



Cardiff

Walking and Cycling Index 2021



YMUNWCH Â'R MUDIAD

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Foreword

Our vision for walking, wheeling and cycling in Cardiff



People and places are at the heart of the work that Sustrans delivers in Wales. We try to progress our vision for healthier places and happier lives by making it easier for people across Wales to walk, wheel and cycle.

Cardiff Council's vision for making walking and cycling the first choice for everyday journeys in the city has been supported in recent years with targeted investment in active travel infrastructure.

This focus on walking and cycling has led to a wide range of people enjoying access to safe routes that enhance their communities. The Covid-19 pandemic has highlighted the value and importance of these connections in achieving quality of life.

We know that it is the most vulnerable and disadvantaged members of our society who contribute the least and yet suffer the most from the negative impacts of road traffic, whilst also facing higher barriers to accessing affordable and active transport.

This report allows us to analyse the data across a range of protected characteristics which allows us to understand in greater depth the groups who feel able to travel

actively in Cardiff. This is an important first step in understanding participation and barriers, as well as creating a transport system that truly works for all.

There are widespread benefits to more people engaging in active travel, both on a personal level and in the wider global context. We know that in order to tackle the climate emergency, we need to see a transformation in the way we travel, especially for shorter journeys.

Here in Wales, the government has set targets to reduce carbon emissions by 43% by 2030 and 79% by 2050. In Cardiff, 41% of all carbon emissions come from transport and we know that a shift to more sustainable methods of transport is key in Cardiff's plans to be carbon neutral by 2030. This report is an important indicator of where we are now, as well as an examination of the barriers that still exist.

There are challenges, without question, as to how Cardiff can achieve its goal of becoming a thriving, resilient and low-carbon city, powered by active travel. This year's Walking & Cycling Index displays a clear picture of where the city is now, as well outlining a positive direction of travel for the future. We will continue to work with Cardiff Council and community members across the city in helping achieve this vitally important goal.

Christine Boston,
Director of Sustrans Cymru



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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the fourth report from Cardiff produced in partnership with Cardiff Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,319 residents aged 16 or above in Cardiff. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatCen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

Our thanks to the people of Cardiff who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at www.sustrans.org.uk/walkingcyclingindex



Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

Report summary

Cardiff

Populationⁱ

366,903

Survey area

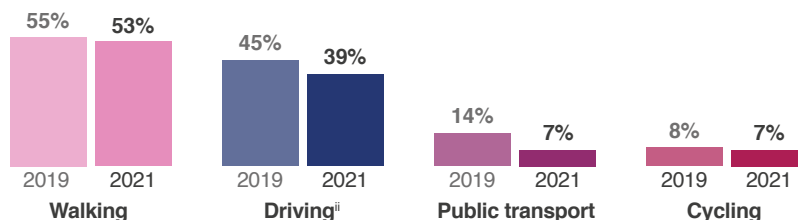


The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Transport use during the coronavirus (Covid-19) pandemic, Department for Transport, June 2020.

Residents who travel by the following modes five or more days a week in Cardiff



Participation in walking, wheeling and cycling on a regular basis has stayed about the same since 2019.

53%
of residents walk at least five days a week
55% in 2019

23%
of residents cycle at least once a week
22% in 2019

Walking, wheeling and cycling participation is not equal

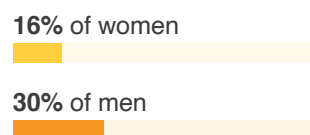
Differences in the levels of walking and cycling exist among groups. For example women cycle less than men.

The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Proportion of residents who walk at least five days a week



Proportion of residents who cycle at least once a week

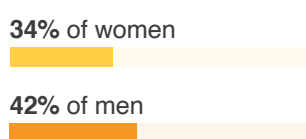


Not all residents feel safe and welcome in their neighbourhood

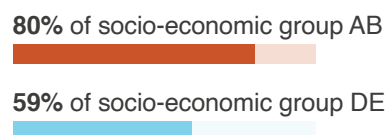
Proportion of residents who think walking safety is good



Proportion of residents who think cycling safety is good



Proportion of residents who feel welcome and comfortable walking or spending time on the streets of their neighbourhood



Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for Cardiff.

ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Cardiff:

+ Prevents

804

serious long-term
health conditions



Creates

£221.1 million

in economic benefit for
individuals and the region



Saves

17,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and
cycling in Cardiff takes up to

**99,000 cars
off the roadⁱⁱⁱ**

However,

63.7 million

journeys up to three miles are
driven in Cardiff each year

If **80%** of these journeys
were walked or cycled it
could save approximately

21,000 tonnes

of greenhouse gas emissions^{iv}

Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents
who would like to see
more government spending
on:

53% on walking

58% in 2019

55% on cycling

62% in 2019

69% on public transport

73% in 2019

28% on driving

32% in 2019

This would help support more liveable neighbourhoods

Among Cardiff residents:

67% support

18% oppose

more cycle tracks along
roads, physically separated
from traffic and pedestrians

62% agree

18% disagree

increasing space for
people socialising, walking
and cycling on their
local high street would
improve their local area

79% support

6% oppose

the creation of more
20-minute neighbourhoods^v

79% agree

5% disagree

more measures to reduce
crime and antisocial
behaviour on the street
or in public spaces would
improve their local area

65% support

14% oppose

the creation of more low-
traffic neighbourhoods

46% agree

22% disagree

closing streets outside local
schools to cars during school
drop-off and pick-up times
would improve their local area

iii. Based on walking and cycling by residents that live in a household with a car.
Does not include leisure cycling or leisure walking trips.

iv. Based upon each journey being 1.5 miles in length. v. See definition on page 14.



Walking in Cardiff

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Overall in Cardiff, the number of people walking and wheeling regularly (at least five days a week) has stayed about the same since the pandemic.

Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

95%
of all residents walk

96% in 2019

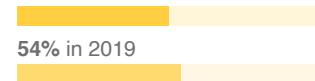
53%
of residents walk at least five days a week

55% in 2019

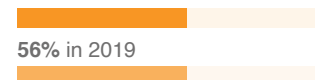
Proportion of residents who walk or wheel at least five days a week

Genderⁱ

50% of women

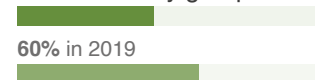


56% of men

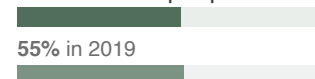


Ethnicity

45% of people from ethnic minority groups



54% of white people

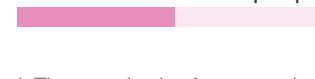


Sexuality

60% of LGBTQ+ people

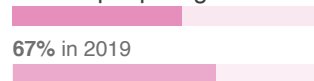


52% of heterosexual people

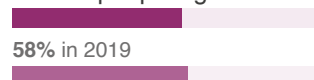


Age

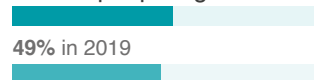
56% of people aged 16–25



56% of people aged 26–35



53% of people aged 36–45



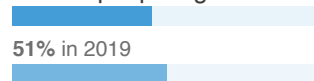
52% of people aged 46–55



56% of people aged 56–65

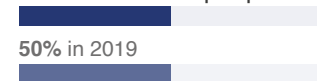


46% of people aged 66+

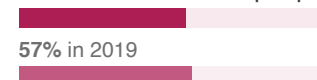


Disability

50% of disabled people

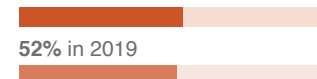


55% of non-disabled people

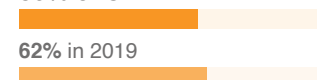


Socio-economic groupⁱⁱ

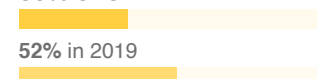
54% of AB



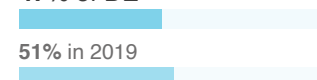
59% of C1



36% of C2



47% of DE



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Walking and wheeling safety and satisfaction

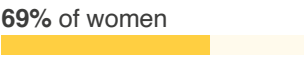
Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

71%
of residents think the level of safety for walking is good

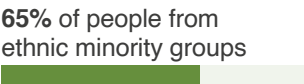
56%
of residents think the level of safety for children walking is good

Proportion of residents who think walking or wheeling safety in their local area is good

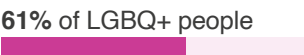
Gender



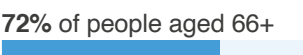
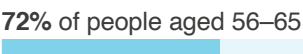
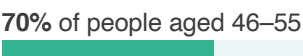
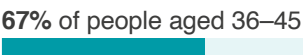
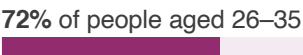
Ethnicity



Sexuality



Age



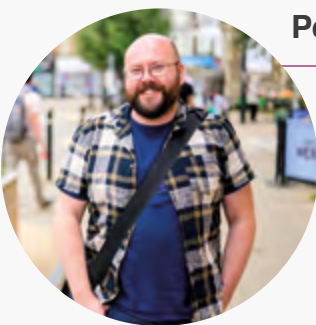
Disability



Socio-economic group



77%
of residents think their local area overall is a good place to walk



Peter Bell, Roath



I find walking a great way to keep in touch with my surroundings and get exercise. I know my neighbourhood better and it's automatically social – putting you alongside real people, which is more important than ever after Covid. I bump into friends and neighbours and it's easy to chat. Walking connects me to my community.

My wife and I love living in Roath; it's compact and walkable. Our daily needs are just a short stroll away. A 15 Minute Neighbourhood in action. The city centre is only 30 minutes walk, further and we take the bus. We can usually walk part of the way.

Cardiff still prioritises cars, so there are some challenges, especially busy roads and junctions.



Cycling in Cardiff

Cycling participation, safety and satisfaction

Cycling participation

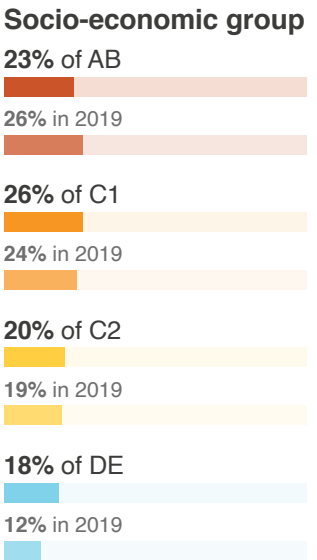
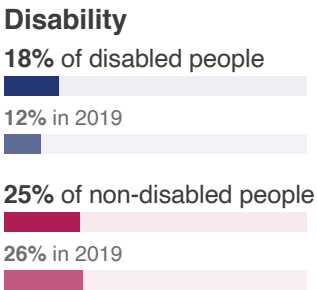
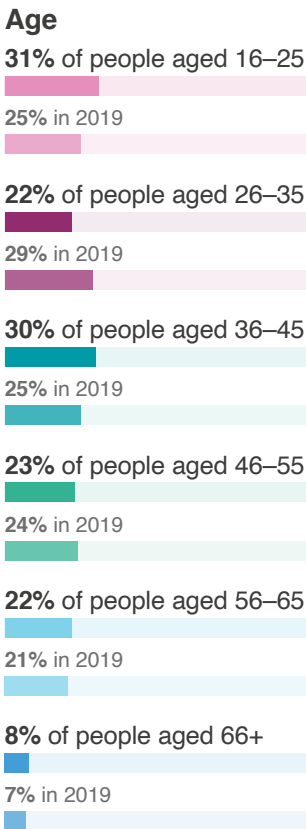
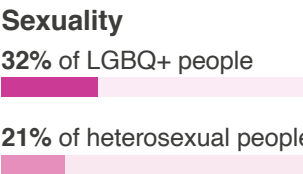
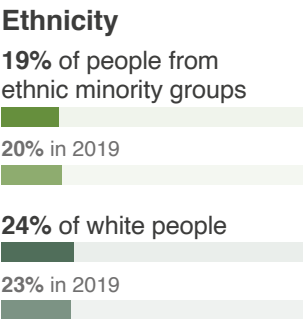
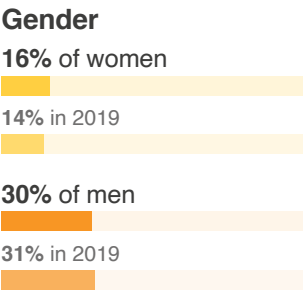
Overall in Cardiff, the number of people cycling has increased since the pandemic. Despite a much larger potential, only **23%** of people cycle regularly.ⁱ

Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ Encouragingly, perceptions of cycling safety have improved since 2019.

46%
of all residents cycle
43% in 2019

23%
of all residents cycle at
least once a week
22% in 2019

Proportion of residents who cycle at least once a week



i. Based on people who cycle at least once a week.
ii. See Bike Life, 2019 Cardiff report.

Cycling safety and satisfaction

39%

of all residents think the level of safety for cycling in their local area is good

29% in 2019

30%

of all residents think the level of safety for children cycling is good

17% in 2019

45%

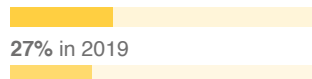
of all residents think their local area overall is a good place to cycle

43% in 2019

Proportion of residents who think cycling safety in their local area is good

Gender

34% of women

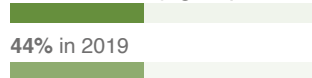


42% of men

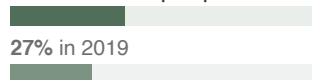


Ethnicity

44% of people from ethnic minority groups



38% of white people



Sexuality

35% of LGBTQ+ people



38% of heterosexual people



Age

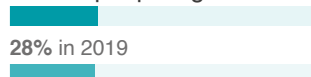
55% of people aged 16–25



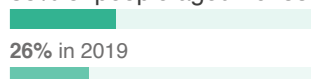
40% of people aged 26–35



29% of people aged 36–45



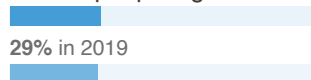
35% of people aged 46–55



40% of people aged 56–65

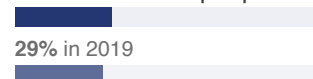


30% of people aged 66+



Disability

32% of disabled people

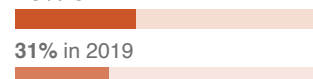


42% of non-disabled people

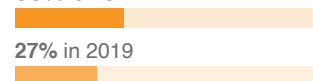


Socio-economic group

40% of AB



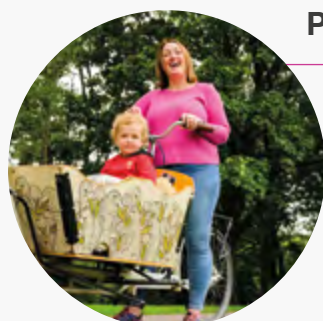
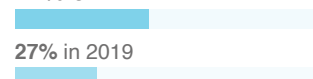
36% of C1



38% of C2



44% of DE



Pam French, Llandaff



I got into cycling fifteen years ago, getting a bike to commute but soon cycling everywhere!

I cycle for transport as I hate driving, it's fun and better for my health. Our cargo bike has a huge capacity so I can use it instead of a car. It's cheaper and I use it for anything from kids to shopping.

We have easy access to some areas, but would love to see cycling infrastructure improved across Cardiff.

I'd like to see more secure bike parking, more traffic-free routes and more schemes such as Next Bike and Cycle Buses for schools.

Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Cardiff produce important health, wellbeing, economic and environmental benefits for everyone.

Cardiff residents walk or wheel 18 times around the world every day

151.5 million

walking and wheeling trips were made in Cardiff in the past year, which adds up to

160.7 million miles

= 440,000 miles a day.

This equates to each resident spending

6 days

walking or wheeling continuously in the past year

Annual walking and wheeling trips by purposeⁱ

Enjoyment or fitness – adults and children (including running):
61,800,000

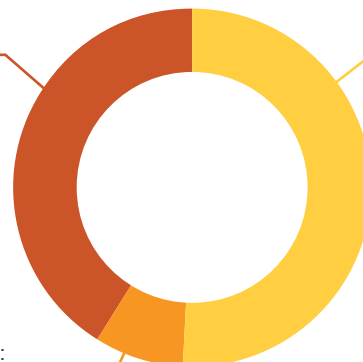
41%

Destination – adults only (eg work, school, shopping):
77,600,000

51%

School – children only:
12,100,000

8%



Walking and wheeling benefit residents and the local economy in the region

In Cardiff, the net annual economic benefit for individuals and society from all walking and wheeling trips is

£182.3 million

Of this total,

£2 million

is from people with a car choosing to walk or wheel for transport in the past year.

5p

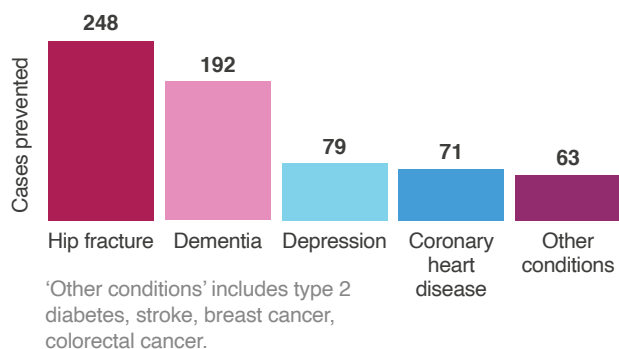
net benefit from each mile walked or wheeled instead of driven



These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

Walking and wheeling unlock health benefits for everyone

Walking in Cardiff prevents 653 serious long-term health conditions each year



Saving the NHS in Cardiff

£4.3 million per year

equivalent to the cost of
140,000 GP appointments

Based on applying Cardiff data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Cardiff the physical activity benefits of walking

prevent 175 early deaths annually

which is valued at

£577 millionⁱⁱ

Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

33,000 kg of NOx

and

4,600 kg of particulates
(PM₁₀ and PM_{2.5})

45% of residents agree the air is clean in their local area



Walking and wheeling in Cardiff help mitigate our climate crisis

11,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of

26,000 people taking flights

from Cardiff to Tenerife



Transport now accounts for **16%** of Wales' greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **4.7%**, while overall emissions went down by **31%**.

Source: Emissions of Greenhouse Gases by Year (gov.wales).

Walking and wheeling keep Cardiff moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep Cardiff moving for all road users.

86,000 return walking trips

are made daily in Cardiff by people that could have used a car.

ⁱⁱⁱ Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

258 miles

equivalent to the distance from Cardiff to York.



ⁱⁱ Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking.



Benefits of cycling

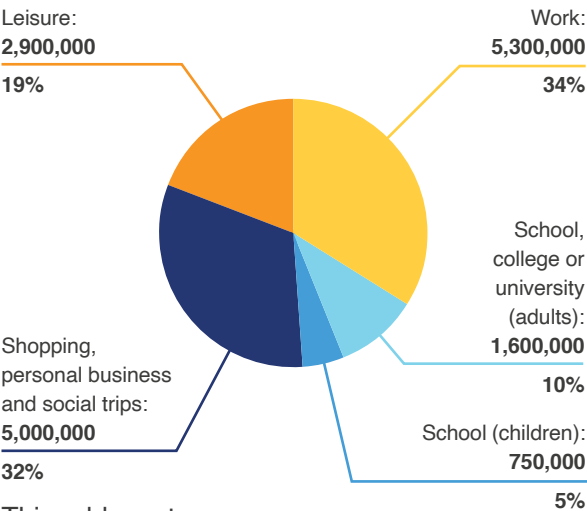
Why everyone gains when more people cycle

Cardiff residents cycle 6 times around the world every day

There has been a reduction in commuter trips since 2019 as more people work from home. However, cycling levels increased for leisure and adult education.

Annual cycling trips by purpose in Cardiffⁱ

2021:
15.5 million trips

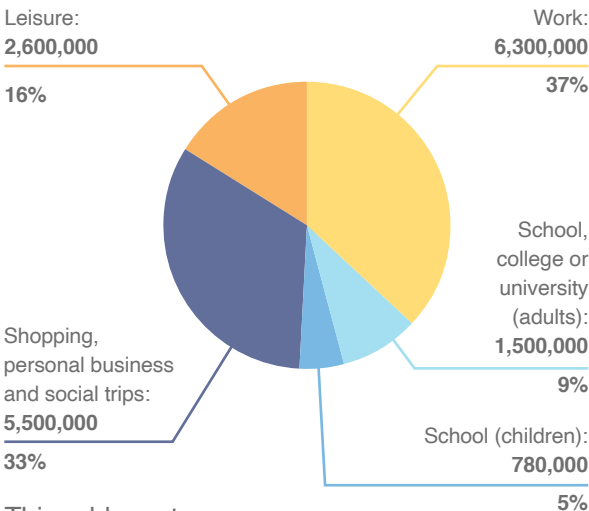


This adds up to

50.7 million miles

= 140,000 miles a day

2019:
16.7 million trips



This adds up to

47.2 million miles

= 130,000 miles a day

Cycling benefits residents and the local economy in the region

In Cardiff, the net annual economic benefit for individuals and society from all cycling trips is

£38.8 million

Of this total,

£21.1 million

is from people with a car choosing to cycle for transport in the past year.

94p

net benefit from each mile
cycled instead of driven

£1.04 in 2019

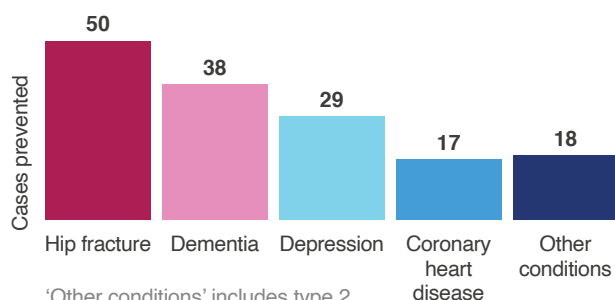


These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

ⁱ Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.

Cycling unlocks health benefits for everyone

124 in 2019 **Cycling in Cardiff prevents 151 serious long-term health conditions each year**



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in Cardiff

£1 million per year
equivalent to the cost of
33,000 GP appointments

Based on applying Cardiff data to the Sport England MOVES tool which calculates the return on investment for health of sport and physical activity.

In Cardiff the physical activity benefits of cycling

prevent 17 early deaths annually

16 in 2019

which is valued at

£57 millionⁱⁱ

£49.5 million in 2019

People cycling more instead of driving improves air quality, saving annually:

13,000 kg of NOx

14,000 kg in 2019

and

1,800 kg of particulates
(PM₁₀ and PM_{2.5})

1,800 kg in 2019

45% of residents agree the air is clean in their local area



Cycling in Cardiff helps mitigate our climate crisis

6,300 tonnes in 2019 **6,200 tonnes** of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of

15,000 people in 2019 **15,000 people taking flights** from Cardiff to Tenerife



Transport now accounts for **16%** of Wales' greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **4.7%**, while overall emissions went down by **31%**.

Source: Emissions of Greenhouse Gases by Year (gov.wales).

Cycling keeps Cardiff moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep Cardiff moving for all road users.

14,000 in 2019 **13,000 return cycling trips** are made daily in Cardiff by people that could have used a car.

ⁱⁱⁱ Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

If these cars were all in a traffic jam it would tail back

38 miles

equivalent to the distance from Cardiff to Neath.

41 miles in 2019



ⁱⁱ Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

Walking and Cycling Index
Cardiff 2021

13

Walking solutions

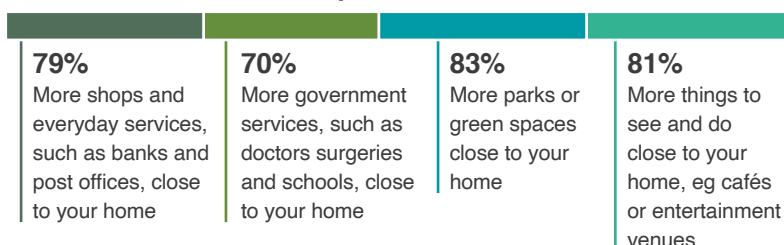
What would help make walking and wheeling better?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



64%

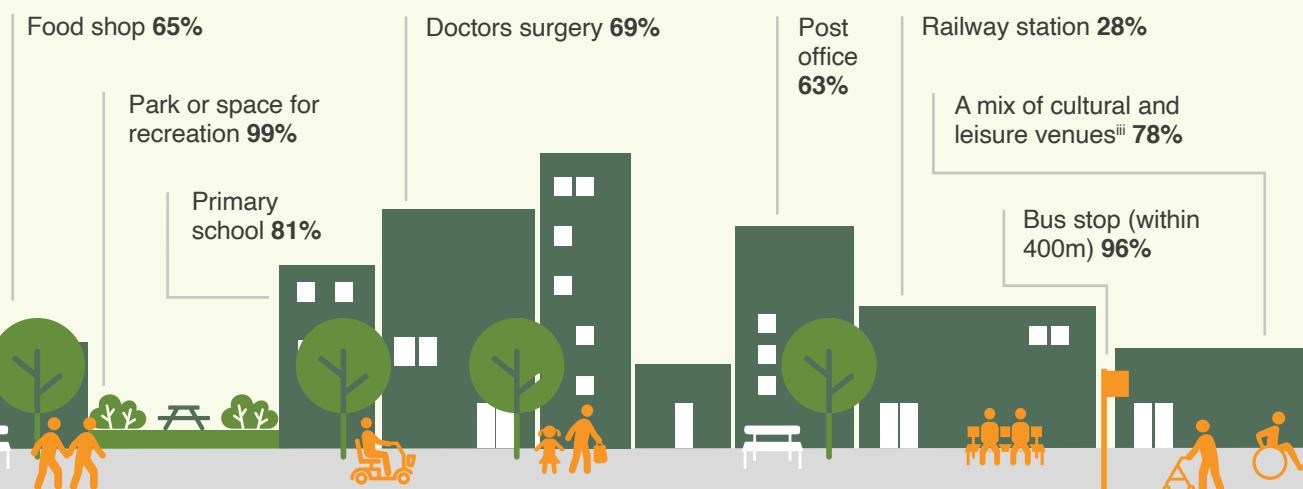
of Cardiff households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.ⁱ

Lower density neighbourhoods have too few people to make much local business or public transport viable.ⁱⁱ

60%

agree they can easily get to many places they need to visit without having to drive.

Proportion of households within an 800m walk or wheel of the following amenities and services



i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.

ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

What percentage of residents think that these changes would help them walk or wheel more?

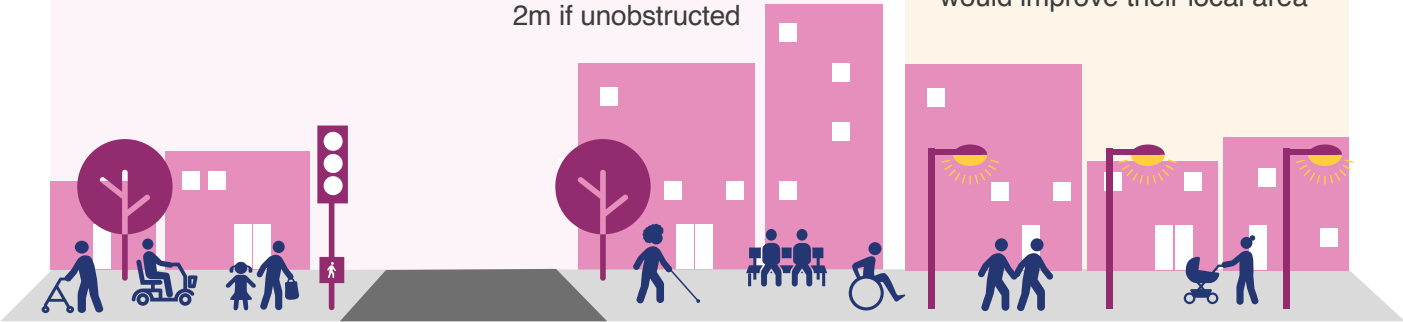


In Cardiff:

38%
of A and B roads have a pavement width greater than 3m if unobstructed^{iv}

64%
of C and unclassified roads have a pavement width greater than 2m if unobstructed

79%
of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



Claire Lordan, Splott



I walk to many places out of necessity. I have to visit the hospital at least every month to collect prescriptions or take my boys for appointments. My sons Caiden, 13, and Cruz, 11, both have ADHD.

We enjoy walking, we're used to it and often it's a time my boys open up and talk about things that are going on. When Covid hit I worked from home. Going for a walk was one of the only things we could do. My boys and I would walk up and around Splott Park to drop something on the door of their grandparents. This made it clear even to my sons how important for our mental health and wellbeing it was to be active and exercising. A simple walk was appreciated much more than it had been before.

There is a difference in the condition of the roads between areas in Cardiff, the east side of the city is especially poor. I'd like to see this balanced out with more green space, trees and better pavements for less affluent areas.

^{iv}. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



Cycling solutions

What would make cycling better?

Many Cardiff residents want to cycle

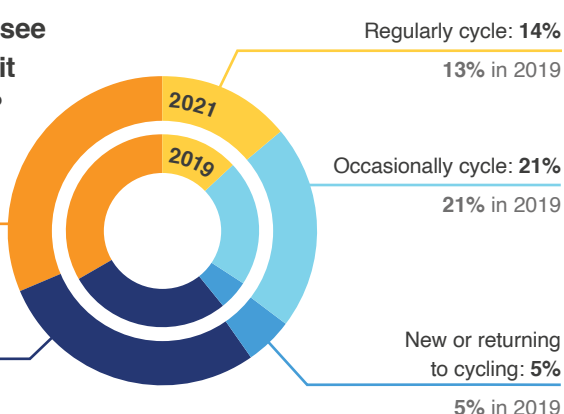
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **31%**

33% in 2019

Do not cycle but would like to: **28%**

27% in 2019



What proportion of residents said they 'do not cycle but would like to'?

31% of women

30% in 2019

48% of people from ethnic minority groups

36% in 2019

30% of disabled people

26% in 2019

Residents want improved cycling infrastructure

What percentage of residents would be helped to cycle more by better facilities?

75%

More traffic-free cycle routes away from roads, eg through parks or along waterways

83% in 2019

72%

More cycle tracks along roads that are physically separated from traffic and pedestrians

80% in 2019

73%

More signposted local cycle routes along quieter streets

75% in 2019

69%

Better links with public transport (eg secure cycle parking at train stations)

68% in 2019

There are **290** cycle parking spaces across all **20** railway stations in Cardiff

276 in 2019

Cardiff has:ⁱ

37 miles

of traffic-free cycle routes away from the road

37 miles in 2019

4 miles

of cycle tracks physically separated from traffic and pedestriansⁱⁱ

3 miles in 2019

1 mile

of signposted routes along quieter streets

0.4 miles in 2019

13%

of households are within 125m of these routes

13% in 2019

67%

of residents support building more cycle tracks physically separated from traffic and pedestrians, even when this would mean less room for other road traffic

73% in 2019

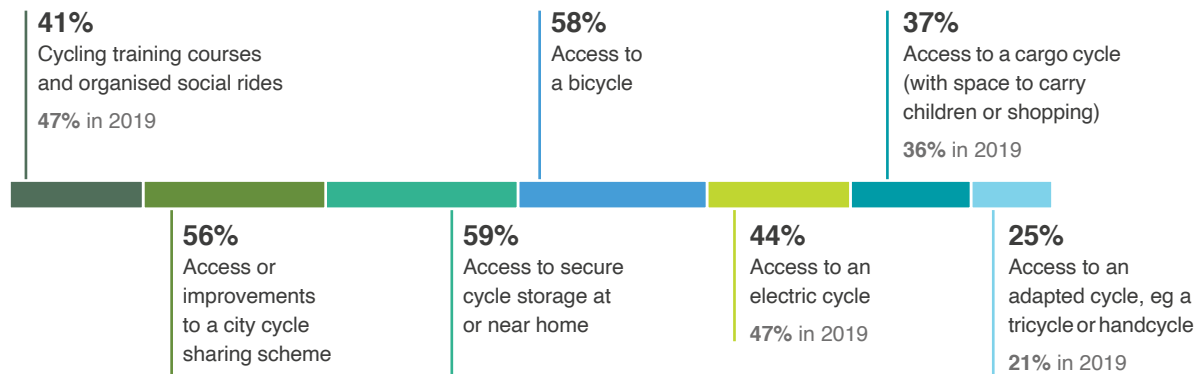


i. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports.

ii. This does not include 'pop-up' cycle tracks installed during the pandemic.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Cardiff cycle share schemeⁱⁱⁱ

1,030 cycles available to use
650 in 2019

101 cycle share stations
72 in 2019

358,327 annual trips
403,069 in 2019

Reported cycle thefts

There were **956** reported cycle thefts in Cardiff in 2020/21.
1,440 in 2019/20

For every **184** people who own an adult cycle in Cardiff, there was **1** reported cycle theft in the past year.

Cycle access

59% of residents have access to an adult pedal cycle
60% in 2019

29% of households are within 800m of a cycle shop^{iv}

There is a public cycle parking space for every **61** people who cycle in Cardiff.



60 in 2019, when fewer people cycled



Lena Fritsch, Canton



For my family and me, cycling is an essential part of our daily life, because we don't own a car. I use my bike to go to town, shop, meet with people or exercise. We often go on family bike rides, preferably if they take us into nature.

Our son rides his bike every day in our neighbourhood and is very proud to cycle to Riverside Farmers' market with me every Sunday.

Cardiff still has many roads and areas that are dominated by cars and make travelling a very unpleasant experience for cyclists. I often feel unsafe or like I'm not supposed to be there. It's also frustrating when cycle paths just suddenly end.

I believe a lot more people would choose to cycle in Cardiff if there was better infrastructure: It has improved, but we still need more.

But what needs to go along with it, I believe, is a cultural transition – an increased awareness for the impacts of cars and for cycling as a serious alternative, which is better for both health and the environment.

iii. Next Bike cycle hire data. 2021 data for July 2020-June 2021 (Source: CoMoUK) and 2019 data for July 2018-June 2019 (Source: NextBike) iv. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

69% of residents



68% of women



60% of people from ethnic minority groups



70% of men



71% of white people



61% of disabled people



62% of LGBTQ+ people



59% of socio-economic group DE



73% of non-disabled people



70% of heterosexual people



80% of socio-economic group AB



The dominance of motor vehicles can discourage walking, wheeling and cycling

Only **26%** of residents think that their streets are not dominated by moving or parked motor vehicles.

Residents would find fewer motor vehicles on their streets useful to:

67% Walk more



65% Cycle more



66% in 2019

Unclassified roads are not designed to carry through-traffic, but in Cardiff **23%** of their total length has nothing to prevent it. This can result in rat-running.ⁱ

51% agree that restricting through-traffic on local residential streets would make their area a better place.

59% in 2019

28% of Cardiff's streets have 20mph speed limits.ⁱⁱ

18% in 2019

Residents would find more streets with 20mph speed limits useful to:

53% Walk more



51% Cycle more



55% in 2019

Residents want local streets to be better spaces for people to spend time in

62%

agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

76% in 2019

50%

agree they regularly chat to their neighbours, more than just to say hello

65%

support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficneighbourhoods.org.

Unclassified roads are all public roads that are neither motorways, A, B nor C roads.

ii. Excludes motorways.

Charlotte Dickenson, Llandaff



Cycling to and from school with Anna, my daughter, is a relaxing way to start and end the school day. Our route is mainly off-road and the majority is along the Taff Trail which is a lovely, traffic-free ride.

The closure of Anna's school street for drop off and pick up times also makes us feel safer, as there are less cars to navigate.

To be honest though, our real route to school involves Llandaff High Street which is a nightmare! We would love to see some changes made there, as the cars are mainly huge and block the road, the junction at the bottom of the hill is lethal, as is the turning from the top into the Cathedral Lane.

Reducing vehicle access to this area would really help.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

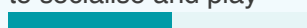
If we design neighbourhoods with children in mind they will then work better for everyone else too.

12 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents' responses).ⁱⁱⁱ

54% of residents agree there is space for children to socialise and play



78% of households are within 800m of a children's playground



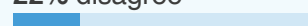
Among Cardiff residents:

46% agree



56% agree in 2019

22% disagree



23% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as 'School Streets'.

5

permanent School Streets schemes exist in Cardiff^{iv}



iii. Children's Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 26 May 2021. There are also further trial school streets schemes in Cardiff which have not been included in the total.



Developing Cardiff

Recent walking, wheeling, cycling and neighbourhood changes

Since the last Bike Life Report, Cardiff has responded to changes resulting from the Covid-19 pandemic and demand for active travel, with several pop-up cycle lanes and temporary street closures offering better use of urban space and supporting the re-opening of businesses following lockdown. Work is progressing on strategic cycleways to provide dedicated space for cycling through key transport corridors in the city and increased use of 20mph speed limits on more city streets are improving conditions for walking and cycling on more local streets.

There has been a rollout of timed School Street closures across several locations in the city, using innovative enforcement measures with traffic cameras as well as attended interventions to help make active travel a more attractive option for the school run. The council is also engaging with schools across the city to support its development of active travel plans, install new scooter and bike parking and to provide schools with bespoke bike fleets for cycle training and curriculum-based educational activities.

Cycling patterns in the city have seen reductions in commuting to offices on a regular basis in line with more homeworking. Conversely, during periods of lockdown, the city typically saw a threefold increase in leisure and recreational cycling journeys. This put pressure on some parts of the network and demonstrated the need for access to green space and increasing the capacity of segregated space for active travel, particularly cycling. Many areas have seen an improvement in air quality and reduction in traffic noise as a result of lower levels of car traffic, and local communities are keen to retain this.

“““

Work is progressing on strategic cycleways to provide dedicated space for cycling through key transport corridors in the city and increased use of 20mph speed limits on more city streets are improving conditions for walking and cycling on more local streets.



Pop-up Cycleways

A number of pop-up cycleway installations and shared space schemes have been developed around the city in response to Covid-19 restrictions. Whilst some elements have since been removed as lockdown restrictions have eased others have remained in place. Extensive sections of pop-up cycleways, formed using light segregation, have been installed including a dedicated two way cycle lane along Castle Street. This forms part of an east-west segregated cycleway that will extend between Leckwith Road in Canton and Four Elms Road in Adamsdown.

Neighbourhood Centre Improvements

Active travel improvements in and around neighbourhood and district centres represented a major strand of the Council's response to the Covid 19 pandemic.

An example of this is on Wellfield Road where car parking spaces were removed along parts of the street to create additional space for pedestrians outdoor seating areas and the installation of a segregated cycle lane. Planters, light segregation and other features have been deployed to physically separate part of the road from traffic and create the additional space for business customers. Retention of these changes will be subject to public consultation.



School Streets

Cardiff has introduced timed and enforced school street closures in 14 locations with the aims of:

- Reducing the volume of traffic and parking issues outside the school gates
- Improving safety
- Improving air quality around the school site
- Increasing the number of pupils walking and cycling to school
- Reducing the number of pupils arriving at the school gate by car

Street closures are enforced by camera, with all resident vehicles issued with a virtual permit to allow access during restricted times. Any vehicle without a permit entering or leaving the street during the closure period is issued with an enforcement notice. The schemes operate at 'school run' times and are supported by the Council's Schools Active Travel team that help schools develop Active Travel Plans and Road Safety initiatives eg Pedestrian, Scooter and Cycle Training.

Further schemes are planned subject to consultation.



Looking forward

Better streets and places for everyone

A key effect of Covid 19 and the periods of lockdown was the way people began to interact differently with the environment of their local neighbourhoods by making greater use of local shops, public space and other amenities and taking advantage of the absence of traffic to make more local walking and cycling trips. These changes were underpinned by the significant shift to home/hybrid working that was a feature of life during Covid-19 but is likely to become more of the norm as we move beyond the pandemic.

Cardiff is developing a recovery and renewal strategy that seeks to respond to these changes.

Whilst focussing on revitalising the city centre and delivering major new developments, the strategy will seek to progress the development of an inter-linked 'city of villages' based on the existing local and district centres by making them more vibrant, busy and relevant to local communities. Active travel will be at the heart of this strategy: the provision of local active travel and placemaking improvements will be combined with the construction of arterial cycle routes to ensure that people have easier access to amenities and jobs on their doorstep and quick, sustainable access to the city centre and other areas of the city.

The Walking and Cycling Index (previously Bike Life) survey data shows that people support these developments, wanting fewer motor vehicles on streets and supporting roll out of 20mph speed limits, particularly for encouraging more walking for everyday journeys. Generally people still feel safe walking and there is an opportunity to build on this for greening the city and developing more space for active travel.

“““

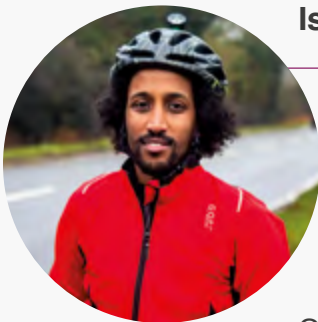
Active travel will be at the heart of this strategy: the provision of local active travel and placemaking improvements will be combined with the construction of arterial cycle routes to ensure that people have easier access to amenities and jobs on their doorstep...

Cardiff's ambitions to broaden delivery of school travel plans and interventions such as School Streets, underpin the crucial role schools play in encouraging active travel from an early age and the need to tackle the considerable problems of traffic levels created by the school run.

Continued development of the strategic cycle network will form a key part of future active travel investment in the city, building on the current work underway to link the city centre with regional centres to the east and west as well as the key North Road and Taff Trail corridors. Work on the A48 corridor linking towards Newport provides an opportunity to link Cardiff's expanding network in to that of its neighbouring city and providing a key commuting corridor.

A number of 'pop up' cycleways introduced during the pandemic will be made permanent, including cycle tracks through the city centre and on Newport Road, linking to cycle tracks already constructed or currently under construction through the Cycleways programme. Cardiff will also continue to upgrade sections of the existing cycle network, including well used routes like the Taff Trail, to better accommodate increasing levels of usage.

In addition, the roll out of default 20mph limits on residential roads and restrictions on pavement parking, are national initiatives that may positively impact walking and cycling levels in Cardiff going forward.



Issayas Tsegay, Roath



I'm originally from Eritrea, East Africa and cycling has been one of my hobbies since I was five-years-old. I cycled everywhere in Eritrea and with the roads being so quiet from traffic, it was as safe as it could be for a cyclist. The reasons I cycle to work are to get some exercise, minimize my carbon footprint and lack of public transport.

Over the last 10 years, since arriving in the UK, I have also tried to cycle for most of my activities. Especially over the past year, I cycled for work most days. It is a very easy ride, which only takes 30 minutes, but there are some areas where I am often worried about my safety. The main dangers being drivers driving too fast and too close to cyclists.

Cycling during lockdown was relatively safe as there were a lot less cars on the roads. One of the main things that can be done to encourage myself and people like me to cycle more is to have dedicated cycle lanes.

Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all Cardiff residents, not just those who walk or cycle.

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled by journey purpose.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information and a detailed methodology are available at www.sustrans.org.uk/walkingcyclingindex

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

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