

BIKE *life*

2019

Cardiff





Making tracks

Our vision for cycling in Cardiff



Cardiff has made a lot of progress over the last two years as we have made a start on our ambitious programme to develop cycling infrastructure fit for the 21st century city.

The implementation of five new Cycleway routes connecting communities to key destinations across the city is now underway, with the first section of Cycleway 1 on St Andrew's Place and Senghennydd Road now completed.

We are also improving important existing routes, including the Taff Trail. This has included the creation of Wales' first "bicycle street" as part of the landmark Greener Grangetown scheme.

The take up of the Nextbike on-street cycle hire scheme has exceeded all expectations since the scheme launched in 2018, with over 400,000 trips made with Nextbike cycles between July 2018 and June 2019.

Cardiff Council is one of 14 public sector bodies to have signed up to the Healthy Travel Charter, committing to promote walking and cycling to our staff and visitors and to ensure facilities are in place for people travelling to our buildings by cycle.

However, there is still much more to do to meet the challenges of the climate emergency, congestion and poor air quality in a rapidly growing city. We launched our 10-year vision for transport in January 2020, which lays out an ambitious plan to revolutionise transport options in Cardiff and the region.

We have doubled the proportion of people cycling to work over the last 10 years and are proposing to double this again by 2030. In order to achieve this, we will complete a high-quality, safe and fully segregated cycle network by 2026, expand our successful Nextbike scheme, support schools to develop active travel plans to promote walking, scooting and cycling to school, and introduce a 'Streets for Health Initiative' to reclaim our streets as healthy spaces for everyone to enjoy.

We also want to make Cardiff a 20mph city, to normalise slower speeds and help make on-road cycling safer. We have introduced 20mph limits on most residential streets in the south of the city and are committed to achieving city-wide 20mph coverage within the next few years.

Councillor Caro Wild
Cabinet Member for Strategic Planning & Transport
Cardiff Council

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Introducing Bike Life

Bike Life is the biggest assessment of cycling in urban areas in the UK and Ireland. It is delivered by Sustrans in collaboration with 17 cities and urban areas. Each city* reports on progress towards making cycling an attractive and everyday means of travel.

Bike Life reports every two years. In 2015 and 2017 seven cities published reports. Glasgow, Perth and Stirling followed and published their first reports in 2018.

Fourteen areas are participating in Bike Life in 2019. This includes our first London borough, Tower Hamlets, and our first city outside of the UK, Dublin Metropolitan Area.

This is the third report from Cardiff, produced in partnership with Cardiff Council. The information in this report comes from local cycling data, modelling and an independent survey of 1,462 residents aged 16 or above in Cardiff.** The survey was conducted by social research organisation NatGen and is representative of Cardiff residents, not just those who cycle.

More details on all Bike Life reports can be found at www.sustrans.org.uk/bike-life

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



*City is used as a shorthand for Bike Life cities, city regions and boroughs.

**Survey conducted April–July 2019.

Report summary

Cardiff

Population*

362,756



Survey area

Everyone benefits when more people cycle

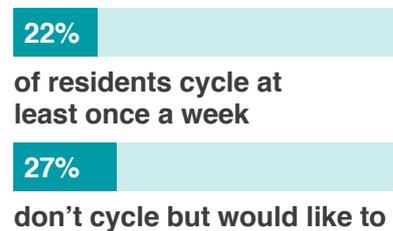
Every day, cycling in Cardiff takes up to

14,000 cars off the road

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

- Every year, cycling:
- + prevents **123** serious long-term health conditions
 - saves **6,500 tonnes** of greenhouse gas emissions
 - £ creates **£33.7 million** in economic benefit for individuals and the city

There is significant appetite in Cardiff for cycling.

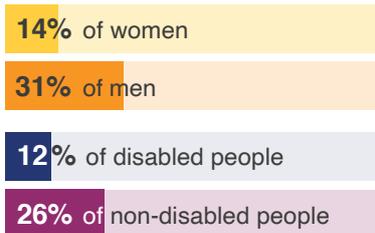


Safety concerns stop cycling being a genuine travel choice for many residents

Many residents are less likely to cycle regularly, for example women and disabled people.

However, all groups want cycling safety to be improved.

Proportion of residents who cycle at least once a week



Proportion of residents who think cycle safety needs improving



To help residents to cycle more we need better cycling infrastructure

80% think that more cycle tracks along roads physically separated from traffic and pedestrians would be useful to help them cycle more

73% support building more of these tracks, even when this would mean less room for other road traffic**

3 miles of cycle tracks along roads physically separated from traffic and pedestrians currently exist in Cardiff



*NOMIS mid-year 2017 population estimate. This is the most recent available for all Bike Life areas.

**Please note this question has changed since 2017 from 'could mean' to 'would mean'. See Bike Life methodology for further details.

People from socio-economic groups D and E are most likely to suffer the impacts of higher traffic levels,[†] yet are least likely to own a car

Proportion of residents from socio-economic groups AB or DE who have a car or van in their household

91% of people from groups AB

59% of people from groups DE

Not having a car can increase the risk of social exclusion, debt and transport poverty.^{††}

73%

of residents from socio-economic groups D and E never cycle, but

26%

would like to start

This is equal to

19,000 adults

Cycling as a mode of transport is ideally suited to urban life.

Cities that are designed for cycling can help many residents access everyday services and reduce social and economic isolation.

Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations and people not in employment.

Cardiff residents believe improving their streets for cycling and walking would make their area a better place to live, work or visit

66%

think more cycling would make their area a better place to live and work

66%

think fewer motor vehicles on our streets would be useful to help them cycle more

76%

think space should be increased for people socialising, cycling and walking on their local high street

56%

think streets outside local schools should be closed to cars during drop off and pick up times

61%

think speed limits should be reduced on local roads



Residents would like to see more government spending on public transport, cycling and walking

73% Public transport

62% Cycling

58% Walking

32% Driving

Rhian Carbis,
Head Teacher



Parents are able to see the immediate health benefits [of cycling] as a family, with children commenting that they enjoy their journey much more.



[†]Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.
^{††}Sustrans, 2012. Locked Out Report.

Realising benefits

Why everyone gains when more people cycle

Cardiff residents cycle 5 times around the world every day

66%



agree that more cycling would make Cardiff a better place to live and work

16.5 million trips

made by cycle in Cardiff in the past year, which adds up to

48 million miles

= 130,000 miles a day

Annual trips by purpose*

Leisure: 2,500,000

15%

Work: 6,300,000

38%

Shopping, personal business and social trips: 5,500,000

33%

School, college or university (adult): 1,600,000

10%

School (child): 680,000

4%

Cycling keeps Cardiff moving

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

14,000 return cycle trips

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

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

43 miles

equivalent to the distance from Cardiff to Swansea

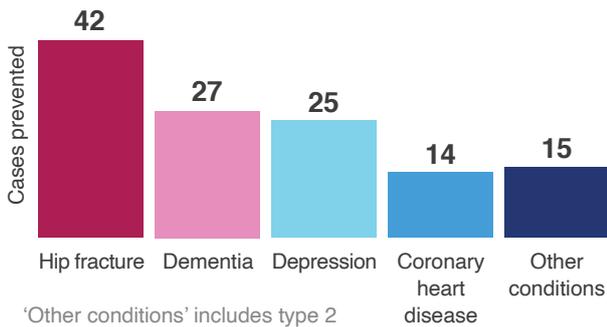


*Leisure trips include adults and children. Education trips are shown separately for adults and children. All other trips are just adults.

**Litman, 2017. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

Cycling unlocks health benefits for everyone

Cycling in Cardiff prevents 123 serious long-term health conditions each year



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

Saving the NHS in Cardiff

£830,000 per year

equivalent to the cost of **28,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Cardiff the physical activity benefits of cycling

prevent 13 early deaths annually

which is valued at

£46 million†

More people cycling improves air quality:

14,000 kg of NO_x

and

1,900 kg of particulates

(PM₁₀ and PM_{2.5}) saved annually

In Cardiff **143 early adult deaths** occur each year where long-term exposure to air pollution (PM_{2.5}) is deemed to be a contributory factor.

Based upon Public Health England, 2014. Estimating Local Mortality Burdens associated with Particulate Air Pollution (covers all of the UK). Adults = 25 years+.

Cycling helps reduce the impact of our climate crisis

6,500 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually, equivalent to the carbon footprint of

16,000 people taking flights

from Cardiff to Tenerife



Transport now accounts for 15% of Wales' greenhouse gas emissions, of which the main sources are petrol and diesel cars.

Overall Wales' emissions between 1990 and 2017 fell by 25%; however transport emissions barely changed (a 3% drop).

Welsh Government, 2019. Emissions of Greenhouse Gases by Year

Cycling benefits residents and the local economy in Cardiff

95p net benefit for individuals and society from each mile cycled instead of driven

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

In total, this adds up to:

£21.4 million

per year from people with a car choosing to cycle for transport, or

£33.7 million

annually from all trips cycled



†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.



Cycling participation

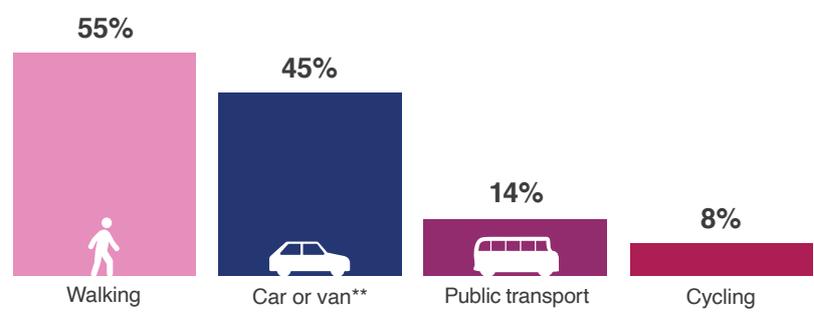
Who is cycling and how often?

Most people living in Cardiff do not currently cycle

Whilst many people cycle in Cardiff, participation is much lower than for other modes of travel.

When cities are designed to make cycling more attractive than other forms of transport, participation can be high. For example **29%** of residents cycle five or more days a week in Greater Cambridge.*

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



88% of Cardiff residents walk at least once a week

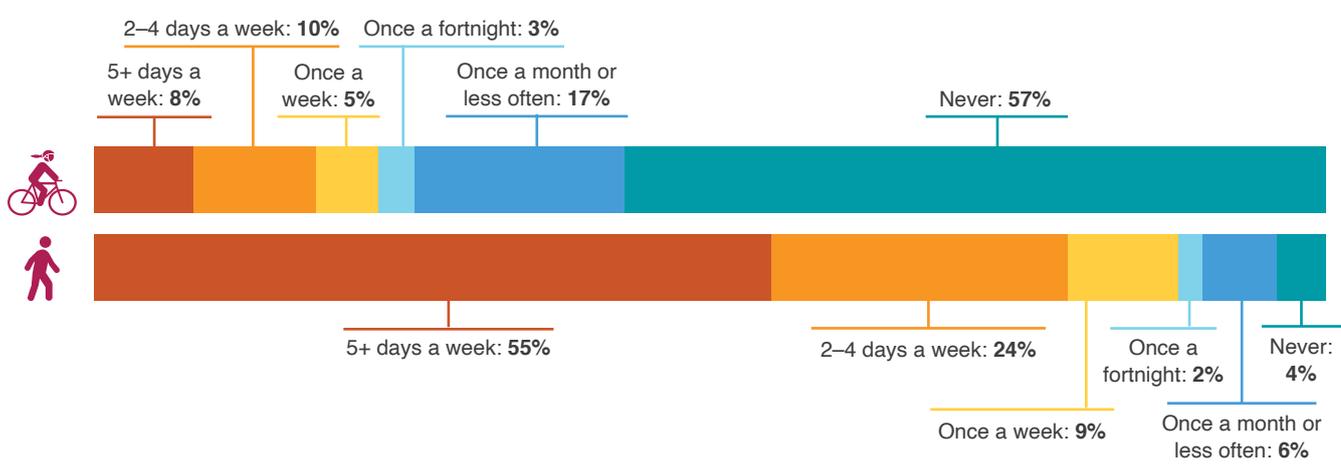
22% of residents cycle at least once a week

While it's clear that improvements need to be made to the walking environment, there is at least a network of protected space – pavements.

In comparison, it is only possible to cycle to most everyday destinations if you are happy to share road space with motor vehicles.



How often are residents cycling and walking?



*Bike Life Greater Cambridge 2019.
 **Travelling as driver or passenger.

How inclusive is cycling?

In Cardiff cycling participation of different demographic groups is not equal.

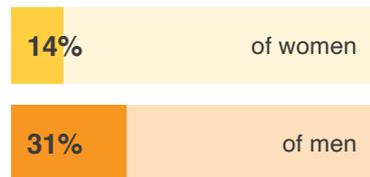
Barriers to cycling can be more pronounced for different demographic groups, however cities with high cycling rates show this is not always the case.

55% of all cycling trips in the Netherlands are made by women. Furthermore, people over 65 make 24% of their trips by cycle, higher than the percentage reported for any other age group over the age of 26.

Pucher and Buehler, 2008. Making Cycling Irresistible Transport Reviews, Vol. 28.

Proportion of Cardiff residents in different demographic groups who cycle at least once a week

Gender



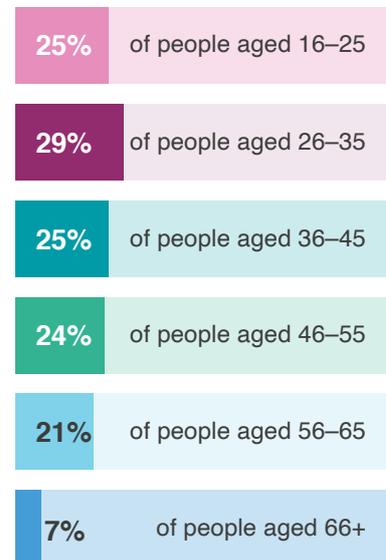
Ethnicity



Disability



Age



Jane Colley



Back in 2014 I typed “rent a bike Cardiff” into my computer which led me to Pedal Power, a charity based in Cardiff that encourages and enables people of all ages and abilities to experience the benefits of cycling.

I booked to rent a bike and enjoyed a marvellous ride along the Taff Trail, but I fell over three times. My balance was letting me down.

Adamant that I wasn’t going to let my balance stop me from cycling, I began using three-wheelers and I haven’t looked back. In 2017 I was having trouble with arthritis in my knee and once again Pedal Power were there to help. They recommended semi-recumbent trikes, and now once again I’m relishing “life on wheels”.

I rely heavily on the patience and know-how of the wonderful staff and volunteers. I would never be able to afford one of the brilliant yet costly trikes, Pedal Power is to me therefore a true life-essential.





Social inequality and mobility

Cycling's potential to help people

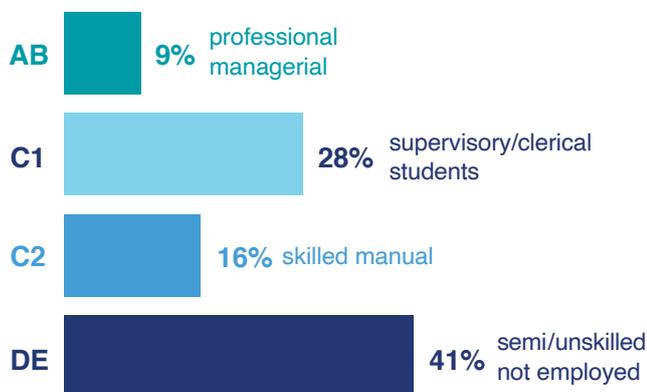
Mobility is about accessing basic, everyday needs that help people live well

Mobility enables people to access employment, education, fresh food, green space and healthcare. Mobility also enables people to see family, participate in their community and to have a voice in society.

And yet, mobility for many people in the UK is neither equal nor inclusive.

People who do not have a car can find it challenging to reach everyday services in areas where travel alternatives are lacking

Proportion of residents from each socio-economic group* who do not have a car or van in their household



25% of the population of Cardiff are from the socio-economic groups D and E. That's around **91,000** people in total.

Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

Many disadvantaged neighbourhoods have fewer local amenities and poorer public transport provision.** This combination means that everyday services may be harder to reach. Cycling could help accessibility.

Many residents from socio-economic groups D and E would like to start cycling

26%

of residents from groups D and E in Cardiff would like to start cycling

12%

of residents from groups D and E in Cardiff currently cycle at least once a week

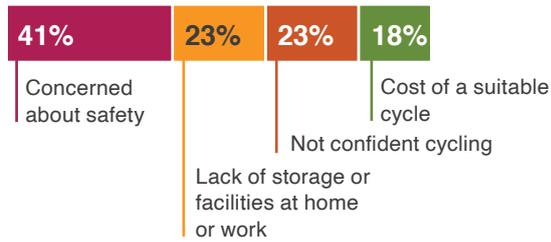
In comparison, **26%** of residents from groups A and B cycle at least once a week

*Socio-economic group is a classification based on occupation maintained by the Market Research Society.

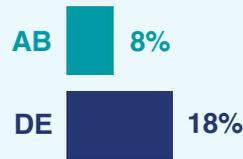
**Glasgow Centre for Population Health, 2013. The built environment and health: an evidence review.

However, many barriers prevent people from these groups cycling

Reasons why Cardiff residents from socio-economic groups D and E do not cycle or why they cycle less often



Proportion of residents from socio-economic groups who think cycling is not for people like them



Being a 'cyclist' can be associated with a certain type of person and characteristics.

Cycling has potential to reduce social and economic exclusion

Cycling could help many residents access employment, healthcare and everyday services, but only if we make cycling attractive, safe and easy for everyone.

At a relaxed pace you can cycle over 4 miles in 25 minutes. So, cycling can be ideally suited to urban life, especially as an option for people who do not own a car and live further away from public transport.

25-minute cycling distance from St Mary Street

For example, cycling would enable **240,000** people to travel from their home to St Mary Street in less than 25 minutes, including **61,000** people from areas that are among the 20% most deprived in Wales.



Alice Evans



I only really learnt to cycle about 6 months ago and now I cycle most days. I did learn as a kid but I fell off, lost my confidence and didn't ride again for years. When Nextbike showed up in Cardiff I thought it was really silly of me to not make the most of this, so I gave it a go.

It would normally take me an hour to walk to work, when I cycle it only takes 25 minutes.

If I'm running late I don't have to pay £2 for a bus ticket! I can instead pay £5 for a month of Nextbike use, which is great considering I'll use them up to twice a day. More Nextbike stations across the city (not just in the city centre) would be ideal to expand accessibility to people who aren't able to drive or always pay for the bus.

[†]Adapted from TravelTime platform, travel time maps (isochrone shapes): qgis.traveltimeplatform.com. Uses a baseline cycling speed of 10mph and takes into account type of cycle tracks and junctions but does not include gradient.



Barriers

What is stopping Cardiff residents cycling more?

43%

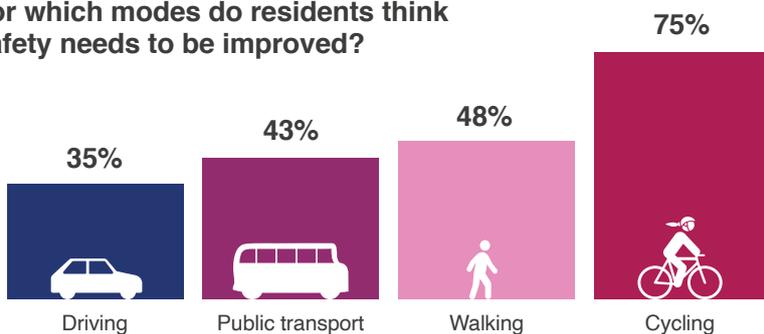
think Cardiff is a good place to cycle. But many barriers to cycling exist.

Reasons why some residents do not cycle, or why they cycle less often



Safety is the single largest barrier to more people cycling

For which modes do residents think safety needs to be improved?



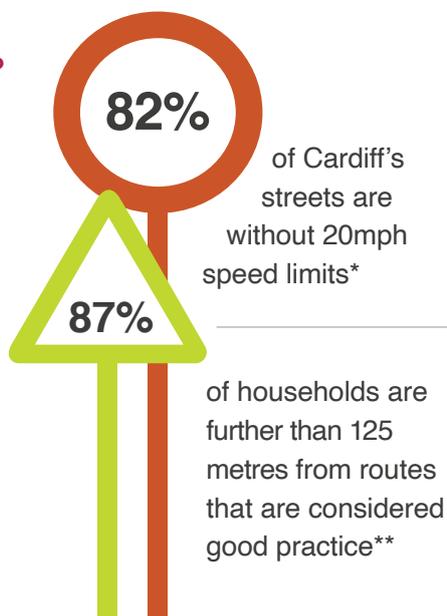
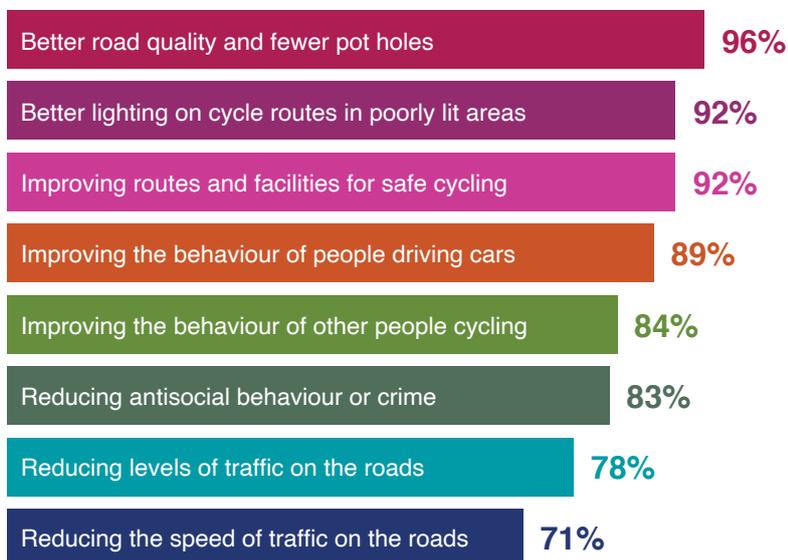
29%

of residents think cycling safety in Cardiff is good

17%

think children's cycling safety in Cardiff is good

Which issues do residents think are important for improving cycle safety in Cardiff?

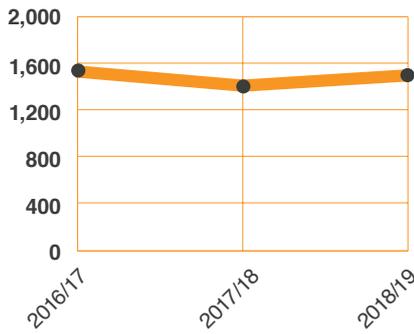


*Excluding motorways.

**These are defined as routes that are traffic-free and away from roads, cycle tracks along roads physically protected from traffic and pedestrians, and signposted routes along quieter streets where there is less traffic.

Secure cycle storage is important at home and when out and about

Reported cycle thefts



There were **1,489** reported cycle thefts in Cardiff in 2018/19.

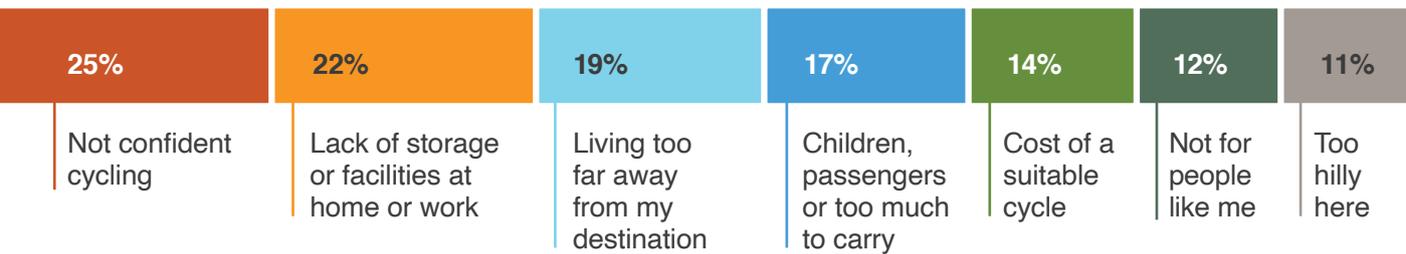
For every **120** people who own an adult cycle in Cardiff, there was 1 reported cycle theft in the past year.

There is a public cycle parking space for every **60** people who cycle in Cardiff.

15% of residents think the security of public cycle parking is good.

Security can also be a risk at home, especially in flats where storage inside the property can be harder.

Please note, survey respondents could pick multiple options



Elin Edwards



I became a daily cyclist by accident and really it started from a practical place – I was able to get places much faster and I could hit that snooze button a little longer in the morning!

I work in the city centre and since moving to The Mill, a new housing development in Canton, I've been cycling most days. The Mill definitely makes cycling an easier option as it backs onto the Ely Trail, a fantastic route which takes you right down to Cardiff Bay and avoids all the traffic.

I work for the Royal National Institute of Blind People and since working there, it has definitely made me a safer and more conscientious cyclist. People with sight loss often can't see or hear bikes approaching, so it's really important that we look after vulnerable pedestrians.

We have pockets of great cycling areas across Cardiff – but sharing spaces with pedestrians or cars isn't ideal. I know that many people don't feel confident cycling so close to traffic. I'm really hoping we start to see more dedicated cycle lanes that mean that all road users stay safe.

Solutions

What would help Cardiff residents to cycle more?

Many Cardiff residents want to cycle

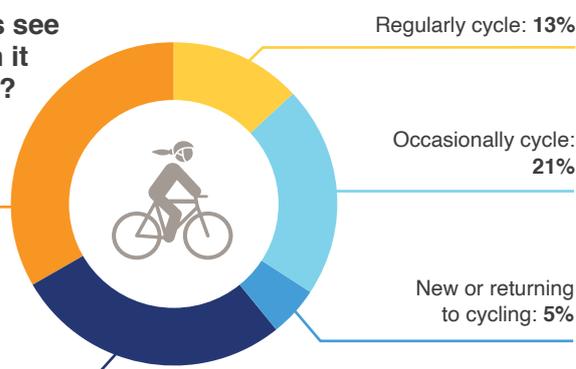
56%

of residents feel that they should cycle more

How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **33%**

Do not cycle but would like to: **27%**



Residents want improved cycling infrastructure

What proportion of residents would find infrastructure improvements useful to cycle more?

83%

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

Cardiff has **37 miles** of traffic-free cycle routes away from the road

80%

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

3 miles of cycle tracks physically protected from traffic and pedestrians

75%

More signposted local cycle routes along quieter streets

0.4 miles of signed cycle routes on quieter streets

68%

Better links with public transport

There is one cycle parking space at Cardiff's railway stations for every **106** passengers

However, only

13%

of households are within 125 metres of these routes

73%

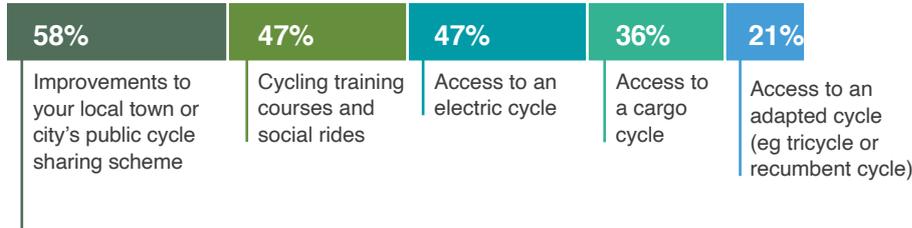
of residents support building more protected on-road cycle tracks, even when this would mean less room for other road traffic*

A and B roads have higher levels of traffic so these are where physical separation is most useful for cycling. In total, **87 miles** of these roads exist in Cardiff.

*Please note this question has changed since 2017 from 'could mean' to 'would mean'. See Bike Life methodology for further details.

Residents want more support to cycle

What proportion of residents would find more support useful to cycle more?



60%
of people have access to an adult pedal cycle

Cardiff's cycle share scheme started in early 2018 and is operated by Nextbike. It offers convenient access to cycles for people who do not want to buy their own, or have insufficient space to store one.

403,069
annual trips[†]

72
cycle share stations[†]

650
cycles available to use[†]

44%
of residents think that Cardiff's public cycle scheme is good

12%
of residents think that it's bad




**Rhian Carbis, Head Teacher,
Ysgol Hamadryad**



Ysgol Hamadryad is a forward-thinking school in terms of active travel. The whole school community is encouraged to travel to school either by walking, scooting or cycling. The majority of our families cycle to school daily, the youngest child being three years old and eldest just seven.

A significant number of families cycle in all weathers, this has huge benefits to the children not only in the immediate health benefits but also in developing other skills, such as perseverance and resilience. As a school we ensure that cycle and scooter training is offered when children are in their first statutory year of school. We signpost our families to additional training within the local community and the city.

The response from parents has been extremely positive. Adults are able to see the immediate health benefits as a family, with children commenting that they enjoy their journey much more as they are able to see and appreciate nature in their local community.



[†]Nextbike cycle hire data for July 2018–June 2019.

Residents think fewer motor vehicles would help increase cycling and make their area a better place

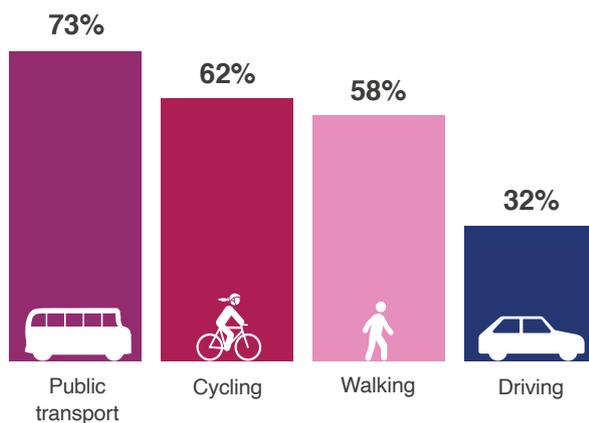
A reported cycle injury occurs once every **410,000 miles** cycled around Cardiff. Whilst injuries are relatively rare, sharing the road with motor vehicles is unattractive for most people.

What proportion of residents would find traffic management measures useful to cycle more?



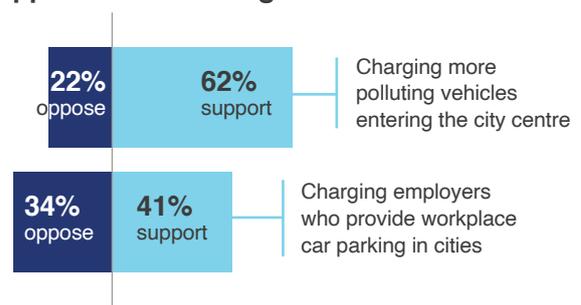
Residents want more investment in public transport, cycling and walking

Proportion of residents who would like to see more government spending on different types of transport



Public support exists for introducing policy measures that could be used to help fund cycling, walking and public transport.

Proportion of residents who support and oppose traffic management measures



Investing in provision for cycling is good value for money, and gives greater returns than many alternatives. For example, the £150 million English Cycling Cities Ambition Grant programme secures approximately £5.50 in benefits for every £1 spent. This is typical for cycling schemes in the UK, and compares favourably with most other transport schemes.



*Excluding motorways.



Improving cycling

How has Cardiff been developing cycling?

Cardiff's first strategic Cycleway scheme has been constructed, providing an 800-metre long kerb-protected cycle track

The Taff Trail on the Taff Embankment in Grangetown has been completely redesigned to create Wales' first bicycle street

Cardiff has seen a big increase in cycling investment over the last two years. This has led to the completion of new and improved cycle routes in the city and a number of initiatives to encourage more people to cycle.

Cardiff Cycleways

Cardiff's first Cycleway scheme has been built, providing an 800-metre long protected cycle track on St Andrew's Place and Senghennydd Road, and filling a long-standing missing link for cyclists into Cathays Terrace.

Wales' first bicycle street

The Taff Trail on the Taff Embankment in Grangetown has been completely redesigned to create Wales' first bicycle street. By removing parking and making changes such as adding a textured strip down the centre of the carriageway and creating junction tables, this has slowed down traffic, discouraged overtaking and emphasised priority for cyclists.

Protected cycle lanes

On North Road, the existing route has been upgraded, transforming a narrow painted cycle lane through a car park into a 3–4-metre wide protected cycle track with priority crossings of side roads. Funding from a nearby development also provided crossings for pedestrians and cyclists at the junction of North Road and Corbett Road.

A combination of rubber blocks and wands to separate cycles and motor vehicles have been trialled on Maes y Coed Road, which provide more protection to cyclists than painted cycle lanes.



Low level cycle signals

A scheme to install pedestrian crossings on the Cathedral Road, Sophia Close and Talbot Street junction provided the opportunity to make cycling improvements too. These improvements included the first low level cycle signals in Cardiff, which provide a four-second head start for cycles, reducing conflict with cars.

20mph on residential streets

The roll out of 20mph speed limits on residential streets is continuing in Cardiff, with many streets in Riverside, Adamsdown, Plasnewydd, Splott and Grangetown now covered by the new limit.

Cycle parking

On-street cycle parking has increased with the installation of new Sheffield stands in key locations across the city centre. A 'Park Your Bike' offer of four free Sheffield stands is available for all businesses and organisations in Cardiff.

Nextbike

The on-street cycle hire scheme provided by Nextbike has proved to be one of the most successful schemes in the UK, with over 10,000 cycle hires each week. The scheme has now expanded to provide 1,000 bikes at stations across the city.

Car Free Day and Let's Ride

Car Free Day/HSBC UK Let's Ride, in partnership with British Cycling and Welsh Cycling, has become an annual fixture of Cardiff's events programme. Roads were closed in the city centre to provide space for 7,000 people to celebrate walking and cycling in a car-free environment. The Let's Ride programme offers a range of ongoing opportunities to encourage people in Cardiff to spend time on their bike, including an online social platform and guided rides.

Healthy Travel Charter

14 public sector organisations, employing a total of 33,000 staff, have committed to support and encourage their staff and visitors to use healthy transport modes, by signing up to the Healthy Travel Charter. This contains 14 commitments which include offering the cycle to work scheme to all staff, providing secure cycle storage and showers and promotion of free cycle training and maintenance.



The on-street cycle hire scheme provided by Nextbike has proved to be one of the most successful schemes in the UK





Bike to the future

Our ambition and plans to make it happen

Target for 2026:

- **50%** of all journeys to be made by sustainable modes (walking, cycling and public transport)

Targets for 2030:

- **43%** of journeys to work to be made by walking and cycling
- **33%** of journeys to work to be made by bus, rail and tram
- **25%** of journeys to work to be made by car

Cardiff has a bold vision for change over the next few years. Our 10-year vision for transport sets out ambitious plans to transform the way people move around our city, in order to meet the challenges of the climate emergency, air quality and population growth. Walking and cycling will be at the heart of planning, transport and highway policy, making an important contribution to the city as a vibrant and attractive place to live and work.

Following the completion in 2019 of the first Cycleway scheme on Senghennydd Road, Cardiff Council will continue with the phased implementation of new strategic Cycleway routes across the city. The Cycleways will provide high-quality routes, protected from motor vehicles where necessary, connecting communities with major destinations including the city centre, Cardiff Bay, University Hospital Wales and Newport Road.

Work is underway to upgrade important existing cycle routes, including the Taff Trail and the link from North Road to Excelsior Road, with schemes to widen and improve parts of these routes due to be carried out in 2020.

A cycle loop will be completed around the city centre connecting the Cycleway routes to each other. A high quality, safe and fully segregated cycle network will be completed by 2026.

A “streets for health” initiative will be rolled out across the city, to enable all streets to be reclaimed as public spaces with improved access for everyone, particularly children and those with restricted mobility. Our streets will become healthy, green, safe and child friendly with high-quality pedestrian crossings, biodiversity, planting and sustainable urban drainage systems (SUDS).

We will develop Active Travel Plans and accessible walking and cycling routes for all schools by working with children, teachers, parents and governors to promote walking, scooting and cycling to and from schools.

A pilot of time-limited, temporary street closures outside a number of schools in the city is being trialled as part of the School Streets programme. If successful, this will be rolled out to other schools to target antisocial parking and general traffic problems around school drop-off and pick-up times and encourage active travel modes.

We have introduced 20mph limits on most residential streets in the south of the city, taking the coverage of 20mph limits from 4% of city streets in 2017 to 18% in 2019. In order to normalise slower speeds and create a more comfortable environment for walking and cycling across the city we are committed to making Cardiff’s speed limit 20mph by default.

Notes on terminology and methodology:

The attitudinal survey was conducted from April to July 2019 by independent social research organisation NatCen.

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

Changes to the survey methodology and questions, and to the model to estimate trips cycled, mean that 2019 figures are not directly comparable with figures reported in 2017. These changes were made to future-proof the methodology.

Rounding has been used throughout the report.

More information and a detailed methodology are available at www.sustrans.org.uk/bike-life

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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