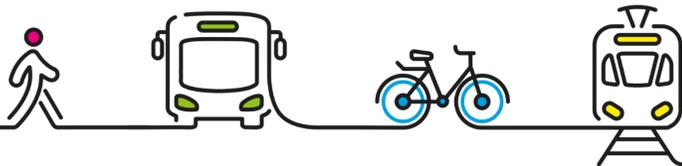


# Cardiff to Newport active travel and bus routes (A48/NCN88)

Information for public consultation

1 February to 11 March 2022



# Introduction

The Burns Delivery Unit has been established by Welsh Government and Transport for Wales (TfW) to deliver the recommendations of the South East Wales Transport Commission. Together with Newport City Council and Cardiff Council, a recommendation is being progressed to deliver new walking, cycling and bus infrastructure on the A48 and National Cycle Route 88 (NCN88) between Cardiff and Newport.

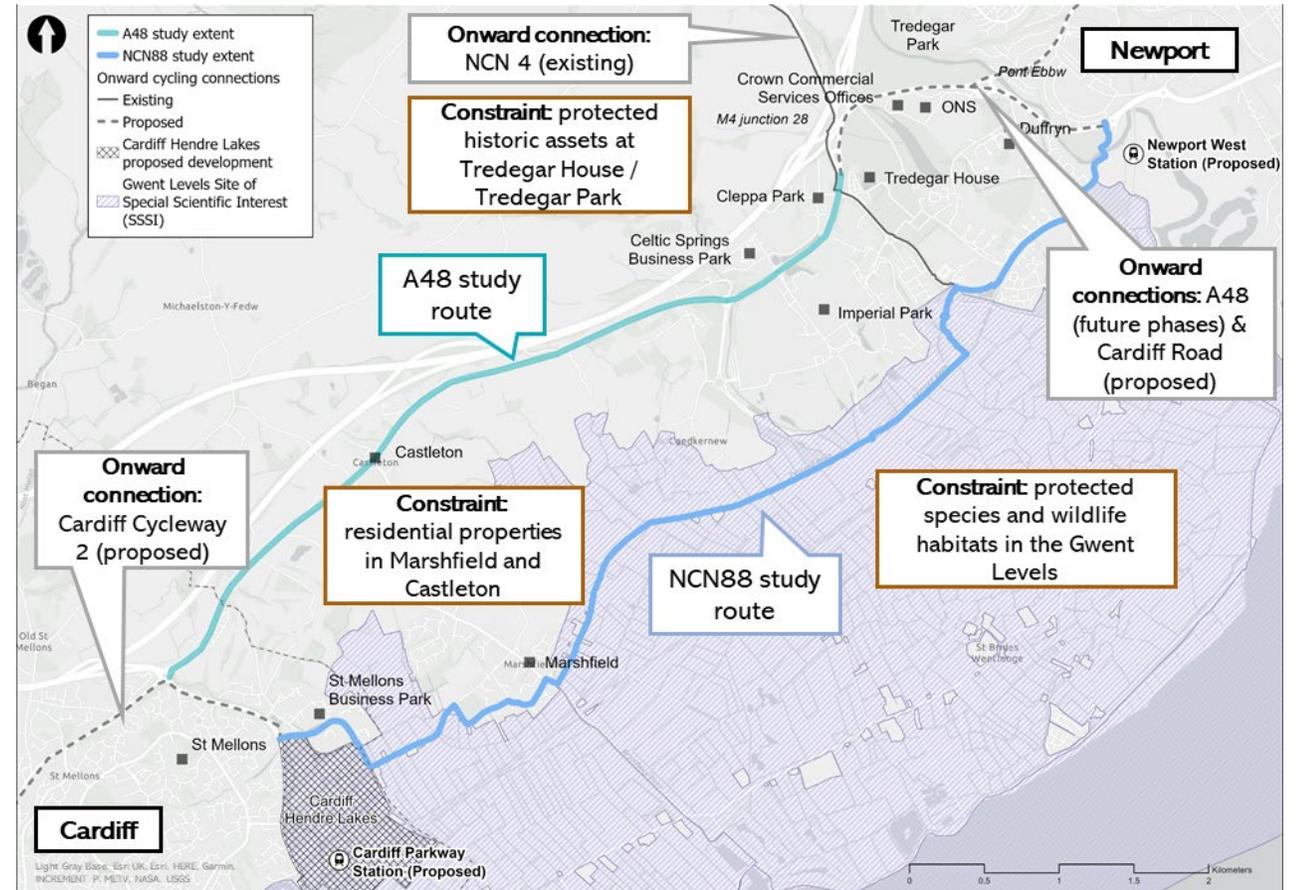
Travel between Cardiff and Newport is a key transport corridor in South East Wales, but options for sustainable travel are limited. Currently, the A48 has poor facilities for buses and pedestrians and no provision for cyclists, despite connecting to major employment centres. The NCN88 is much quieter, but some sections are unpaved, indirect or subject only to the national speed limit.

With the right infrastructure, there is an opportunity for journeys between north-east Cardiff and west Newport to be made by bus or cycling instead of by car. This would not only improve access to major employment sites, but also contribute to a more sustainable transport system.

<b>Project vision</b>	To provide attractive alternatives to the car for people travelling between Cardiff and Newport through exemplar bus, cycling and walking infrastructure
-----------------------	--



## Study area



# The improvement scheme



Investing in new walking, cycling and bus infrastructure between Cardiff and Newport will make it easier for people to travel to where they need to go for work and leisure right across South East Wales, in an environmentally friendly way.

For each route, three options have been developed.

Key features of the A48 options include:

- A two-way cycleway between Cardiff and Newport (with future planned connections into Cardiff and into Newport)
- Changes to junctions to prioritise buses, pedestrians and cyclists
- Fewer traffic lanes and changes to speed limits through Castleton

Key features of the NCN88 options include:

- New, straighter sections of cycling and walking infrastructure
- Greater separation from traffic for pedestrians, cyclists and equestrians
- Road safety improvements in Marshfield
- Quiet Lane treatments and changes to speed limits in remaining mixed-traffic sections
- Environmental mitigation measures to protect and enhance wildlife habitats in the Gwent Levels, which the route passes through

In order for you to be able to give your views on these options, the following pages show each of them in more detail. A glossary of terms, and further details on how to get involved in the consultation are provided at the end of this document.

## Summary of options: A48

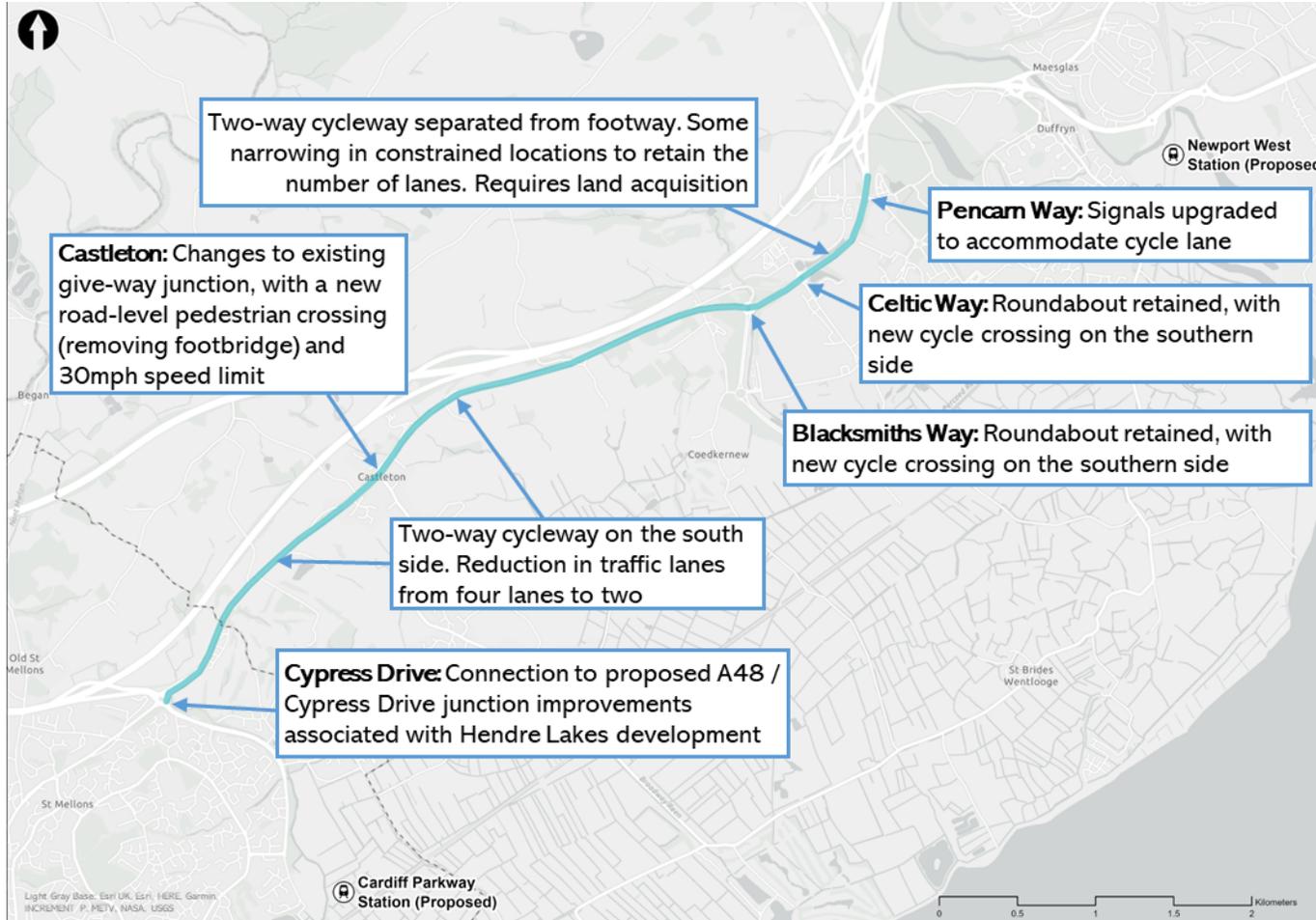
	Cyclists	Pedestrians	Bus users	Junctions
Option 1	Separated two-way cycleway	Road-level crossing provision at Castleton. Limited improvements	<u>Some limited</u> additional bus priority measures	Changes to Marshfield Road junction at Castleton. Roundabouts retained
Option 2	Separated two-way cycleway, <u>with new cycle crossings</u> at junctions	As above, plus widened footways and <u>improved crossing facilities</u>	Bus priority measures <u>on some</u> approaches to junctions	Roundabouts modified to create priority infrastructure for bus users and cyclists
Option 3	Separated two-way cycleway <u>with dedicated signals</u> for cyclists	As above, plus <u>signal controlled crossings at every junction</u> to maximise safety	Bus priority measures <u>on all</u> approach to junctions	Roundabouts converted to traffic signal controlled crossroads

## Summary of options: NCN88

	Cyclist and pedestrian experience	Route directness
Option 1	Safety and comfort improvements through lower speed limits, resurfacing and traffic calming	Minor realignment of routes for cyclists / pedestrians for directness
Option 2	Greater separation of cyclists and pedestrians from vehicle traffic than Option 1	Moderate realignment of routes for cyclists / pedestrians for directness
Option 3	Full separation of cyclists and pedestrians from vehicle traffic along the entire route	Significant realignment of routes for cyclists / pedestrians for directness

# A48 option 1

This option provides new, dedicated walking, cycling and bus infrastructure, where it is feasible to do so, whilst retaining current road capacity for vehicle traffic as much as possible.



## Key features:

- A two-way cycleway along the southern side of the A48, combined with bus priority at junctions
- West of Blacksmiths Way, the road is changed to a single lane in each direction, with a two-way cycleway alongside it
- Existing junction types are retained

## Pros:

- Retains road capacity for vehicle traffic around the business parks, with two lanes in each direction east of Blacksmiths Way
- Limited changes to junctions minimises cost and disruption during construction

## Cons:

- Some narrowing of traffic lanes in constrained locations to retain the number of traffic lanes
- Requires land acquisition
- Limited bus priority

Existing layout  
(Blacksmiths Way to Celtic Way)

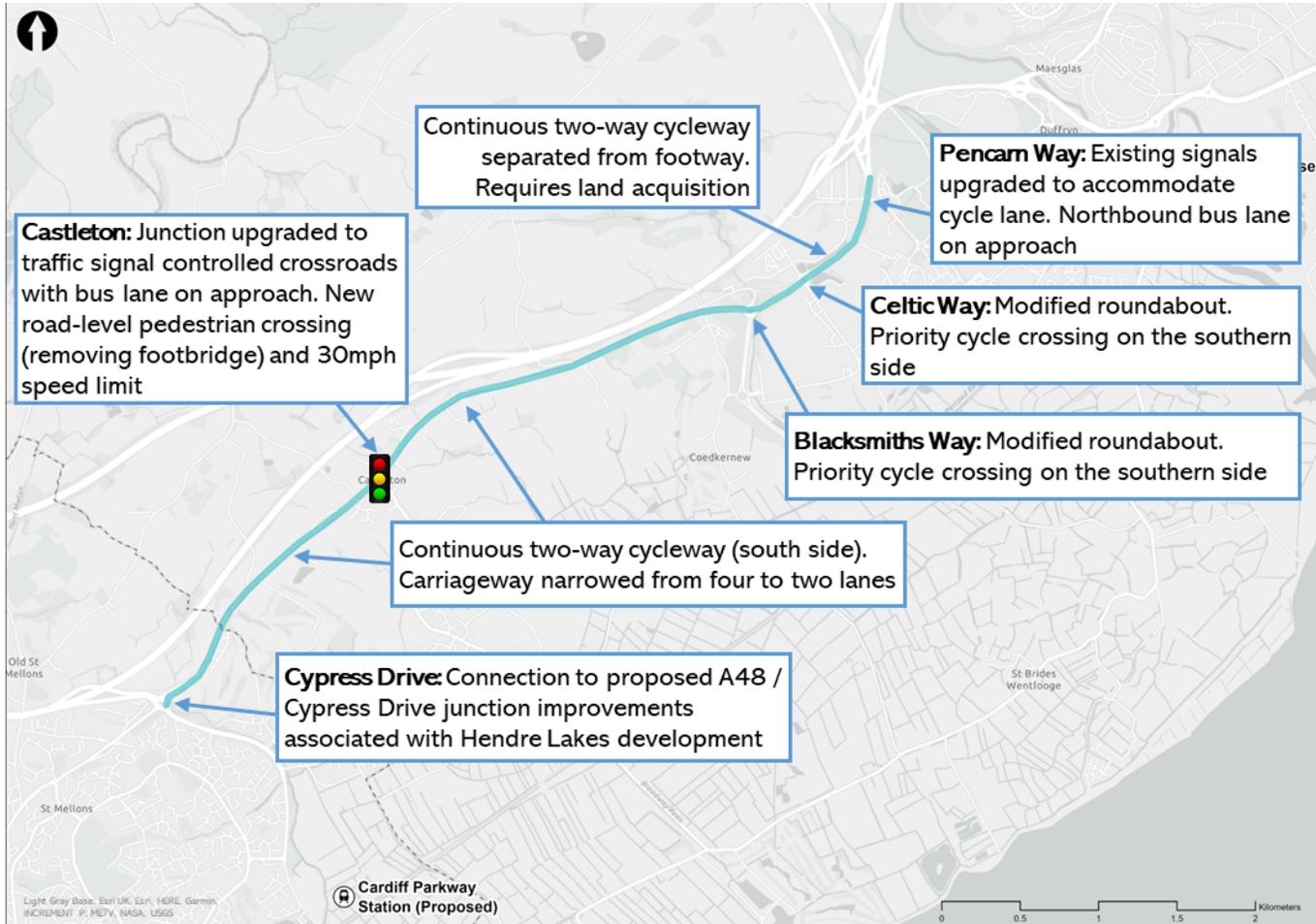


Proposed layout  
(Blacksmiths Way to Celtic Way)



# A48 option 2

This option prioritises new, dedicated walking, cycling and bus infrastructure. Compared to Option 1, more existing road space is re-allocated to walking, cycling and buses. This option also includes more significant changes to existing junctions.



## Key features:

- Continuous two-way cycleway along the southern side
- Reductions in traffic lanes on the approaches to most junctions, to accommodate new bus and cycle infrastructure
- Modified roundabouts at Celtic Way and Blacksmiths Way, with improved crossing facilities for cyclists and pedestrians

## Pros:

- Less land acquisition than Option 1, as number of traffic lanes is reduced and roundabouts modified to create space for new bus and cycle infrastructure within the current highway
- Continuous two-way cycleway for the entire length

## Cons:

- Greater reduction in number of traffic lanes than Option 1, with potential increases in delays for vehicle traffic
- More disruption during construction due to modification of existing roundabouts

## Existing layout

(Blacksmiths Way to Celtic Way)



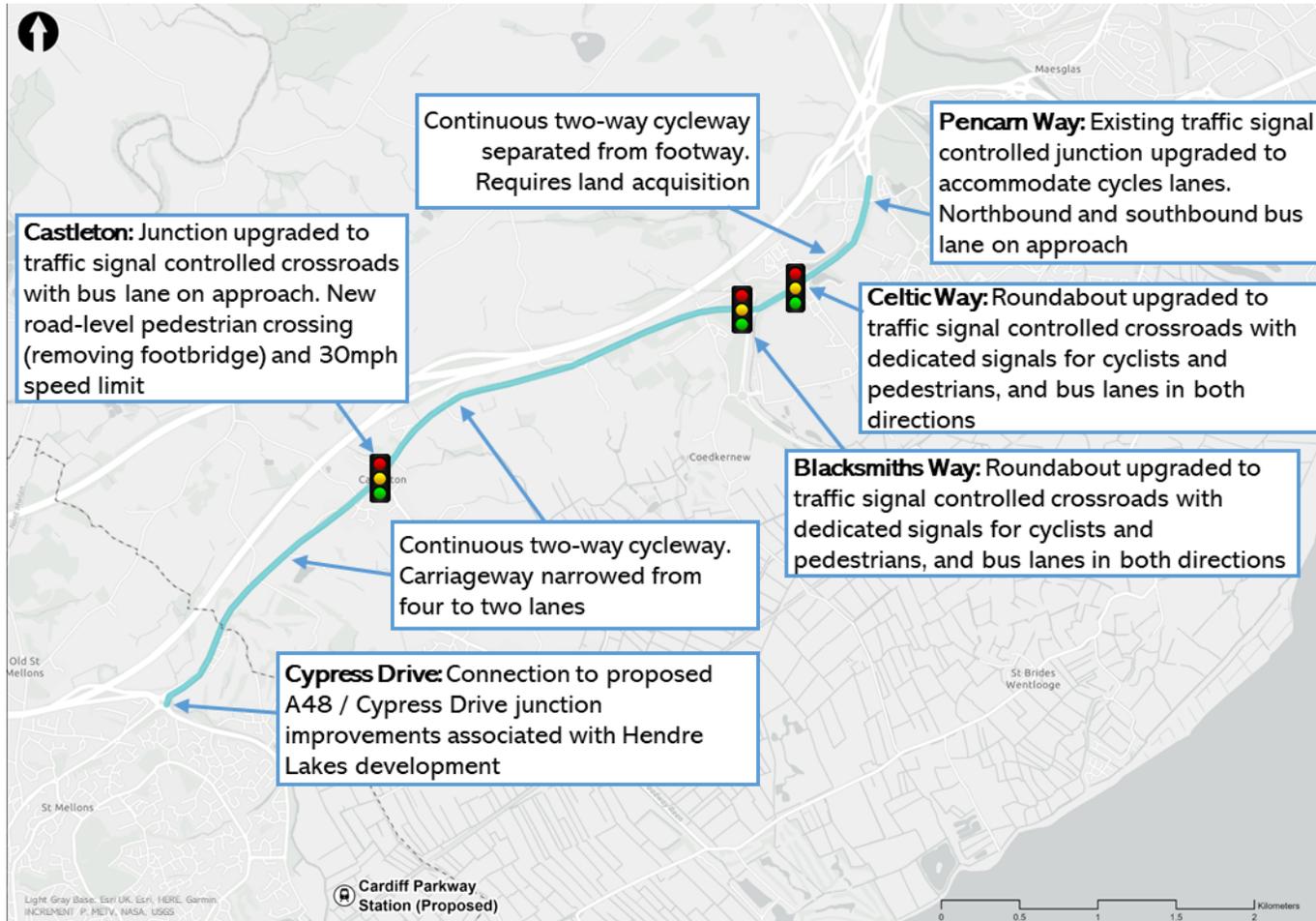
## Proposed layout

(Blacksmiths Way to Celtic Way)



# A48 option 3

This option delivers wide-ranging modifications to the A48 route between and at junctions, including the complete replacement of some existing junctions, to deliver maximum bus, walking and cycling priority.



## Key features:

- Continuous two-way cycleway along the northern side
- Significant redesigns / replacements of existing junctions to achieve the maximum level of cycle and bus priority
- Bus priority on the approaches to all junctions. The existing roundabouts at Celtic Way and Blacksmiths Way would be converted to traffic signal controlled crossroads
- Reductions in traffic lanes to deliver bus and cycle infrastructure

## Pros:

- Maximum priority for bus users and cyclists
- Signal-controlled pedestrian and cycle crossings at every junction to maximise safety

## Cons:

- Highest cost
- Greatest disruption during construction
- Requires land acquisition

## Existing layout

(Blacksmiths Way to Celtic Way)



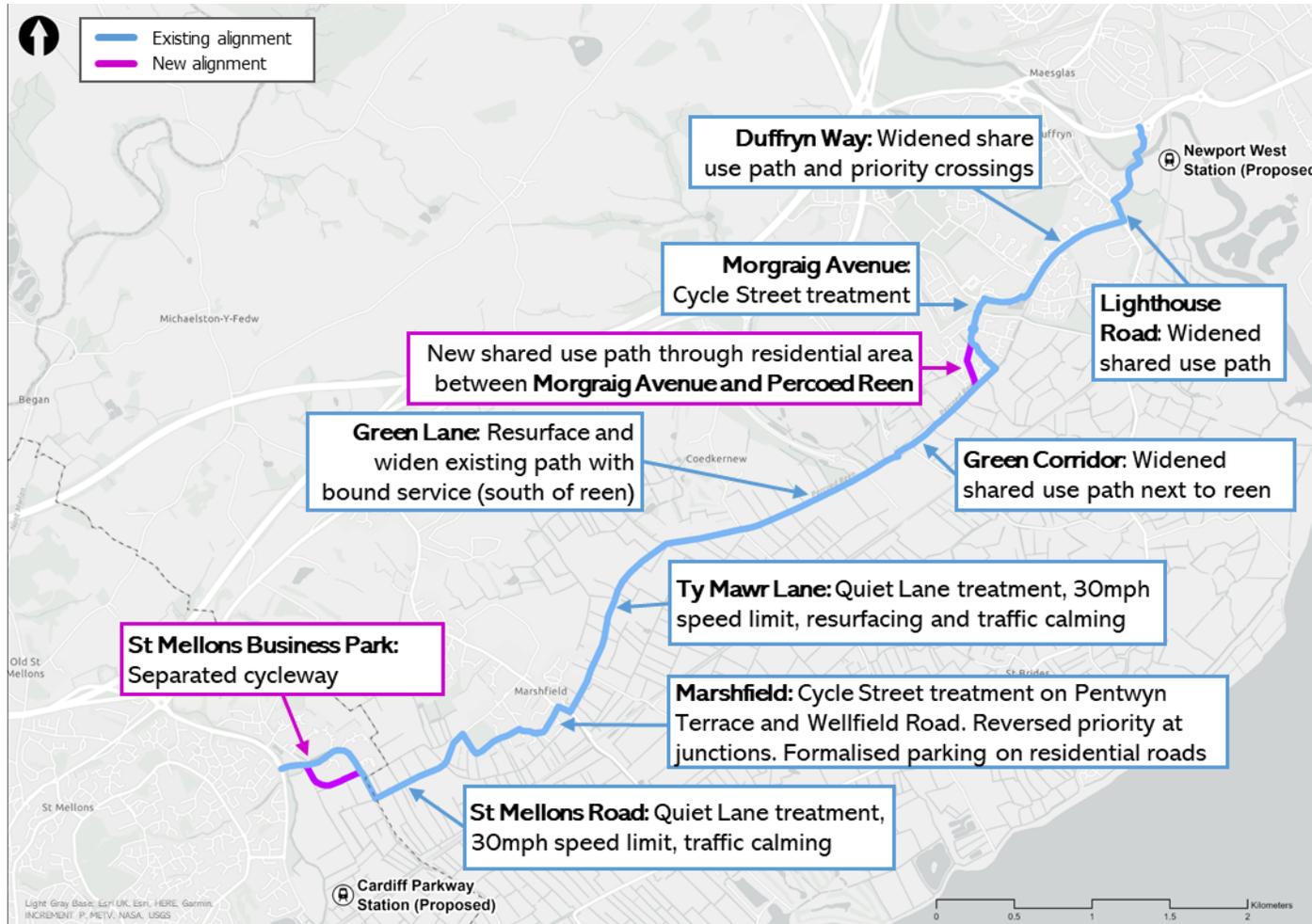
## Proposed layout

(Blacksmiths Way to Celtic Way)



# NCN88 option 1

This option provides an upgrade of the existing NCN88 alignment, as far as it is practicable to do so given physical and environmental constraints.



## Key features:

- A mix of treatments for cyclists, with a combination of Quiet Lane, Cycle Street and shared use paths used in different sections (see Glossary for details)
- A widened shared use path through Duffryn
- A short section of new, straighter alignment between Morgraig Avenue and Oystermouth Way
- Bound surface on the currently unpaved section of Green Lane
- Quiet Lane treatment on Ty Mawr Lane and St Mellons Road
- Cycle Street treatment through Marshfield village, with east-west cyclists prioritised over north-south drivers
- A separated cycleway around St Mellons Business Park

## Pros:

- Safety and comfort improvements for cyclists and pedestrians through lower speed limits, resurfacing and traffic calming
- Minimal land acquisition required
- Limited impacts on protected wildlife habitats in the Gwent Levels
- Lowest cost

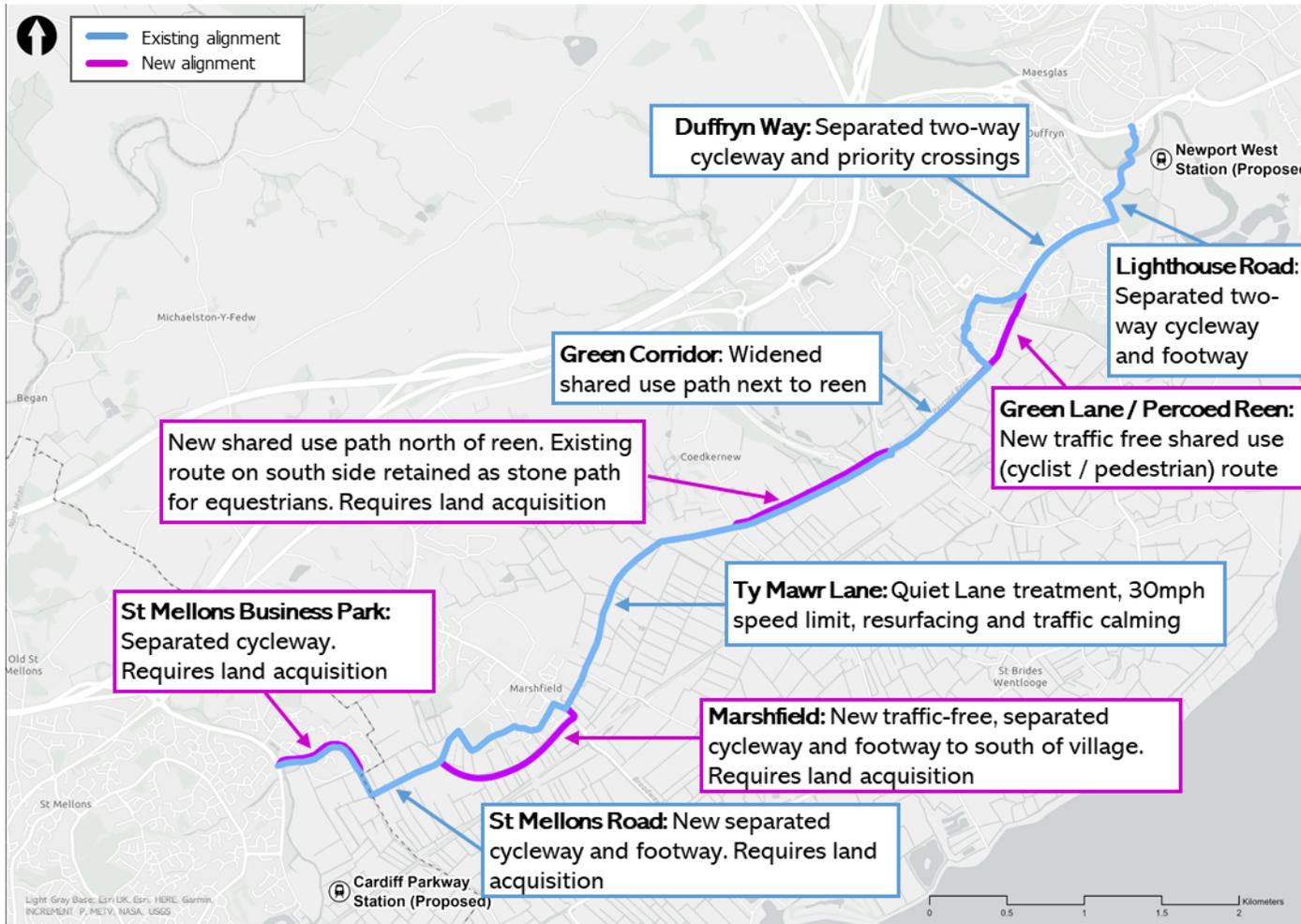
## Cons:

- Limited separation between cyclists, pedestrians and vehicle traffic
- Route through Marshfield remains somewhat convoluted for cyclists



# NCN88 option 2

This option delivers a high-quality upgrade of the NCN88 alignment, with through traffic restricted and sections of new alignment to avoid indirect routes through housing estates.



## Key features:

- A separated cycle and pedestrian route through Duffryn
- A longer section of new, straight alignment along Percoed Reen in Duffryn
- A new shared path on the northern side of Percoed Reen, between the National Grid substation and Ty Mawr Lane
- Quiet Lane treatment on Ty Mawr Lane and St Mellons Road, with traffic calming and the speed limit reduced to 30mph
- New separated cycle and pedestrian route around the south-west of Marshfield
- A separated cycleway through St Mellons Business Park

## Pros:

- Greater separation of cyclists and pedestrians from vehicle traffic
- Straighter, more legible new sections of cycleway and footway around Marshfield and through Duffryn
- No impact on local streets in Marshfield, with existing parking provision unchanged

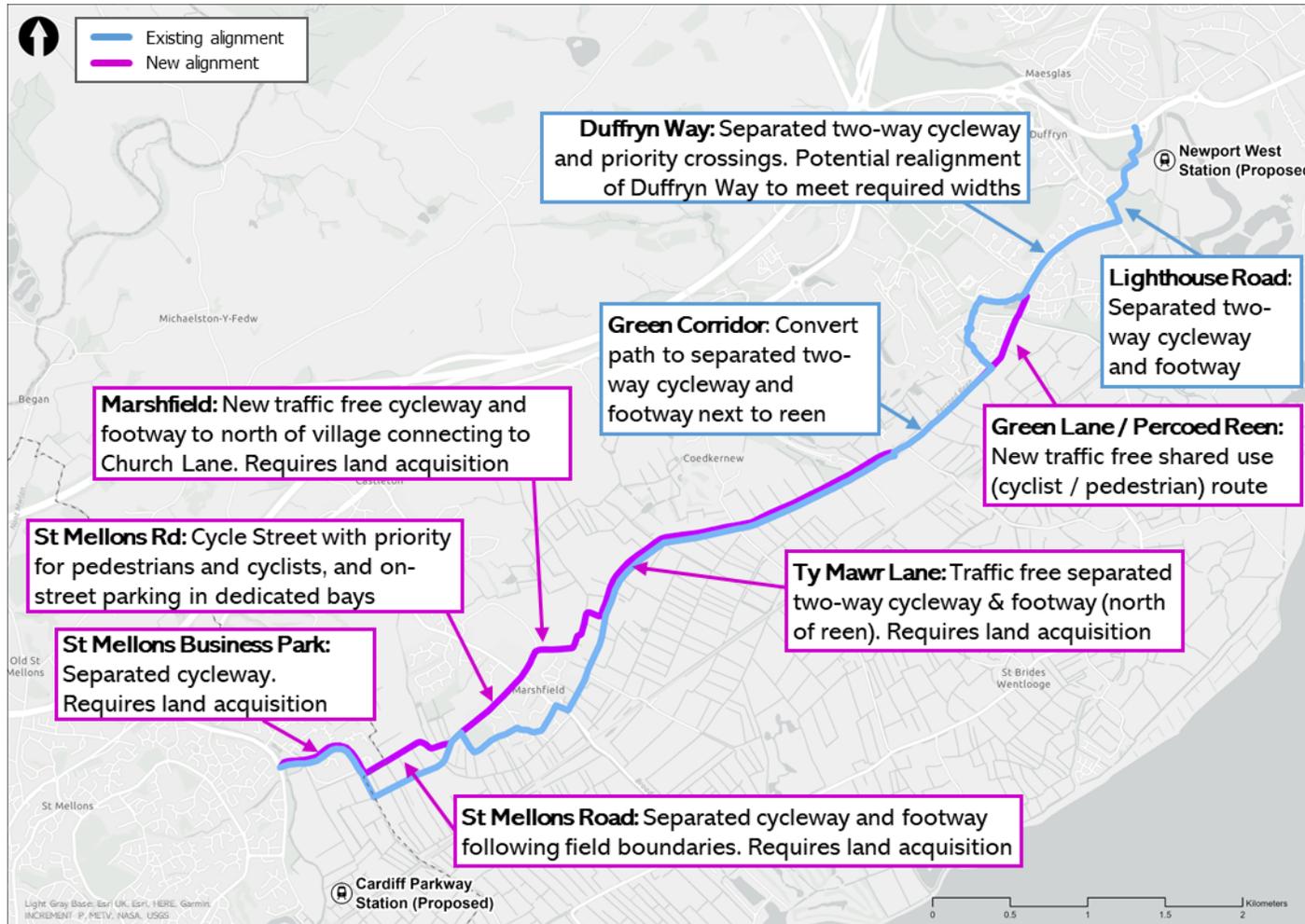
## Cons:

- Limited separation between cyclists and pedestrians
- Impacts on wildlife habitats in the Gwent Levels, which need further study and will likely require mitigation measures
- Requires land acquisition, with a large number of farmland and commercial properties impacted



# NCN88 option 3

This option provides full separation between cyclists, pedestrians and traffic along the entire length of the NCN88 route, with sections of new alignment.



## Key features:

- A separated cycle and pedestrian route through Duffryn
- A new, straight alignment along Percoed Reen through Duffryn
- A new separated cycle and pedestrian route on the northern side of Percoed Reen (opposite Ty Mawr Lane)
- Priority for pedestrians and cyclists through Marshfield, with on-street parking restricted to dedicated bays
- A new, straight separated cycle and pedestrian route west of Marshfield, avoiding St Mellons Road
- A separated cycleway through St Mellons Business Park

## Pros:

- Full separation between cyclists, pedestrians and vehicle traffic
- New, straight alignments for cyclists, minimising journey times between Cardiff and Newport
- Major road safety improvements in Marshfield, with pedestrians and cyclists prioritised through the village

## Cons:

- Impacts on wildlife habitats in the Gwent Levels, which need further study and will likely require mitigation measures
- Requires land acquisition, with a large number of farmland and commercial properties impacted
- High cost and disruption to create the widths required for full separation between pedestrians, cyclists and vehicle traffic



# Glossary

## Two-way cycleway

A cycleway on one side of the road, used by cyclists travelling in both directions.

## Separated cycleway

A cycleway which is physically separated from both the footway and from vehicle traffic lanes, to provide cyclists with safe and comfortable conditions.

## Shared use path

A route which can be used by both pedestrians and cyclists, without any physical separating features or markings.

## Traffic calming

Measures to reduce motor vehicle speeds in order to improve safety for pedestrians, cyclists and residents living along the route, such as road narrowing, changes in priority at junctions or speed humps.

## Quiet Lane

Rural mixed-traffic routes which are designed to make the route safer and more pleasant places to travel by foot and cycle. Measures to reduce motor traffic speeds and volumes may be implemented to help reduce the risks to cyclists and pedestrians.

## Cycle Street

A quiet street in a built-up area which serves as a main cycle route. Cycle Streets are designed so that cyclists assume priority, with drivers of motor vehicles behaving as 'guests' and travelling at low speeds.

## Quiet lane



Source: Welsh Government (2021), Active Travel Act Guidance

## Cycle street



Source: Welsh Government (2021), Active Travel Act Guidance  
Credit: John Mather



## Have your say

We are committed to giving everyone a voice in the development of the transport system.

A public consultation on the options for active travel and bus routes between Cardiff and Newport will be carried out for a six-week period, from 1 February to 11 March 2022.

You can respond by completing the online survey accessible through the consultation webpage.

Alternatively, you can download the form and e mail the completed form to: [engagement@tfw.wales](mailto:engagement@tfw.wales)

or post to:

The Stakeholder Engagement team,  
Transport for Wales,  
3 Llys Cadwyn,  
Pontypridd, CF37 4TH

Please read the information on each of the potential scheme elements and complete the questionnaire [Cardiff to Newport active travel and bus corridors on GOV.WALES](#) by 11 March, so that we can use your feedback to help shape our plans.

We thank you in advance for your contribution. We will seek your views again in the future, before taking forward any of the proposals.



Proposed Newport West Train Station  
Source: South East Wales Transport Commission (2020)

