackets.

{Caution needs to be taken when interpreting percentages with low base sizes}

Q17. Do you feel the cycle way switching to the northern side will improve your journey?

This question was only asked to respondents who indicated they Cycle for Q5

Over three in four (77.9%) respondents feel that switching the cycle way to the northern side will improve their journey.



Due to small base sizes, no analysis has been carried out by sub-groups.

Q17a. If no, please explain why:

Participants who did not think that relocating the cycle way to the northern side would improve their journey were asked to provide their reasons. A total of 25 comments were received; these can be viewed below / overleaf:

- Because it won't! There is no good reason to switch the side. Surely, they thought through which side is best to have it on the first time around?! Reducing the opposite side to one lane for motor traffic is ludicrous. All that it needs really is the traffic light timings to be thought through.
- Cycle lane useless- look at the traffic already and then get rid of a lane for some Deliveroo riders and see how much worse it would.
- Cycleway on one side of the road does not work, it has not worked in other areas of Cardiff, they are not used as they are not well connected for us as cyclists therefore, we end up using the road and pedestrian crossings which is unsafe and frustrating for all users
- For east-west journeys it will be much the same, but it will be much more difficult to reach Knox Road and the prison / Adamsdown area.
- Generally, I am cycling to the city centre here, so it makes it more inconvenient to get to the city centre as you're stuck on the wrong side. If it was easier to leave and join the bike lane at crossings and junctions, even in directions where there is not a bike lane, it would help, such as the proposed surface boulevard de Nantes crossing. Bikes and pedestrians also need to be kept separate, to avoid conflict and risk in busy areas.

- Having the route on the north side be protected is definitely a positive move for Cathays and Roath residents. Removing the south side lane will adversely affect anyone coming from Adamsdown. With the proposal, if I travel out into Newport Road from Adamsdown I will be forced to join the car traffic, increasing conflict and risk to myself, and slowing traffic for drivers. Maintaining a cycle route on both sides of Newport Road would prevent this.
- I cycle in a regular basis; it doesn't matter what side of the road a cycle way is. Totally depends on what direction you're heading. But I've noticed when cycle ways take road space it causes more congestion and increases anti cycling sentiment. My preference is not to use them and be part of regular traffic flow.
- I don't think it will make much of a difference one way or the other. I am glad that silly diagonal crossing at West Grove is being removed, that helps a lot. However, I often begin or end my travel in the city centre (leaving by Park Place or Winsor Place), which will now be more difficult with the route on the north side of the road.
- I don't think the northern or southern side make a difference. The key aspect is having a cycle lane that is complete from start to finish and not in parts, so I like this proposal. Missing part is what happens if I need to cycle around the back of town by the jail. Where's the cycle lane?
- I merge onto Newport Road from Station Terrace either by bike or by car, so no real benefits. The proposed markings are very clear, though.
- I think cyclists will be more inclined to use the bus lane going towards town.
- I think the cycle lane will be more dangerous than cycling on the road, so I will avoid it.
- I will need to cross over and back more often with the cycle way on the northern side.
- I work on Grayfriars Road, and this appears to have no provision to access it when coming from the west
- I'm not really sure what is gained from it. It won't stop me using it. I think making it easier to turn right as a cyclist on to north road from Boulevard de Nantes makes sense as currently that's not an "official" option but I'm not sure that requires moving the whole cycle lane. But also, I don't think it will adversely impact my journey either so crack on :D
- It doesn't really make a difference to me which side I cycle down as long as the lights change at a reasonable pace, even late night and its easy and there's enough time allowed to turn onto the road Queen St. stations on as the lights by there change quick and it's an uphill cycle
- It is beneficial to be on the south side as this is where the majority of the amenities such as shops and cafes are located. It allows to easily leave the cycleway to access them. Having to cross could discourage this.
- It is not on the same side of the road as the amenities and would not be as simple to decide to visit shops or cafes which are predominantly on the south side of the road.
- It seems to be a longer journey time and away from Queen St. hopefully it'll stop cyclists going down Queen St.
- It's unclear from these plans that the south side cycle way will be closed, but this question implies it will. The main issue with these cycleways is being able to get from north side of the road to south side, and so we need lanes on both sides for the safety of cyclists and drivers

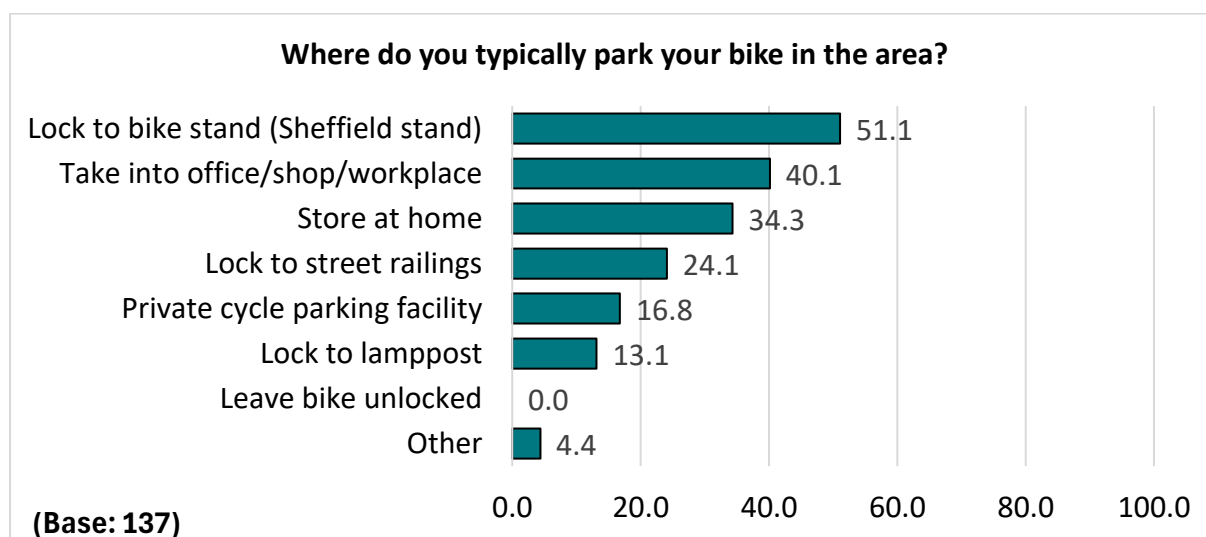
- More likely to access facilities on the Southern side
- No difference for me.
- Once again, the placement of the cycleway in these areas would be prone to pedestrians using it freely as a pavement. Once again, I suggest some sort of barrier to prevent accidents occurring.
- You don't clean the cycle paths. Many people have punctures, so I and many of my friends will not, use them because of this.

Q18. Where do you typically park your bike in the area?

This question was only asked to respondents who indicated they Cycle for Q5.

Respondents cited '**Lock to bike stand (Sheffield stand)**' (51.1%) as the most likely place where they'd park their bike. This was followed by '**Take into office / shop / workplace**' (40.1%) and '**Store at home**' (34.3%).

There were no respondents who said they would '**Leave bike unlocked**'.



N.B. Percentages total more than 100% as respondents could select more than one option.

If 'Other' please specify:

Respondents who selected 'Other' were asked to specify where they park their bike in the area. A total of six comments were received; these can be viewed below:

- Don't leave my bike in the city centre as it will get stolen.
- Everywhere.
- I don't generally use the bike for "commuting" just exercise through the area. I have pedestrians step out in front of me regularly. Shared paths are a pain. Such that I currently often move back to the road.
- Pleased to see the city centre getting paid-for secure bike parking - needs to spread to the district centres too.
- Tend to use The Bike Lock Cafe for anywhere near the coffee centre.
- Usually, I'm just passing through.

Q19. As a cyclist, do you currently experience any difficulties using any of the following junctions?

This question was only asked to respondents who indicated they Cycle for Q5.

Cyclists, like pedestrians, most often had trouble at the '**Park Place / Boulevard De Nantes**' (46.0%) and '**North Road / Boulevard De Nantes**' (44.4%) junctions.

More than one-third of cyclists identified the '**City Road / Glossop Road junction**' and/or the '**Fitzalan Road / Newport Road junction**' as areas of concern (35.5% and 34.7% respectively).

Less than a fifth (17.7%) of cyclists reported no difficulties at junctions, compared to 39.1% of pedestrians—a difference of 21.4 percentage points.

	No.	%
Park Place / Boulevard De Nantes junction	57	46.0
North Road / Boulevard De Nantes junction	55	44.4
City Road / Glossop Road junction	44	35.5
Fitzalan Road / Newport Road junction	43	34.7
Dumfries Place / Station Terrace junction	36	29.0
Newport Road / West Grove junction	35	28.2
Windsor Place junction	32	25.8
Wordsworth Avenue / Newport Road junction	26	21.0
Piercefield Place / Newport Road junction	26	21.0
I do not experience any difficulties using any of the junctions	22	17.7
East Grove / Howard Place crossing	18	14.5
Total Respondents	124	100.0

N.B. Percentages total more than 100% as respondents could select more than one option.

Q19a. If you currently experience difficulties, please explain what they are (if there are issues with more than one junction, please explain any specific concerns, including the name of the junction).

Respondents were invited to provide feedback regarding any difficulties they encounter at any of the junctions related to the above question.

A total of 89 comments were received. These comments were then grouped into themes; the top three themes, along with example comments can be viewed below / overleaf.

A full breakdown of themes and example comments can be found in [Appendix G](#).

Theme	No.	%	Example Comments
Unsafe pedestrian interactions	27	30.3	– Terrifying. I saw someone get knocked over on the cycle lane the other week, from Knox Road. I fear for my life. – Drivers still continuing to drive even on red light - anxiety of being hit by a car /bus/lorry. – Pedestrians crossing at the wrong time. Cars cutting across without checking for bikes near the front of city hall

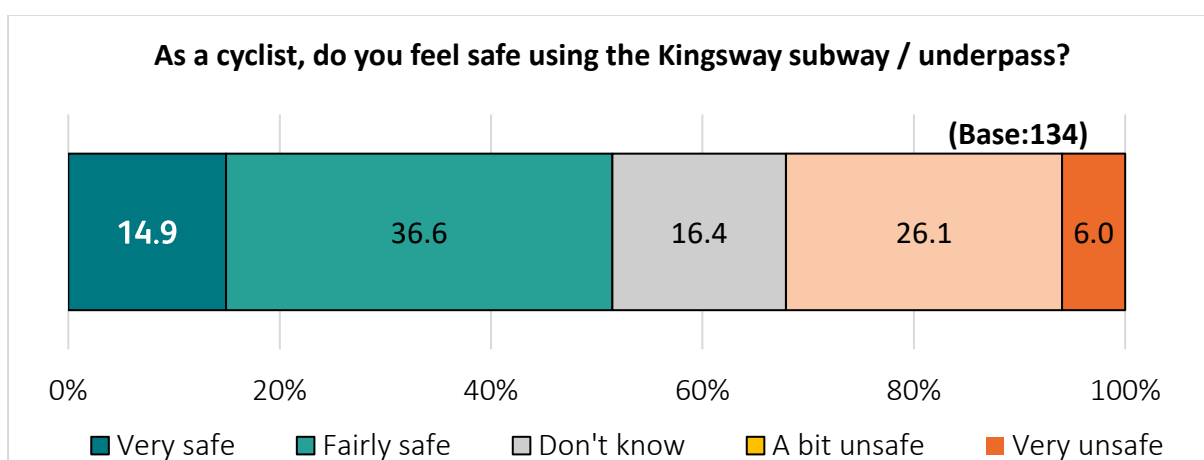
Long traffic light waiting times	26	29.2	– The wait times at the traffic lights are far too long. It really slows down my journey. Given that only a few seconds are needed for cyclists, and they're not required all the time, I think a cycle signal could be slotted in more often in the sequence when required. The West Grove junction, and Glossop Road junction are particularly frustrating. – Excessive waiting for traffic lights. – Takes ages to turn green.
Difficulty joining or leaving cycle lanes	19	21.3	– Accessing Bute Park from the road network. There is no simple way to transition from road to park. – It's unclear how to connect safely to the cycle lane when approaching from Park Place – North Road/ Boulevard De Nantes junction: difficult to join the cycle way heading south from north road.

Comments about specific junction issues have been sent to the project team.

Q20. As a cyclist, do you feel safe using the Kingsway subway / underpass?

This question was only asked to respondents who indicated they Cycle for Q5.

Around a half (51.5%) of cyclists feel safe using the Kingsway subway / underpass.

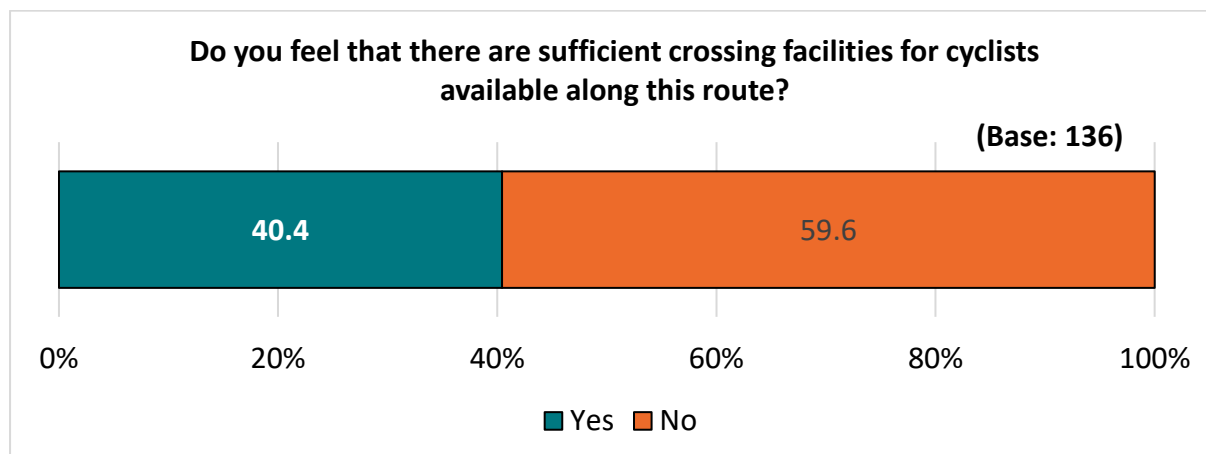


Due to small base sizes, no analysis has been carried out by sub-groups.

Q21. Do you feel that there are sufficient crossing facilities for cyclists available along this route?

This question was only asked to respondents who indicated they Cycle for Q5.

Two in five (40.4%) feel there are sufficient crossing facilities for cyclists available along this route.



Due to small base sizes, no analysis has been carried out by sub-groups

Q21a. If no, please explain why:

Respondents who felt there are not sufficient crossings available along the route, were asked to explain why.

A total of 60 comments were received. These comments were then grouped into themes; the top three themes, along with example comments can be viewed below.

A full breakdown of themes and example comments can be found in [Appendix H](#).

Theme	No.	%	Example Comments
Poor Connectivity and Route Integration	22	36.7	– There is a key link missing that connects the cycle path down by the magic roundabout from Newport Road. It requires cycling on shared pavements where there is not enough space. – Joining or leaving the cycleway needs to be possible from any point along the route. People shouldn't have to go out of their way to cross the road. – Difficult to know where best to cross for Clifton St.
Lack of Safe and Clear Entry / Exit Points	16	26.7	– There is not always a safe means of leaving and joining the cycleway when you are trying to access various streets off this route. – Difficult to access Windsor Place from Senghennydd Rd.

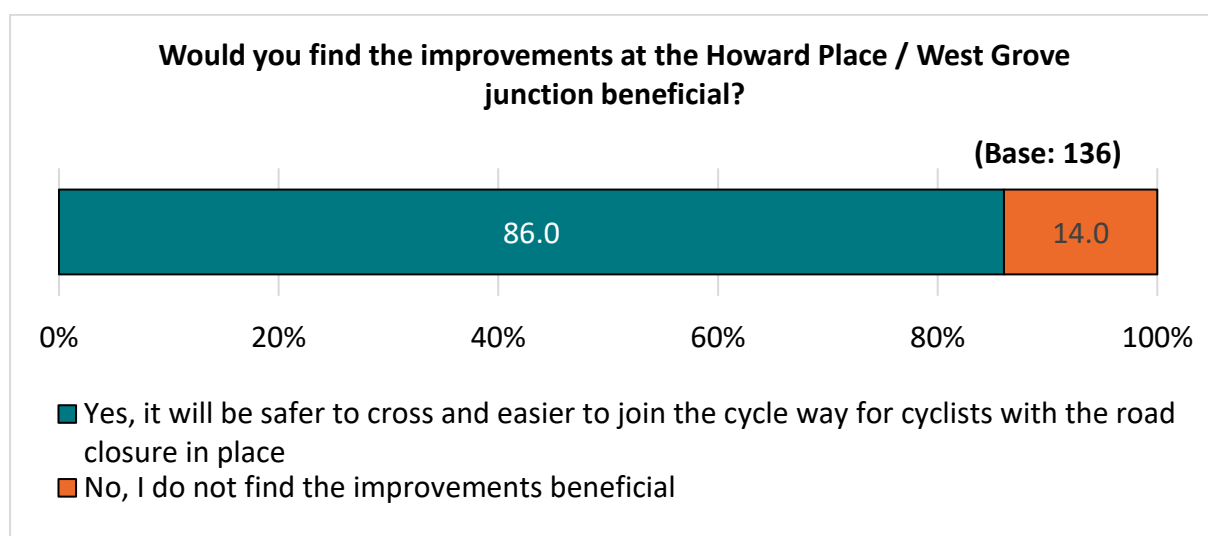
Insufficient or Poorly Designed Crossings	13	21.7	– The pedestrian crossings are not suitable for bicycles. – It's not always clear where you should be crossing. Sometimes where you want to cross has a kerb.
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Q22. Would you find the improvements at the Howard Place / West Grove junction beneficial?

This question was only asked to respondents who indicated they Cycle for Q5.

Over four-fifths (86.0%) of cyclists would find the improvements to be beneficial.

This represents an increase of 17.6 percentage points compared to the response rate of pedestrians (68.4%) when presented with the same question.



Due to small base sizes, no analysis has been carried out by sub-groups.

Access questions for Wordsworth Avenue and Piercefield

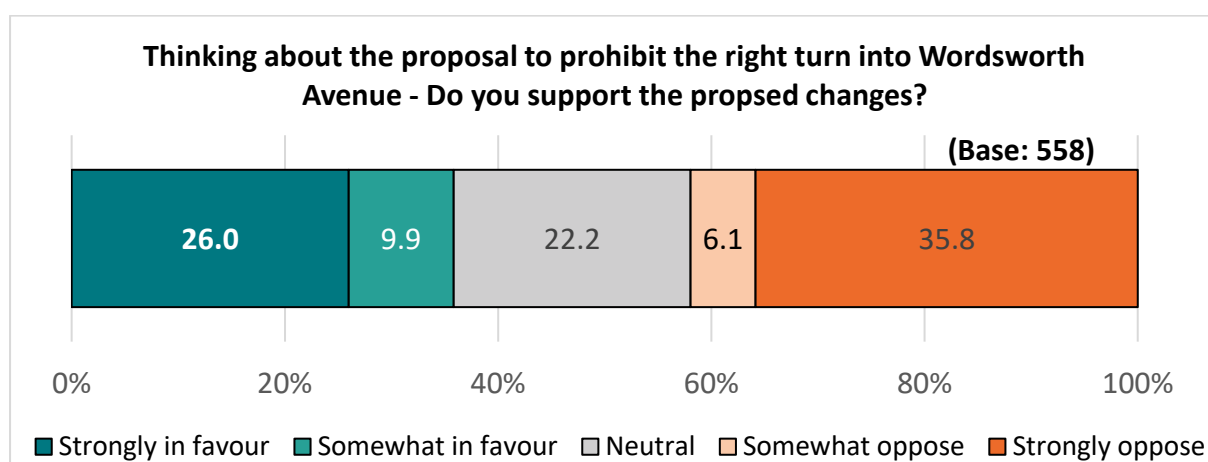
Place Piercefield Place will be blocked to through traffic with access provided for cyclists (a modal filter). Traffic will only be allowed to turn left into and out of the Wordsworth Avenue junction to improve safety (Left in and left out).

Q23. Thinking about the proposal to prohibit the right turn into Wordsworth Avenue, do you support the proposed changes?

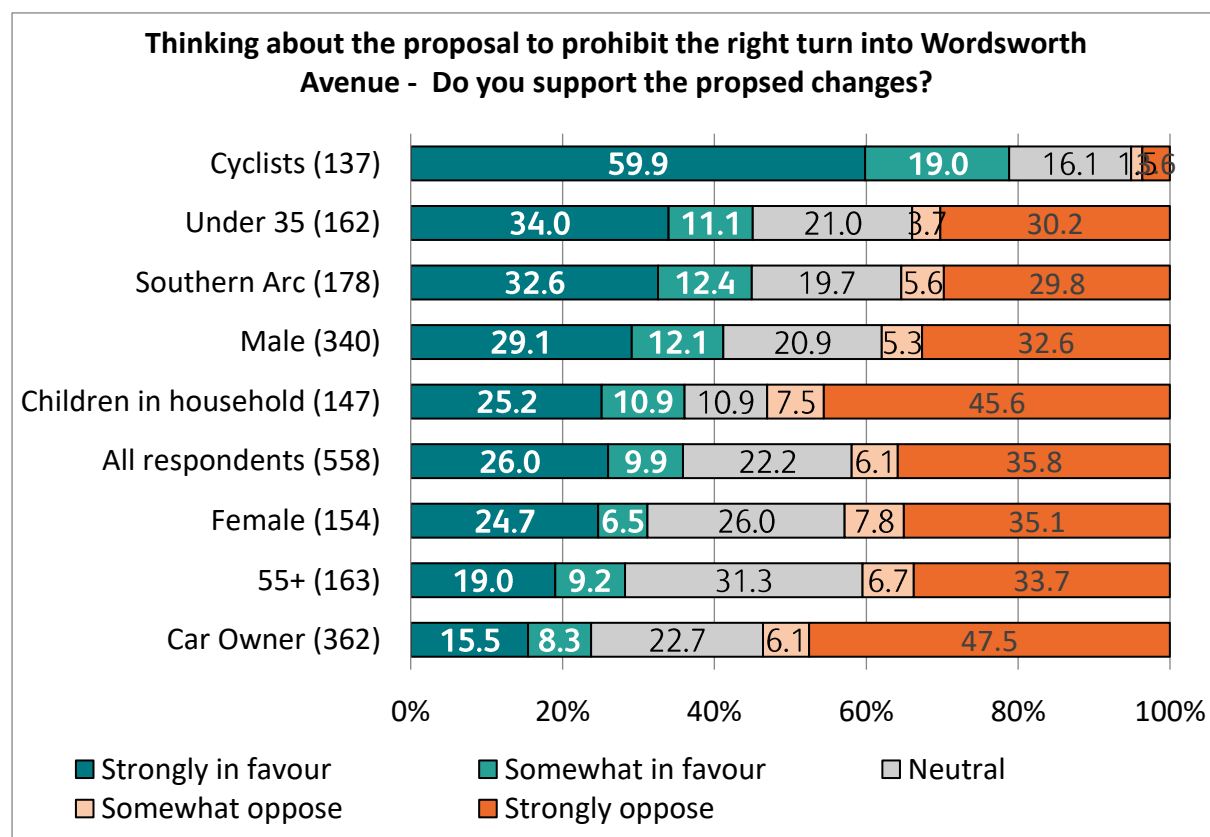
This question was asked to all respondents.

Over a third (35.9%) of respondents are in favour of the proposals.

However, over two in five (41.9%) respondents oppose, including 35.8% who strongly oppose the proposals.



A marked difference of opinion was observed between cyclists and car owners regarding this proposal. More than three-quarters of cyclists (78.8%) expressed support, whereas fewer than one in four car owners (23.8%) were in favour.



Base sizes shown in brackets.

{Caution needs to be taken when interpreting percentages with low base sizes}

Q23a. If you do not support the change, please tell us why:

Respondents who do not support the change, were asked to explain why.

A total of 191 comments were received. These comments were then grouped into themes; the top three themes, along with example comments can be viewed below.

A full breakdown of themes and example comments can be found in [Appendix I](#).

Theme	No.	%	Example Comments
Proposal will create more congestion / Concerns around current situation	63	33.0	– It will add to the already overwhelming traffic issues. – It's cutting off a road to turn which will then cause a buildup of traffic because people are going to have to turn somewhere. – Making it a no through road is going to make the traffic in the area even worse when it's already heavily congested. – The city is already congested. Blocking and restricting streets only makes that issue worse.
Waste of money / Money should be spent elsewhere	30	15.7	– There are so many other areas in need of funding. Bikes and my cyclist friends do fine as we are. Please spend this money on more deserving areas in need. – Waste of money, better use could be made if limited resources. – Spend the money tending to roads and pavements in all of Cardiff. You have neglected maintenance of roads and pavements across Cardiff. They should have their issues addressed first.
Generally against the proposals / Fine as it is	24	12.6	– Cardiff is fine as it is stop trying to make pointless changes. – This work is totally unnecessary. – The lanes there are fine. I don't pay council tax to have it constantly squandered on things like this. Welsh labour have caused nothing but chaos to the roads in the city causing more congestion.

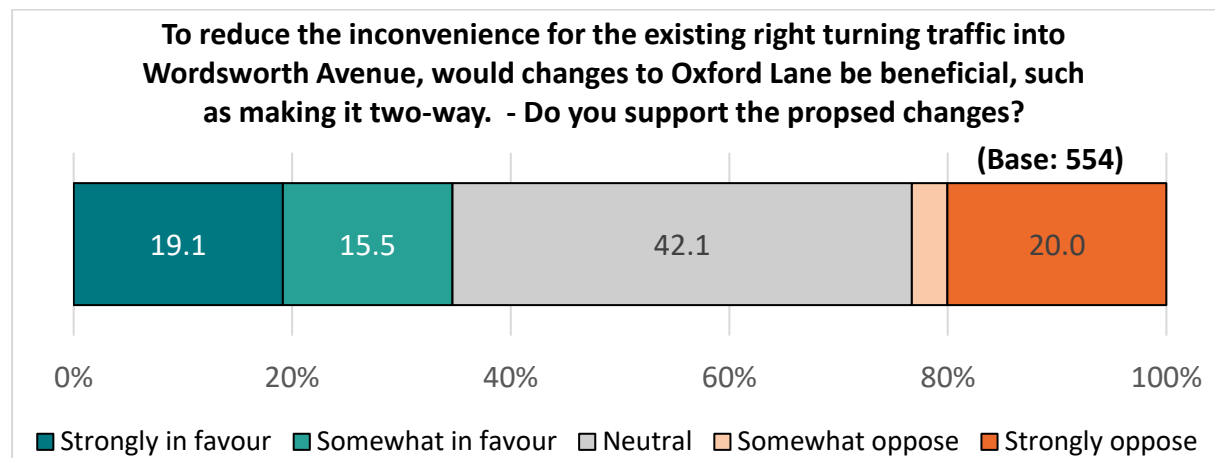
Thinking about the proposal to prohibit the right turn into Wordsworth Avenue

To reduce the inconvenience for the existing right turning traffic into Wordsworth Avenue, would changes to Oxford Lane be beneficial, such as making it two-way.

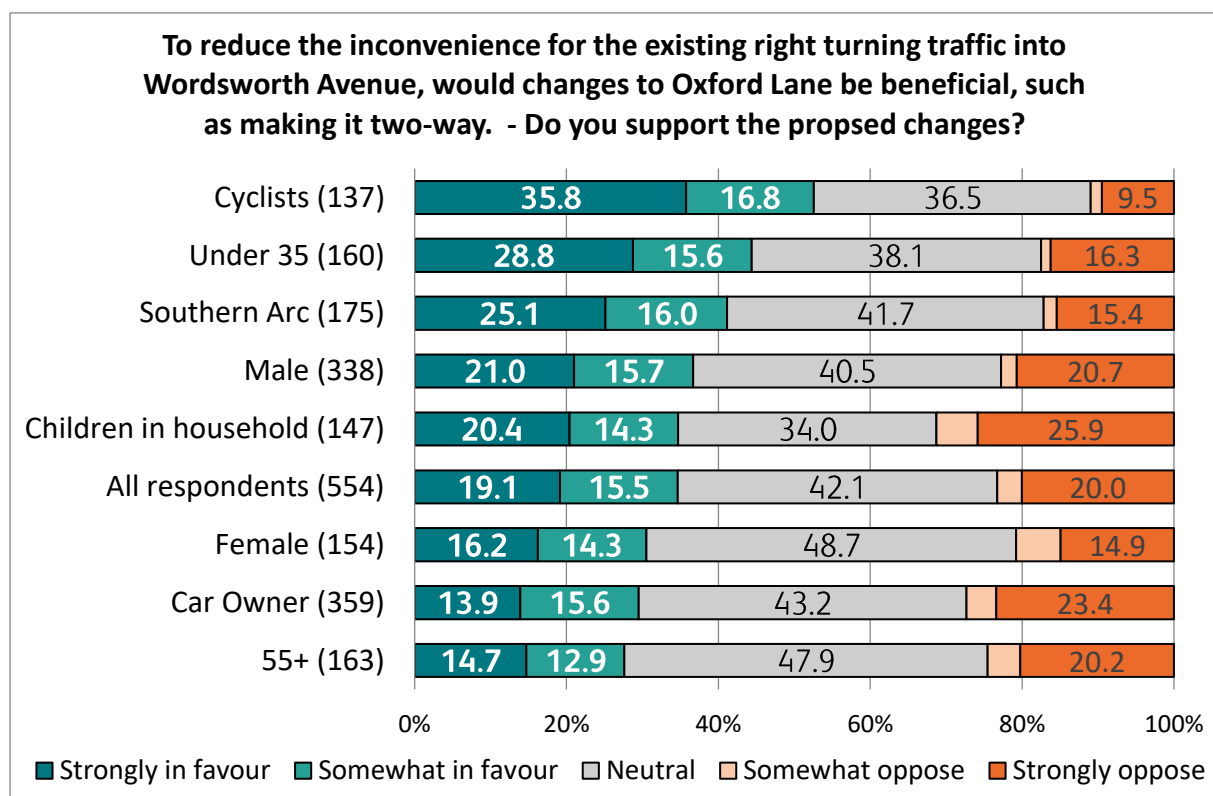
Q24. Do you support the proposed changes?

This question was asked to all respondents.

Around one in three (34.6%) respondents are in favour of the proposals. However, almost one in four (23.2%) oppose, including 20.0% who strongly oppose.



As with the previous question, cyclists showed significantly greater support for the proposed changes compared to car owners, with 52.6% of cyclists in favour versus 29.5% of car owners.



Q24a. If you do not support the change, please tell us why:

Respondents who do not support the change, were asked to explain why.

A total of 78 comments were received. These comments were then grouped into themes; the top three themes, along with example comments can be viewed below.

A full breakdown of themes and example comments can be found in [Appendix J](#).

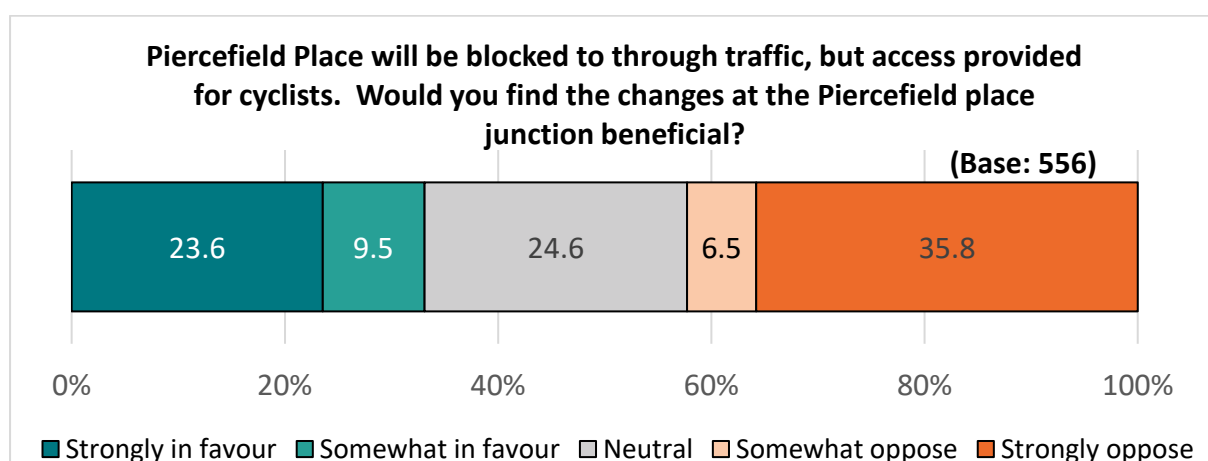
Theme	No.	%	Example Comments
Generally against the proposals / Fine as it is	18	23.1	- Unnecessary. - It's fine as it is. - Will make no difference.
Waste of money / Money should be spent elsewhere	12	15.4	- It's a waste of money. Spend it on social welfare. - Spend the money on something we need, not just to further your no cars agenda.
Proposal will create more congestion	11	14.1	- It will add to the already overwhelming traffic issues. - More congestion.

Piercefield Place will be blocked to through traffic, but access provided for cyclists.

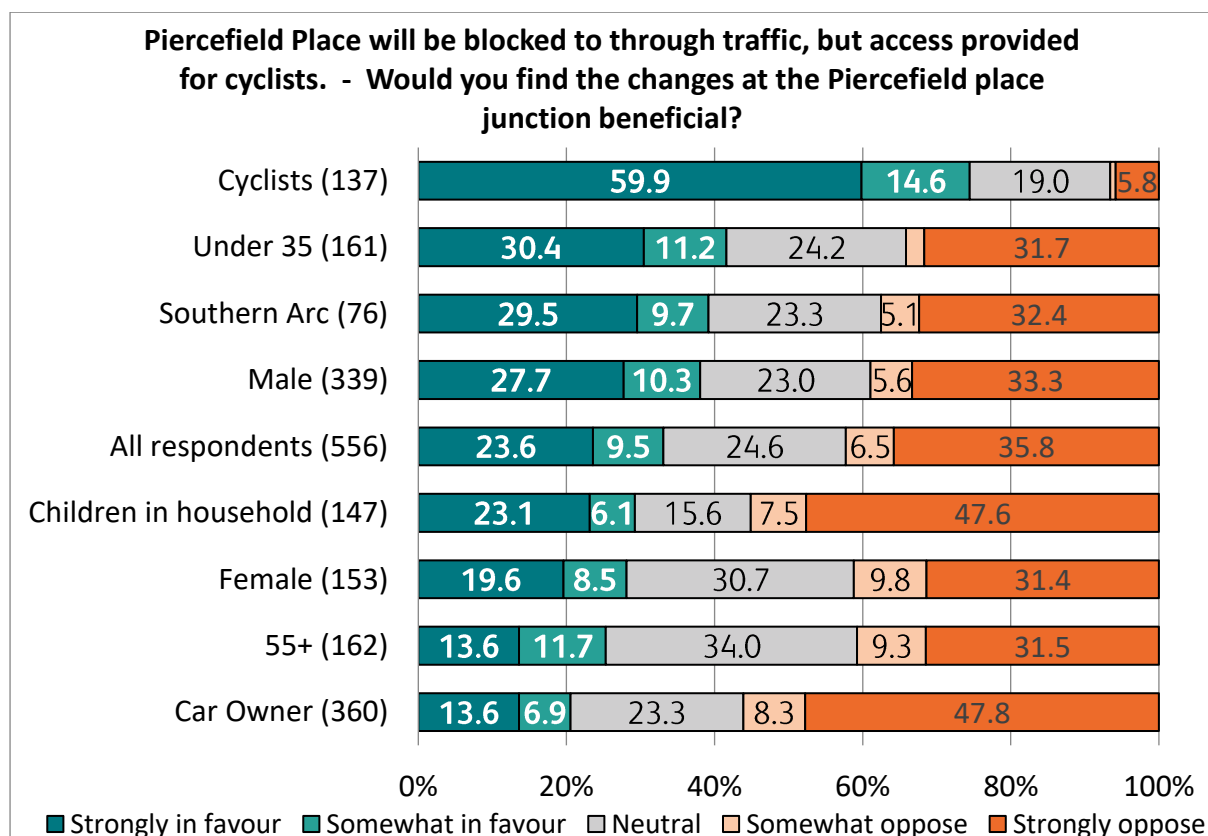
Q25. Would you find the changes at the Piercefield place junction beneficial?

This question was asked to all respondents.

A third (33.1%) of respondents are in favour of the proposals. However, over two in five (42.3%) oppose, including 35.8% who strongly oppose.



In line with the previous questions, cyclists showed significantly greater support for the proposed changes compared to car owners, with 74.5% of cyclists in favour versus 20.6% of car owners.



Q25a. If you do not support the change, please tell us why:

Respondents who do not support the change, were asked to explain why.

A total of 162 comments were received. These comments were then grouped into themes; the top three themes, along with example comments can be viewed below.

A full breakdown of themes and example comments can be found in [Appendix K](#).

Theme	No.	%	Example Comments
Proposal will create more congestion / Concerns around current situation	28	17.3	– It will add to the already overwhelming traffic issues. – Congestion will increase counteracting the suggest benefits. – You're making more traffic and congestion.
Against Preferential Treatment for Cyclists	19	11.7	– If it's blocked it should be blocked for everyone. – Why do you treat cyclists like royalty? They are able bodied. Try getting older and being in pain and needing a car. – Bikes should not be the priority.
Generally against the proposals / Fine as it is	19	11.7	– There is no reason why this should be blocked off. Very little traffic uses the junction, and so there is no benefit to anyone to block this off. – Cardiff is fine as it is stop trying to make pointless changes. – Stop messing with the roads.

Q26. Please provide any further comments you may have about the proposed project in the comment box below:

This question was asked to all respondents.

Respondents were given the opportunity to provide further comments regarding the proposed project.

A total of 224 comments were received. These comments were then grouped into themes; the top three themes, along with example comments can be viewed below.

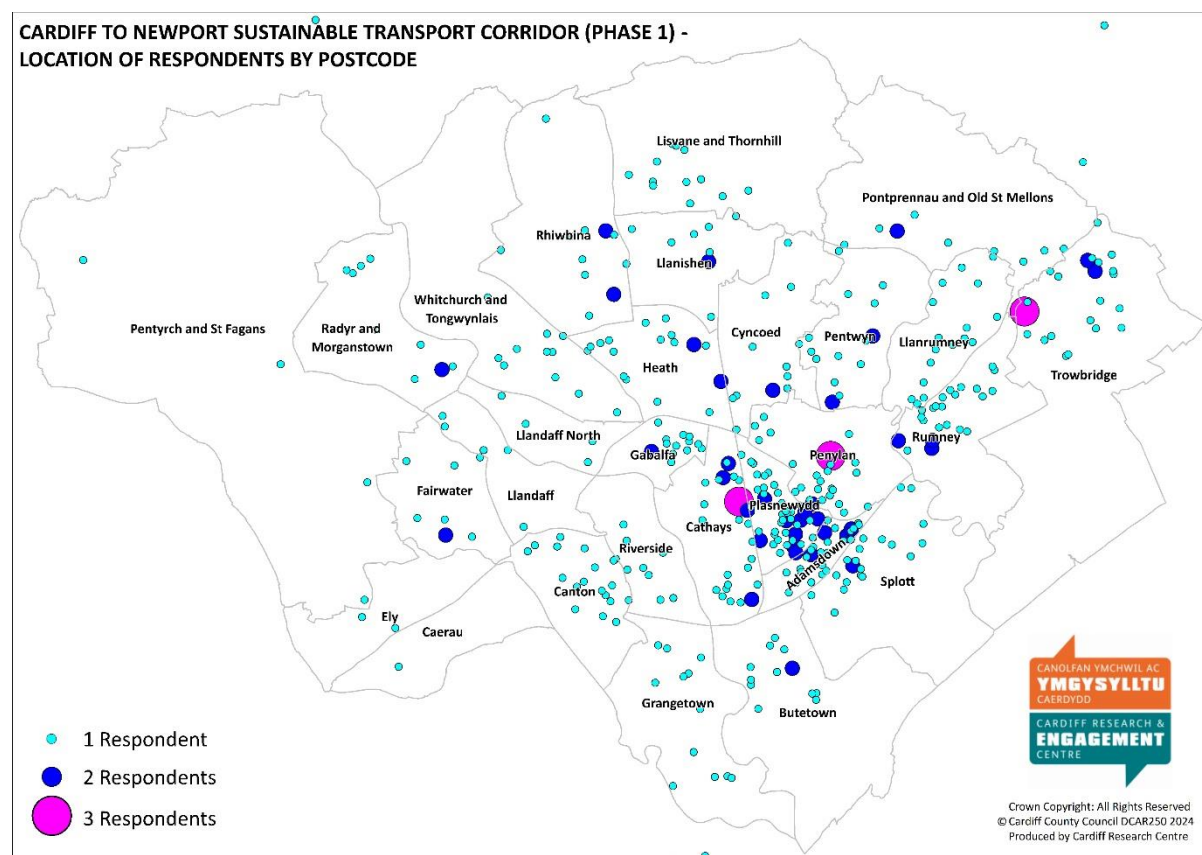
A full breakdown of themes and example comments can be found in [Appendix L](#).

Theme	No.	%	Example Comments
General opposition to specific proposals	48	21.4	– There are few issues currently at Piercefield Place - don't see any benefit to changing current arrangements. – I 100% oppose the closure of the underpass near City Hall. I also oppose the closure of Piercefield place to cars. – Filling in the Kingsway subway is bonkers and actively makes it harder for pedestrians to cross, at the same time as costing a fortune!
Waste of money / Money should be spent elsewhere	47	21.0	– The whole project is a waste of taxpayers' money. – With the state of Cardiff, is this really best use of our taxes. – Waste of money, spend it on social welfare.
Generally happy with specific proposals in the engagement	35	15.6	– These changes will improve the cycling experience along the route and make it safer. Me and my partner would be more likely to cycle more regularly as a result. – I have often seen traffic turning right out of Piercefield Place and drive on the wrong side of the road to turn into four elms road. blocking this road for through traffic will hopefully prevent this. – Moving the two-way cycle lane crossing the Nox Road link is a good idea.

About you

This section of the report provides a summary of the social demographics of those who participated in the online survey. This information is important as it provides a detailed understanding of the respondent's characteristics.

Please provide your full postcode below (e.g. CF10 4UW)



What was your age on your last birthday?

	No	%
Under 16	0	0.0
16-24	27	4.9
25-34	136	24.5
35-44	107	19.3
45-54	100	18.1
55-64	81	14.6
65-74	64	11.6
75+	18	3.2
Prefer not to say	21	3.8
Total Respondents	554	100.0

Are you...?

	No	%
Female	155	28.4
Male	340	62.3
Non-binary	6	1.1
Other	1	0.2
Prefer not to say	44	8.1
Total Respondents	546	100.0

Do you identify as Trans?

	No.	%
Yes	9	1.7
No	476	88.1
Prefer to self-describe	2	0.4
Prefer not to say	53	9.8
Total Respondents	540	100.0

Do any children live in your household?

	No.	%
No children	390	72.4
Yes, under 5 years old (pre-school)	50	9.3
Yes, aged 5 - 11 (primary school)	58	10.8
Yes, aged 11 - 16 (secondary school)	53	9.8
Yes, aged 16 - 18 in full-time education, or working	25	4.6
Yes, aged 16 - 18 but not in full time education or working	7	1.3
Total Respondents	539	-

N.B. Percentages total more than 100% as respondents could select multiple options.

Are you pregnant, or have you given birth within the last 26 weeks?

	No.	%
Yes, I'm pregnant	3	0.6
Yes, I've given birth	5	0.9
No	483	89.3
Prefer not to say	50	9.2
Total Respondents	541	100.0

Do you care unpaid, for a friend or family member who due to illness, disability, a mental health problem or an addiction cannot cope without your support?

	No.	%
Yes	51	9.4
No	440	81.0
Prefer not to say	52	9.6
Total Respondents	543	100.0

Which of the following best describes what you are doing at present?

	No.	%
Working full time (30+ hours per week)	367	67.5
Wholly retired from work	84	15.4
Working part time (less than 30 hours per week)	41	7.5
Permanently sick or disabled person	20	3.7
In full time education	14	2.6
Caring for a child or adult	6	1.1
Unemployed - Unregistered but seeking work	5	0.9
On a zero-hour contract	5	0.9
Looking after home	4	0.7
Unemployed - Registered Job Seeker	1	0.2
On a government training scheme	0	0.0
Other	19	3.5
Total Respondents	544	-

N.B. Percentages total more than 100% as respondents could select multiple options.

Do you identify as a disabled person?

	No	%
Yes	83	15.2
No	412	75.5
Prefer not to say	51	9.3
Total Respondents	546	100.0

Are you a blue badge holder?

	No	%
Yes	32	5.9
No	508	94.1
Total Respondents	540	100.0

Please tick any of the following that apply to you:

	No	%
Long-standing illness or health condition (e.g. cancer, diabetes or asthma)	84	36.8
Mobility impairment	51	22.4
Mental health difficulties	36	15.8
Deaf / Deafened / Hard of hearing	34	14.9
Learning impairment / difficulties	13	5.7
Visual impairment	8	3.5
Wheelchair user	5	2.2
Other	12	5.3
Prefer not to say	72	31.6
Total Respondents	228	-

N.B. Percentages total more than 100% as respondents could select more than one option.

Do you or a member of your family identify as neurodivergent?

	Yes		No.		Total Respondents	
	No.	%	No.	%	No.	%
Me	72	16.8	357	83.2	429	100.0
A member of my household	85	20.2	336	79.8	421	100.0

Do you regard yourself as belonging to any particular religion?

	No.	%
No, no religion	309	57.2
Christian (Including Church in Wales, Catholic, Protestant and all other Christian denominations)	153	28.3
Hindu	4	0.7
Muslim	3	0.6
Buddhist	2	0.4
Jewish	2	0.4
Sikh	0	0.0
Other	6	1.1
Prefer not to answer	61	11.3
Total Respondents	540	100.0

How would you describe your sexual orientation?

	No.	%
Heterosexual / Straight	366	68.3
Gay Man	36	6.7
Bisexual	29	5.4
Gay Woman / Lesbian	8	1.5
Other	6	1.1
Prefer not to answer	91	17.0
Total Respondents	536	100.0

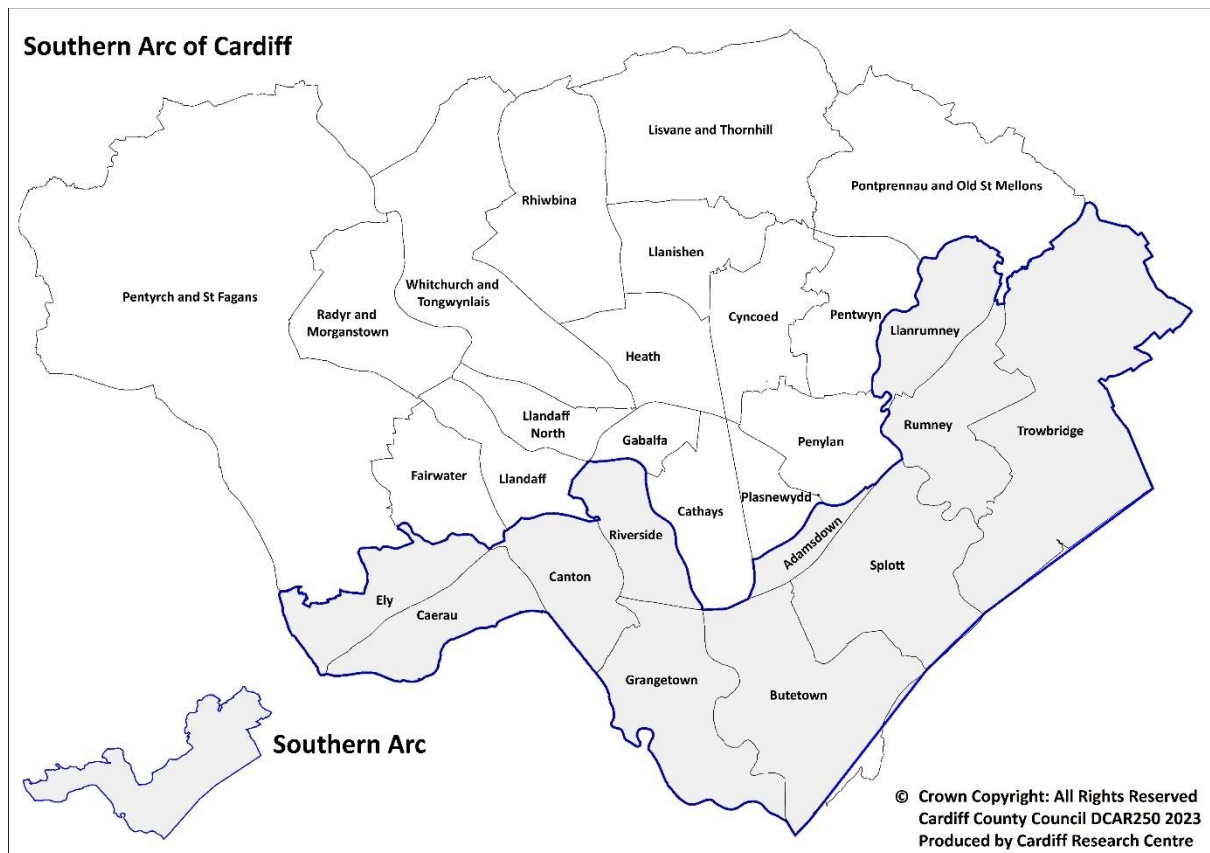
Are you:

	No.	%
Married	222	41.7
Single	133	25.0
Living together/Co-habiting	112	21.0
In a Civil Partnership	17	3.2
Separated/divorced or legally separated if formerly in a Civil Partnership	15	2.8
Widowed	8	1.5
Other	26	4.9
Total Respondents	533	100.0

What is your ethnic group?

	No.	%
White – Welsh / English / Scottish / Northern Irish / British	424	78.7
White – Irish	7	1.3
White - Gypsy or Irish Traveller	0	0.0
White - Any other white background	24	4.5
Mixed / Multiple Ethnic Groups - White & Asian Welsh / British / Other	3	0.6
Mixed / Multiple Ethnic Groups - White and Black African Welsh / British / Other	1	0.2
Mixed / Multiple Ethnic Groups - White and Black Caribbean Welsh / British / Other	2	0.4
Mixed / Multiple Ethnic Groups - Any other	6	1.1
Asian / Asian Welsh / British - Bangladeshi	2	0.4
Asian / Asian Welsh / British - Chinese	1	0.2
Asian / Asian Welsh / British - Indian	5	0.9
Asian / Asian Welsh / British – Pakistani	1	0.2
Asian / Asian Welsh / British - Any other	3	0.6
Black / African / Caribbean / Black Welsh / British - African	1	0.2
Black / African / Caribbean / Black Welsh / British – Caribbean	0	0.0
Black / African / Caribbean / Black Welsh / British - Any other	0	0.0
Arab	0	0.0
Any other ethnic group	6	1.1
Prefer not to say	53	9.8
Total Respondents	539	100.0

Appendix A – Map of Southern Arc



Appendix B – If you do travel though this area, what is your main reason for this?
Breakdown by demographics

	All respondents (555)	Under 35 (162)	55+ (159)	Female (154)
Commuting to work (outside of City Centre area)	16.8	17.9	8.8	15.6
Commuting to work (within City Centre area)	24.3	35.8	10.1	21.4
Visiting a resident	6.3	6.2	8.8	8.4
Leisure/ shopping	42.2	34.6	56.0	40.9
Event	1.4	1.2	3.1	2.6
Education	1.4	1.2	0.0	3.2
Other	7.6	3.1	13.2	7.8
Total	100.0	100.0	100.0	100.0

Base sizes shown in brackets

{Caution needs to be taken when interpreting percentages with low base sizes}

	Male (336)	Southern Arc (177)	Child in household (148)	Car Owner (360)
Commuting to work (outside of City Centre area)	16.4	19.2	20.3	18.9
Commuting to work (within City Centre area)	25.6	24.3	29.1	20.8
Visiting a resident	6.3	8.5	4.7	7.5
Leisure/ shopping	43.8	37.3	37.8	42.5
Event	1.2	1.7	1.4	0.8
Education	0.9	2.3	2.0	1.1
Other	6.0	6.8	4.7	8.3
Total	100.0	100.0	100.0	100.0

Base sizes shown in brackets

{Caution needs to be taken when interpreting percentages with low base sizes}

Appendix C – What mode of transport do you use when using this route? Breakdown by demographics

	All respondents (560)	Under 35 (163)	55+ (162)	Female (154)
Walk	24.3	36.2	14.2	17.5
Bike	24.5	36.8	18.5	23.4
Bus	24.1	28.8	25.9	21.4
Motorcycle	1.6	1.8	2.5	1.3
Car	65.0	55.2	67.3	70.1
Van	3.6	3.1	2.5	0.0
Electric Vehicle (EV)	4.1	1.2	4.9	3.2
Train	3.2	3.7	3.1	2.6
Other	0.9	0.0	1.9	1.9

Base sizes shown in brackets

{Caution needs to be taken when interpreting percentages with low base sizes}

	Male (339)	Southern Arc (178)	Child in household (148)	Car Owner (364)
Walk	26.3	26.4	18.2	17.9
Bike	26.3	32.6	18.2	12.1
Bus	24.5	25.8	13.5	17.0
Motorcycle	2.1	2.2	0.7	1.6
Car	60.2	61.2	73.6	100.0
Van	5.0	2.2	6.1	1.6
Electric Vehicle (EV)	5.0	3.9	4.7	3.6
Train	3.5	1.1	2.7	2.2
Other	0.3	0.6	0.0	0.3

Base sizes shown in brackets

{Caution needs to be taken when interpreting percentages with low base sizes}

Appendix D- How long do you typically stay in the area? Breakdown by demographics

	All respondents (327)	55+ (129)	Male (195)	Southern Arc (100)	Car Owner (217)
Up to 15 minutes	10.1	10.9	13.3	6.0	8.3
Up to 30 minutes	13.8	16.3	17.9	13.0	13.4
Up to an hour	10.1	10.9	10.3	9.0	11.1
Between one to two hours	29.1	31.8	31.3	33.0	30.0
Between two to three hours	22.0	17.1	16.4	22.0	19.8
Over three hours	15.0	13.2	10.8	17.0	17.5
Total	100.0	100.0	100.0	100.0	100.0

Base sizes shown in brackets

{Caution needs to be taken when interpreting percentages with low base sizes}

Appendix E- Do you feel moving and upgrading the cycleway will have a positive impact for pedestrians using this route? If no, please tell us why:

Theme	No.	%	Example Comments
Underuse of Existing Cycle Infrastructure / Low Cyclist Numbers	73	29.2	– People don't use the current bike lanes provided. – Cyclists barely use the cycle lanes given. – Not many people cycle. – I haven't seen many cyclists using this route anyway!
Cyclist Behaviour & Rule-Breaking	56	22.4	– Cyclists already demonstrate little regard for pedestrians and flout almost all traffic laws at will. – Cyclists are a law unto themselves and expect pedestrians to move out their way – I feel that many cyclists ignore red lights and having to cross a cycle path is not great.
Pedestrian Safety Risks	50	20.0	– Pedestrians now have to cross a busy road with a cycle road so more danger of getting hit. – Commuting cyclists rarely stop at crossings, making it far more dangerous for pedestrians. – Frequent near misses between cyclists and pedestrians already.
Wasteful or Misplaced Public Spending / Distrust in Council Decision-Making	42	16.8	– Waste of money! Increasing council tax while even thinking of this garbage is embarrassing. – I think the real reason you're getting rid of the subway is so homeless people have less places to find shelter during bad weather. You should be ashamed of yourselves and should focus more on helping homeless people get off the streets instead of spending money you don't have on unnecessary things like this. Absolutely shameful.
Traffic Congestion & Flow Disruption	39	15.6	– People who are predominantly pedestrians are already using the area; this won't increase anything but make congestion worse for cars. – You are taking a perfectly good and usable underpass to create a crossing to slow the flow of traffic.
Cycle Lanes are Hazardous	18	7.2	– Cycle lanes do not work, if anything more dangerous. Cyclists should use roads as normal with awareness of traffic. – The cycle ways so far encourage cyclists to speed and are a danger to pedestrians.
Infrastructure Already Adequate	16	6.4	– Because what is there is adequate for the volume of cycle traffic that will ever use it.

			– There is nothing wrong with how it currently works.
Objections to Removing Underpasses	11	4.4	– Removing the underpass will make walking less attractive.
Minimal or No Pedestrian Benefit	9	3.6	– It will benefit cyclists, not much impact for pedestrians.
Impact on Vulnerable Pedestrians	8	3.2	– No because walking isn't always an option for people and not everyone wants to walk everywhere.
Equity & Broader Priorities	6	2.4	– A small minority use them. Improve public transport and park & ride ability to positively impact the majority.
Calls for Cyclist Regulation	6	2.4	– Cyclists need more regulation for dangerous cycling habits in all areas of the city.
Misalignment with Local Travel Patterns	6	2.4	– I live too far and with children. It's making it more difficult to do things around the area such as see the museum. Trying to do activities with a little one that freaks out on public transport you're not helping young family's get outside the house. We live in Rhiwbina which buses also get regularly cancelled or delayed which is another reason why we need to drive.
Anti-Car Sentiment	5	2	– Absolute nonsense proposal. Anti car policies are killing retail and business in Cardiff!
Misc.	22	8.8	– Why would it? – Lots of people are fed up with cyclists everywhere.
Total Respondents	250	-	

N.B. Percentages total more than 100% as comments could fall into more than one theme.

Appendix F- As a pedestrian, do you currently experience any difficulties using any of the following junctions? If you currently experience difficulties, please explain what they are:

Theme	No.	%	Example Comments
Long Waits at Crossings	23	37.7	– Very long crossing times. – Prioritisation of cars meaning long waits for pedestrians – The pedestrian lights take too long to respond and there is a long wait each time.
Fast or Aggressive Traffic	18	29.5	– A lot of the side streets between city rd. junction and the bit by queen street cars travel at an inappropriate speed and don't look for pedestrians. – Cars come really suddenly and don't pay much attention.
Poor Urban Design or Desire Line Misalignment	16	26.2	– The angle of the crossing feels awkward. Pedestrians end up waiting a long time. And adding a cycle lane into the mix will surely add more delays to that. – Terrible road to cross with the current cycleways.
Lack of Pedestrian Priority	16	26.2	– This area of town heavily favours vehicle movements, which greatly compromises the attractiveness of the area for pedestrians. I do not understand why east-west vehicle journeys are facilitated at the expense of the pedestrian experience. – Traffic has too long a priority over pedestrians.
Missing or Incomplete Crossings	12	19.7	– There aren't pedestrian crossings on all four roads leading into the junction, only on three. This prioritises the needs of motorists. – City Road is a nightmare for pedestrians at the moment. Cars parked on the pavement, too many cars and not enough crossing places.
Confusing Layout or Poor Wayfinding	11	18.0	– Just not a nice place to cross, not clear. – Getting from lower Park Place to the castle city centre by foot isn't easy via any route.
Overcrowded or Narrow Crossing Points	10	16.4	– Pedestrians should be allowed to cross in one go. Pedestrian islands like at next to Sainsbury's is awful and it looks like you do not intend to change much. The island is far too small for people and people don't use it properly because it's awful. Please consider a phase so pedestrians can cross in one go. – I'm find the islands are too small in the middle and great crowded, the time to cross both roads are too

			long as vehicles seem to get priority. I would rather cross the whole junction in one movement.
Cyclist Behaviour at Junctions	10	16.4	– Unfortunately, it is usually cyclists not using designated cycleways and/or ignoring traffic lights. – I am wary at any lights controlled pedestrian crossing because cyclists rarely stop at a red light, even when the lights apply to the cycleway.
Accessibility	7	11.5	– As you know there's no crossing there and we have to use the subway. We're often in this area crossing this junction and I believe there should be a ground crossing from Kingsway to crown court, and also from the other side of North Road, so when we come from town or come out of Bute Park towards Cathays station, we don't have to use the subway.
Lack of Continuous Raised Crossings	4	6.6	– "staggered" crossing.
Total Respondents	61	-	

N.B. Percentages total more than 100% as comments could fall into more than one theme.

Appendix G- As a cyclist, do you currently experience any difficulties using any of the following junctions? If you currently experience difficulties, please explain what they are (if there are issues with more than one junction, please explain any specific concerns, including the name of the junction).

Theme	No.	%	Example Comments
Unsafe pedestrian interactions	27	30.3	– Terrifying. I saw someone get knocked over on the cycle lane the other week, from Knox Road. I fear for my life. – Drivers still continuing to drive even on red light - anxiety of being hit by a car /bus/lorry. – Pedestrians crossing at the wrong time. Cars cutting across without checking for bikes near the front of city hall
Long traffic light waiting times	26	29.2	– The wait times at the traffic lights are far too long. It really slows down my journey. Given that only a few seconds are needed for cyclists, and they're not required all the time, I think a cycle signal could be slotted in more often in the sequence when required. The West Grove junction, and Glossop Road junction are particularly frustrating. – Excessive waiting for traffic lights. – Takes ages to turn green.
Difficulty joining or leaving cycle lanes	19	21.3	– Accessing Bute Park from the road network. There is no simple way to transition from road to park. – It's unclear how to connect safely to the cycle lane when approaching from Park Place – North Road/ Boulevard De Nantes junction: difficult to join the cycle way heading south from north road.
General safety concerns	18	20.2	– Fast moving traffic and illegally parked vehicles. – Cars don't always realise there are cyclists coming against the flow of traffic on dual carriageway.
Cycle lane ends abruptly	11	12.4	– Lack of continued cycle way to connect to elm street. – Having to leave the cycleway and cross the road into St Andrews Square is challenging when the toucan crossing is busy.
Confusing junction layouts	9	10.1	– Windsor place especially is very difficult to work out how you are meant to cross safely on to St Andrew's Crescent.
Cycle lane switching sides	9	10.1	– I have never liked the fact that the bike lanes switch sides of the road. This proposal should address, what I think, was a big error from the original design. The changes look great.

Sensor failures at lights	7	7.9	– Currently most of the junctions have issues. The traffic lights rarely recognise cycles so you have to wait 2 or 3 phases to get a green, they should prioritise bus and cycles over car lanes, so bus and cycle lanes go green on approach.
Lack of cycle infrastructure	7	7.9	– Lack of cycle lanes on Park Place, City Road and Richmond Road. Lack of clear route from North Road to the castle.
Misc.	7	7.9	– Traffic is bad already
Total Respondents	89	-	

N.B. Percentages total more than 100% as comments could fall into more than one theme.

Appendix H- Do you feel that there are sufficient crossing facilities for cyclists available along this route? If no, please explain why:

Theme	No.	%	Example Comments
Poor Connectivity and Route Integration	22	36.7	– There is a key link missing that connects the cycle path down by the magic roundabout from Newport Road. It requires cycling on shared pavements where there is not enough space. – Joining or leaving the cycleway needs to be possible from any point along the route. People shouldn't have to go out of their way to cross the road. – Difficult to know where best to cross for Clifton St.
Lack of Safe and Clear Entry / Exit Points	16	26.7	– There is not always a safe means of leaving and joining the cycleway when you are trying to access various streets off this route. – Difficult to access Windsor Place from Senghennydd Rd.
Insufficient or Poorly Designed Crossings	13	21.7	– The pedestrian crossings are not suitable for bicycles. – It's not always clear where you should be crossing. Sometimes where you want to cross has a kerb.
Traffic Signal and Priority Issues	12	20.0	– At traffic lights junctions, it would be useful if all routes, including Newport Road, had cycle lights to indicate when it is safe to proceed. E.g. Junction of Newport Road and West Grove, cycle lights on West Grove would be useful. – Limited and should be given higher priority
Safety Concerns and Conflict with Other Road Users	10	16.7	– You have to wait so long at all the lights cyclists just go when it is not their turn and have to compete with cars on the road, why are you putting in cycle lanes and still prioritising cars everywhere.
Infrastructure Quality and Maintenance	6	10.0	– The whole of Cardiff is sub-optimal for cyclists - road conditions are terrible.
Positive Feedback or Optimism	5	8.3	– I think the new plans seem to address many issues.
General Frustration or Cynicism	4	6.7	– Council are incapable.
Misc.	1	1.7	– Underpasses have often got homeless people there
Total Respondents	60	-	

N.B. Percentages total more than 100% as comments could fall into more than one theme.

Appendix I- Thinking about the proposal to prohibit the right turn into Wordsworth Avenue, do you support the proposed changes? If you do not support the change, please tell us why:

Theme	No.	%	Example Comments
Proposal will create more congestion / Concerns around current situation	63	33.0	– It will add to the already overwhelming traffic issues. – It's cutting off a road to turn which will then cause a buildup of traffic because people are going to have to turn somewhere. – Making it a no through road is going to make the traffic in the area even worse when it's already heavily congested. – The city is already congested. Blocking and restricting streets only makes that issue worse.
Waste of money / Money should be spent elsewhere	30	15.7	– There are so many other areas in need of funding. Bikes and my cyclist friends do fine as we are. Please spend this money on more deserving areas in need. – Waste of money, better use could be made if limited resources. – Spend the money tending to roads and pavements in all of Cardiff. You have neglected maintenance of roads and pavements across Cardiff. They should have their issues addressed first.
Generally against the proposals / Fine as it is	24	12.6	– Cardiff is fine as it is stop trying to make pointless changes. – This work is totally unnecessary. – The lanes there are fine. I don't pay council tax to have it constantly squandered on things like this. Welsh labour have caused nothing but chaos to the roads in the city causing more congestion.
Anti-car comments	20	10.5	– You continually want to penalise drivers. – This is a crude war on cars and nothing else. It's pointless.
Proposals are moving issues to another area	13	6.8	– People will use Four Elms Rd as a turning point to head back to city centre. – It will increase traffic at the next turning. I travel from St. Mellons to access that rd. I would need to drive down to the next turning to access it now. Moving the problem on, not fixing issue.

Concerns around effects on local residents	13	6.8	- Given that Wordsworth Avenue is a residential area, and there are no easy places to turn round if approaching it from a direction that would require a right turn into the road, this seems an idiotic idea and detrimental to the residents who live there. - Will affect residents unnecessarily.
Cycle lane usage	12	6.3	- Cyclists don't even use the new cycle lanes. - Hardly anyone uses cycles. I sit in congestion whilst Noone uses the cycle lanes. The MAJORITY are the people who matter.
Concerns around current public transport infrastructure / Prices	9	4.7	You cannot force people out of their cars until you provide decent public transport.
Safety Concerns	8	4.2	Overly complicated and probably less safe and convenient for everyone. Whoever thought of this, clearly doesn't know the area.
Economic impacts	7	3.7	It will make life extremely difficult and reduce footfall for the businesses located in the city centre.
Increasing Pollution	6	3.1	People will have travel past it and double back on themselves - causing more traffic in the direction away from town, and more pollution.
Negative Cyclist Comments	5	2.6	Just stop pandering to cyclists. They are already a huge menace in the city. Much more dangerous now that cars and buses. I'd prefer to see cyclists banned from the city centre, then I'd feel safe.
Suggestions	4	2.1	Cyclists shouldn't have priority, prehab's traffic lights?
Access Concerns	4	2.1	Need access to St Peter's school.
Proposals won't encourage more cycling	2	1.0	Will add to traffic congestion and will not encourage bicycle use!
Misc.	19	9.9	- Too much emphasis on cycles, discourages walking and driving. - They are not thought through and simplistic.
Total Respondents	191	-	

N.B. Percentages total more than 100% as comments could fall into more than one theme.

Appendix J- To reduce the inconvenience for the existing right turning traffic into Wordsworth Avenue, would changes to Oxford Lane be beneficial, such as making it two-way. Do you support the proposed changes? If you do not support the change, please tell us why:

Theme	No.	%	Example Comments
Generally against the proposals / Fine as it is	18	23.1	– Unnecessary. – It's fine as it is. – Will make no difference.
Waste of money / Money should be spent elsewhere	12	15.4	– It's a waste of money. Spend it on social welfare. – Spend the money on something we need, not just to further your no cars agenda.
Proposal will create more congestion	11	14.1	– It will add to the already overwhelming traffic issues. – More congestion.
Concerns around current road infrastructure	9	11.5	– Narrow street - worried it couldn't support traffic being diverted through it. – The road width would not support two-way traffic.
Proposals are moving issues to another area	9	11.5	– Will move problem to other areas. – Will cause problems for other areas.
Concerns around effects on local residents	9	11.5	– Again, this would make access for residents of Wordsworth Avenue extremely difficult, having to drive and turn right onto City Road - at a junction where there will be significant building works following the demolition of Longcross House and its replacement with yet another high-rise development - and also increase the danger to residents on Oxford Lane. Residences here include assisted living facilities, so this seems to make it very dangerous for them. – It would make it into a rat run for traffic sadly.
Anti-car comments	6	7.7	– The majority that use this road are motorists. Its discrimination.
Suggestions	3	3.8	– Could you have a roundabout on the Wordsworth, Newport Rd junction. Traffic from Orbit Street and surrounding area wanting to turn towards Newport have to turn into Wordsworth Ave now..
Safety Concerns	3	3.8	– Will increase accidents and road rage. Completely unnecessary.
Economic impacts	2	2.6	– Will turn area into a car park which will stop tourism and employment issues as poor transport modes
Misc.	12	15.4	– Stop trying to accommodate all options for cars. The priority should be for pedestrians and great public spaces.

			– Cycling should be banned or prosecuted for offences.
Total Respondents	78	-	

N.B. Percentages total more than 100% as comments could fall into more than one theme.

Appendix K- Would you find the changes at the Piercefield place junction beneficial? If you do not support the change, please tell us why:

Theme	No.	%	Example Comments
Proposal will create more congestion / Concerns around current situation	28	17.3	– It will add to the already overwhelming traffic issues. – Congestion will increase counteracting the suggest benefits. – You're making more traffic and congestion.
Against Preferential Treatment for Cyclists	19	11.7	– If it's blocked it should be blocked for everyone. – Why do you treat cyclists like royalty? They are able bodied. Try getting older and being in pain and needing a car. – Bikes should not be the priority.
Generally against the proposals / Fine as it is	19	11.7	– There is no reason why this should be blocked off. Very little traffic uses the junction, and so there is no benefit to anyone to block this off. – Cardiff is fine as it is stop trying to make pointless changes. – Stop messing with the roads.
Waste of money / Money should be spent elsewhere	15	9.3	– Waste of money, spend it on social welfare. – There are roads and pavements in urgent need of repair or replacement. Spend the money there.
Anti-car comments	15	9.3	– Discrimination against car users. – It's time to stop penalising driver's, Cardiff needs to be easier to get around for the majority not the minority.
Not enough Cyclists / Cycle Lane usage to warrant changes	14	8.6	– Cardiff does not have the volume of cyclists on the road to justify it. – Not needed for the number of cyclists that use this route.
Safety Concerns / Negative Cyclist Comments	14	8.6	– Too many cyclists in the centre of Cardiff and they scare me. they seem to pose a real threat to my safety. – Cyclists are a hazard. Bad for walkers.
Concerns around effects on local residents	11	6.8	– It's a public street and people reside there so should be able to access their homes from any direction. – Traffic chaos for residents turning to get in and out of Piercefield Pl.
Access Concerns	10	6.2	– Piercefield place it is a very important access point from Newport rd.

			With Clifton Street already being a one way this is a bad idea as it restricts access from Splott to get back onto Newport Road.
Proposals are moving issues to another area	9	5.6	- Restricting access to areas will just result in alternate routes being sought creating issues elsewhere. - Cause more traffic on other streets.
Economic impacts	5	3.1	You are taking away people's livelihoods by taking a stranglehold on businesses. Soon your mental ideas will decimate the city.
Increasing Pollution	3	1.9	Blocking routes for traffic, means journeys are longer with increases emissions and worsened air quality.
Concerns around current public transport infrastructure	2	1.2	People who rely on cars due to inadequate public transport and who have mobility issues will be inconvenienced.
Misc.	19	11.7	- It will literally only benefit uber drivers. - Don't ride bike. No benefit for me.
Total Respondents	162	-	

N.B. Percentages total more than 100% as comments could fall into more than one theme.

Appendix L- Please provide any further comments you may have about the proposed project in the comment box below:

Theme	No.	%	Example Comments
General opposition to specific proposals	48	21.4	– There are few issues currently at Piercefield Place - don't see any benefit to changing current arrangements. – I 100% oppose the closure of the underpass near City Hall. I also oppose the closure of Piercefield place to cars. – Filling in the Kingsway subway is bonkers and actively makes it harder for pedestrians to cross, at the same time as costing a fortune!
Waste of money / Money should be spent elsewhere	47	21.0	– The whole project is a waste of taxpayers' money. – With the state of Cardiff, is this really best use of our taxes. – Waste of money, spend it on social welfare.
Generally happy with specific proposals in the consultation	35	15.6	– These changes will improve the cycling experience along the route and make it safer. Me and my partner would be more likely to cycle more regularly as a result. – I have often seen traffic turning right out of Piercefield Place and drive on the wrong side of the road to turn into four elms road. blocking this road for through traffic will hopefully prevent this. – Moving the two-way cycle lane crossing the Nox Road link is a good idea.
Proposal will create more congestion / Concerns around current situation	32	14.3	– My only concerns about changing Piercefield Place would be making access to Adamsdown/Splott by car more difficult and pushing more traffic onto Beresford Road. – Will cause problems for other areas.
Safety Concerns	30	13.4	– I am concerned that putting extra traffic near the four elms pub should be avoided. – Far too many cyclists in the city centre, many of them masked and obviously seeking to avoid CCTV. I am really scared by these cyclists and don't find the city centre as safe as I once did.
Design and Route Suggestions	28	12.5	– Build a Special Lane for buses, taxis, emergency units and cyclists if you still consider to make these changes.

			For the Howard Gardens crossing to be beneficial it would need to be accompanied by a dedicated route south from there to other places further south such as Moria Place, Windsor Road and Schooner Way, and northwards towards Cathays.
Improve Public Transport	27	12.1	- Stop removing room for cars until public transport is regular, reliable, and runs on Sundays! - Without significant public transport improvement this idea will simply increase congestion - this seems like a high cost for minimal improvement.
Anti-Car Comments	24	10.7	- You always discriminate against drivers. It's ableist. Cardiff used to be a pleasure to drive in until you took away car lanes and gave them to fit young cyclists. You will soon see when you get older what a nightmare you've created for ill and frail older drivers. Shame on you. - Too anti car. You make it impossible to get around Cardiff.
Cyclist Behaviour / Regulations	24	10.7	- There needs to be more regulation for cyclists instead of more cycle lanes. - I worry this will impede emergency services. With the rise of electric bike riders breaking the law this will make it harder for police to respond and give them ready made escape routes.
Negative Council Comments	23	10.3	- There is a clear lack of common sense within the council, and they won't listen anyway. - I honestly give up. No wonder people don't want to visit Cardiff, you've ruined it.
Cycle Lane Usage	22	9.8	Bikes don't even use the cycle paths that already there.
Cycling Infrastructure	19	8.5	Please connect more cycle routes to city centre. I'm an experienced cyclist but only feel comfortable taking the Taff Trail route to city centre.
Pedestrians	17	7.6	Currently this is awful to walk or cycle. Cars have total priority hence why I drive.
Concerns around current public transport infrastructure / Prices	15	6.7	There is a huge shift towards public transport and cycling that alienates a large number of residents. Once Cardiff Bus have sorted their network and the proposed train stations are built on the east side of the city, a push towards this mode of transport should be implemented. Not before

Economic Impacts	15	6.7	– I've said it above. Cardiff is a nightmare for anyone with a car. This will turn even more people away from visiting the city.
More Information Required	11	4.9	– I just want to point out one very important detail missing from the information pack - the cost! As a council taxpayer I would like to know this.
Bus stops	7	3.1	– Please, please, no shared surface bus stops. They are a hazard. They're somewhat tolerable if there is no permanent shelter built, but when you have something like what's shown in the info packet (which I believe are from Allensbank Road?) it's horrid because even if there are no people waiting for the bus I still need to slow down and enter the pedestrian area to continue on the route. When cycling on Allensbank Road I sometimes ride with traffic to avoid having to navigate multiple bus shelters in the middle of the cycle route.
Increasing Pollution	6	2.7	– This again is a huge waste of money. Tightening roads squeezing traffic into narrowed lanes causing more tail backs. Longer congestion longer spent in cars more pollution.
Signage	6	2.7	– Maybe a sign stating the cycle lane is two-way and cyclists have priority at junctions such as Fitzalan place.
Accessibility	5	2.2	– Cardiff council continues to penalise car drivers even though EVs are carbon neutral and many do not have suitable public transport options. The framework being built will take years and still is not accessible for many across the city that rely on cars.
Concerns Around Current Road Network / Infrastructure	3	1.3	– We live in a city that rains most of the time. We work in the city, carry lunch, laptops and need to dress smart, we can't and don't want to cycle to work. Changing the city to accommodate cyclists doesn't make sense. The roads need to be improved to promote a free flow situation to allow cars with more alternative routes to limit congestion across the city. People don't want to visit the city anymore because of how bad the roads have become. Please, this is our city, and it could be great but were focusing on the wrong thing. I can almost guarantee the person reading my comments drove to work.
Park & Ride	3	1.3	– Unless you reinstate park and ride services and make buses more affordable, I will be stuck in my car and these plans will increase congestion at busy times with all the reductions to single lane. How about allowing car sharing vehicles to use the bus lanes to reduce single car journeys? I fail to see how just

			squeezing cars into one lane is going to get people out of cars when public transport is so expensive.
20mph	2	0.9	– Cardiff does not need anymore; cycle lanes, bus lanes, prohibited right turns, ridiculous elongated corners which make turning the corner difficult for both cars and buses. What Cardiff does need is the roads back to 30mph except for where absolutely necessary
Misc.	30	13.4	– Whatever you end up doing. Do it quick, do it once; do it well and let us get on!! – Our weather prevents cycling. – I use this junction to visit the Royal Infirmary.
Total Respondents	224	-	

N.B. Percentages total more than 100% as comments could fall into more than one the

Appendix M – Emails received during the course of the engagement:

From: Berman, Rodney (Cllr)

Subject: Re: Cardiff to Newport Sustainable Transport Corridor - Wider Route Information

Looking at the unclear plans again (and checking it against Google Maps), it seems to be suggesting extending the parking zone up to Sandringham Road and including the roads between Sandringham and Marlborough Road as well.

Rodney Berman

Welsh Liberal Democrat Councillor for Penylan

Cynghorydd Democratiaid Rhyddfrydol Cymru dros Penylan

From: Berman, Rodney (Cllr) <Rodney.Berman@cardiff.gov.uk>

Subject: Re: Cardiff to Newport Sustainable Transport Corridor - Wider Route Information

Dear xxx,

Please can you advise the status of the parking zone proposals contained within this?

It suggests you are proposing a parking zone extending from Plasnewydd into Penylan taking in Albany Road, Marlborough Road and streets in between despite clear statements previously that you had no plans for a parking zone in Penylan.

Why is this buried within this document rather than being properly flagged to us as local councillors?

What is the plan for considering taking this forward?

What is your assessment that this is needed? All the indications I have received from residents in these streets is that they wouldn't want this, and don't see the need for it.

Are there any plans to have any specific engagement with the ward councillors on this?

What would be intended, should you decide you wanted to progress these plans, in terms of public engagement?

I have copied in the Chief Executive due to my ongoing concerns that the service area is often failing to engage with ward matters of key transport policy proposals in our ward. Burying such proposals in a document about extending a cycle lane appears to be just another example of this.

I look forward to hearing back from you.

Rodney Berman

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

Response from Cardiff Cycle City

Cardiff Cycle City was established in January 2014. We bring different individuals and groups together in one common vision: to make Cardiff the best cycling city in the UK. We aim to work constructively with Cardiff Council and other agencies to bring this about. We have over 100 members, 1000 supporters on our mailing list and an extensive reach through our social media channels.

Cardiff Cycle City previously responded to the key stakeholder consultation on this scheme and we are grateful that a number of the changes we suggested have been included in the latest version of the scheme.

Cardiff Cycle City is supportive of the council's plans for Cycleway 4.1. However, we are proposing a number of important detailed changes that we believe are critical to the usability and safety of the route. To clarify why we believe those changes are so important, we also wish to set out our views on a number of important points of principle relating to the development of the Cycleways.

Page 6. The most convenient access for cyclists to the shopping area in the centre of the city will be via Windsor Place. As a significant trip generator, it is therefore an important part of this corridor. The current layout of Windsor Place is however quite dangerous. Cyclists crossing from St Andrews Crescent (and the planned improvement there may well lead to an increase in numbers) leave the crossing area and find themselves cycling into oncoming traffic without any indication as to which part of the road they should station themselves on. Could the scheme not expand slightly to incorporate, at least, some surface lining and signage to indicate to cyclists and motorists how cyclists are to find a safe route to the bike parking off Queen St and the Bike Lock cafe - another important trip generator?

Page 8. We believe bus stop islands are the only way to avoid conflict between cyclists and bus users, particularly those with a visual impairment, unless usage is very light. Could not space be provided for a bus stop island just before the junction with East Grove by advancing the merger of the two traffic lanes into one by a few metres?

Page 10. The phased approach talks of Phase 2 being constructed at a 'later date' but no date is given for Phase 1. It would be very helpful to have some indication of when the council believes Phase 1 will commence and be completed.

Page 11. We can see no reason why the new 'at grade' crossing should not be shared use.

Page 13. The recommendations of the Burns Commission are primarily concerned with tackling congestion rather than health. Could the heading be changed to reflect this additional benefit of active travel.

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

Response from St David's Shopping Centre - Deputy Centre Director

Hello all,

I hope you are well.

I have read the Engagement Pack for Phase 1 of the Cardiff to Newport Sustainable Transport Corridor and I have some questions which I am keen to raise with yourselves. I have started to complete the online feedback survey on the proposal, but it doesn't give me the opportunity to raise the points below.

As you will know, St David's is Wales' largest shopping centre with footfall last year of over 28M guests. We have over 160 brands in our centre, around 40 of which are the only store from that brand in Wales. For that reason, we are the main shopping destination in the city and Phase 1 would affect visitors travelling from the north and east to and from our shopping centre. As you will be aware, we have already experienced issues with guests leaving the car parks in St David's due to congestion in the city and I am keen we get this right for our visitors so they return again.

Questions:

- With the amount of change to the road network and the disruption whilst the works are progressing, communication will be key. What is the communication plan from the council and what support will local businesses receive to ensure access to our centre is as easy as possible without delays or confusion?
- Reduction in road space will normally slow traffic, indications are light phasing will negate the slow down. Are there flow rates and capacity numbers for the area, before and after the proposed works are carried out?
- What are the travel times around the city at the moment and what will be the impact of the changes? This would be helpful if say bus times speed up by 20% as an example. We could then support the move to bus along these areas as it will get guests to us much quicker. Car drivers would then be directed to faster car routes.
- Lots of cycle infrastructure is being introduced. Is there any data to show more journeys by cycle took place following past changes, especially in the winter. What evidence is there to show people will move cycles, do the people and businesses of Cardiff want this change?
- A key deterrent to cycling is safe bike storage in the city. I am aware that a new scheme has been introduced providing lockers and that more bike lockers will be a feature in this proposal. Where will they go and how many? What is the cost of using the lockers?
- Subways are being filled in and land crossing put in place; this will slow down pedestrian movement as they have to wait for lights. Would also mean that cars would be slower as there is another set of lights?
- Park area near the crossing sounds good, could a green corridor be created ending in the new St David's "city square"?

- Bus stops become Island along the side of the castle i.e. pedestrian path - cycle lane - bus stop - main road. Sounds a little dangerous getting to the bus stop – especially if cycle traffic increases. Has there been any issues at existing bus islands outside BBC for example?
- What are the planned speed limits in this area 20 or 30mph?

I look forward to hearing from you. Thank you for sharing the plans with us.

Kind regards

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

Response from Monzo

Hello,

Hope you are well.

I'm just reviewing the engagement pack now, and wondering what aspects of the road will be affected with "no vehicular traffic through Kingsway". Are you able to confirm where this change will take place?

Will you still be able to drive down North Road and past the castle?

Thanks

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

Response from Le Gros Solicitors

Good afternoon

The attached has been placed on the lamppost outside our office and we have gone onto the website mentioned and ([Consultations](#)) but can't see this one on there so please can you email me the engagement pack?

We are on Windsor Place and wondered how it would affect us.

Kind regards

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

Response from local resident

Good morning

I also noticed that the concept design for the North Road, Boulevard de Nantes, Kingsway shows new traffic access to Greyfriars Road for businesses/ car park but doesn't include residents

Regards

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

Response from local resident

I have already completed the consultation questionnaire but there is one further comment that I would like to add.

Cardiff Bridge is closed several times a year because of events at the Millennium Stadium (and before that at Cardiff Arms Park) and for other reasons (e.g. closure of Castle Street during the Covid pandemic).

In the nearly forty years that I have lived in Cardiff I have never seen any diversion signs (warning of these closures) in Newport Road while approaching the junction with Glossop Road, which would be the obvious place to divert around to the south of the city centre. Surely the Council, as the highway authority, has a statutory duty to put up appropriate diversion signs whenever it closes a highway, especially one as significant as the A416.

There may be other junctions where diversion signs should be erected such as:

North Road and Boulevard de Nantes

Park Place and Stuttgarter Strasse

West Grove and Newport Road

City Road and Newport Road

Cathedral Road and Cowbridge Road

Ninian Park Road and Clare Street

Then the route of the diversion needs to be clearly signposted, in both directions, around the south of the city centre.

Given the frequency with which the city centre roads are closed, permanent, remotely-controlled, electric sign-boards might be an appropriate and cost-effective solution.

The Council tells us how important events at the Millennium Stadium are to the economy of Cardiff. If that is the case then cost should not be an excuse for the Council to avoid its responsibilities.

HM

Cardiff to Newport Sustainable Transport Corridor Phase 1 – City Centre Area Consultation - C&V UHB

Hi XXX, thanks for this. I've just given a brief response to the changes on behalf of C&V UHB using the standard form. There wasn't an opportunity on the form but I wanted to say from a Health Board perspective we remain very supportive of the move to increase the availability of safe walking and cycling routes across the City, including schemes such as this, due to the associated benefits to physical and mental health, air quality, and reduction in carbon emissions

Many thanks,

BW

TP

Appendix B

