

Sustrans Integrated Network Map Engagement and consultation response

Sustrans believes facilitating and encouraging Active Travel as an alternative means to motorised transport for the purpose of making everyday journeys is key to building a healthier, more sustainable way of getting around in our everyday lives and changing the way we travel.

It's important because Wales is facing a number of serious challenges that active travel can help to address. Many of these challenges feature in the goals of the Well-being of Future Generations Act including: health; the environment; prosperity; equality and community cohesion.

Please note that this response for Cardiff Council's Integrated Network Map relates to walking and cycling.

Approach

Sustrans believes that the Integrated Network Map (INM) approach under the Active Travel Act (ATA) offers the opportunity to deliver safe, attractive places to live, where walking and cycling are the obvious choices for short journeys and that routes for cycling are clear, coherent and connected.

The INM process represents an opportunity to change how streets, roads and urban spaces are designed and advocates an approach that places pedestrians and cyclists on an equal, if not preferential footing, to motorised modes. Delivery of the INM is an opportunity to identify where and how this can happen.

Sustrans strongly endorses optimising the approach to the INM development through defining key network aims at the outset, which will in turn determine how available data is used to identify trip generation and destination points and journey planning to generate desire lines. For example, prioritisation of routes to school will require different data sets and network considerations than a town centre or transport interchange.

Sustrans recognises that the delivery of schemes within the broad aim needs to fit with wider strategic priorities and consider appropriate resources for delivery within identified timescales. We are also aware that this is the first iteration of the authority's INM and that further routes and priorities can be established with later revisions and developments as part of the ongoing ATA process.

Common elements

Although each individual local authorities INM will vary with specific local considerations and priorities, there are elements which should form part of any effective INM approach such as:

- Setting overarching targets and KPIs to achieve them, linked to the council's key strategies and plans. E.g. An ambition to double the number of cycling trips from

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defined baseline and for 60% of journeys to be made by sustainable transport by 2026.

- Developing a collaborative approach between local authority departments and with external agencies to mainstream delivery and promotion of infrastructure. This approach to active travel is essential to maximising the benefits from development and implementation of the INM. This should also include defining the ambitions for INM development in terms of achieving high standards under ATA design guidance as well as innovative approaches to solving problems and influencing future development.

In terms of the common barriers and problems people face when undertaking active travel, Sustrans Cymru has identified the following key elements:

- **Routes to be reviewed and designed in line with the underlying principles** - Coherent, Direct, Safe, Attractive and Comfortable.
- **Continuous routes between key destinations** – continuous linkages between trip generation and destination points for identified routes. Broken routes defined by infrastructure type or pass/fail criteria are unlikely to be effective for a public-facing INM.
- **Existing Routes** – all upgraded to ATA Design Standards, including routes that ‘Passed’ pedestrian & cycle audits.
- **Time delays at signalised crossings** – need to minimise as a general approach. This is often cited as a key issue for pedestrians.
- **Comfort** – dropped (flush) kerbs, smooth surfaces. Generally good practice and in line with ATA Design guidance to ensure consistency.
- **Desire lines** – need to be catered for and linked to any local demand and evidence from consultation data. Redevelopment of signalised junctions should include all red phases to allow diagonal crossings for pedestrians, and ideally cyclists if possible.
- **Access controls** – reduce or remove wherever possible. Need to link provision to evidenced or known activity rather than general approach. Needs to be site specific solution and compliant with latest guidance.
- **Pavement parking and other route obstructions** – Obstruction of footways and existing Active Travel infrastructure is a significant problem and a strong deterrent to usage. Civil enforcement should consider opportunities to address persistent problems and councils should review procedures where other services may be impacting on infrastructure. E.g. waste collection and obstruction by domestic bins.
- **Signing** – needs to be consistent and relevant to level of infrastructure. E.g. Wayfinding strategy for local urban areas aimed at Pedestrians, Strategic direction signing for National Cycle Network and primary routes within urban areas. Statutory instructional signing should confirm to current ATA design standards and updated TSRGD guidance, avoiding negative signing such as ‘cyclists dismount’ and ‘route end’.

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Comments on schemes proposed in the draft Integrated Network Map

Cycling

Scheme Reference No.	Description	Comments
North-South Corridor (1)	INM shows Cyncoed Road and Glyn Coed Road as cycling links	Can you confirm whether Cyncoed Road and Glyncoed Road are existing or proposed cycle network links? Whilst shown as advisory cycle routes on the Cardiff Walking and Cycling map Sustrans Cymru is unaware of any cycling infrastructure on either of these routes that makes them suitable for active travel.
NS47 Rhyd Y Penau NS49 Cyncoed Road, NS50 Gwern Rhuddi Road	Remove centre line and use large cycle logos	These streets comprise main roads with a 30mph speed limit. Centre line removal and cycle symbols will not create active travel standard routes. In line with the draft cycling strategy, these routes should have segregated cycling facilities.
N/A	Extension to NCN 88 Wentloog	This extension to this route is welcomed and will provide better connectivity between St Mellons, Cardiff South and the Vale of Glamorgan, including access to St. Mellons Parkway. We would welcome further collaboration on developing the design and specification on this route.
110	Greenway Road: Alterations to traffic calming and provision of cycle bypasses at buildouts, surface improvements, tightening kerb radii at side roads	In line with draft cycle strategy protected cycle lanes required on Greenway Road.
135	Pantbach Road: Provide cycle lanes with no centre line including advanced stop lines	This improvement is welcomed
105a	Ty Glas Ave: Widen advisory cycle lanes and bypasses through traffic calming, removal of centre line, prevent parking in cycle lanes at school start/finish times	Parking in cycle lanes prevented at all times
85a	Nant Fawr Woods Path: Widen to provide shared use path with appropriate lighting	This improvement is welcomed
85b	Lake Road North: Traffic calming, centre line removal and advisory cycle lanes, subject to space	This improvement is welcomed
45a	Footbridge over Western Avenue within Gabalfa Interchange: Remove cyclists dismount signs.	Remove all barriers on Gabalfa interchange. Replace with bollards if slowing is needed.

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	Potentially provide higher parapets	
104	Unclear about transition between cemetery and Fair Oak Road & cemetery and Allensbank Road	It is important that cyclists have continuity and priority when joining and leaving the link through the cemetery.
41/99	Boulevard de Nantes/Castle Street	Continue segregated hybrid along Castle Street and down grade Boulevard de Nantes to a people friendly street with narrow traffic lanes, cycle facilities and lots of crossings.
101	Queen Street	Proposal to permit cycling very much welcomed. Sustrans Cymru would welcome working on a communications plan for the reopening with the Council
137	Option 1 - Cardiff Bridge to High Street: Extension of existing hybrid cycle tracks	Sustrans Cymru would warmly support option 1
24	Changes to Cardiff Bridge – Neville Street	Better access for cycling is needed on Cowbridge Road East to support this important district centre. A scheme similarly to Poynton would provide both a pedestrian friendly and cycle friendly street that would encourage more people to visit CRE.
Route 8 - 29	James Street	Agree with parking protected cycle lane Agree with better access to Taff Trail at Clarence Road. Introduce 20mph speed limit
98	St Mary Street: Provide contraflow or exemption to one-way street and utilise wide raised signal controlled crossing. Pedestrian link between Mill Lane and Tredegar Street: Permit cycling	These schemes are both welcomed
Route 5 Upgrade – 22a-22c	Improvements to cycle/pedestrian priority crossings	Rather than toucan crossings and traffic islands install cycle and pedestrian parallel crossings
131	Fairwater Road: Existing off road facility and Heol y Pavin: Signage improvements	Need parking protected cycle lanes
84	Llandaff Cathedral: Off road path to Llandaff Cathedral	Widen and resurface
96c	Improve access to Taff Trail	Improve lighting, mirrors and lane markings in underpass. Provide better access to A48
75	Northern Avenue – Railway Bridge to Whitchurch High School - Improve existing shared use path hand remove obstacles	Improve surfacing Access / cycle priority at junctions Segregated cycle lane
141	Llantrisant Road: Provision of off road facilities in conjunction with new development	What are the timescales for delivery?
27	Grand Avenue: Cycle Lanes	What type of cycle lanes will be provided. These will need to be protected if 30mph. Also the route should be extended to Nant Y Rhos & Cwrt Cadno?

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126	Heol Trelai	Provide segregated cycle lanes, reduce speed to 20mph and provide cycle bypasses through buildouts.
EW47	Option 1 - Cycle lanes to become cycle tracks using grass verge and carriageway to provide necessary widths. Cycle track to have priority at side roads Option 2 - Remove centreline and install wide advisory cycle lanes Option 3 - Install off road cycle track on one side only with appropriate crossings at each end	Sustrans Cymru's supports Option 1 with cycle tracks on both sides of road
EW44	Signalise junction with appropriate cycle and pedestrian facilities	What is the evidence to support signalling the junction
EW38	Option 1: Convert roundabout to signal controlled junction to allow for segregation of cyclists from general motor traffic Option 2: Continue segregated cycle facilities through roundabout with part signalisation	Pedestrian Bridge at A48 / Gabalfa - Is it possible to convert steps to smooth surfaces so bike can ride over bridge?
EW50	Upgrade existing path to cycle track away from road, seperated from pedestrians	How will separation from pedestrians be achieved for cycle track away from carriageway? How far will cycle track extend? Start and end?
EW36	Widen and resurface existing path to create cycle track away from road, seperated from pedestrians	Ban parking for vehicles on lane behind Cathedral Road running through Sophia Gardens. Improving this route would ease Taff Trail capacity in the short term
EW28 b	Eastbound: cycle track to continue Westbound: (to tie into N-S Primary route): Provide segregated two-way cycle track	Introducing cycle facilities on Dumfries Place and Boulevard de Nantes is an opportunity to create a people friendly street so close to city centre. Improve access from university, offices, and residences immediately around city centre.

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	on western side of carriageway. Provide bus stops between Station Terrace and Windsor Place. Provide cycle priority crossing at junction of Windsor Place.	
EW19	Introduce two-way segregated cycle track along east side of Newport Road	Two-way cycle lanes - how are cyclists going to access the route from different directions? How will they get on / off cycle lane?
EW25	Option 1: Convert Broadway and Four Elms Road to one-way eastbound only, use remaining carriageway space for parking and 'parking protected' cycle lanes to continue on northern side of carriageway only, light segregation to continue on southern side Option 2: Convert Broadway to 'Bicycle Street'	Cycle lanes must be segregated from bus lanes. Sharing with buses not acceptable for a primary corridor
EW28a	Option 1: Cycle lanes to be installed in both east and westbound bus lanes. Option 2: Remove one or both bus lanes and install segregated cycle track alongside road, seperated from pedestrians.	Has to be Option 2 cycling lanes in bus lanes is not good enough for primary route must be segregated
Primary Route: East-West (Section 1)	Overarching east - west section	For major east-west route cycling within 30 / 40mph bus lane not adequate route through from Old Newport Road to Castle Street should be segregated from buses at all times. Also identify key access points from neighbourhoods either side of routes to show people where they can safely access both sides of cycle route.
EW51	Segregated cycle route through new development with spur	What about links / access to local villages e.g. Pentyrch & St Fagans?

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	routes to local centres, and priority at junctions over other transport modes.	What exactly is the 'priority at junctions' going to be?
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Walking

From the draft maps produced, Sustrans Cymru understands the focus of improving opportunities for walking to be based on a neighbourhood approach. Whilst Sustrans Cymru welcomes improvements to facilitate pedestrian-friendly neighbourhoods, we think an opportunity has been missed. In their current form the maps do not include destinations or provide a narrative to explain the aim and vision for walking in each neighbourhood. This makes it difficult to assess why improvements suggested in each neighbourhood have been prioritised. As an alternative approach, Sustrans Cymru recommends developing a network aim that focuses on a place-based approach. For example considering the 10-minute walking distance around neighbourhood train stations. This would give defined focus to how Cardiff Council is trying to encourage more people, not only to walk more often for everyday journeys, but also to use public transport. This would fit nicely in to the Council's recently developed Transport Strategy and its vision to achieve 60% by sustainable modes by 2026. Also in the context of the Cardiff Capital Region, it would help to identify improvements that could be delivered through the Metro programme and the improvements that will be needed to access future stations, e.g. St. Mellons Parkway.

In addition, given that the Active Travel Design Guidance recommends local authorities prioritise walking and cycling schemes that have potential to deliver modal shift, it is disappointing that the Integrated Network Map has not prioritised improvements in the city centre, particularly around the major transport interchanges. Better prioritisation of pedestrian movement is needed around Queen Street Station and Dumfries Place. The development of Central Square will bring significant changes to the built environment. There is an opportunity for pedestrian improvements, identified in the INM to be delivered through the major regeneration schemes being delivered in this location.

Comments on missed routes and proposed alignments

Location	Problem	Alignment	What is needed
North-South Corridor	Strategic Cycling corridor linking new developments in north Cardiff and Cardiff Bay	Sustrans Cymru welcomes the proposal to create a strategic north-south corridor linking up residential areas of Cardiff with important destinations and the city centre. At present we would query the alignment of the route as it does not provide the most direct and comfortable route. We would also query its finish at Roald Dahl – it could link to the border with the Vale of Glamorgan for cross boundary journeys, recognising Cardiff's role as major destination.	North-South Corridor that provides the most direct, convenient alignment that connects suburbs in the north of Cardiff to the Vale of Glamorgan boundary in the south.

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Mardy Road	Lack of direct and convenient route between Rumney residential areas and Wentloog employment areas	Linking over Mardy Road to provide residential area and major employment area	Improved walking and cycling infrastructure needed over Mardy Road or alternative crossing facility provided over railway line.
East Tyndall Street (Magic Roundabout to Lloyd George Avenue	Missing link - Lack of continuous cycle infrastructure connecting two existing cycle routes	Along East Tyndall Street	Protected cycle lanes
Ty Glas Road and Birchgrove Road	Lack of cycle routes between these two routes	To be explored	
A4232 Cardiff Bay	Uneven surface alongside A4232	Same alignment	Re-Surface paths alongside A4232 sealed surface
Penarth Road	Existing routes are indirect and cyclists lose priority	New route on Penarth Road itself	Segregated cycle facilities from Corporation Road to station, widen existing cycle lanes and better filtering at traffic light to turn right
Papermill Road	Lack of facilities over existing bridge	Across existing bridge over main railway line – linking Canton to Ely Trail	Need cycle friendly option, currently have to carry bike over bridge
Ely Trail	Very muddy, unsurfaced route	N/A	Whole route requires sealed surfaces where parts of route are unsurfaced
Taff Trail	Lack of safe crossing facility on link route to Taff Trail	N/A	Access and crossing at Pendyris Street Safer road crossing and access needed from road to Taff Trail
Ironbridge, near Taff Trail	Poor surfacing	Link to Taff Trail	Ironbridge - Resurface route between Morganstown and bridge
Link to Taff Trail	Narrow route	Hailey Park to Ty Mawr Road	Widen and resurface path

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Llandaff Station – West Road	Lack of access for multi-modal journeys	N/A	Provide direct access from station to Taff Trail plus signposting
Radyr and Danescourt	Lack of cycle routes	Provide new route to south of existing bridge	Provide new routes to Danescourt and Radyr
Llandaff Cathedral	Too narrow, poor surface	Cycle route to Llandaff Cathedral	Widen and resurface, especially on the hill
Pendwyallt Road and Park Road	Poor cycle safety and stepped access only to station	Along Pendwyallt Road and ark Road	Provide shared use path and ramped access to Coryton station
Heol Don and Kelston Road	Lack of Cycle infrastructure	Heol Don and Kelston Road	Provide protected cycle lanes
Fforest Farm Road	Dangerous kerb requires removal	Link to Taff Trail	Improve access to and from Forest Road
Cowbridge Road West: Grand Avenue to Culverhouse Cross	No route on Cowbridge Road West	A connection is needed to link with new cycle and pedestrian infrastructure installed in Wenvoe, Vale of Glamorgan	Dedicated cycle infrastructure on CRW providing direct and convenient cycle route

Further comments on the draft Integrated Network Map

In reviewing Cardiff's draft INM, Sustrans Cymru welcomes the ambition to create two strategic cycle corridors across Cardiff. The rationale for creating north-south and east-west corridor routes that will link new areas of development and the city is clear. Yet in reviewing the remaining both network plans for walking and cycling, Sustrans Cymru believes that a lack of network aims for the INM, misses the opportunity to help citizens of Cardiff understand how improvements and new routes set out in the network plan may benefit them and help them switch to sustainable travel. The Active Travel Design Guidance clearly states:

'When developing their active travel networks, local authorities should be clear what the aims of the network are, the journeys they are planning to cater for and the people they are hoping will use the network', para. 5.8.10, p83, Welsh Government Active Travel Design Guidance.

The Integrated Network Map, in its current form, is technical document that misses the opportunity to gain support for active travel, and promote active travel to those who may be considering switching journeys.

Sustrans Cymru has noted that no updates have been made to Cardiff Council's Existing Routes Map. Across Wales, Sustrans Cymru is aware of differing approaches to revisions of the Existing Routes map. The Active Travel Act requires each local authority to secure improvements of existing active travel routes and related facilities every year. It is Sustrans

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Cymru's view that those who do not demonstrate change in their Existing Routes Map Submission may be open to criticism.

Sustrans Cymru welcomes the opportunity to comment on Cardiff's Integrated Network Plan. It is evident that a significant amount of research and preparation has gone in to this process. There is however a risk that the key messages and aspirations of the Integrated Network Map will be lost or not supported as the plan lacks a communications strategy to enable citizens to show their support or more importantly change their travel behaviour. This will could limit the potential impact of the Integrated Network Map. Sustrans Cymru is keen to work with Cardiff Council to further develop its INM and what it means for people living and working in Cardiff.