

# Cardiff Cycling Strategy

2016-2026

DRAFT

This document is available in Welsh / Mae'r ddogfen hon ar gael yn Gymraeg



make the  
**difference** | gwnewch  
**wahaniaeth**





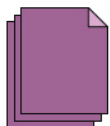
# How To Use This Strategy

The Cycling Strategy sets out City of Cardiff Council's vision for cycling and the steps we will take over the next 10 years to realise it. The Strategy shows how cycling will make an important contribution to our vision of making Cardiff the most liveable capital city in Europe.

Nobody knows the city better than the people who live, work, study, and do business here. This is why we have engaged extensively with a wide range of groups, organisations and businesses in producing the Strategy. We will continue to engage with stakeholders to ensure that we achieve the best possible outcomes when implementing the actions set out in the Strategy.

The Introduction to the Strategy sets out current transport trends and predicted future trends, the reasons why our vision for cycling makes sense in a city like Cardiff, and the challenges we face in making the changes that will be needed. The Infrastructure chapter outlines the quality of routes necessary to build a cycle network for all ages and abilities and the steps we will take to achieve this. The Focus Areas chapter takes a closer look at how cycling can support three important aspects of city life: schools, workplaces and retail, in addition to outlining some of the steps City of Cardiff Council is taking to promote cycling among its own workforce. The Action Plan sets out the actions to be taken to deliver our vision and the timetable for delivery.

## Related Documents



**CARDIFF LOCAL DEVELOPMENT PLAN 2006-2026**

**CARDIFF LOCAL TRANSPORT PLAN 2015-2020**

**CARDIFF TRANSPORT STRATEGY**

**CARDIFF INTEGRATED NETWORK MAP (DRAFT)**

**CARDIFF PUBLIC REALM MANUAL**

**CARDIFF RESIDENTIAL DESIGN GUIDE SPG**

**WELSH GOVERNMENT ACTIVE TRAVEL DESIGN GUIDANCE**

**MANUAL FOR STREETS EDITIONS 1 AND 2**





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## **1. Introduction**

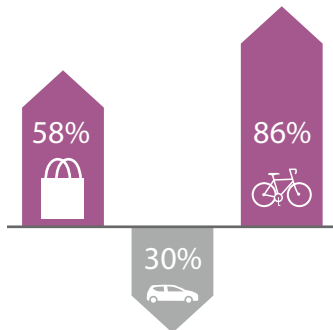
Cycling is growing in Cardiff, however, there are a number of challenges we need to address to fully realise the benefits cycling can offer our city.

# Current Trends

## GROWTH 2005-2015

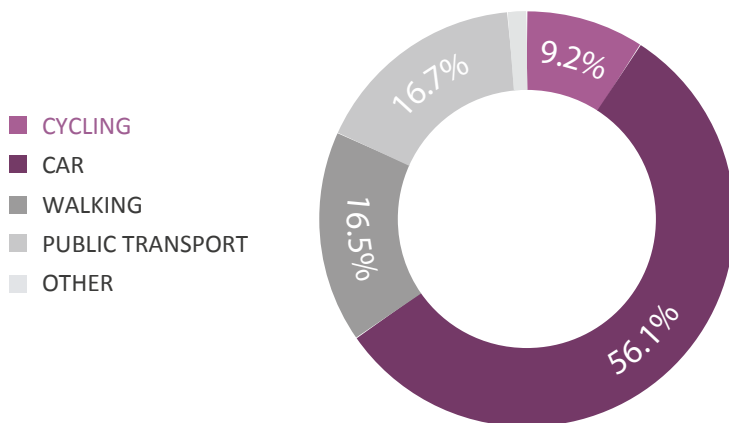


## CITY CENTRE 2004-2014



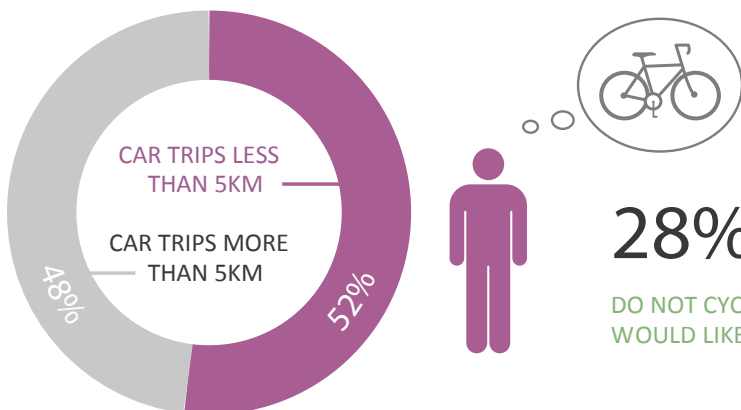
## GENERAL TRENDS

- Cardiff is growing. Over the last 10 years the population in Cardiff has increased by 11%. The number of jobs has also increased by 13%
- Footfall in the city centre has increased by 58%. At the same time journeys to the city centre by car have dropped by 30% and journeys by bike have increased by 86%



## CYCLING TO WORK

- The proportion of Cardiff residents travelling to work by bike is 9.2%, compared to 56.1% who travel by car (2011-2015 rolling average).
- The proportion of residents travelling to work by bike has more than doubled since 2005.



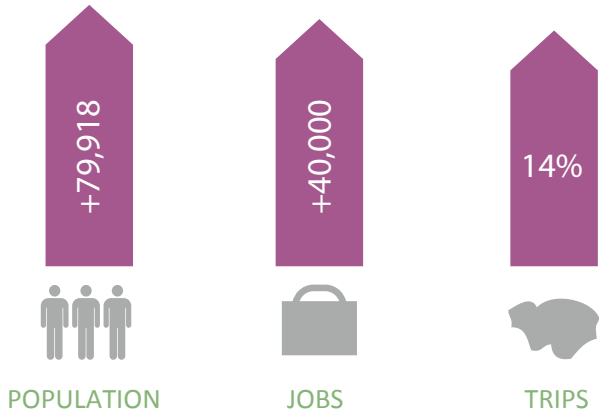
## TARGET MARKET

- 28% of Cardiff residents say that they do not currently cycle, but would like to. This is a significant target market that could be accessed if conditions for cycling are improved.
- The majority of car trips starting within Cardiff are of a short enough distance to comfortably cycle. 52% of car journeys in 2011 would have taken 20 minutes or less by bike.



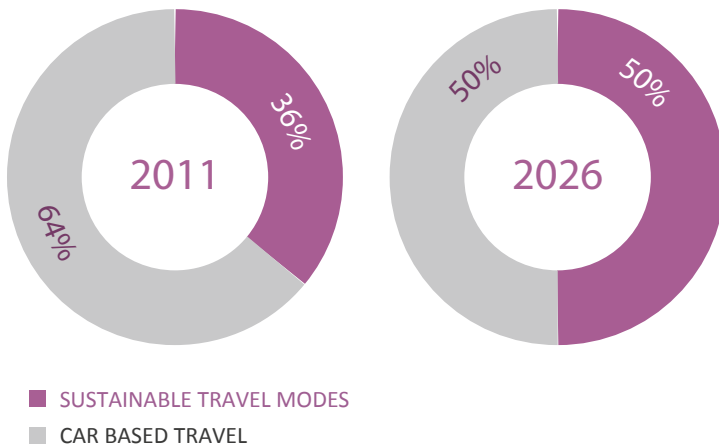
# Future Development

## PREDICTED GROWTH 2006-2026



## PREDICTED GROWTH

- The population of Cardiff is expected to grow by a further 79,918 between 2006 and 2026.
- During this period, the number of jobs in Cardiff is expected to increase by 40,000.
- The number of trips to, from and within Cardiff is expected to grow by 14%.



## TRANSPORT VISION

- The Council's vision is for 50% of all trips to be made by sustainable modes by 2026.
- This vision is set out in the Council's Local Development Plan and is essential to accommodate the levels of growth predicted for the city within the transport network.

## CYCLING MODE SHARE

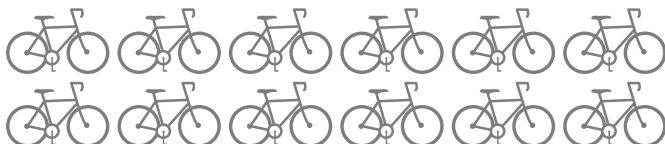
2005  
4.3%



2015  
9.2%



2026  
18.4%



## CYCLING VISION

- In order to contribute to our overall mode split target, the Council's vision as set out in this Cycle Strategy is to double the number of cycle trips by 2026, continuing the growth trend from 2005.
- To achieve this, the cycle network must be able to accommodate an additional 38,000 cycle trips a day.

# Why Cycling Is Essential...

## BUILDING A LIVEABLE CITY

A city that is good for cycling is an attractive city to live in and invest in. Increasing the amount of cycling is not a goal in itself. Many European cities with a strong reputation for the quality of life they offer their residents provide excellent facilities for cycling.

## TRAVEL TIME

In a dense urban environment like Cardiff, cycling can offer the quickest way of travelling from point to point. A **3 mile journey** can be cycled at a comfortable pace within **20 minutes**, which is a competitive travel time compared to the car, particularly during peak periods of congestion.

## EFFICIENT USE OF URBAN SPACE

Cycling requires less space to accommodate on the highway network compared to the private car. **12 cycles** can be securely and conveniently parked **in the space required to park one car**.

## ECONOMIC BENEFIT

For current levels of cycling in Cardiff, there is:

**£14 million** a year saving to individuals and the local economy for trips which are cycled instead of driven <sup>1</sup>

**£16 million** a year benefit to health for all cycle trips <sup>2</sup>



1 Cardiff Bike Life 2015: Saving to individuals and the local economy for trips which are cycled instead of driven. Value of savings derived from WebTAG

2 Cardiff Bike Life 2015: Health benefit for all trips made by bike calculated with HEAT

## MANAGING GROWTH

The efficiency of cycling as a mode of transport makes it a realistic means of managing the increase in journeys on Cardiff's transport network as the city grows. By providing the right infrastructure in the right places many journeys starting within Cardiff could be made by bike instead of the car. The city's highway network is already under pressure, particularly at peak times. Expanding road space to accommodate additional traffic is neither affordable nor sustainable. Therefore, as the city grows, road space must be reallocated from private cars to more efficient transport modes including footways, cycle tracks and public transport to enable more people to move around the city as quickly and efficiently as possible. This will also ensure that adequate provision remains for those trips where the private car is the only reasonable option.

## HEALTH

The health and wellbeing benefits of regular exercise are well documented and cycling for everyday journeys is an effortless way of realising these benefits. People who cycle regularly have the **fitness of someone 10 years younger**. Improvements to local air quality through reducing unnecessary car trips will also have a significant impact on health.

## ACTIVE TRAVEL DUTY

All local authorities in Wales have a duty to plan for and make continuous improvement in the provision of facilities for cycling under the Active Travel (Wales) Act 2013. Cycling also has a significant contribution to make to all seven of the wellbeing goals as set out in the Wellbeing of Future Generations (Wales) Act 2015.

WELL-CONNECTED  
RESILIENT HAPPY SAFE ATTRACTIVE  
CHILD FRIENDLY  
HEALTHY  
CLEAN FAMILY FRIENDLY VIBRANT  
EASY TO GET AROUND PROSPEROUS

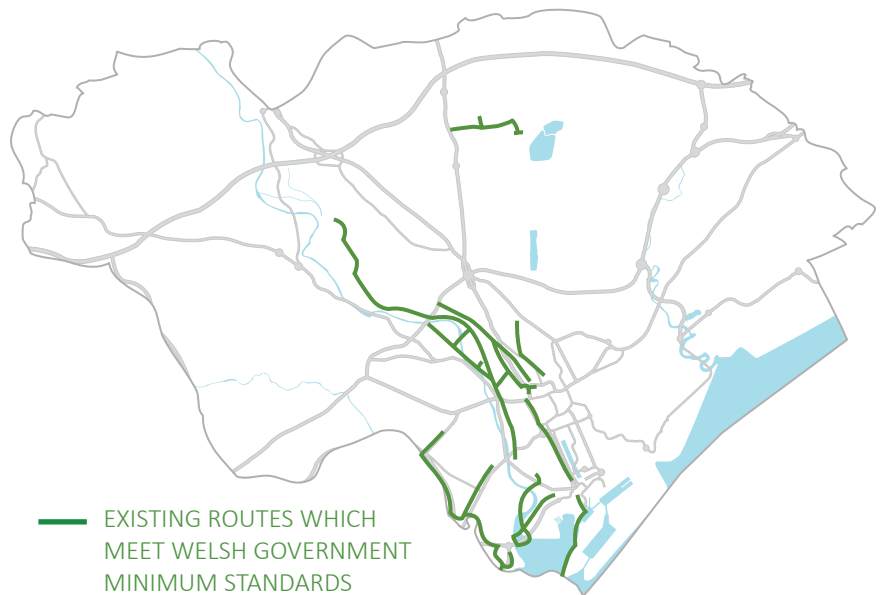
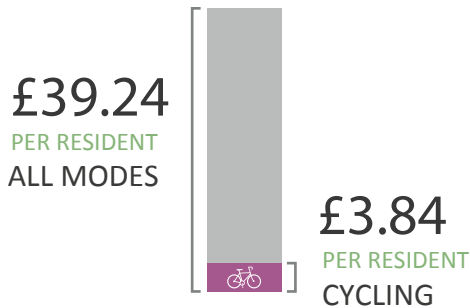
**... because cities that are good for cycling are good for living in**

## RIGHT

The Existing Route Map shows routes which meet the minimum standards set out in the Welsh Government Active Travel Design Guidance and demonstrates the fragmented nature of the existing network.

## BELOW

Current investment in transport in Cardiff per year



# The Challenges

## FRAGMENTED NETWORK

The existing Cycle Network is fragmented and incomplete, as demonstrated by the 2015 Existing Route Map which only shows those routes which meet the minimum standards set out in Welsh Government Design Guidance. Some routes could be improved by addressing relatively short sections of missing links. However, many parts of the city, in particular the east, have very limited provision for cycling.

## RETROFITTING INFRASTRUCTURE IN EXISTING STREETS

Constrained urban corridors need to serve competing demands which makes the retrofitting of cycling infrastructure challenging. There are housing developments in Cardiff which have been constructed with limited public transport access and no purpose-built cycling connections at all.

## SAFETY: ACTUAL AND PERCEIVED

Cardiff residents feel that cycling is significantly less safe than other modes of transport. Although the number of people cycling for everyday journeys is growing in Cardiff, in order to maintain this growth, it is clear that safety issues, both real and perceptual, need to be addressed.

## RESOURCES

Cardiff Council's current annual capital expenditure on cycling infrastructure, including both Council capital funding and external grant funding, equates to just under £4 per resident, part of a total spend of just over £39 per head by the Council on all modes of transport. This has funded a number of recent improvements across the network, but is not sufficient to develop a comprehensive network of high quality routes. 78% of Cardiff residents would like to see more investment in cycling in Cardiff.

## DEVELOPMENTS IN OTHER CITIES

21% of Cardiff residents currently cycle at least once a week, which compares well to cities like Edinburgh (21%) and Bristol (23%). However, a number of UK cities have seen a recent increase in funding for cycling infrastructure projects which has yet to be matched in Cardiff and may be reflected in future trends. The level of capital investment in cycling is also low compared to European cities with a strong reputation for cycling. Amsterdam and Copenhagen invest around £18 per head of population per year. Approximately 50% of residents in Copenhagen cycle to work, compared to 9.2% in Cardiff.

# Our Vision

**Our vision is to develop Cardiff into a cycling city where cycling is a normal, practical and safe choice for short trips for people of all ages and abilities and to double the number of cycle trips in the city by 2026.**

The following key actions outline how we will realise our vision:

## INFRASTRUCTURE

- **Make a step change in the integration of cycling into transport planning and urban space.**
- **Provide infrastructure with the right quality in the right place to provide for all ages and abilities cycling.**

## KEY PARTNERSHIPS

- **Work with key partners, including workplaces, schools and retailers, to provide end of trip facilities and promote cycling to residents and visitors.**
- **Improve the integration of cycling with the way that the Council carries out its core business.**

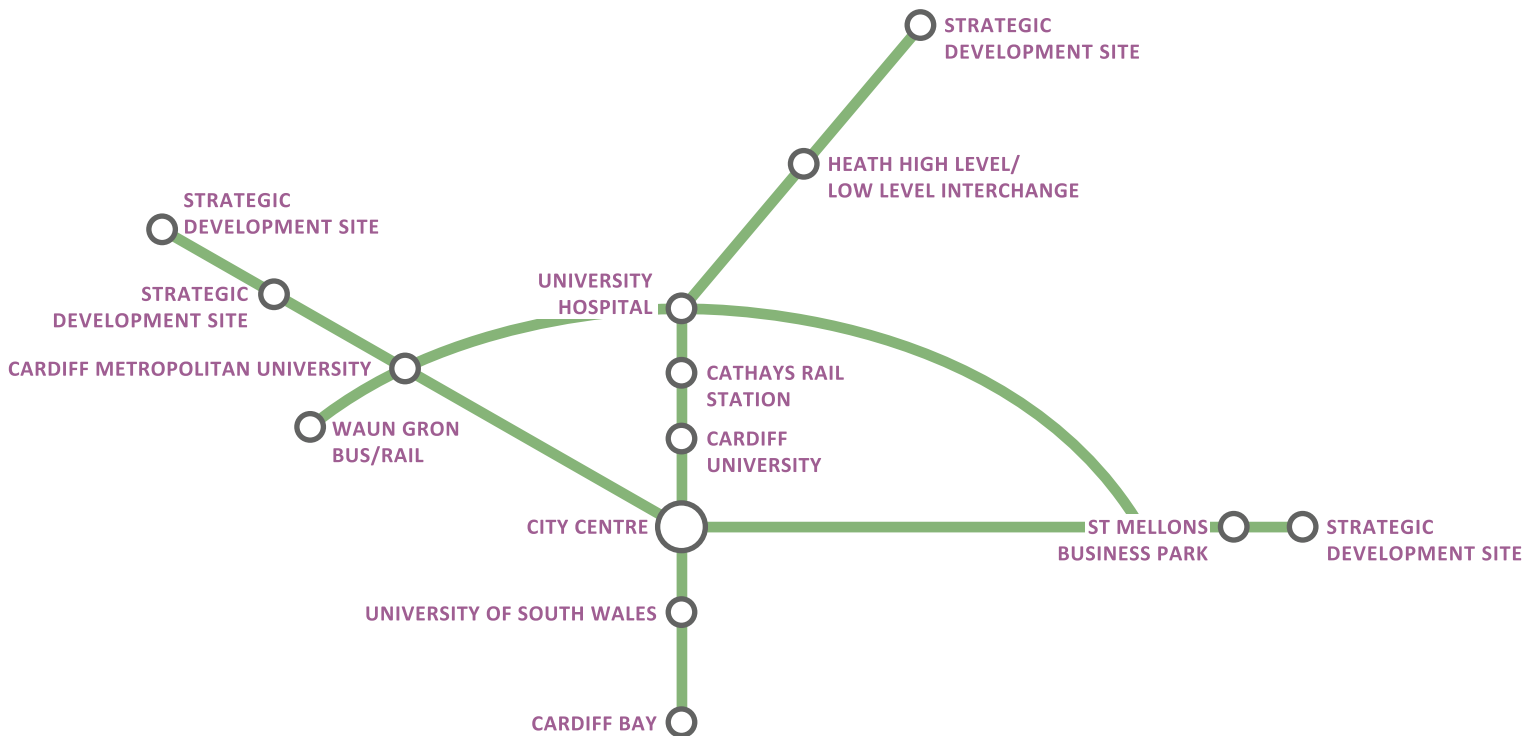




## **2. Infrastructure**

In order to deliver our vision for cycling, we will provide the right infrastructure in the right location for cyclists of all ages and abilities.

# Our Infrastructure Priorities



## KEY CORRIDORS

Plans will be developed to create two primary route corridors as an exemplar for all ages and abilities cycling, to connect new development sites to major destinations across the city, including the City Centre and the Bay.

## NEW DEVELOPMENT

High quality cycling infrastructure will be fully integrated into new development from the outset, to provide an extensive internal network of routes and connections to the wider cycle network.

## CITY CENTRE

Plans will be developed to improve cycling connections through the City Centre as part of a City Centre Movement Strategy.

## INTEGRATION WITH HIGHWAY ACTIVITY

Whenever work is being undertaken on the highway, opportunities will be taken where relevant to make improvements to cycle facilities at the same time.

## MISSING LINKS

Missing links across the network will be identified and addressed, including schemes to address severance across the network, and local neighbourhood improvements to cycling conditions on local streets.

## INVOLVING STAKEHOLDERS

Engagement with stakeholders, including local residents and businesses, will be an important part of designing solutions to get the best possible results.

## MAINTENANCE

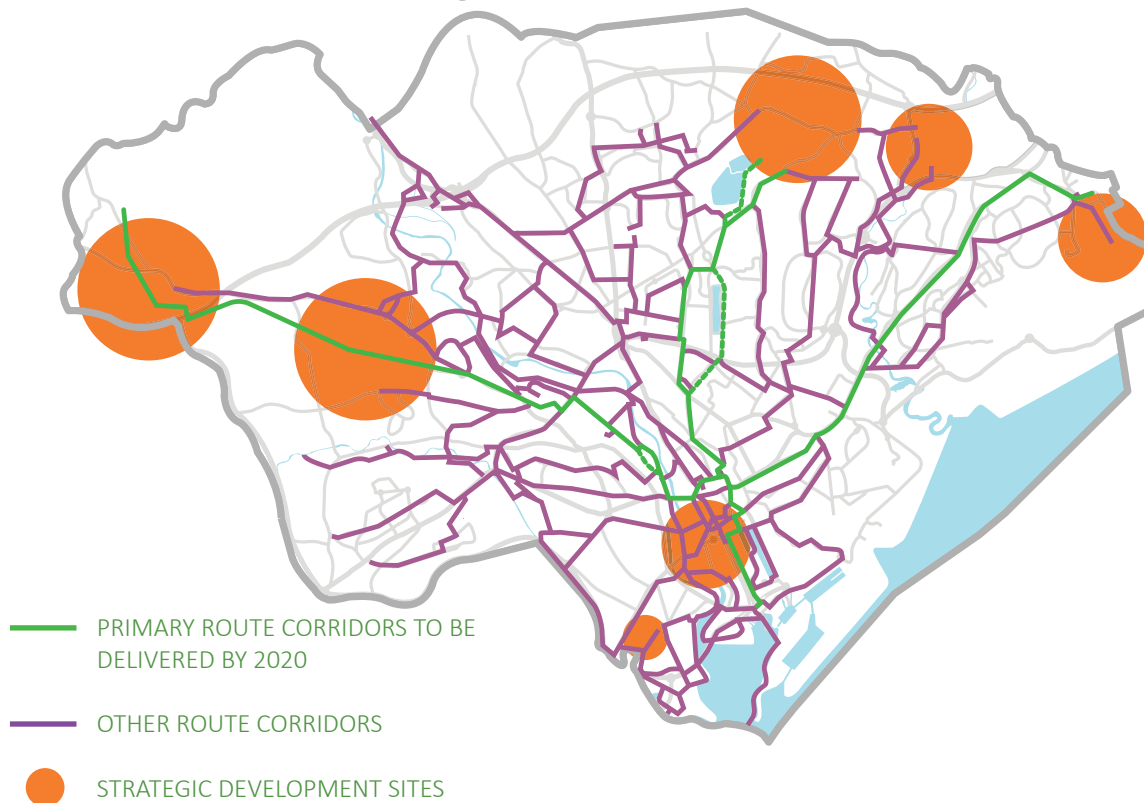
Maintenance of cycle routes will be prioritised to ensure that they continue to provide safe and comfortable conditions for cycling.

## PROMOTIONAL ACTIVITY

Implementation of new cycling infrastructure will be complemented by promotional activities to maximise the impact of infrastructure investment.



# The Cardiff Cycle Network



**The Cardiff Cycle Network sets out a comprehensive network of cycle routes linking existing communities and strategic development sites with key destinations across the city.**

These routes include:

- Existing off road routes and signed on road routes
- Routes defined in the Strategic Cycle Network (Enfys) Plan 2011 which are in development or yet to be completed
- Additional routes required to address missing links and improve connectivity across the city

## CYCLE NETWORK PLAN

A draft Cycle Network Plan has been developed identifying the routes which are to be developed over the next 10 years and beyond. This includes two primary route corridors running north-south and east-west which will connect strategic development sites with existing communities and major destinations. These primary route corridors will be our first priority for delivering continuous route corridors that provide the right conditions for all ages and abilities cycling.

We will also seek to address missing links across the wider network to improve conditions for cycling and increase the options for everyday journeys, and address severance in key locations through a prioritised plan to include:

- Safety improvements to major junctions
- Segregated facilities on main roads in key locations
- Provision of new shortcuts, including bridges, contraflows, and cycle access through road ends
- Improvements for on road cycling on quiet local streets, including 20mph limits and traffic calming



# Infrastructure Standards

## Cycling For All Ages and Abilities



In order to achieve our vision of making cycling a normal and rational choice for short trips for **people of all ages and abilities** and doubling the number of cycle trips in the city, it is essential to provide infrastructure that gives everyone the confidence to cycle in Cardiff, including adults who do not cycle often and school children.

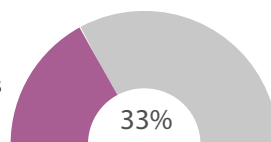
**Improvements to the infrastructure** for cycling will also improve the environment for other vulnerable road users, by reducing conflict between pedestrians and cyclists on segregated cycle routes and reducing vehicle speeds along on road cycle routes.

Cycling safety is a major concern to Cardiff residents. It is essential that cycle routes in Cardiff provide a **safe environment**, including segregation from motor traffic where it is needed.

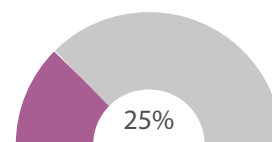
For cycling to be an **attractive travel choice**, cycling infrastructure must be comfortable to use. This means that it addresses the poor perception of safety, by providing segregation where needed, good quality surfaces and sufficient space to cater for the number of people using the route.

One of the benefits of cycling in an urban environment is that it offers **point to point travel**. For this benefit to be realised, cycle routes must be well connected, with a dense network of routes and high quality links between cycle routes and the basic network of local streets. Cycle routes must be convenient to use, providing direct routes to destinations and wayfinding that is intuitive to follow.

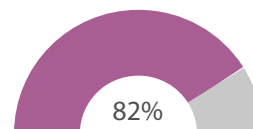
As with any mode of transport, **journey time** is important when cycling. A bicycle journey time saving of 1 minute is worth 12.5p per person, per trip. Travel time is the most important factor for all Cardiff residents when choosing how to travel to work.



RATE CYCLING AS GOOD OR VERY GOOD



RATE CYCLING SAFETY FOR CHILDREN AS GOOD OR VERY GOOD



THINK CYCLING SAFETY NEEDS TO BE IMPROVED



50% OF CYCLISTS REGARD TRAVEL TIME AS THE BIGGEST INFLUENCE ON HOW THEY TRAVEL TO WORK.

# Measures

The City of Cardiff Council will incorporate the following measures into scheme design where needed to ensure provision for all ages and abilities cycling. Further Guidance will be developed to set out how these measures should be applied in Cardiff to ensure that we provide infrastructure with the right level of quality to realise our vision for cycling, taking account of Welsh Government Design Guidance



PHOTO CREDIT: GEHL ARCHITECTS

**PARKING PROTECTED CYCLE LANES, COPENHAGEN**  
Cycle lanes protected by car parking bays is a design feature which can improve the safety and comfort of a route.



PHOTO CREDIT: GEHL ARCHITECTS

**CYCLE TRACK ACROSS SIDE STREET, COPENHAGEN**  
Segregation from motor traffic and pedestrians improves comfort for all users. Priority over side roads and contraflow arrangements reduce travel time

## SAFETY

- Segregation from motor traffic on main roads
- 20mph speed limits and traffic calming on streets with lower volumes of traffic
- Early start for cyclists at signal junctions
- Parking protected cycle lanes

## COMFORT

- Segregation from motor traffic and pedestrians on main roads
- Segregation from pedestrians on off road paths
- Adequate space to accommodate both the current and the expected number of route users
- Good quality running surface
- Appropriate lighting
- Implementation of 20mph speed limits

## CONNECTIVITY

- Good network density
- High quality links between segregated routes alongside roads, off street paths and traffic calmed minor roads to create a coherent network

## CONVENIENCE

- Direct routes to destinations
- Cycle parking in convenient locations
- Intuitive wayfinding

## TRAVEL TIME

- Adequate space to accommodate the number of route users
- Signal changes to reduce waiting time at junctions
- Give priority to segregated cycle routes and footways over side roads
- Contraflows for cycling on one way streets
- Provide cycle access through road ends
- Provide bridges to reduce severance caused by natural or man made barriers

# Segregation

In order to provide cycle infrastructure that meets the needs of all ages and abilities, we will provide some form of segregation from motor vehicles where it is needed.

The decision on whether or not segregation is required is dependent on both speeds and flows of motor vehicles. Where speeds and flows are low cyclists will be able to comfortably share space with motor vehicles. The table below sets out the thresholds at which segregation from motor vehicles should be considered, based on best practice guidance from Denmark and the Netherlands.<sup>1</sup>

SPEED LIMIT	VEHICLE FLOWS (DAILY 2 WAY)	TREATMENT
20MPH	Less than 1000 vehicles per day	<ul style="list-style-type: none"> <li>Segregation will not be required.</li> <li>Additional traffic calming may be required to ensure that speed limit is observed if measured speeds indicate there is a problem.</li> </ul>
	Between 1000 and 3000 vehicles per day	<ul style="list-style-type: none"> <li>Segregation may be required.</li> <li>If the decision is taken not to segregate, additional traffic calming may be required to ensure that speed limit is observed if measured speeds indicate there is a problem.</li> </ul>
	Over 3000 vehicles per day	<ul style="list-style-type: none"> <li>Segregation will usually be required.</li> </ul>
30MPH AND ABOVE	Any	<ul style="list-style-type: none"> <li>Segregation will be required</li> <li>If flows are light, consideration should be given to reducing the speed limit, with additional traffic calming if needed to ensure that the speed limit is observed.</li> </ul>



**CYCLE STREET, COPENHAGEN**

In streets with low vehicle speeds and flows, cyclists can share space with motor vehicles. Traffic calming may be required to ensure motor vehicles travel at appropriate speeds to maintain a comfortable environment for cycling, for example through a 'Bicycle Street' treatment

PHOTO CREDIT: GEHL ARCHITECTS

1 Bicycle Planning and Design Guidelines 2012 (draft), Urban Systems for City of Vancouver

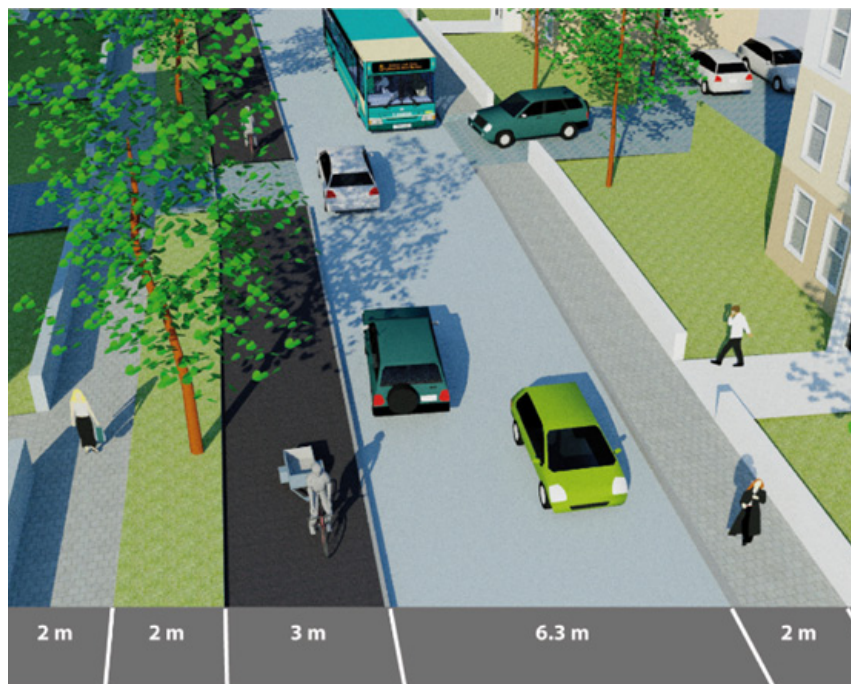
# Cycling in New Developments

**In order to manage the impact of new development on the transport network in Cardiff, new developments must be designed from the outset to facilitate cycling for everyday journeys for all ages and abilities.**

This requires provision of an extensive internal network of routes, connections to routes beyond the development itself, and cycle facilities including parking at all destinations within the development. Internal cycling networks should be of a scale and quality which is sufficient to make cycling the easiest and most practical travel option for short local trips including to nearby destinations such as shops and schools.

## CYCLE ROUTES ALONGSIDE MAIN ROADS

The preferred treatment option for main roads through development sites is a two way cycle track alongside the road, segregated from pedestrians. The cycle track must provide sufficient width for the number of users, which will require a minimum clear width of 3 metres. Cycle tracks and footways must be given priority over side roads to reduce travel time and maintain the comfort of the route.



## CONNECTIVITY

Cycle routes to destinations within new developments must be as direct as possible to reduce travel time and make cycling the most practical travel option for short, local trips. Direct cycle routes may not always follow the main road network and could include a combination of short cuts through quieter streets, off road sections and filtered permeability through road ends. However, in order to maintain a comprehensive network that facilitates all point to point journeys within a development, provision of direct routes away from the main road does not eliminate the need to provide segregated facilities alongside main roads. Connections between segregated cycle tracks and the basic network of local streets must be safe, direct, and intuitive, to create an attractive facility which is easy to use and reduces travel time. The same principles will apply to connections linking the new development to the wider cycle network for which contributions will be sought from developers through the planning process.



## Next Steps

- **Develop designs for two primary route corridors, as the first step towards creating a city wide network for all ages and abilities:**
  - North – South: Linking strategic sites in north east Cardiff to Cardiff Bay via the City Centre
  - East – West: Linking strategic sites at St Mellons to strategic sites in north west Cardiff via the City Centre
- **Develop a City Centre Movement Strategy for all modes including concept designs for cycling connections through the City Centre.**
- **Develop a prioritized plan to address missing links across the wider cycle network and start eliminating missing links.**
- **Develop new guidelines for cycle infrastructure design in Cardiff, taking into account Welsh Government Active Travel Design Guidance.**
- **Develop and deliver a training programme on the implementation of good cycle infrastructure design.**
- **Submit the Final Network Plan as part of the Integrated Network Map to Welsh Government for approval (September 2017).**
- **Establish a ring-fenced budget for maintenance of existing cycle routes.**
- **Launch a public on street cycle hire scheme.**
- **Implement a cycle hub with secure cycle parking provision for 500 cycles as part of the redevelopment of Central Square.**
- **Implement phased expansion of 20mph limit areas.**







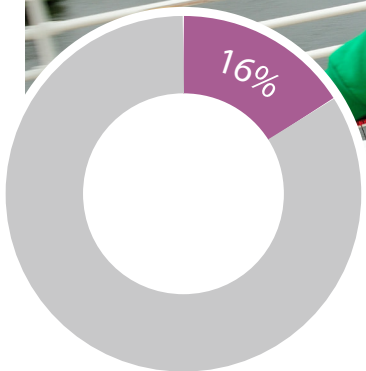


### **3. Key Partnerships**

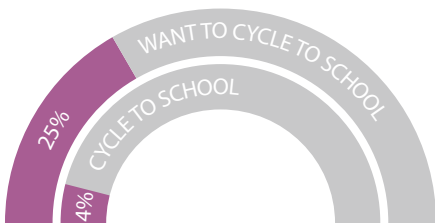
We will work with key partners to promote cycling for every day journeys.



# Schools



16% OF ALL TRIPS UNDERTAKEN ON A WEEKDAY ARE ESCORT TRIPS (TRIPS TAKEN TO TRANSPORT SOMEBODY ELSE)



4% of Cardiff children currently travel to school by bike, however 25% say that they would prefer to travel to school by bike. In contrast, 41% of Cardiff children travel to school by car. 16% of all trips undertaken on a weekday are escort trips (trips taken to transport somebody else) and just over half of these trips are made as a car driver. Escort trips represent a significant cost to the individual, both in terms of time and transport costs. If children are able to travel to school independently, this saves their parents time and money.

Government guidelines state that children and young people should engage in moderate to vigorous physical activity for at least 60 minutes a day. Cycling to school and for other short trips can contribute to increasing the amount of physical activity that children undertake. The benefits of cycling for children and young people include improved cardiovascular and bone health, maintaining a healthy weight, improved self-confidence and development of social skills.



## Promoting cycling in schools

### CYCLE TRAINING

City of Cardiff Council offers cycle training to all primary schools in Cardiff to give children the skills they need to cycle on short journeys such as cycling to school or to the local shops. Training is also offered during the school holidays for children who are unable to attend training through their schools.

### ACTIVE JOURNEYS

The Active Journeys in Wales project is delivered by Sustrans to provide information, training and support to pupils, teachers and parents to enable more children to travel to school by bike, scooter or on foot. Schools are supported intensively over a three year period to enable them to establish a good foundation to become an independent active journeys school. We currently have 10 supported Active Journeys schools in Cardiff and 35 schools who have completed the three year programme and have continued support through the Advice Service.



## Whitchurch Primary School

“At Whitchurch Primary we have a group of children in year six who are responsible for promoting cycling. We call them the Bike Crew. Each term we have some events which put the focus on cycling, for example we have an assembly to introduce the Bike Crew, we hold competitions such as design a poster to show how to stay safe on your bike, we have a “Bling your Bike” for Christmas event and every term we host a Bike Breakfast.

In the summer term we run a bike club for year two children. We have involved parents in our events and we have used the smoothie maker/bike at our school fair.

Our most prominent event is our Big Pedal fortnight when everyone is urged to cycle to school as many times as possible.”



## Next Steps

- **Develop a detailed programme to promote cycling to school.**
- **Identify funding opportunities to improve provision of covered, secure cycle parking at schools.**
- **Identify and address missing infrastructure links to existing schools, through the development and implementation of the Cycle Network Plan, including active engagement with schoolchildren in collaboration with Sustrans through Welsh Government’s Active Schools project.**
- **Identify opportunities to improve infrastructure links to new school sites in collaboration with the School Organisation project.**

## Workplaces

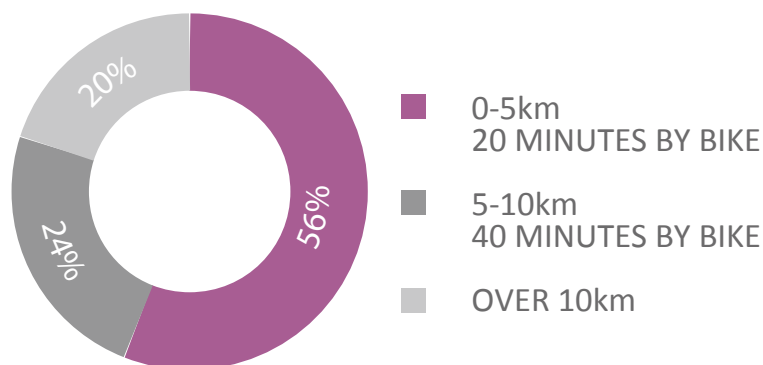
214,600 jobs are based in Cardiff, making a vital contribution to the local economy and the quality of life offered to our residents. Cardiff residents make up 61% of commuting journeys to jobs based in Cardiff.

Around 9% of journeys to work currently made by Cardiff residents are by bike and almost half of all cycle trips made by Cardiff residents are for work purposes. However, there is significant scope to increase the number of people cycling to work in Cardiff, since 56% of Cardiff residents could reach their workplace within 20 minutes by bike.

The number of jobs in Cardiff is expected to grow with several new employment sites to be located in and around the City Centre, including the redevelopment at Central Square. Increasing the number of people cycling to work in Cardiff is an important measure to manage the impact of this growth on the transport network.

Cycling can offer many benefits to employers and employees in Cardiff. It is an easy way to incorporate physical activity into daily life, which benefits health and wellbeing and leads to a more productive workforce. Cycling reduces pressure on the demand for car parking spaces, and cycle parking takes up significantly less space than car parking. Cycling can also offer a cost effective option for business travel over short distances in an urban area due to the lower running costs and competitive travel times compared to the car.

To increase the uptake of cycling to work and for business travel, the Council must address the missing links within the cycle network to facilitate the journeys between where people live and work in the city. Accompanying workplace based initiatives can maximise the impact of infrastructure improvements. The Council will continue to engage with local employers to identify priority areas for improvement and share knowledge on best practice for workplace initiatives.



## Workplace Initiatives to Increase Cycling:

- Secure cycle parking
- Showers and changing facilities
- Pool bikes for business travel
- Cycle mileage for business travel
- Tax free bikes through the Cycle to Work scheme



## BBC

“At our current HQ in Llandaff, we have plenty of on-site parking for staff. However, our move to Central Square will mean that staff will have to consider new ways of commuting; being in the city centre means that parking spaces will be reserved for operational requirements and disabled drivers. A staff Travel Survey showed us that around 20% of respondents are currently thinking of commuting on their bikes, and we are working hard to make cycling to work as accessible and straight forward as possible. Our plans include secure indoor bike parking, staff showers and changing rooms, lockers for bike equipment, and a drying room for wet cycle gear.”



## Cardiff Metropolitan University

“Cardiff Metropolitan University has the largest work based Bike User Group in Wales with in excess of 300 of their circa 1200 staff frequently cycling to work. This number is swelled by over 700 current students who have requested access to the University’s secure cycle stores in the past two years.

An increasing demand for car parking and inconsiderate parking resulted in the introduction of managed car parks. This in turn provided the University with the opportunity to ring fence funding and increase its focus on sustainable travel.”

The University has continually focused on cycling over the past 15 years through numerous initiatives and capital expenditure including:

- Introduction of nine all weather card access cycle stores
- Changing, showering and locker facilities at Llandaff Campus
- 28 days a year free breakfasts for staff cycling to work
- Provision of Grade 10 security D Locks at a discount
- Social cycling events including ‘Cycle with the Dean’
- Continuation and extension of Cycle to Work scheme
- Distribution of the Council’s Walking & Cycling Maps annually to students and staff
- Dr Bike, Police Security Marking and Maintenance Workshops termly for students and staff
- Annual clearance of Western Avenue bridge of leaf litter providing safer cycling
- Annual removal of bicycles that have been abandoned and donation to the Cardiff Cycle Workshop.

**“I have been commuting from Bristol by train and bicycle on average 3 times per week since last May. I have significantly reduced my annual mileage and car maintenance and bridge toll etc. I have managed to maintain a better level of fitness as I have continued cycling through the winter. Prior to commuting by bike I would generally only cycle at the weekend in winter. I also find it very convenient to combine exercise while commuting.”**

*John Cappock, Chief Operating Officer, Cardiff Metropolitan University*



## Next Steps

- **Improve provision of information and advice to workplaces on best practice for promoting cycling to employees.**
- **Establish a Business Cycling Group to share knowledge and communicate business needs to the Council.**
- **Identify and address missing infrastructure links to major workplaces, through the development and implementation of the Cycle Network Plan.**
- **Improve promotion of existing workplace initiatives offered by the Council, including the Park Your Bike scheme offering free cycle stands to organisations and Free Adult Cycle Training for anyone living, working or studying in the city.**
- **Pilot a bicycle station to enable small businesses to share facilities for employees travelling by bike.**



## Retail



On a typical weekday around 286,000 trips are made to shops in Cardiff, rising to around 388,000 trips on a typical Saturday. Cardiff city centre is a major shopping destination at a national level with over 40 million visitors a year. Local shops, including those provided at district and local centres, provide important services to local communities and support the local economy, particularly small businesses.

Cardiff residents currently make around 2.2 million cycle trips to the shops every year. The importance of cycling as a mode of transport for shopping trips is increasing, with an 86% increase in the number of people visiting the city centre by bike over the last 10 years.

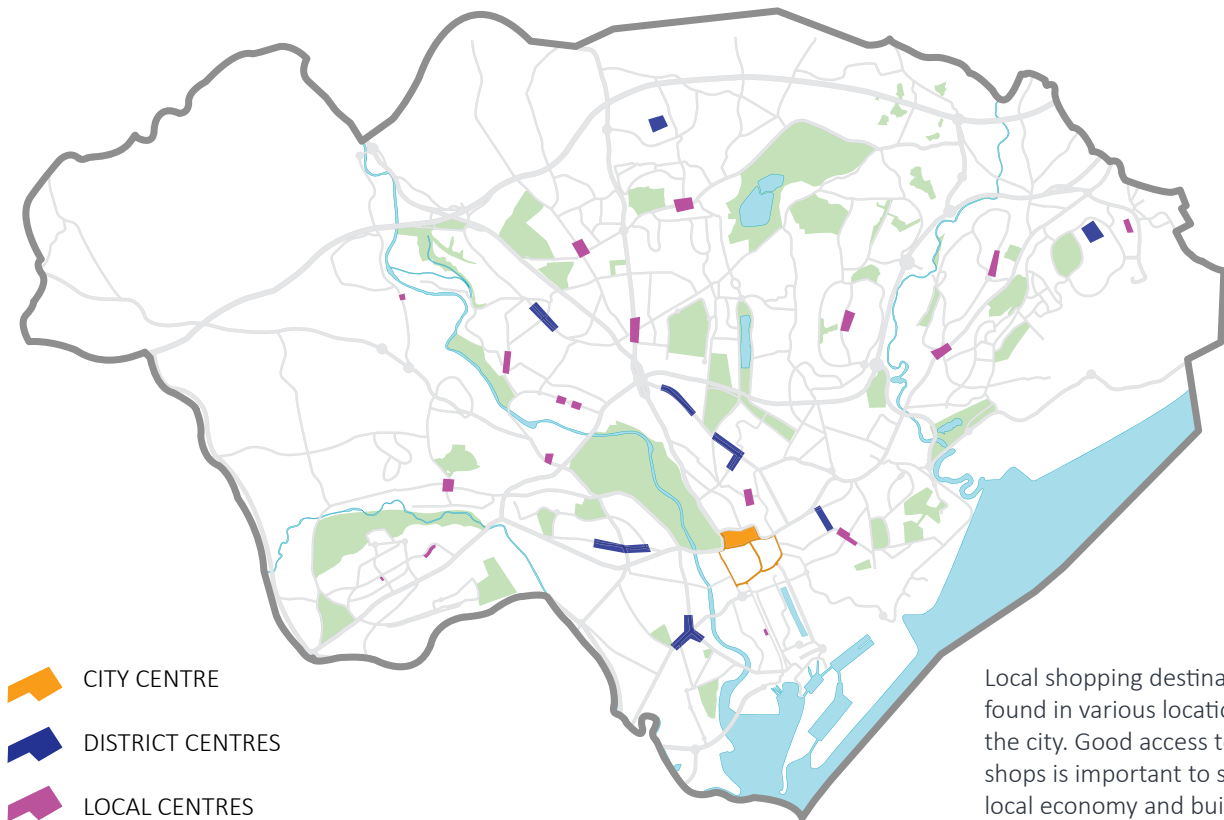
As a mode of transport well suited to short, urban journeys, cycling can offer residents a means to access shops quickly and conveniently, with the provision of the right infrastructure in the right place, including speed reduction measures on local streets near local shops and provision of short stay cycle parking in convenient locations. These facilities will make shops in Cardiff, both within the city centre and at local shopping areas, more attractive to visit and encourage residents to spend locally. Increasing the number of shorter shopping trips, undertaken by bike, will ensure that car parking and road capacity is available for customers who need to drive.



### Measures to increase cycling to shops

- Improvements to infrastructure to provide direct and comfortable access to shopping locations
- Provision of short stay cycle parking in locations close to shops in sufficient numbers to meet demand

## Key Locations for Retail in Cardiff



Local shopping destinations are found in various locations across the city. Good access to local shops is important to support the local economy and build liveable neighbourhoods.

### → Next Steps

- **Make a Business Case to the Business Improvement District (BID) to provide cycle friendly measures to increase footfall within the BID through better access by bicycle.**
- **Identify and address missing links to local shops, including district and local centres, through the development and implementation of the Cycle Network Plan.**
- **Develop an annual programme to increase provision of cycle parking at key locations in the city centre.**
- **Develop an annual programme to increase provision of cycle parking at local shops.**
- **Implement programme to remove abandoned bicycles in locations of high parking demand on a regular basis to improve the attractiveness of shopping areas.**
- **Better promotion of Park Your Bike scheme to provide free Sheffield stands to local shops.**



# City Of Cardiff Council



As a major employer within the City, it is important that the City of Cardiff Council promotes cycling to its own staff for short journeys to and from work in order to save the Council and its employees time and money and contribute to the health and wellbeing of our workforce.

Some of the initiatives already in place to promote cycling and manage demand for car parking are set out below, however we recognise that more can be done and will be developing an internal action plan to improve the promotion of cycling to our staff.

## CYCLE FACILITIES FOR EMPLOYEES

- Cycle parking
- Shower and changing facilities at County Hall and Willcox House
- Lockers at main council sites
- Pool bikes for work travel with an online booking system at County Hall and Willcox House
- Free annual bike safety checks with Dr Bike.

## 1 IN 5

As part of the programme to rationalise the number of buildings operated by the Council, the number of staff based at County Hall has increased, leading to an increase in demand for car parking spaces. As a result, the Council has introduced a parking management scheme at County Hall where staff with car park permits are allocated one day a week where they are not permitted to park their car on site and are encouraged to travel to work on their car free day using sustainable modes.



“After dropping my kids at school in the morning, I was always too late to find a parking space. This prompted me to consider the alternatives. Public Transport: no direct route from my home to Cardiff Bay. So it was either a 2 bus journey or a bus/train journey, both of which would take much longer than travelling by car. I decided that cycling would be a better alternative as it would also allow me to fit exercise into my daily routine without having to think about it and without having to go the gym – boring!!

I purchased a bike on the salary sacrifice scheme and started cycling regularly to work. I made use of the facilities available including showers, locker, drying room and an on-site bicycle pump. I have definitely enjoyed the benefits of cycling both in terms of convenience (I avoid traffic jams and a fight for a parking space, fitness (I’ve shed a few pounds) and recreation. It can be a great social activity when done with a group of friends, but I’ve also enjoyed the feeling of freedom of cycling and the quiet space it gives me. It inspired me to undertake a 5 day cycle across Tanzania from the foot of Mount Kilimanjaro, via Masai camps, amazing landscapes and through to Arusha. You could call it a mid-life crisis, I would call it an adventure!!”

*Rachel Wetherill, Business Process Co-ordinator, City of Cardiff Council*

## Next Steps

- **Develop an internal action plan to improve promotion of cycling to City of Cardiff Council staff including:**
  - Robust incentives for cycling and using public transport.
  - A pilot project to increase the use of bikes for work purposes, including the establishment of a new pool bike fleet with a regular maintenance schedule.





## 4. Action Plan

The action plan sets out the steps we will take over the next 10 years to deliver our vision for cycling.

# Action Plan



	16/17	17/18	18/19	19/20	20/21	21/26
<b>Develop two primary route corridors to all ages and abilities cycling standards, including a North – South route linking strategic sites in north east Cardiff to Cardiff Bay via the City Centre and an East – West route linking strategic sites at St Mellons to strategic sites in north west Cardiff via the City Centre</b>						
Develop concept designs in consultation with residents, businesses, cycling groups and other stakeholders:		●				
Start phased construction			●			
Complete construction				●		
<b>Develop a city wide network of all ages and abilities primary routes</b>						
Develop phased implementation plan for city wide network of routes				●		
Develop concept designs for two additional primary route corridors highlighted in plan in consultation with residents, businesses, cycling groups and other stakeholders:					●	
Phase construction of additional primary route corridors highlighted in plan						●
<b>Develop and implement a City Centre Movement Strategy for all modes through the City Centre</b>						
Develop concept designs including cycling connections through the City Centre in consultation with residents, businesses, cycling groups and other stakeholders		●				
Start phased construction of cycling connections through the city centre as part of the delivery of provision for all modes through the City Centre Movement Strategy			●			
Complete implementation of cycling connections through the city centre				●		
<b>Develop and implement a prioritized plan to address missing links across the wider cycle network</b>						
Develop a prioritised plan to address missing links across the wider network, in consultation with residents, businesses, cycling groups and other stakeholders		●				
Establish a capital budget to address top priority missing links on an annual basis		●				
Delivery of prioritised schemes to address missing links			●	●	●	●
<b>Develop new guidelines for all ages and abilities cycle infrastructure design in Cardiff, taking into account Welsh Government Active Travel Design Guidance.</b>		●				
<b>Develop and deliver a staff training programme on the implementation of good cycle infrastructure design</b>		●				
<b>Submit Final Network Plan as part of Integrated Network Map to Welsh Government for approval</b>		●				
<b>Establish an annual ring-fenced budget for maintenance of existing cycle routes</b>		●				
<b>Launch a public on street cycle hire scheme</b>		●				
<b>Implement a Cycle Hub with secure cycle parking provision for 500 cycles as part of the redevelopment of Central Square</b>			●			

## INFRASTRUCTURE



		16/17	17/18	18/19	19/20	20/21	21/26
<b>INFRASTRUCTURE</b>	<b>Implement phased expansion of 20mph limit areas:</b>						
	Areas including Riverside and Canton	●					
	Areas including Gabalfa		●				
	Areas including Adamsdown, Butetown and Grangetown			●			
	Areas including Splott					●	
	Areas including Penylan and Canton						●



<b>SCHOOLS</b>	<b>Identify missing infrastructure links to existing schools, including active engagement with schoolchildren in collaboration with Sustrans through Welsh Government's Active Schools project</b>		●				
	<b>Identify opportunities to improve infrastructure links to new school sites in collaboration with the School Organisation project</b>		●				
	<b>Develop a detailed programme to promote cycling to school</b>						
	Pilot project at a school to integrate softer measures and physical improvements			●			
	Implement full programme				●		
	<b>Identify funding to improve provision of covered, secure cycle parking at schools</b>		●				



<b>WORKPLACES</b>	<b>Improve provision of information and advice to workplaces on best practice for promoting cycling to employees</b>		●				
	<b>Improve promotion of existing workplace initiatives offered by the Council, including the Park Your Bike scheme offering free cycle stands to organisations and Free Adult Cycle Training for anyone living, working or studying in the city</b>		●				
	<b>Pilot a bicycle station to enable small businesses to share facilities for employees travelling by bike</b>			●			
	<b>Establish a Business Cycling Group to share knowledge and communicate business needs to the Council</b>		●				



<b>RETAIL</b>	<b>Make a Business Case to the Business Improvement District (BID) to provide cycle friendly measures to increase footfall within the BID through better access by bicycle</b>		●				
	<b>Develop an annual programme to increase provision of cycle parking at key locations in the city centre</b>		●				
	<b>Develop an annual programme to increase provision of cycle parking at local shops</b>		●				
	<b>Implement programme to remove abandoned bicycles in locations of high parking demand on a regular basis</b>		●				
	<b>Better promotion of Park Your Bike scheme to provide free Sheffield stands to local shops</b>		●				

<b>CCC</b>	<b>Develop an internal action plan to improve promotion of cycling to City of Cardiff Council staff, including robust incentives for cycling and using public transport, and establishment of new pool bike fleet.</b>		●				
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	<b>Establish a Cycling Steering Group with membership open to business, public sector organisations and cycling interest groups</b>		●				
	<b>Review progress on action plan and identify additional actions to target additional key partners by 2026</b>					●	

# Cardiff Cycling Strategy: Timeline

This document forms the Draft Cycling Strategy for public consultation. The next steps for the publication of a new Cycling Strategy for Cardiff are as follows:



<b>End of Public Consultation</b>	●	28TH MARCH 2017
<b>Review of Consultation Responses</b>	●	APRIL TO MAY 2017
<b>Amendments Made to Cycling Strategy Where Required</b>	●	MAY 2017
<b>Council Approval of Cycling Strategy</b>	●	JULY 2017
<b>Publication of Cycling Strategy</b>	●	JULY 2017



