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Consultation – summary of response

Public Consultation: Results & Analysis

Cardiff to Newport A48 / National Cycle Network Route 88 (NCN88)
Active Travel & Bus Improvements

March 2023

Mae'r ddogfen yma hefyd ar gael yn Gymraeg.
This document is also available in Welsh.

Cardiff to Newport A48 / National Cycle Network Route 88 (NCN88) Active Travel & Bus Improvements

Public Consultation: Results & Analysis

March 2023



TRAFNIDIAETH CYMRU
TRANSPORT FOR WALES



Issue and Revision Record

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B	May 2022	Katie Allister, Cogitamus	Mark Walker, Cogitamus	Neil Taylor Mott MacDonald	Summary Report on Results of

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C	March 2023	Katie Allister, Cogitamus	Mark Walker, Cogitamus	Neil Taylor, Mott MacDonald	Revisions to Summary Report of Public Consultation

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1. Top Line Summary of Public Consultation on Cardiff to Newport A48 / NCN88 Active Travel & Bus Improvements

- **A high response rate was achieved: 1722 responses**
- **Most support was expressed for Option 1 for the A48 scheme which also had the lowest level of opposition. This Option involved the least re-allocation of road space away from the car compared with Options 2 & 3**
- **All Options consulted on for the National Cycle Network Route 88 (NCN88) received more support than they did opposition**
- **Option 3 – the most comprehensive intervention - for the NCN88 received the most support (38%) and the joint least opposition (24%)**
- **45% of respondents usually travel between Cardiff and Newport by car; 9% by train; 7% by bike, 6% by bus, 1% by moped/motorcycle; and 0.2% on foot**
- **63% of all respondents identified their residence: 42% have a CF post code (Cardiff and surrounding local authorities), 20% a NP post code (Newport and surrounding local authorities) and 1% that were neither CF or NP.**
- **Of the 69% who completed the gender question, responses by men (43%) were more than double that of women (21%). Just under 1% did not identify as either male or female, and 4% preferred not to say.**
- **59% of all respondents identified as white British, 0.5% were Irish and 6% had a minority ethnic background**
- **A reasonably balanced profile of responses was evident across most age segments with youngest and oldest groups least well represented**
- **8% of all respondents identified as being disabled**
- **7% of all respondents do not have access to a car**

2. Background

2.1 Project overview

The Welsh Government has tasked Transport for Wales to design and deliver a transport system that works for everyone.

As part of this transformational programme, Welsh Government and TfW have established the Burns Delivery Unit to deliver the recommendations of the South East Wales Transport Commission.

In collaboration with Newport City Council and Cardiff Council, a recommendation is being progressed to co-design and deliver new walking, cycling and bus infrastructure on the A48 and National Cycle Route 88 (NCN88) between Cardiff and Newport.



Figure 1: Artist impression of Newport West Station: another new station recommended by SEWTC

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.

2.2 Purpose of this report

The purpose of this report is to present the results of the public consultation for the project undertaken over a 6-week period between 1st February and 11th March 2022 including: the rationale for engagement; the chosen methodology; the results of the engagement; and an accompanying analysis.

The results set out in this report have been closely considered by the project team and will be used to help shape the WelTAG Stage 2 Report which identifies specific scheme design options for further consideration during the remainder of Stage 2.

3. Methodology

3.1 Chosen approach and rationale

A survey / questionnaire (see Annex 1) was considered the best method to gather measurable and quantifiable details about public views on the various scheme options which could be compared against each other.

It also allows more personal or qualitative input to provide a richer insight to public preferences around the Options or any wider relevant views they may hold.

A survey / questionnaire is also easily conducted online which, given the public health circumstances, became of crucial importance as a means of engagement and consultation.

An accompanying easy-to-read and accessible public information booklet was provided alongside the survey / questionnaire to inform the user of all the relevant information they needed to form a view about the scheme and the potential options.



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

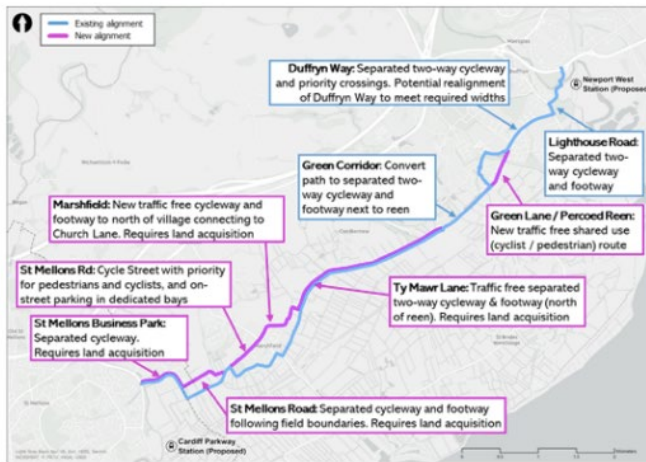
	Cyclists	Pedestrians	Bus Users	Junctions
Option 1	Separated two-way cycleway	Road-level crossing provision at Castleton. Limited improvements	Some limited additional bus priority measures	Changes to Marshfield Road junction at Castleton. Roundabouts retained
Option 2	Separated two-way cycleway, with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

Summary of Options: NCN88

	Cyclist & 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

Figure 2: Content from scheme public information booklet

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



Figure 3: Content from scheme public information booklet

Covid-19 and Accessibility

The suite of engagement tools normally used for conducting public consultation by Transport for Wales includes a mix of in-person, digital or written approaches to ensure an inclusive spectrum of methods to cater for a broad base of need and preference and to better engage with hard to reach groups.

However, the period in which public engagement took place was subject to Covid-19 health and safety restrictions which prevented TfW from conducting any in-person engagement such as face-to-face to surveys at stations, community workshops or exhibitions. This led to a higher reliance of online tools than normal.

To ensure that those groups who may spend less time on digital channels or do not browse widely across the web were aware of the online public consultation, extensive advertising in local print media was used for promotion as was out of house advertising such as bus stop advertising.

A meeting was held with the TfW Accessibility and Inclusion Panel¹ on 3rd March 2022.

The approach centred on an online survey which was available on the Welsh Government consultation portal. The portal also afforded users with the opportunity to download the survey and return by email or to print off a hard copy and return by post.

¹ <https://tfw.wales/info-for/passengers/accessible-travel/accessibility-panel>



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 **1st February to 11th 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

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 <https://gov.wales/cardiff-newport-travel-corridors> by 11th 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)



Figure 4: Content from scheme public information booklet (above)
Figure 5: advertisement of public consultation at local bus stop (below)



4. Response to Public Consultation Options for the A48

This section summarises the consultation responses received in relation to the three options for the A48 throughout the public consultation period between February and March 2022.

The most public support was expressed for A48 Option 1 which also had the lowest level of opposition of all three proposals.

This option involved the *least* re-allocation of road space away from the car which traditionally has proved publicly unpopular. A48 Options 2 and 3 received more opposition than they did support which again is likely demonstrative of the opposition to the greater degree of road space re-allocation away from the car which was mentioned in the qualitative feedback provided by a number of respondents.

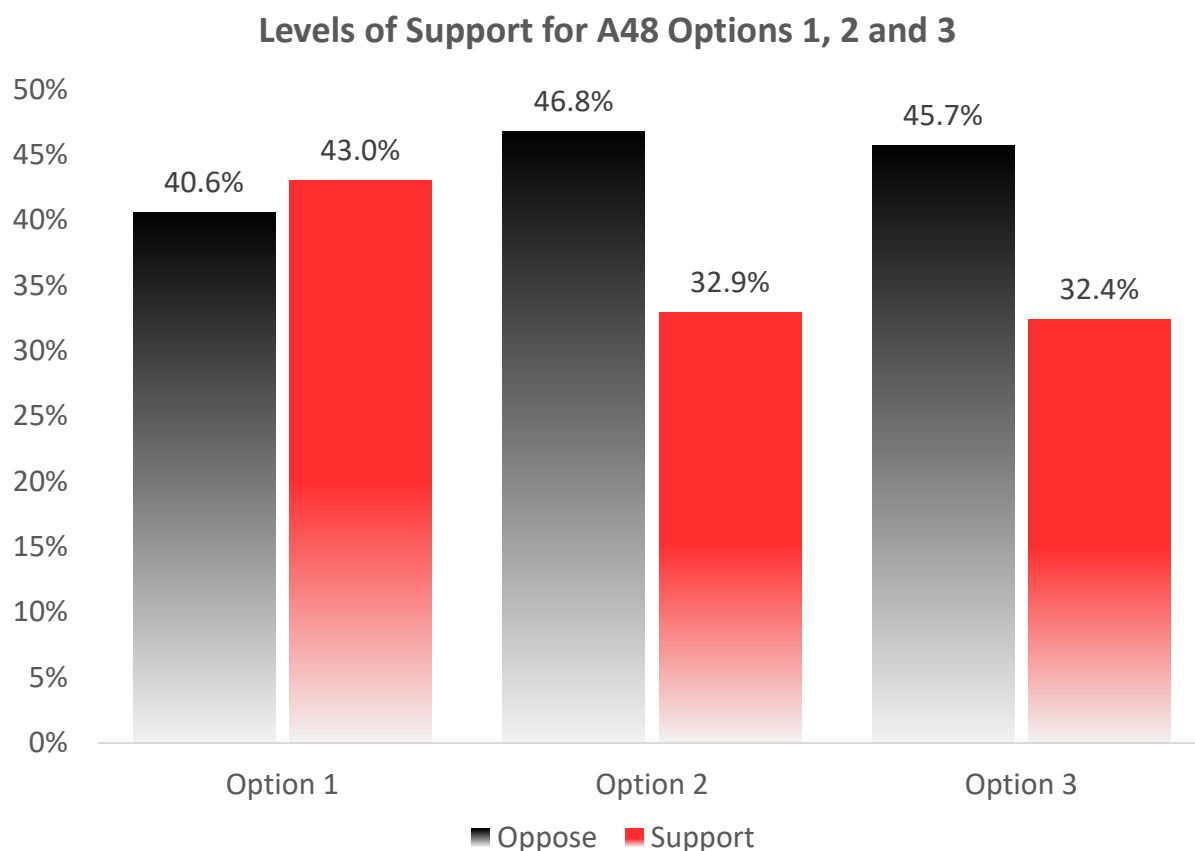


Figure 6: level of support v opposition across all 3 options for the A48

A48 Option 1

Quantitative responses

43% of all respondents supported the measures associated with A48 Option 1 to provide new, dedicated walking and cycling (active travel) and bus infrastructure on the A48 between Cardiff and Newport, where it is feasible to do so, whilst retaining current road capacity for general traffic as much as possible. 41% were opposed to these proposals.

This was the only option out of all three options for the A48 that received more support than opposition.

15% were neither opposed or supportive and the remaining respondents did not answer this question.

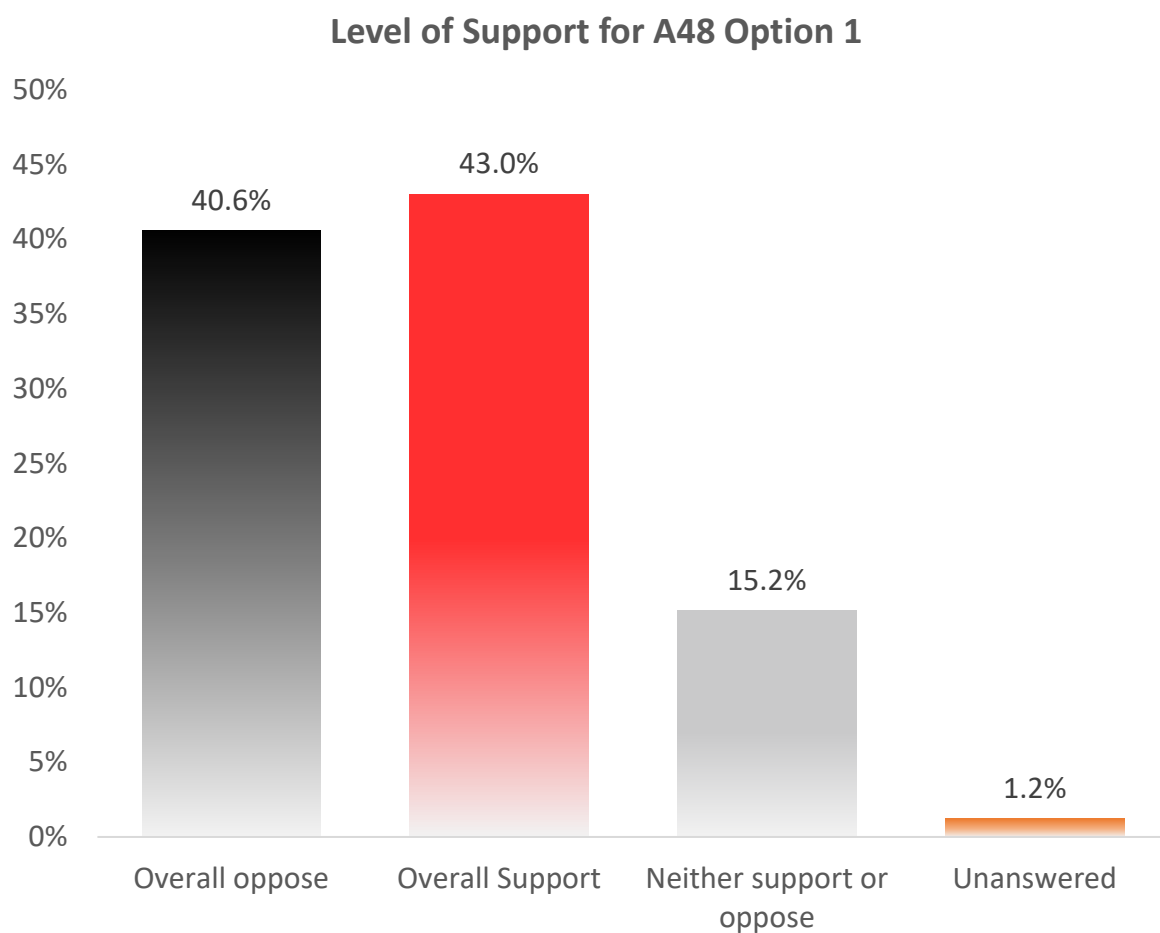


Figure 7: Level of Support v Opposition for A48 Option 1

45% of all respondents travel between Newport and Cardiff by car. This percentage is made up of:

- 22% who opposed A48 Option 1,
- 6% who neither opposed or supported, and

- 17% who supported it, which is the highest level of support shown by car drivers for all the A48 options.

7% of all respondents travel between Newport and Cardiff by bicycle. This percentage is made up of:

- 2% who opposed A48 Option 1,
- 1% who neither opposed or supported, and
- 4% who supported it.

6% of all respondents travel between Newport and Cardiff by bus. This percentage is made up of:

- 2% who opposed A48 Option 1,
- 2% who neither opposed or supported, and
- 2% who supported it.

9% of all respondents said that the train is their main mode of transport. This percentage is made up of:

- 2% who opposed A48 Option 1,
- 1% who neither opposed or supported, and
- 6% who supported it.

Overall, 1193 people, 69% of all respondents, completed the gender question. Of these respondents, 513 (43%) opposed A48 Option 1. This figure is made up of:

- 26% male,
- 12% female, and
- 5% who identified as neither male, female or preferred not to say.

Of the 1193 respondents who completed the gender question, 497 (41%) expressed support for A48 Option 1, which can be further broken down by gender as follows:

- 27% male
- 12% female
- 2% who identified as neither male, female or preferred not to say.

When considering the whole data set of 1722 respondents, two percent less were opposed to A48 Option 1 than supported it (41% and 43% respectively). Conversely, when analysing only the 1193 respondents who defined their gender, two percent more people were opposed to A48 Option 1 than supported (43% and 41% respectively).

Qualitative responses

From the qualitative comments submitted by respondents, we can broadly say almost the same level of support was expressed as opposition for A48 Option 1 (with 43% supportive and 42% opposed). 77% of the respondents who opposed this option included a comment, which is 32% more than the proportion of comments received from supportive respondents.

Of the 43% of all respondents that were *supportive* of A48 Option 1, the most common themes raised were:

- segregated cycle lane is essential (19%)
- accident prevention measures are required including the retention of the Castleton footbridge (10%)
- keeping the existing number of traffic lanes would be beneficial (9%)

Of the 42% of all respondents who were *opposed* to A48 Option 1, the most common themes were:

- concern that the changes would increase congestion and pollution (30%)
- insufficient current number of cyclists to justify the changes and route is unsuitable for regular cycling (terrain, weather, proximity to traffic) (26%)
- concerns around the scheme not being a good use of public money (14%)

Of the 15% of respondents who were neither opposed or supportive of A48 Option 1, the most common themes were:

- public transport improvements are also needed (16%)
- concerns around road safety, in particular they would like to keep the Castleton footbridge (12%)
- concerns that the proposals would increase congestion and pollution (11%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, we can broadly say that the same proportion of women supported A48 Option 1 as opposed it (42%) and that very similar proportions of men supported this option as opposed it (44% and 42% respectively).

149 (42%) women who responded to this question were *supportive* of A48 Option 1. The most common themes raised were:

- support for a segregated cycle lane and cycle provision (16%)
- motor vehicles should maintain priority (12%) and
- sustainable travel should be improved (7%).

148 (42%) women who responded to this question were *opposed* to A48 Option 1. The most common themes were:

- concern that the changes will cause congestion (31%)
- concerns that cyclists are dangerous on the roads with insufficient numbers to warrant the changes, and that the route is difficult to cycle due to the gradient (30%), and
- bus provision is poor, and buses do not use existing bus lanes (17%).

56 (16%) women who responded to this question *neither supported or opposed* A48 Option 1. The most common themes raised were:

- concerns that the changes will cause congestion (11%)
- a desire to see an improvement in bus provision (7%)
- concern about increased pollution (7%)
- a need for additional stations (7%)

- safety concerns arising from the speed of traffic and removal of the Castleton footbridge (7%)

320 (44%) men who responded to this question were *supportive* of A48 Option 1. The most common themes raised were:

- support for a segregated cycle lane and cycle provision (20%)
- motor vehicles should maintain priority (7%)
- concerns around road safety for pedestrians and cyclists (7%).

304 (42%) men who responded to this question were *opposed* to A48 Option 1, the most common themes raised were:

- potential for increased congestion (22%)
- the insufficient number of cyclists using the route (16%)
- concerns that the scheme is not a valid use of public money (13%).

104 (14%) men who responded to this question *neither supported or opposed* A48 Option 1, the most common themes raised were:

- a desire to see improvements in the provision of public transport - more buses, more trains, new stations, metro (11%)
- concerns over the speed limit already being exceeded and that the Castleton footbridge must remain in situ (9%)
- concerns that this option represented a missed opportunity for more significant improvements (9%).

A48 Option 2

Quantitative responses

47% of all respondents were opposed to A48 Option 2 and 33% were supportive of this option which prioritises new, dedicated walking and cycling (active travel) and bus infrastructure along the A48 route. Compared to A48 Option 1, more existing road space is re-allocated to walking and cycling and buses with more significant changes to existing junctions.

11% were neither opposed or supported this option and 9% did not answer this question.

45% of all respondents travel between Newport and Cardiff by car. This percentage is made up of:

- 29% who opposed A48 Option 2,
- 4% who neither opposed or supported, and
- 12% who supported it.

7% of all respondents travel between Newport and Cardiff by bicycle. This percentage is made up of:

- 1% who opposed A48 Option 2,
- 1% who neither opposed or supported, and

- 5% who supported it.

This option, along with A48 Option 3, had the joint highest level of support amongst cyclists.

6% of all respondents travel between Newport and Cardiff by bus. This percentage is made up of:

- 2.2% who opposed A48 Option 2,
- 1.1% who neither opposed or supported, and
- 2.3% who supported it.
- 0.1% did not answer this question.

The 0.3% discrepancy when totaling the subdivisions in this bus users analysis, is a product of rounding the headline proportion of all bus users from 5.7% to 6%.

9% of all respondents said that the train is their main mode of transport. This percentage is made up of:

- 2% who opposed A48 Option 2,
- 2% who neither opposed or supported, and
- 5% who supported it.

Overall, 1193 people, 69% of all respondents, completed the gender question. Of these respondents, 620 (52%) opposed A48 Option 2. This figure is made up of:

- 30% male,
- 16% female, and
- 6% who identified as neither male, female or preferred not to say.

Of the 1193 respondents who completed the gender question, 420 (35%) expressed support for Option 2, which can be further broken down by gender as follows:

- 24% male
- 9% female
- 2% who identified as neither male, female or preferred not to say

Level of Support for A48 Option 2

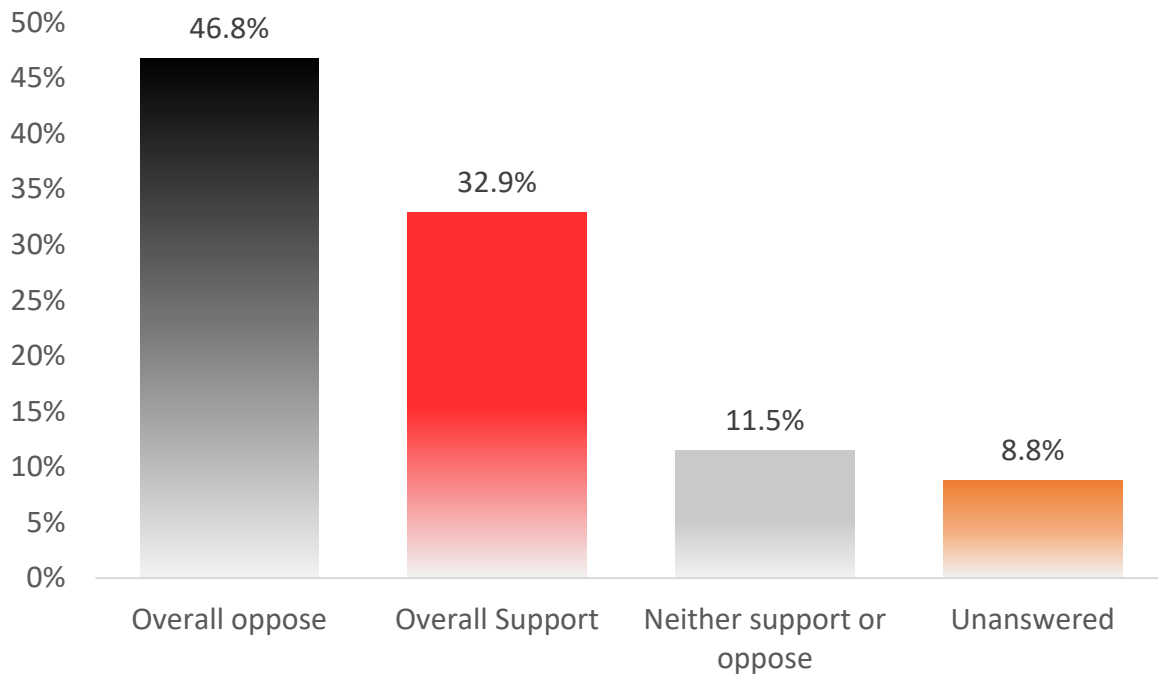


Figure 8: Level of Support v Opposition for A48 Option 2

Qualitative responses

From the qualitative comments submitted by respondents, we can broadly say that 14% more people oppose A48 Option 2 than support it (with 51% opposed and 37% supportive).

Of the 37% of all respondents that were *supportive* of A48 Option 2, the most common themes raised were:

- segregated cycleway is essential but need to be continuous & debris free (from autumn vegetation) (19%)
- additional road safety measures are necessary including more traffic lights and the retention of the Castleton footbridge (7%)

Of the 51 % of all respondents who were *opposed* to A48 Option 2, the most common themes raised were:

- concern that the changes would increase congestion (28%)
- insufficient current number of cyclists to justify the changes (16%)
- poor bus provision and buses not using existing bus lanes (10%)

Of the 12% of respondents who *neither supported or opposed* A48 Option 2, the most common themes raised were:

- road safety measures are important including retaining the Castleton footbridge (5%)
- concerns that proposals are a missed opportunity to do more (5%)
- concerns around the proposals increasing congestion and pollution (4%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, we can broadly say that 21% more women oppose A48 Option 2 than support it (with 54% opposed and 33% supportive) and that 10% more men oppose this option than support it (with 49% opposed and 39% supportive).

115 (33%) women who responded to this question were *supportive* of A48 Option 2. The most common themes raised were:

- segregated cycle lane is essential (28%)
- bus services need to improve to encourage modal shift (10%)
- reducing car space needed to encourage people to switch to active travel (3%)
- further road safety measures are needed (3%)

191 (54%) women who responded to this question were *opposed* to A48 Option 2. The most common themes were:

- concern that the changes would increase congestion (28%)
- poor bus provision and buses not using existing bus lanes (18%)
- insufficient current number of cyclists to justify the changes (10%)
- additional road safety measures, such as traffic lights and keeping the Castleton footbridge crossing are essential (10%)

46 (13%) women who responded to this question *neither supported or opposed* A48 Option 2. The most common themes raised were:

- concern that the changes would increase congestion (9%)
- additional road safety measures / traffic management measures are needed (9%)

285 (39%) men who responded to this question were *supportive* of A48 Option 2. The most common themes raised were:

- segregated, continuous cycleway is essential (14%)
- the need to keep the Castleton footbridge and deliver further road safety improvements (8%)
- general support for active travel and public transport measures (7%)

357 (49%) men who responded to this question were *opposed* to A48 Option 2. The most common themes raised were:

- concern that the changes would worsen congestion (22%)
- funds could be better spent on a M4 relief road or road repair/maintenance (12%)
- concern around the insufficient number of cyclists currently (10%)
- route unsuitable for cycling - terrain, Welsh weather, speed of traffic, and lack of facilities at destination workplaces to allow for a shower/change of clothes (9%)

83 (12%) men who responded to this question *neither supported or opposed* A48 Option 2. The most common themes raised were:

- option does not go far enough to encourage active travel (7%)
- there would not be a significant benefit for the bus service (7%)
- Cycle lane needs to be both segregated and continuous (5%)

A48 Option 3

Quantitative responses

46% of all respondents opposed A48 Option 3 with 32% being supportive of the proposals to deliver wide-ranging modifications to the A48 corridor on links and at junctions, including the complete replacement of some existing junctions, to deliver maximum priority to bus and walking and cycling (active travel).

9% neither supported or opposed this option and 13% did not express an opinion at all.

45% of all respondents travel between Newport and Cardiff by car. This percentage is made up of:

- 29% who opposed A48 Option 3,
- 3% who neither opposed or supported,
- 12% who supported it, and
- 1% who did not enter an answer.

7% of all respondents travel between Newport and Cardiff by bicycle. This percentage is made up of:

- 1% who opposed A48 Option 3,
- 1% who neither opposed or supported, and
- 5% who supported it.

6% of all respondents travel between Newport and Cardiff by bus. This percentage is made up of:

- 2% who opposed A48 Option 3,
- 1% who neither opposed, supported or answered, and
- 3% who supported it.

9% of all respondents said that the train is their main mode of transport. This percentage is made up of:

- 2% who opposed A48 Option 3,
- 1% who neither opposed or supported, and
- 6% who supported it.

Overall, 1193 people, 69% of all respondents, completed the gender question. Of these respondents, 620 (52%) opposed A48 Option 3. This figure is made up of:

- 29% male,
- 17% female, and
- 6% who identified as neither male, female or preferred not to say.

Of the 1193 respondents who completed the gender question, 440 (37%) expressed support for Option 3, which can be further broken down by gender as follows:

- 26% male

- 9% female
- 2% who identified as neither male, female or preferred not to say

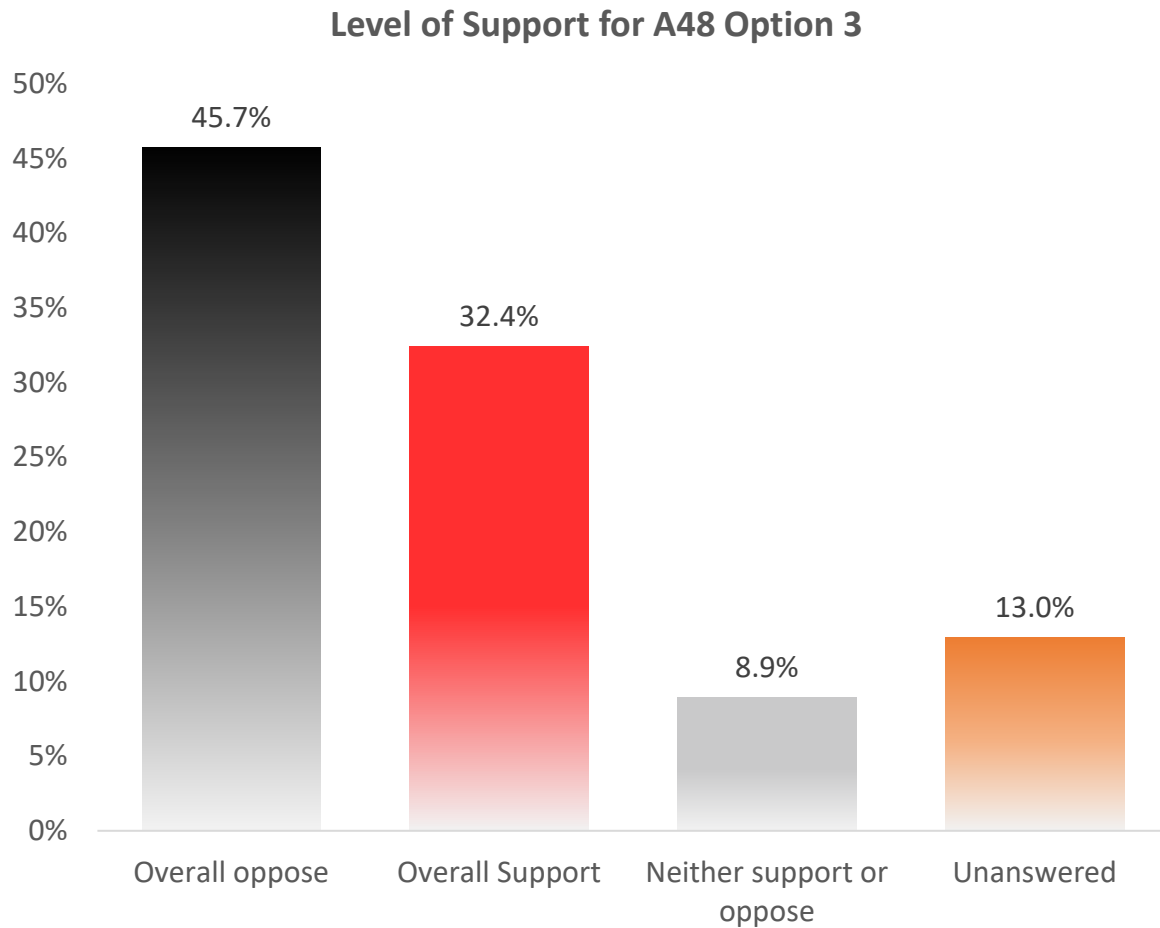


Figure 9: Level of Support v Opposition for A48 Option 3

Qualitative responses

From the qualitative comments submitted by respondents, we can broadly say that 12% more people oppose A48 Option 3 than support it (with 51% opposed and 39% supportive).

420 (39%) of respondents to this question were *supportive* of A48 Option 3. The most common themes raised were:

- Levels of priority for both cyclists and buses offered the best levels of safety (32%)
- Speed reduction measures and retention of Castleton footbridge necessary for road safety (6%)

- Better frequency of buses with increased affordability needed (5%)

548 (51%) of respondents to this question were *opposed* to A48 Option 3, the most common themes raised were:

- Concerns around proposals making congestion and pollution worse (26%)
- Concerns around insufficient current number of cyclists and that route unsuitable for cycling (wrong terrain, Welsh weather, speed of traffic etc) (15%)
- Bus service provision is poor and buses fail to stay in lanes (13%)

109 (10%) of respondents to this question, were *neither supportive or opposed* to A48 Option 3. The most common themes were:

- Insufficient number of cyclists to justify the spend (4%)
- Concerns around proposals making congestion and pollution worse (4%)
- Speed reduction measures and retention of Castleton footbridge necessary for road safety (4%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, we can broadly say that 24% more women oppose Option 3 than support it (56% opposed and 32% supportive respectively) and that 6% more men oppose than support it (48% support and 42% opposed).

113 (32%) women who responded to this question were *supportive* of A48 Option 3. The most common themes raised were:

- Support for increased priority and safety offered by this option (27%)
- Road safety measures e.g. a reduction in the speed limit and keeping the Castleton footbridge are essential (9%)
- Support for dedicated traffic lights for cyclists (6%)
- A need for increased provision and affordability of bus services (6%)

197 (56%) women who responded to this question were *opposed* to A48 Option 3. The most common themes were:

- concerns that congestion would increase as a result of the measures (24%)
- concerns that air and noise would be increased (9%)
- low frequency of bus services does not justify dedicated road space (16%)
- insufficient number of cyclists using this route and route is impractical (weather, terrain, adjacent road speed) to encourage additional users (16%)
- All four traffic lanes should be retained (10%)

41 (12%) women who responded to this question *neither supported or opposed* A48 Option 3. The most common themes raised were:

- option would encourage active travel (5%)
- concerns that congestion would increase as a result of the measures (5%)
- concerns around road safety: 5% would like to see the Castleton footbridge kept in situ, and a further 5% were unsure whether traffic lights would increase safety

307 (42%) men who responded to this question were *supportive* of A48 Option 3. The most common themes raised were:

- option offered maximum priority and protection for buses, cyclists and pedestrians (34%)
- additional traffic signals, crossings and a reduction in the speed limit will also be needed (4%)
- further improvements to public transport are needed (2%)

351 (48%) men who responded to this question were *opposed* to A48 Option 3. The most common themes raised were:

- concerns that congestion would increase as a result of the measures (18%)
- concern around the insufficient number of cyclists currently to justify the spend and unsuitable terrain to encourage new cyclists (14%)
- a belief that the scheme did not represent a good use of public spending (13%)

68 (9%) men who responded to this question *neither supported or opposed* A48 Option 3.

The most common themes raised were:

- concern around the insufficient number of cyclists currently to justify the spend and unsuitable terrain to encourage new cyclists (4%)
- a segregated cycleway is the safest option (4%)

1. Response to Public Consultation Options for the National Cycle Network Route 88 (NCN88)

This section summarises the consultation responses received in relation to the three options for the NCN88 throughout the public consultation period between February and March 2022.

All Options consulted on for the National Cycle Network Route 88 (NCN88) received more support than they did opposition.

NCN88 Option 3 received the most support (38%) and the least opposition (24%).

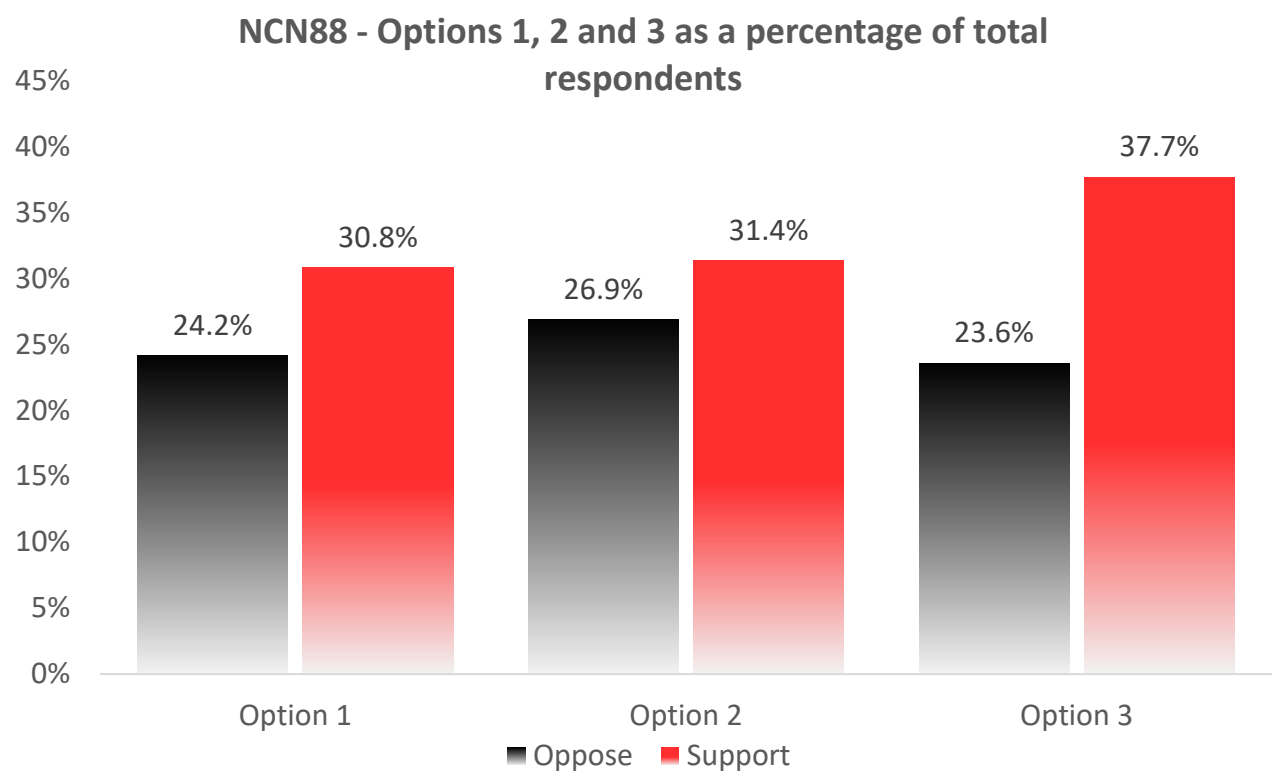


Figure 10: level of support v opposition across all 3 options for the NCN88

NCN88 Option 1

Quantitative responses

31% of respondents supported NCN88 Option 1 with 24% opposed to the proposals to deliver an upgrade of the existing NCN88 route between Cardiff and Newport, as far as it is practicable to do so given physical and environmental constraints.

20% were neither in support or opposition and a quarter did not express an opinion at all.

45% of all respondents travel between Newport and Cardiff by car. This percentage is made up of:

- 16% who opposed NCN88 Option 1,
- 11% who neither opposed or supported,
- 17% who supported it, and
- 1% who did not enter an answer

7% of all respondents travel between Newport and Cardiff by bicycle. This percentage is made up of:

- 1% who opposed NCN88 Option 1,
- 2% who neither opposed or supported, and
- 4% who supported it.

6% of all respondents travel between Newport and Cardiff by bus. This percentage is made up of:

- 1% who opposed NCN88 Option 1,
- 3% who neither opposed, supported or answered, and
- 2% who supported it.

9% of all respondents said that the train is their main mode of transport. This percentage is made up of:

- 2% who opposed NCN88 Option 1,
- 2% who neither opposed or supported, and
- 5% who supported it.

Overall, 1193 people, 69% of all respondents, completed the gender question. Of these respondents, 363 (30%) opposed NCN88 Option 1. This figure is made up of :

- 19% male,
- 8% female, and
- 3% who identified as neither male, female or preferred not to say.

Of the 1193 respondents who completed the gender question, 481 (40%) expressed support for NCN88 Option 1, which can be further broken down by gender as follows:

- 26% male
- 12% female
- 2% who identified as neither male, female or preferred not to say.

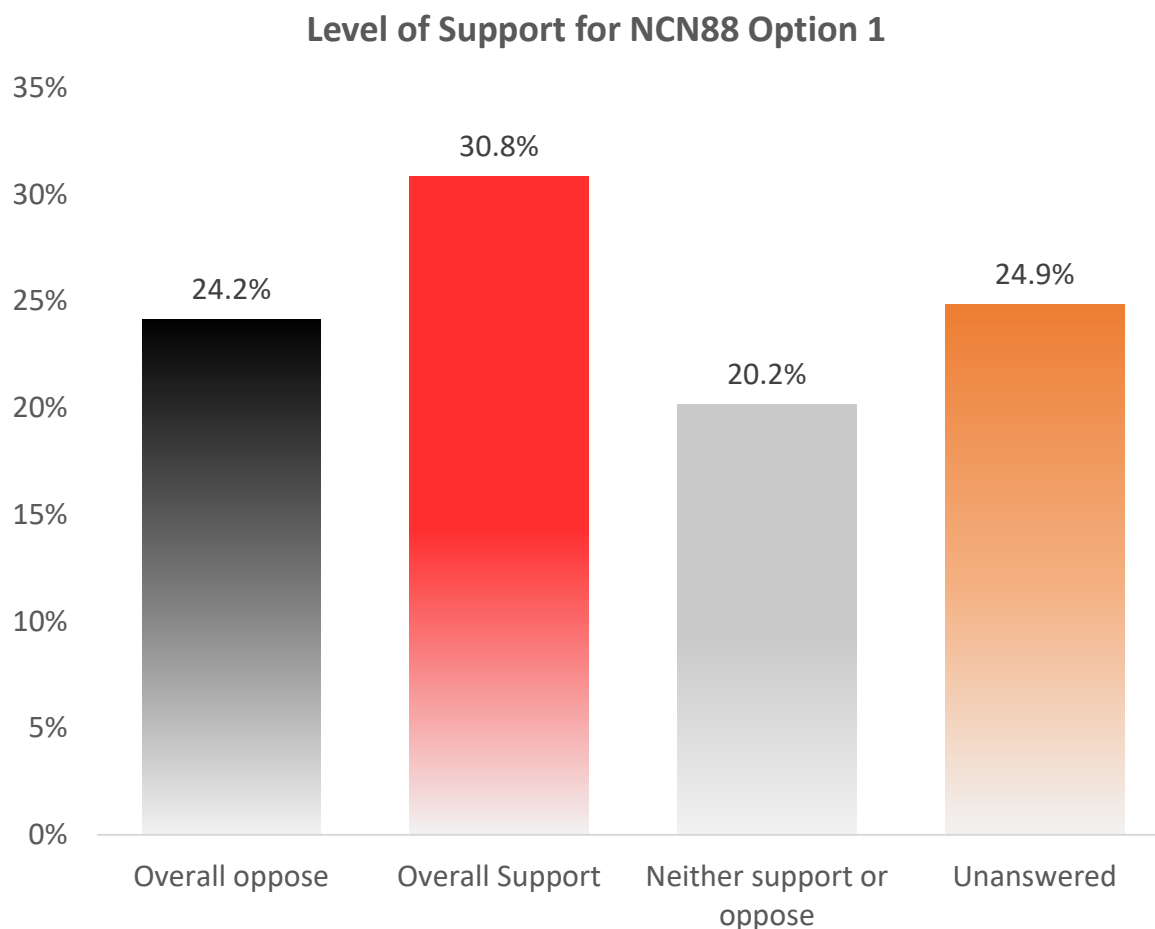


Figure 11: Level of Support v Opposition for NCN88 Option 1

Qualitative responses

From the qualitative comments submitted by respondents, we can broadly say that 11% more people support NCN88 Option 1 than oppose it (with 31% opposed and 42% supportive).

450 (42%) of all respondents to this question were *supportive* of NCN88 Option 1. The most common themes raised were:

- segregation level will boost confidence around safety and make it a stress free, enjoyable route (11%)
- road safety measures will be important (5%)

324 (31%) of all respondents to this question were *opposed* to NCN Option 1. The most common themes were:

- not considered valid use of public funds (10%)
- insufficient segregation fails to make it safe enough (9%)
- concerns around low number of existing cyclists (7%)

287 (27%) of all respondents to this question, *neither supported or opposed* NCN88 Option

1. The most common themes raised were:

- segregation is essential (7%)
- option doesn't go far enough (4%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, we can broadly say that 4% more men than women were opposed to NCN88 Option 1 with similar levels of support shown across both genders (women: 42% and men: 43%).

143 (42%) women who responded to this question were *supportive* of NCN88 Option 1. The most common themes raised were:

- this option offers a safer route away from traffic (13%)
- proposals need to consider further measures, for instance, the route requires resurfacing with tarmac (7%)
- road calming measures for traffic crossings would be welcome (7%)

96 (28%) women who responded to this question were *opposed* to NCN88 Option 1. The most common themes were:

- option is not considered a valid use of public funds (11%)
- concern around insufficient number of current users, route doesn't connect to destinations, gradient and weather makes it unsuitable (10%)
- roads need to be improved instead (7%)

100 (29%) women who responded to this question *neither supported or opposed* NCN88 Option 1. The most common themes raised were:

- speed limit needs to be reduced (3%)
- option offers insufficient improvements (2%)
- concerns for personal safety when using the route (2%)

307 (43%) men who responded to this question were *supportive* of NCN88 Option 1. The most common themes raised were:

- support for off road / segregated provision for cyclists and pedestrians (11%)
- Road safety measures needed e.g. speed reduction, traffic lights and better lighting (5%)
- route not suitable for fast cycling and commuting (4%) and requires resurfacing, lighting and foliage maintenance

228 (32%) men who responded to this question were *opposed* to NCN88 Option 1. The most common themes raised were:

- route not safe enough and requires segregation and resurfacing (12%)
- proposals don't go far enough to encourage active travel (10%)
- concern around proposals not being a valid use of public funds (9%)

187 (26%) men who responded to this question *neither supported or opposed* NCN88 Option 1. The most common themes raised were:

- segregation of cyclists and resurfacing the pathway is essential for safety (6%)
- option doesn't go far enough (5%)
- Shared spaces are unsafe (5%)

NCN88 Option 2

Quantitative responses

31% of respondents supported NCN88 Option 2 with 27% opposed to its proposals to deliver a high-quality upgrade of the NCN88 route, which 'filters out' cars by restricting vehicle access and sections of new alignment to avoid long-winded routes through housing estates.

16% were neither in support or opposition and just over a quarter expressed no opinion at all.

45% of all respondents travel between Newport and Cardiff by car. This percentage is made up of:

- 19% who opposed NCN88 Option 2,
- 16% who neither opposed or supported,
- 9% who supported it, and
- 1% who did not enter an answer.

7% of all respondents travel between Newport and Cardiff by bicycle. This percentage is made up of:

- 1% who opposed NCN88 Option 2,
- 1% who neither opposed or supported, and
- 5% who supported it.

6% of all respondents travel between Newport and Cardiff by bus. This percentage is made up of:

- 1% who opposed NCN88 Option 2,
- 2% who neither opposed or supported, and
- 3% who supported it.

9% of all respondents said that the train is their main mode of transport. This percentage is made up of:

- 2% who opposed NCN88 Option 2,
- 2% who neither opposed or supported, and
- 5% who supported it.

Overall, 1193 people, 69% of all respondents, completed the gender question. Of these respondents, 416 (35%) opposed NCN88 Option 2. This figure is made up of:

- 20% male,
- 10% female, and
- 5% who identified as neither male, female or preferred not to say.

Of the 1193 respondents who completed the gender question, 497 (42%) expressed support for NCN88 Option 2, which can be further broken down by gender as follows:

- 29% male
- 11% female
- 2% who identified as neither male, female or preferred not to say.

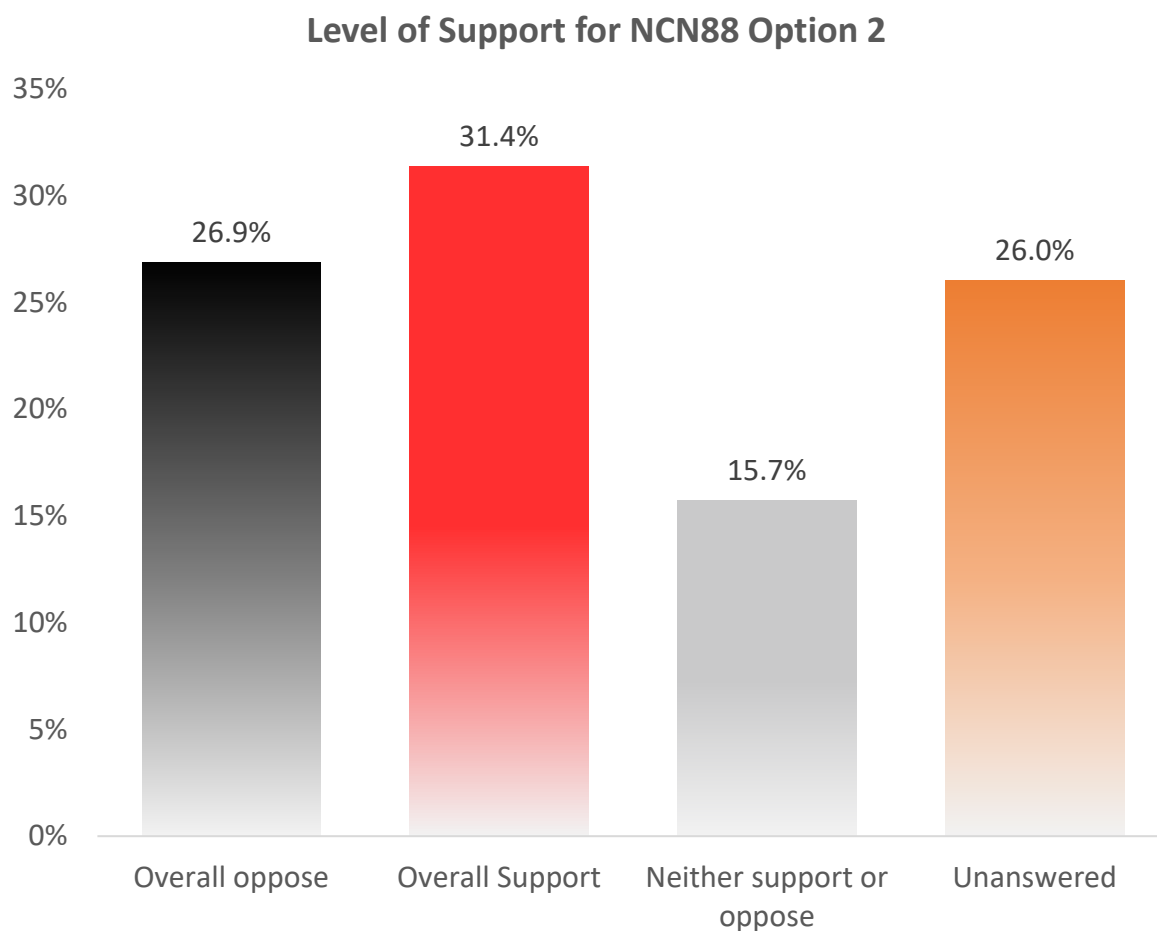


Figure 12: Level of Support v Opposition for NCN88 Option 2

Qualitative responses

From the qualitative comments submitted by respondents, we can broadly say that 11% more people support NCN88 Option 2 than oppose it (with 45% supportive and 34% opposed).

474 (45%) of all respondents to this question were *supportive* of NCN88 Option 2, the most common themes raised were:

- Supportive of car filtering (16%)
- Proposals need to go further particularly around traffic calming (4%)
- segregated route essential (4%)

360 (34%) of all respondents to this question were *opposed* to NCN Option 2, the most common themes were:

- proposals are not considered to be a valid use of public money (9%)
- option is poor deal for drivers who pay Vehicle Excise Duty and have no other option (7%)
- concerns that proposals will create more congestion (5%)

227 (21%) of all respondents to this question *neither supported or opposed* NCN88 Option 2, the most common themes raised were:

- concerned that shared paths don't work (4%)
- proposals don't go far enough to seriously encourage active travel (3%)
- number of traffic lanes should be maintained with no more traffic calming (2%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, we can broadly say that 8% more men than women supported this option (men: 47%, women: 39%) with levels of opposition roughly the same.

132 (39%) women who responded to this question were *supportive* of NCN88 Option 2. The most common themes raised were:

- supportive of car filtering (20%)
- supportive of level of segregation (3%)
- need to maintain natural habitats (3%)

118 (35%) women who responded to this question were *opposed* to NCN88 Option 2. The most common themes were:

- proposals are not considered to be a valid use of public money (10%)
- option is poor deal for drivers who pay Vehicle Excise Duty and have no other option (5%)
- concerns that proposals will create more congestion (4%)

90 (26%) women who responded to this question *neither supported or opposed* NCN88 Option 2. The most common themes raised were:

- concerned that shared paths don't work (3%)
- concerns around insufficient numbers of current cyclists to justify scheme (3%)
- number of traffic lanes should be maintained with no more traffic calming (2%)
- concerns around the cost of the land (2%)

342 (47%) men who responded to this question were *supportive* of NCN88 Option 2. The most common themes raised were:

- Supportive of car filtering (14%)
- Proposals could go further particularly around traffic calming (4%)
- Support for level of segregation (4%)

242 (34%) men who responded to this question were *opposed* to NCN88 Option 2. The most common themes raised were:

- proposals are not considered to be a valid use of public money (8%)
- option is poor deal for drivers who pay Vehicle Excise Duty and have no other option (7%)
- concerns that proposals will create more congestion (5%)

137 (19%) men who responded to this question *neither supported or opposed* NCN88 Option 2. The most common themes raised were:

- concerned that shared paths don't work (4%)
- proposals don't go far enough to seriously encourage active travel (4%)
- speed limit needs reducing further (1%)

NCN88 Option 3

Quantitative responses

NCN88 Option 3 received the highest amount of support compared with the other two options with 38% of respondents supporting the proposals and 24% opposed to them. This option would provide full separation between cyclists, pedestrians and traffic along the entire length of the NCN88 route, with sections of new alignment.

12% were neither in support or opposition and 27% did not express an opinion at all.

45% of all respondents travel between Newport and Cardiff by car. This percentage is made up of:

- 17% who opposed NCN88 Option 3,
- 7% who neither opposed or supported,
- 20% who supported it, and
- 1% who did not enter an answer.

This is the highest level of support shown from car drivers for all the NCN88 options.

7% of all respondents travel between Newport and Cardiff by bicycle. This percentage is made up of:

- 1% who opposed NCN88 Option 3,
- 1% who neither opposed or supported, and
- 5% who supported it.

6% of all respondents travel between Newport and Cardiff by bus. This percentage is made up of:

- 1% who opposed NCN88 Option 3,
- 2% who neither opposed, supported or answered this question, and
- 3% who supported it.

9% of all respondents said that the train is their main mode of transport. This percentage is made up of:

- 1% who opposed NCN88 Option 3,
- 1% who neither opposed or supported, and
- 7% who supported it.

Overall, 1193 people, 69% of all respondents, completed the gender question. Of these respondents, 371 (31%) opposed NCN88 Option 3. This figure is made up of :

- 16% male,
- 11% female, and
- 4% who identified as neither male, female or preferred not to say.

Of the 1193 respondents who completed the gender question, 605 (51%) expressed support for NCN88 Option 3, which can be further broken down by gender as follows:

- 36% male
- 13% female
- 2% who identified as neither male, female or preferred not to say.

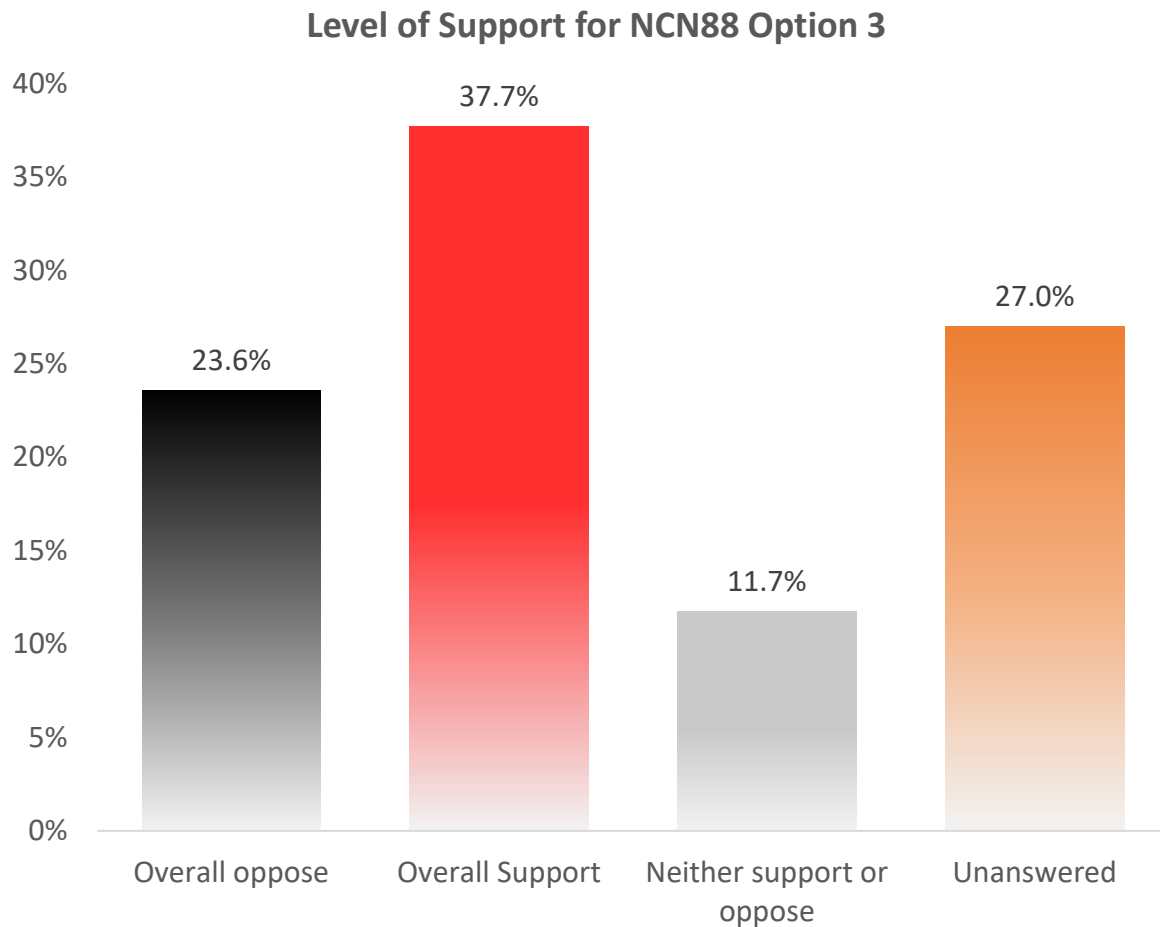


Figure 13: Level of Support v Opposition for NCN88 Option 3

Qualitative responses

From the qualitative comments submitted by respondents, we can broadly say that 24% more people support NCN88 Option 3 than oppose it (with 54% supportive and 30% opposed).

575 (54%) of all respondents to this question were *supportive* of NCN88 Option 3, the most common themes raised were:

- level of segregation offered is the safest (30%)
- option sets the 'gold standard' for active travel (6%)
- concern around habitat removal (2%)

322 (30%) of all respondents to this question were *opposed* to NCN Option 3, the most common themes were:

- option not considered a valid use of public money (10%)
- insufficient number of current cyclists to justify measures (7%)
- concern that proposals will increase congestion and pollution (5%)

165 (16%) of all respondents to this question *neither supported or opposed* NCN88 Option 3, the most common themes raised were:

- option offers best level of safety (4%)
- money should be spent on M4 Relief Road or public transport instead (2%)
- option not considered a valid use of public money (2%)

If we consider gender as a determiner of views, from the qualitative comments submitted by respondents, we can broadly say that more women than men opposed this option and more men than women were supportive.

151 (44%) women who responded to this question were *supportive* of NCN88 Option 3. The most common themes raised were:

- level of segregation offered by proposal is the safest (28%)
- option sets 'gold standard' for active travel (6%)
- concern around impact on habitat (4%)

127 (37%) women who responded to this question were *opposed* to NCN88 Option 3. The most common themes were:

- proposals not considered a valid use of public money (9%)
- insufficient number of cyclists to justify route (8%)
- concerns around level of land acquisition (8%)

64 (19%) women who responded to this question *neither supported or opposed* NCN88 Option 3. The most common themes raised were:

- money should be used to fund M4 Relief Road or more public transport instead (5%)
- proposals not considered a valid use of public money (5%)
- option offers best safety (3%)

424 (59%) men who responded to this question were *supportive* of NCN88 Option 3. The most common themes raised were:

- option offers best level of segregation and safety (31%)
- option sets 'gold standard' for active travel (5%)

195 (27%) men who responded to this question who were *opposed* to NCN88 Option 3. The most common themes raised were:

- proposals not considered a valid use of public money (11%)
- concern around insufficient number of current cyclists and poor route choice (7%)
- concerns that proposals will cause increased congestion and pollution (5%)

101 (14%) men who responded to this question *neither supported or opposed* NCN88 Option 3. The most common themes raised were:

- proposals represent the safest option (4%)
- preferred a straighter or coastal route (2%)

2. Response rate & demographic profiles

A high public response rate to the survey was achieved with 1772 responses, of which 99% were from members of the public.

A valid response was interpreted as the respondent having answered at least 30% of the survey questions.

The following stakeholders responded:

- Cantonian High School
- Cardiff Cycle City
- Cardiff Cycling Campaign
- Cardiff Metropolitan University
- Comisiwn Dylunio Cymru / Design Commission for Wales
- Cycling Newport
- Cycling UK Cymru
- Institution of Civil Engineers Cymru
- Wentlooge Community Council
- Light Rail Association
- Maidstone Cycle Campaign
- Maindee Unlimited
- Marshfield Council
- Newport Transport
- RNIB Cymru
- Sustrans Cymru
- British Horse Society
- Welsh Government
- Transport for Wales

Residence

Of the 63% of respondents who identified their residence, 42% came from areas with a CF post code (Cardiff and surrounding local authorities) and 20% with a NP post code (Newport and surrounding local authorities). The remaining 1% identified postcodes in locations other than Cardiff and Newport.

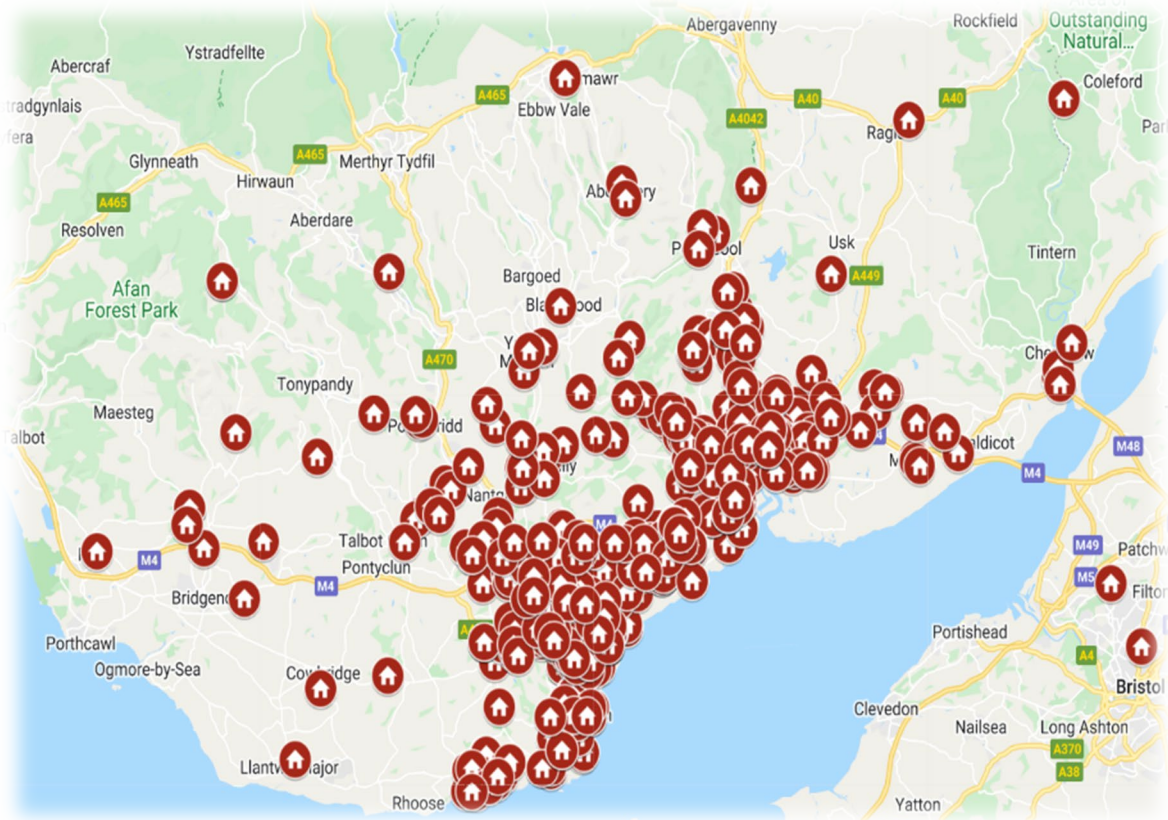


Figure 4: Map of Home Postcodes of Respondents

Main mode and frequency of travel

45% of all respondents stated that they usually travel between Newport and Cardiff by car; 9% by train; 7% by bike; 6% by bus; 1% by scooter or motorcycle; and 0.2% on foot.

Of the 781 respondents who stated that the car is their main mode of transport to travel between Newport and Cardiff, 432 (55%) were men and 251 (32%) were women.

A total of 118 (7%) make the journey between the two cities by either bicycle or ebike. Of the 118 cyclists, six times as many are men (80%) than women (13%).

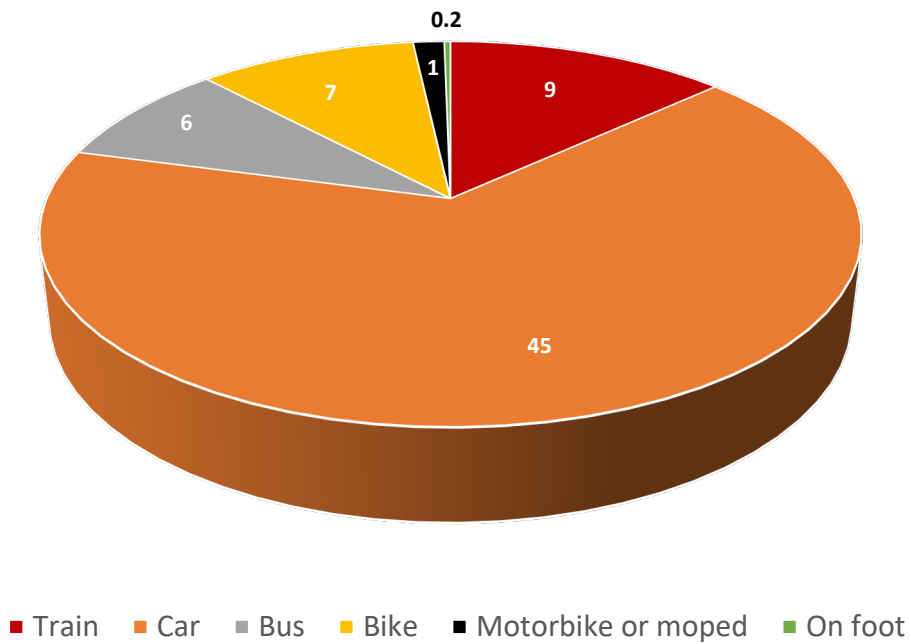
The total number of respondents who stated that the bus is their main mode of transport between Newport and Cardiff is 98, which is approximately 6% of all the responses. Of the 98 people who use the bus, 58 (59%) are men, and 31 (32%) are women.

Almost 4% more respondents travel by train than by bus (9.46% and 5.6% respectively). Of the 163 people who travel by train, 104 (64%) are men and 38 (23%) are women.

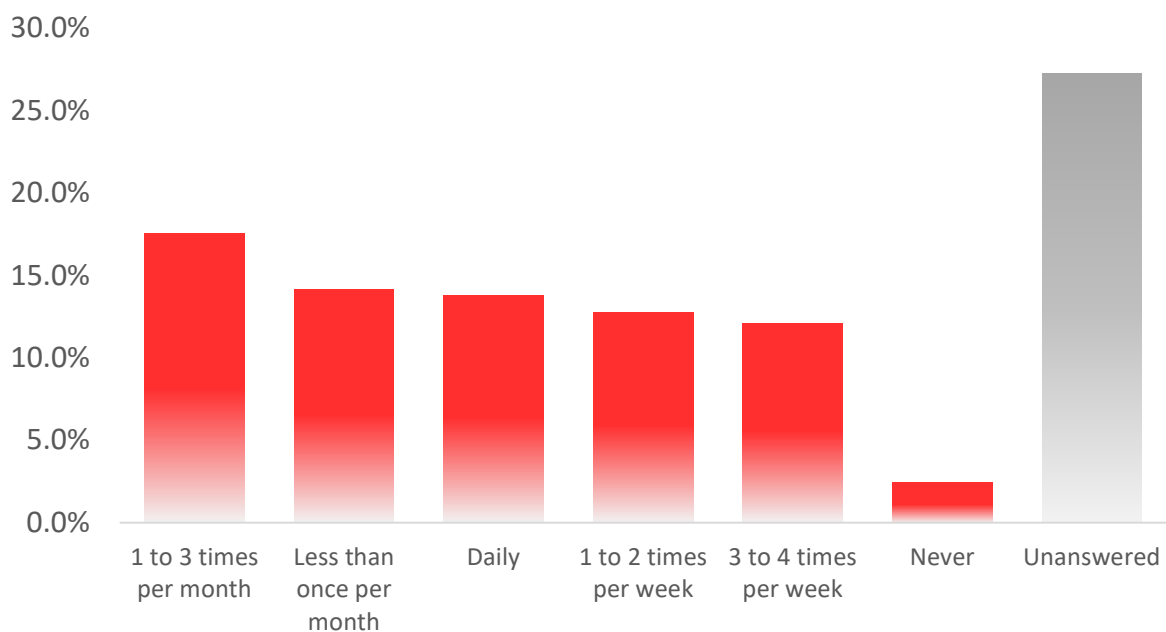
Almost 7% of all respondents stated they do not have access to a car. 55% of respondents who identified their gender (70% of all respondents) as male stated they owned a car, compared with 27% of women.

Only 14% of respondents stated they travelled between Newport and Cardiff on a daily basis with 13% making the journey once or twice a week and 12% three or four times. The low figure associated with those making a daily journey between the two cities is very likely a result of the increase in hybrid working practices post-Covid which has reduced the frequency of travelling into a workplace.

Mode Split (%) of Respondents Method of Travel between Newport & Cardiff



Frequency of travel between Newport and Cardiff



Gender

Total responses by men (43%) were more than double than of women (21%).

The fact that this consultation focussed heavily on active travel routes (particularly cycling given the distance of the corridor between Cardiff and Newport) could partly explain the gender profile of respondents. The male dominated ratio correlates with the pattern for more men than women to cycle in Wales, and to do so more frequently². It is also closely aligned with the pattern in England that shows men make more than double the amount of cycle trips than women³. In 2018/19, 13 per cent of men cycled at least once a month compared with 6 per cent of women in Wales⁴ and in 2019/20, two and a half times the amount of men cycle to work compared to women in Wales⁵.

However, this cannot wholly explain the proportion of male respondents given that the consultation also focuses on improving bus travel, a mode which women use more regularly than men. 2019 data showed that women made 30% more bus journeys than men.⁶

There is also some research to suggest that while women tend to participate in more surveys than men, the reverse is true when it applies to online surveys⁷. The fact that women make up over half of internet non-users⁸ and are more likely to access the internet by smartphones (who are more likely than average to conduct fewer activities online) goes some way towards explaining this behaviour⁹.

Ethnicity

59% of all respondents identified their ethnicity as white British, 0.5% were Irish and 6% had a minority ethnic background.

This profile can be mostly attributed to the fact that ethnic minority communities represent a smaller proportion of the general population across both Cardiff and Newport. It can also be partly explained by the fact that ethnic minorities are traditionally viewed as 'harder

² <https://gov.wales/sites/default/files/statistics-and-research/2019-11/active-travel-walking-and-cycling-april-2018-march-2019-073.pdf>

³ <https://www.gov.uk/government/statistics/walking-and-cycling-statistics-england-2020/walking-and-cycling-statistics-england-2020>

⁴ <https://gov.wales/sites/default/files/statistics-and-research/2019-11/active-travel-walking-and-cycling-april-2018-march-2019-073.pdf>

⁵ <https://www.cyclinguk.org/statistics>

⁶ <https://www.gov.uk/government/statistical-data-sets/nts03-modal-comparisons>

⁷ <https://files.eric.ed.gov/fulltext/ED501717.pdf>

⁸ <https://www.ons.gov.uk/peoplepopulationandcommunity/householdcharacteristics/homeinternetandsocialmediausage/articles/exploringtheuksdigitaldivide/2019-03-04#how-does-internet-usage-and-digital-exclusion-vary-for-men-and-women>

⁹ https://www.ofcom.org.uk/__data/assets/pdf_file/0025/217834/adults-media-use-and-attitudes-report-2020-21.pdf

to reach' in terms of engagement and participation with public bodies, with self-completion questionnaires often having poor response rates.¹⁰

Given the fact that this consultation focuses on active travel routes (particularly cycling given the distance of the corridor between Cardiff and Newport), the ethnic profile of respondents mirrors that of the general profile of cyclists in the UK which tends to be of white males¹¹. However, this can only partly account for lower response rate given ethnic minorities are also more likely to use the bus as their main mode of travel and are more likely to hold a bus pass than those who identify as white.¹²

Age

A reasonably balanced profile of responses was evident across most age segments with youngest and oldest groups least well represented.

The lack of young respondents can be more likely attributed to the fact that they are traditionally a hard to reach group in terms of public consultation given that young people, particularly students, are actually the most likely to own a bike and cycle, but less likely to engage in public participation.

¹⁰ Increasing response rates amongst black and minority ethnic and seldom heard groups, Sheldon & Graham 2007

¹¹ <https://www.cyclinguk.org/statistics>

¹² https://discovery.ucl.ac.uk/id/eprint/10058365/1/Bus%20Pass%20Ethnicity%20JTH_2018_Accepted.pdf

Age as a percentage of total respondents

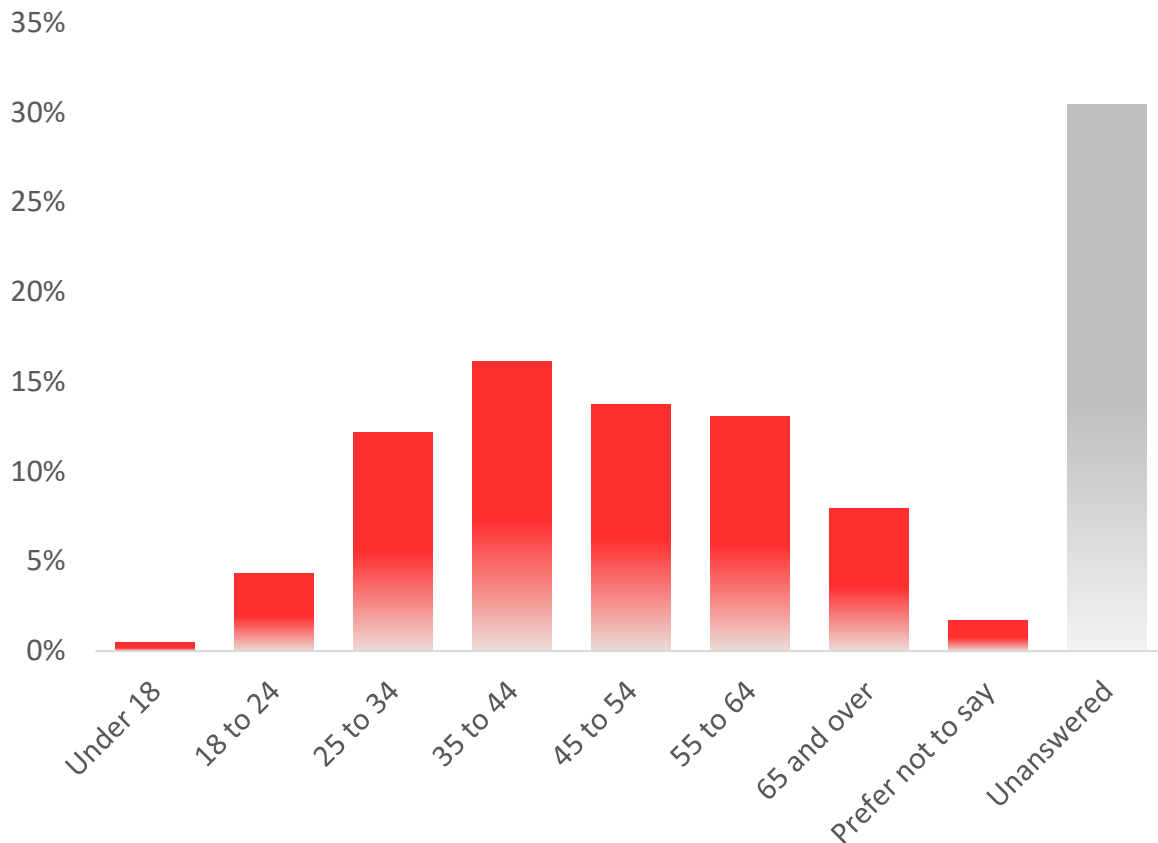


Figure 5: Respondents by Age

Disability

8% of all respondents identified as being disabled.

Whilst this figure is not in line with the proportion of disabled people in Wales (23%), it is demonstrative of the fact that disabled people are also categorised as hard to reach in terms of consultation, particularly online consultation which has limitations for visually impaired and those with cognitive difficulties. It can also be partly attributed to the fact that disabled people travel less frequently and for different reasons compared to people without disabilities¹³. That the consultation focuses on active travel will also be a factor in the lower response given 84% of disabled individuals do not cycle (although research shows that 33% would like to be able to¹⁴).

Of the 142 people who identified as being disabled, 87 (61%) were men and 39 (27%) were women. The remaining 12% is made up of respondents who did not identify as either male or female.

¹³ <https://www.gov.uk/government/publications/disabled-people-attitudes-towards-travel>

¹⁴ <https://www.sustrans.org.uk/media/1029/1029.pdf>

3. Conclusion & next steps

The 6-week online public consultation was considered to be both an appropriate and proportionate engagement exercise for this phase of the project and against the backdrop of current Covid-19 health and safety guidance.

It marked the start of a collaborative and participatory co-design approach between public stakeholders and TfW's contracted project teams towards the various improvement options being considered for the A48 and NCN88 active travel and bus routes.

The data and insight gained from this public consultation exercise will be closely considered by the project team and will help to shape the WelTAG Stage 2 Report which identifies specific scheme design options for further consideration during the remainder of Stage 2.

This public conversation will be ongoing throughout the lifecycle of the project with further public consultation being carried out on the final design option for the A48 and NCN88 active travel and bus routes that are taken forward to the next development stage.