

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 for the 21st century city.

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.

V@^Áâ { }|^ { ^}cæcâ []Á [-Á'ç^Á new Cycleway routes connecting communities to key destinations across the city is now }â^! , æ^ÉÁ , äc@Ác@^Á ' !•cÁ•^&câ []Á [-ÁÔ^&|^ , æ^ÁFÁ []ÁÛcÁE}â!^ , ?•ÁÛ|æ&^Áæ}âÁÛ^}*@^}} ^ââÁÛ [æâ now completed.

We are also improving important existing routes, including the Taff Trail. This has â}&|^ â^âÁc@^Á&!^æcâ []Á [-ÁYæ|^•Á' !•cÁ+ââ&^&|^Á 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.

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, London, Manchester, Newcastle, Nottingham, Oxford and York.

Fourteen areas are participating in 2019. London borough, Tower Hamlets, and the 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 NatCen 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.

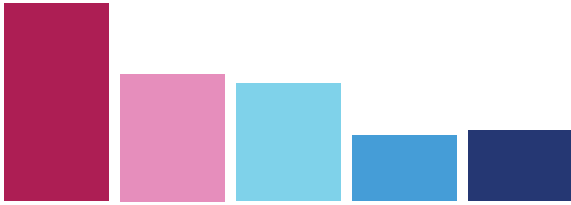
**Survey conducted April–July 2019.

Work:



Cycling unlocks health benefits for everyone

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



Saving the NHS in Cardiff

£830,000 per year

equivalent to the cost of

28,000 GP appointments

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 PM_{2.5} is deemed to be a contributory factor.

Welsh Government, 2014. Estimating the health benefits of cycling in Cardiff. [Welsh Government, 2019. Emissions of Greenhouse Gases by Year](#)

Cycling helps reduce the impact of our climate crisis

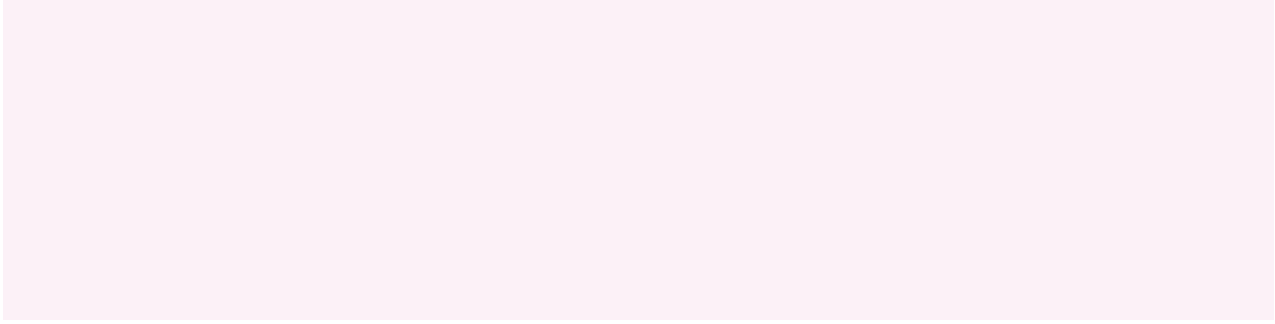
6,500 tonnes

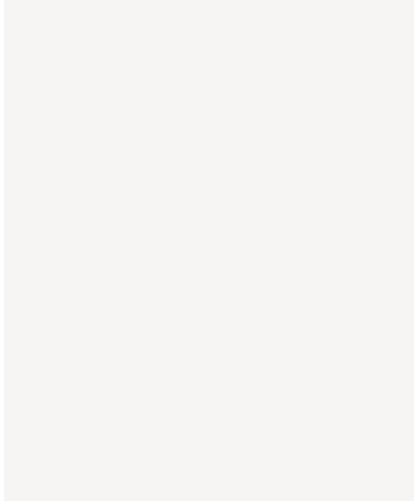
of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually, equivalent to the carbon footprint of

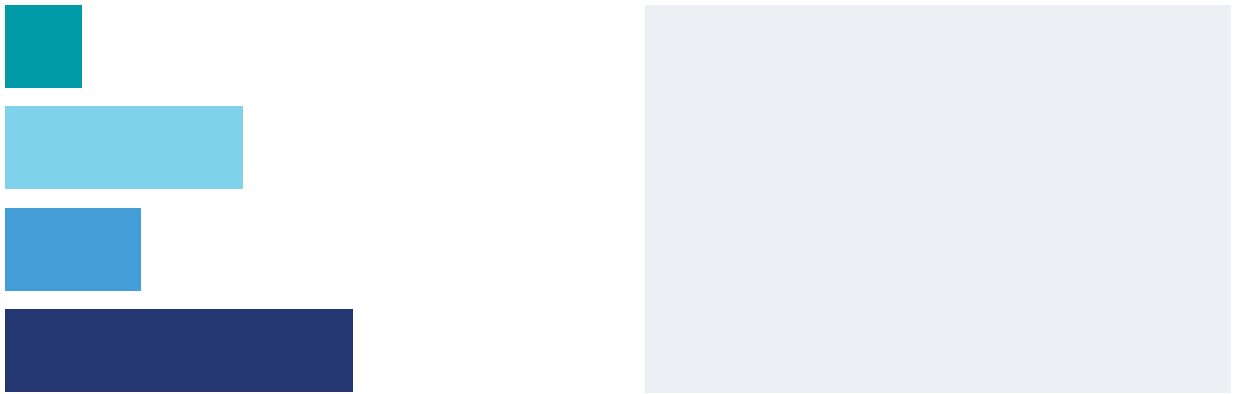
16,000 people taking flights

from Cardiff to Tenerife

Welsh Government, 2019. Emissions of Greenhouse Gases by Year





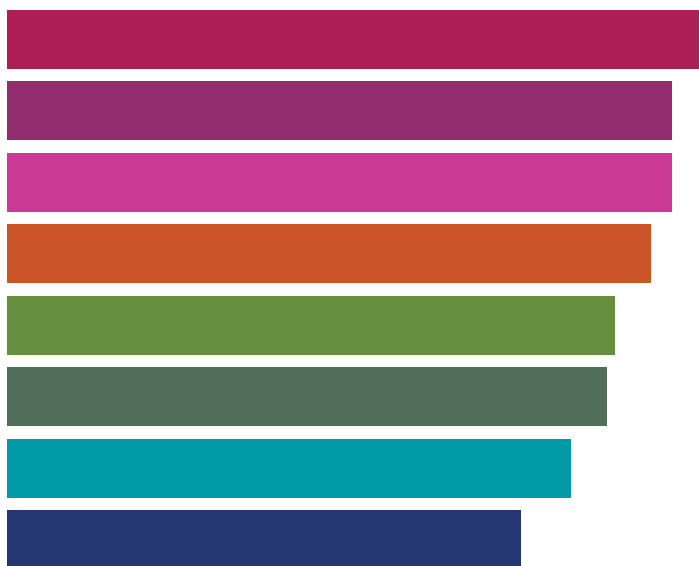
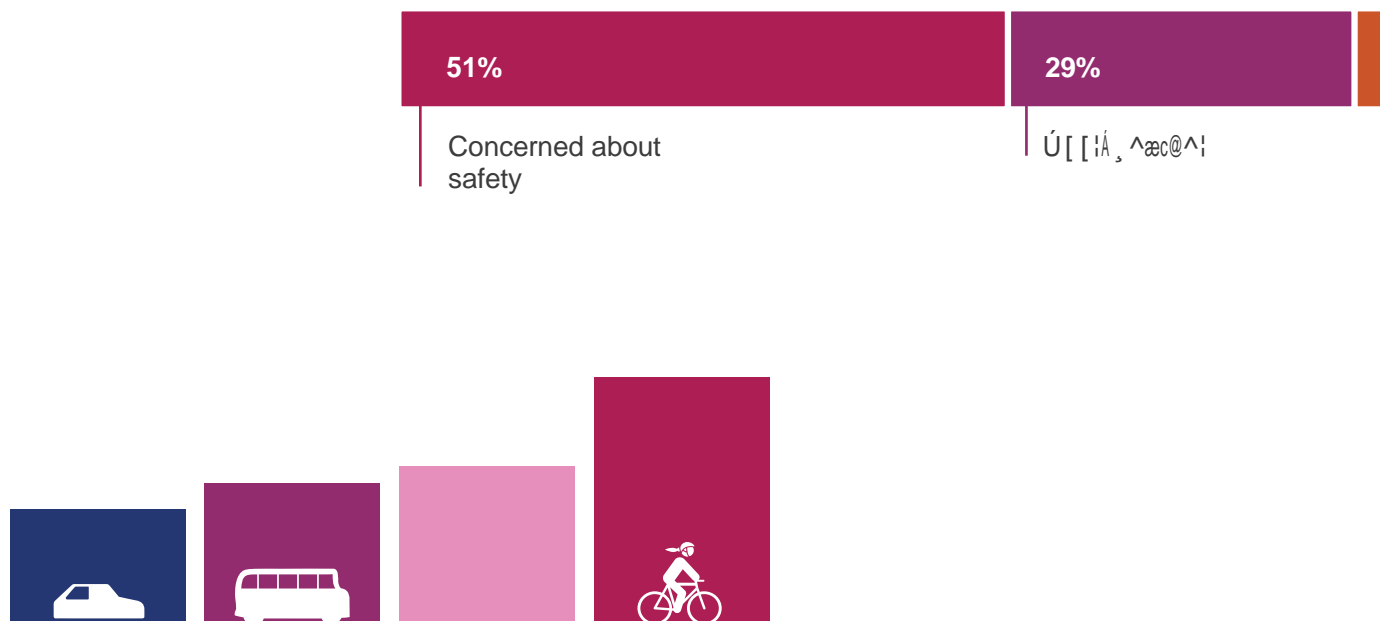


Many disadvantaged neighbourhoods have fewer local amenities and poorer public transport provision.** This combination means that everyday services

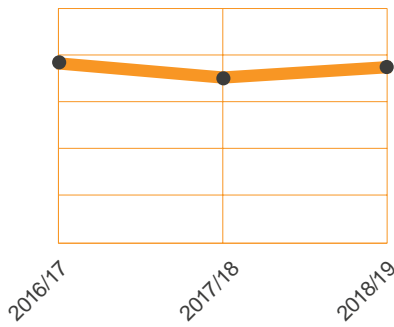
Barriers

What is stopping Cardiff residents cycling more?

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



Reported cycle thefts



25%	22%	19%	17%	14%	12%	11%
Not for people like me	Lack of storage or facilities at home or work	Living too far away from my destination	Children, passengers or too much to carry	Cost of a suitable cycle	Not for people like me	Too hilly here

Elin Edwards



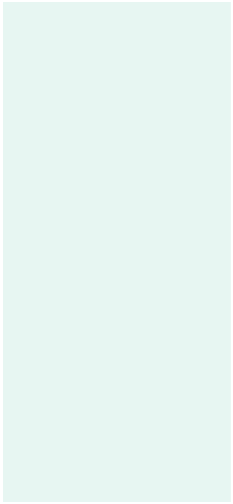
I became a daily cyclist by accident and really it started from a practical place – I was able to get places much faster and

I work in the city centre and since moving to The Mill, a new the Ely Trail, a fantastic route which takes you right down to Cardiff

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.





Bike to the future



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 the number of trips cycled reported in 2017. These changes were made to future-proof the methodology.

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

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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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