

# BIKE *life*

CARDIFF  
2015



Y MUNWCH A'R MUDIAD

**sustrans**

JOIN THE MOVEMENT





# Stepping up a gear

Our vision for cycling in Cardiff

Cardiff is growing fast – in fact, over the last 10 years its population has grown quicker than any UK city outside London and this rate of expansion looks set to continue.

Our Local Development Plan sets out a target for at least 50% of journeys to be made by sustainable modes of transport by 2026 so we can accommodate this growth. Enabling more people to switch to cycling for their commute and other daily journeys is an essential part of this.

Bike Life will help us really understand the state of cycling in Cardiff. It will help us learn what matters to existing cyclists and also to non-cyclists. It will show us where we have been successful and which areas we need to focus on and improve so that we can encourage more people to cycle in the city.

High quality cycling facilities are a common factor across many of the world's cities with strong reputations for the quality of life they offer their residents. One of the clear messages from our first Bike Life report is that the majority of Cardiff's residents think that more cycling would make it a better place to live and work.

Our vision is to make Cardiff the most liveable capital city in Europe – Bike Life in Cardiff has a real contribution to make to the journey.

**Councillor Ramesh Patel**  
**Cabinet Member for Transport,**  
**Planning and Sustainability**



# Introducing Bike Life

Sustrans is collaborating with seven cities in the UK – Belfast, Birmingham, Bristol, Cardiff, Edinburgh, Greater Manchester and Newcastle – to report on progress towards making cycling an attractive and everyday means of travel.

Bike Life is inspired by the Copenhagen Bicycle Account, and is an assessment of cycling development including cycling conditions, new initiatives and satisfaction with various aspects of cycling.

This is the first of two reports, with the second being published in 2017. The information in this report comes from local data, including a representative survey of over 1,100 residents in Cardiff. More details on the report findings and methodology can be found at [www.sustrans.org.uk/bikelife](http://www.sustrans.org.uk/bikelife)

Our thanks to the people of Cardiff who took part in the survey and who volunteered to have their photos taken for this report.

## KEY FACTS FOR CARDIFF AT A GLANCE

**11.5 million** bike trips in Cardiff in a year

**28% increase** in trips by bike between 2013 and 2014

**28%** of people ride a bike once a month or more

**8 in 10** people support increasing the safety of cycling, more than any other way of getting around the city

**78%** of people in Cardiff want to see more spent on cycling

**£16 million** is the benefit to health in the city, in a single year, from the current level of people riding bikes

**6,184 tonnes** of CO<sub>2</sub> saved by people making trips by riding a bike rather than driving – equivalent to the annual emissions of 2,436 cars

**67p per mile** is the saving to individuals and to the local economy, for every mile biked instead of driven – which works out at nearly £14 million a year for Cardiff, at current levels of cycling

# OVERVIEW

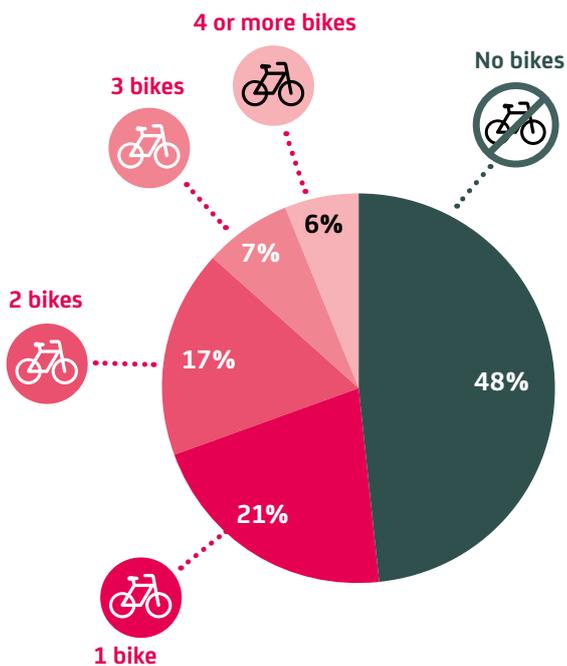
Taking the pulse of bike life in Cardiff



## BIKE OWNERSHIP IS A BIG PART OF LIFE IN CARDIFF

Over half (**52%**) of people in Cardiff live in households that own at least one bike\*.

### HOW MANY ADULT BICYCLES DO YOU OWN IN YOUR HOUSEHOLD?



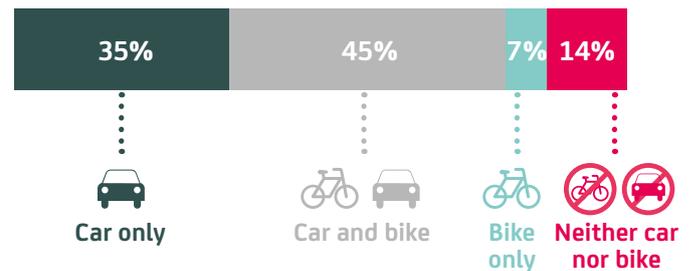
Bike ownership varies with age, with around two thirds of those aged 35-44 (**69%**) and 45-54 (**66%**) living in a household with an adult bike, compared to a quarter (**28%**) of those aged 65-74.

When it comes to children's bikes, a quarter (**27%**) of people live in households with at least one.

There's a big crossover between owning a bike and owning a car – most car owners also own a bike.

One in seven (**14%**) live in households with neither a bike nor a car and **7%** own at least one bike but no car. Having the choice to ride a bike could help many people to get to jobs, services, family and friends.

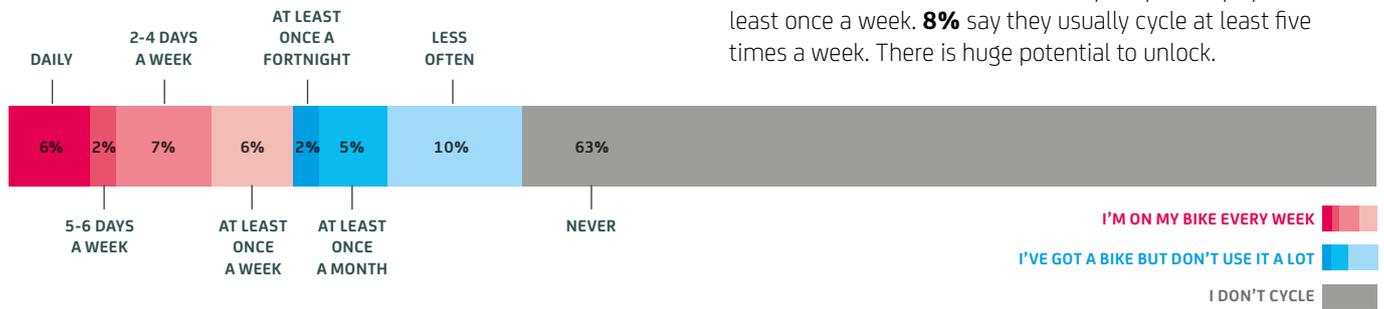
### HOW MANY CARS AND VANS ARE OWNED, OR ARE AVAILABLE FOR USE IN YOUR HOUSEHOLD?



\*Car and bicycle ownership figures refer to percentages of people living in households that own them. This is different from how census data is usually reported.

# HOW OFTEN ARE PEOPLE RIDING A BIKE?

THINKING OF HOW YOU USUALLY TRAVEL AROUND, HOW OFTEN DO YOU CYCLE?



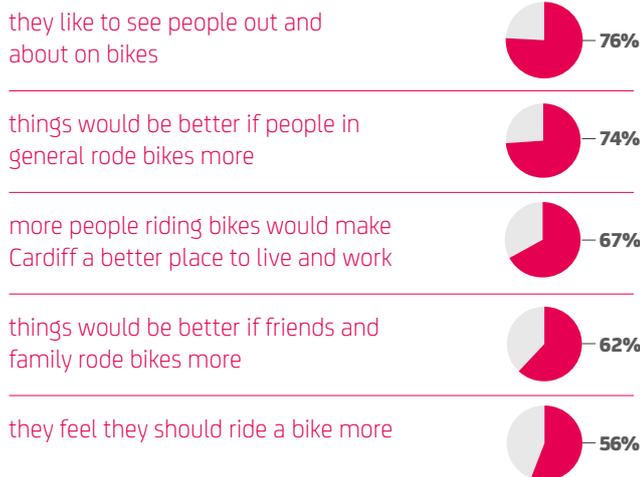
While over half of all people live in a household which owns at least one bike, they are not all being used.

A fifth (**22%**) of people in Cardiff say they usually ride a bike at least once a month. **21%** say they usually cycle at least once a week. **8%** say they usually cycle at least five times a week. There is huge potential to unlock.

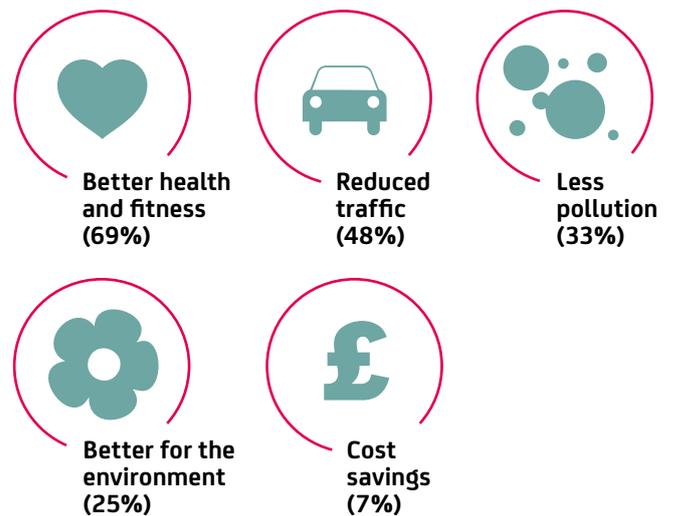
## PERCEPTIONS OF BIKES ARE OVERWHELMINGLY POSITIVE

The people of Cardiff love what bike life can offer them.

### They agree that:



There are lots of reasons why the people of Cardiff think more people riding bikes would make the city a better place:



## SAFETY IS A CONCERN, AND PEOPLE WANT MORE INVESTED

Whilst over half (**57%**) of people think Cardiff is a good place to ride a bike overall, when you dig deeper there are clear concerns about safety.



But it's worth remembering that a serious injury or worse is rare at about once every **4.3 million miles** pedalled around Cardiff.

**Over 8 in 10** residents (**82%**) want better safety for people riding bikes. Better safety requires more investment.

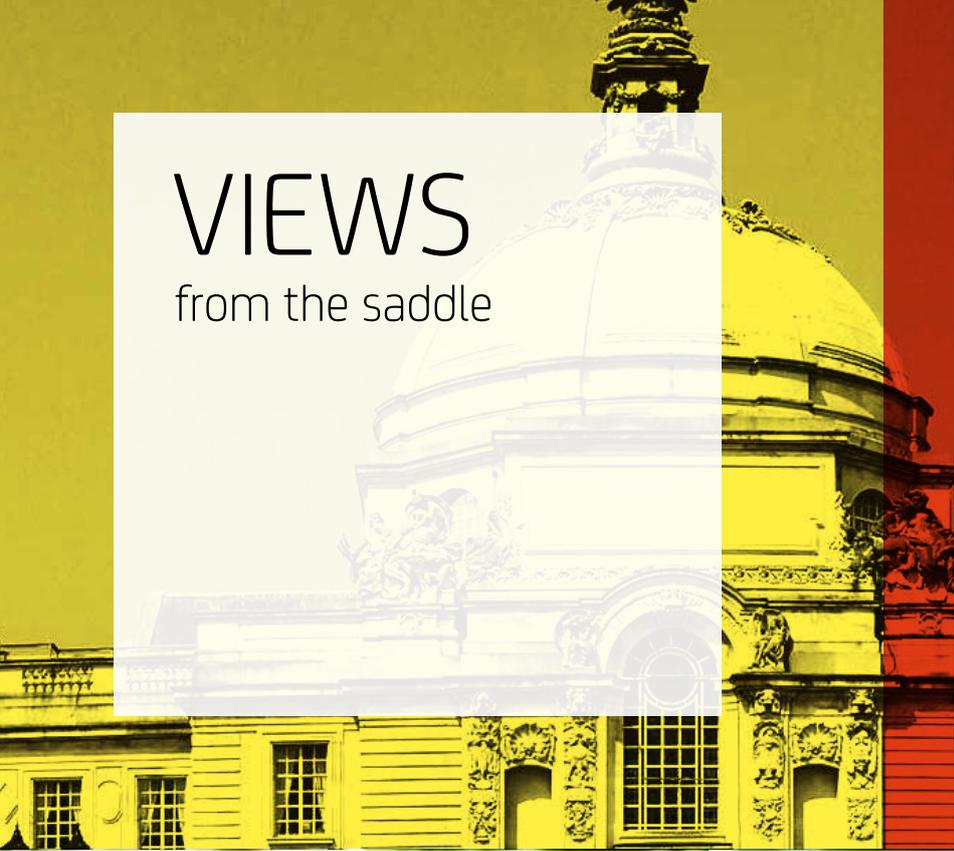
Across the seven cities involved in Bike Life, the average that people want governments to be spending on cycling is **£26** per person per year.



\*The question was 'Central and local governments in the UK spend around £300 per person on transport every year. Of this about £3 per person is spent on cycling, rising to £10 per person in some cities. How much do you think should be spent on cycling per person in the UK?'

# VIEWS

from the saddle



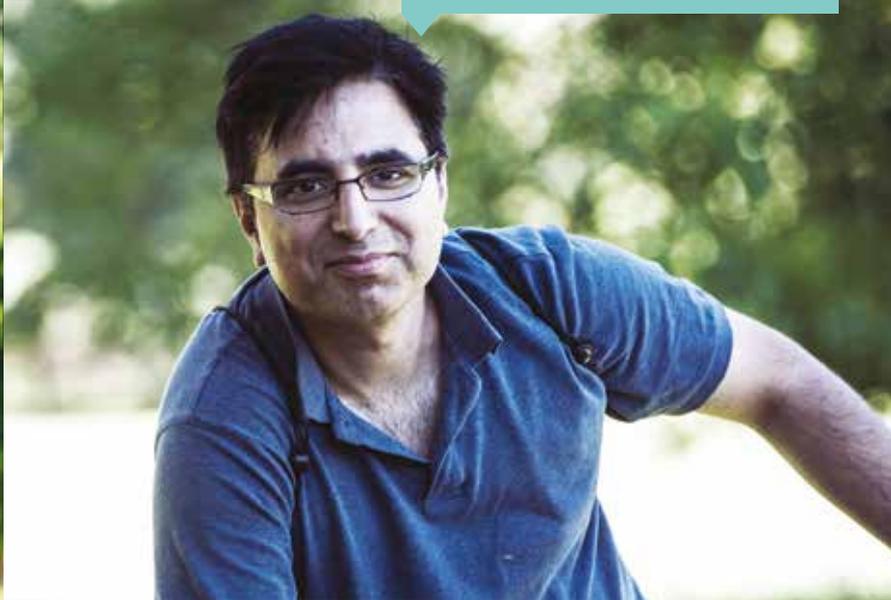
“It’s a combination of exercise, adventure and enjoying the beauty of nature along with getting fresh air with a chance of making friends.”

Sunny Bhat



“It sets me up for the day – and why would I want to be stuck in traffic?”

Ruth Deards



“15 minutes on bike to work, 30 minutes on a bus. [It’s] quicker and stress free. Safer, segregated cycle paths near Pwll Coch School please!”

Martina Svobodova



“It sets me up for the day – and why would I want to be stuck in traffic?”

Ruth Deards



“Cycling is freedom.”

Gwenda Owen



“Riding a bike has transformed my life, I wish I had done it years ago. I feel free, better mentally and physically. [We] need separate cycle lanes on the roads so that we are separate from the traffic.”

Jayne Worsey



“Cycling works brilliantly with my life. It gets me where I want to be quickly and safely.”

Huw Charles

“Cycling in Cardiff is great because of the compact nature of the city but there are relatively few elements of cycling infrastructure...”

Christopher and Megan Jefford



# IN DEPTH

Facts and figures  
for Cardiff



## WHAT'S AVAILABLE AND WHO'S IN THE KNOW?

**71 miles**  
of bike routes

INCLUDING

**38 miles**  
of traffic-free routes

AND

**15 miles** of paths alongside roads,  
separated from traffic; **9 miles** of  
cycle lanes painted on roads;  
**9 miles** of bus lanes you can cycle in

A fifth (**22%**)  
of households  
live within  
125 metres  
of a designated  
cycle lane,  
track or shared  
use path



**3%**  
of streets in  
Cardiff have a  
20mph speed limit



**1,797**  
public bike  
parking spaces  
in Cardiff

Awareness of bike routes, bike parking and initiatives to increase levels of bike use is relatively low amongst residents generally, although those who ride bikes regularly have better knowledge.

### HOW MUCH, IF ANYTHING, WOULD YOU SAY YOU KNOW ABOUT THE FOLLOWING?

Cycle routes on or alongside roads

Residents – % great or fair amount of knowledge	41
Regular bike riders* – % great or fair amount of knowledge	63

Traffic-free cycle routes away from roads, through parks or along canals and former railway paths

Residents – % great or fair amount of knowledge	37
Regular bike riders* – % great or fair amount of knowledge	63

Other cycling facilities such as cycle parking

Residents – % great or fair amount of knowledge	19
Regular bike riders* – % great or fair amount of knowledge	37

Initiatives to increase the number of people riding a bike

Residents – % great or fair amount of knowledge	17
Regular bike riders* – % great or fair amount of knowledge	25

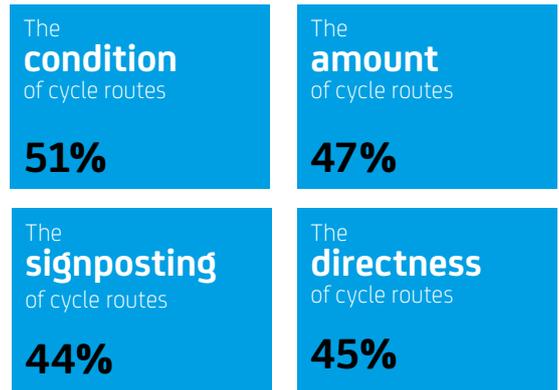
■ Residents – % great or fair amount of knowledge

■ Regular bike riders\* – % great or fair amount of knowledge

\*Regular bike riders are people who had ridden a bike within four weeks of being surveyed.

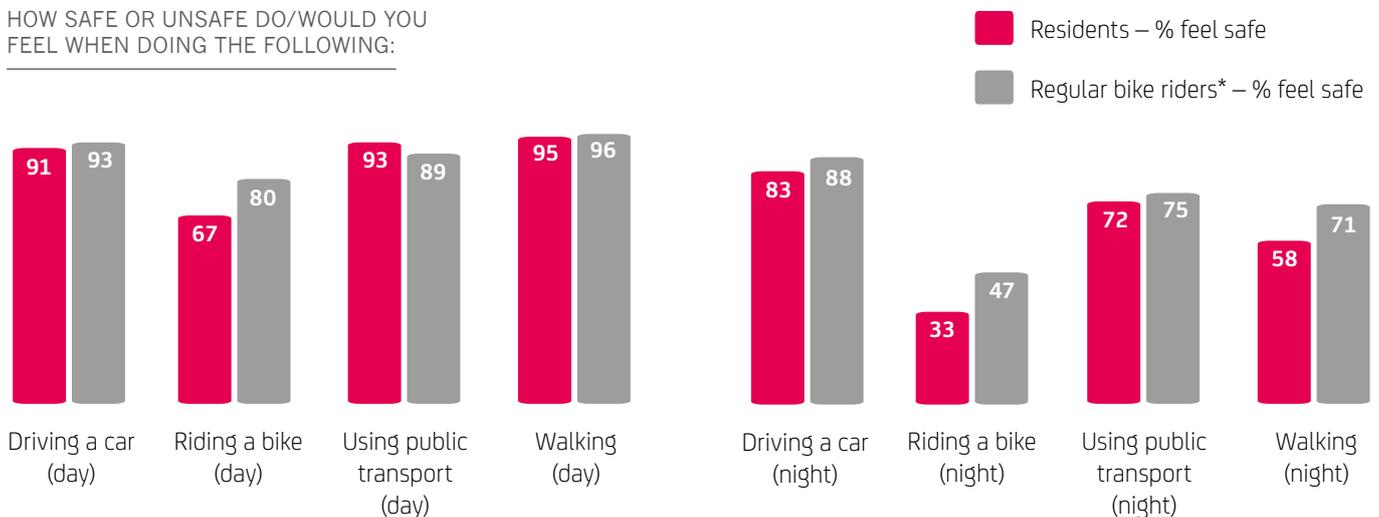
## HOW DO PEOPLE RATE CARDIFF'S CYCLE ROUTES?

Nearly 6 in 10 (**57%**) residents think Cardiff is a good place to ride a bike overall, but views vary on what's available with people rating the following as 'very good' or 'good'. ▶



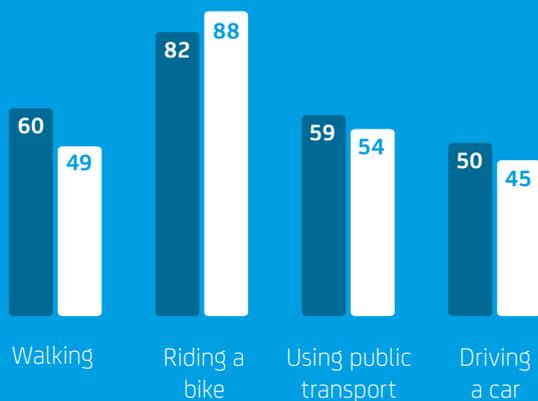
## RIDING A BIKE FEELS LESS SAFE THAN OTHER WAYS OF TRAVELLING

HOW SAFE OR UNSAFE DO/ WOULD YOU FEEL WHEN DOING THE FOLLOWING:



## PEOPLE WANT IMPROVED SAFETY FOR CYCLING

FOR EACH OF THE FOLLOWING, DO YOU THINK SAFETY NEEDS TO BE IMPROVED?

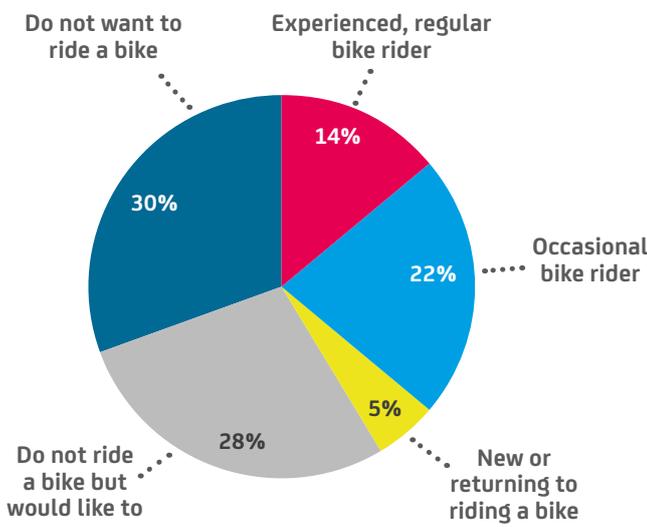


Over 8 in 10 residents (**82%**) support improving the safety of riding a bike, rising to **88%** of those who ride a bike.



# HOW DO PEOPLE SEE THEMSELVES WHEN IT COMES TO RIDING A BIKE?

WHICH OF THE FOLLOWING STATEMENTS BEST DESCRIBES YOU?



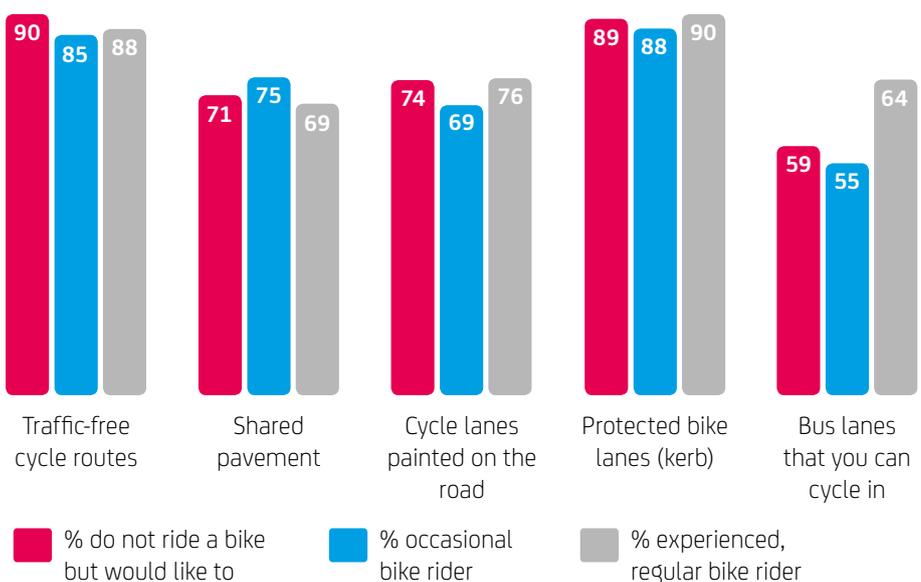
Whilst just under a third of people (**30%**) do not want to ride a bike, nearly as many (**28%**) say that whilst they don't currently ride a bike, they'd like to.

Combined with new, returning, and occasional bike riders, over half (**55%**) of people in Cardiff could potentially begin to ride a bike or ride their bike more.

# WHAT KIND OF BIKE ROUTES COULD GET MORE PEOPLE CYCLING?

Protected bike lanes and traffic-free routes are the kinds of routes most people want to help them start cycling or to cycle more.

WOULD ANY OF THE FOLLOWING HELP YOU START CYCLING/CYCLE MORE?



## A large majority

(**78%**) of residents would like to see more investment in cycling in Cardiff.



## Support is high

across all sections of the population, including **69%** of people aged over 75, those least likely to ride a bike.

# WHO'S RIDING AND WHERE?

Between 2013 and 2014 the number of trips made by bike in Cardiff increased by 28%

Nearly 48 million miles are pedalled by people every year

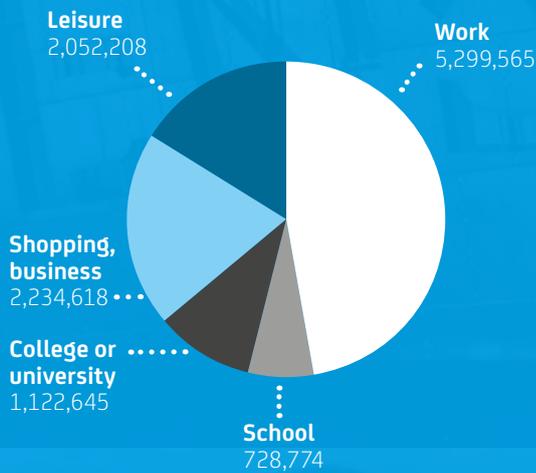
11.5 million trips are made by bike in Cardiff in a year, which averaged out over the population means 32 trips per person per year

Men are nearly twice as likely to ride bikes as women – 66% compared to 34%

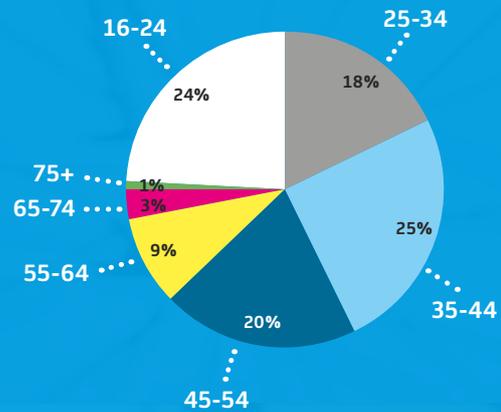


16% of people riding bikes in Cardiff identify as black or minority ethnic, compared to just over 15% among the whole population of Cardiff

## Number of bike trips by purpose



## When it comes to the age of people riding bikes in Cardiff, older people are under-represented



# HOW WE'RE DEVELOPING BIKE LIFE IN CARDIFF



The aim of the council's Corporate Plan 2015-2017 is to achieve an increase in the number of people cycling to work and the number of children who cycle to school.

Our targets are to:

- increase the number of people cycling to work by 1% per annum
- increase the number of children cycling to school by 1% per annum.

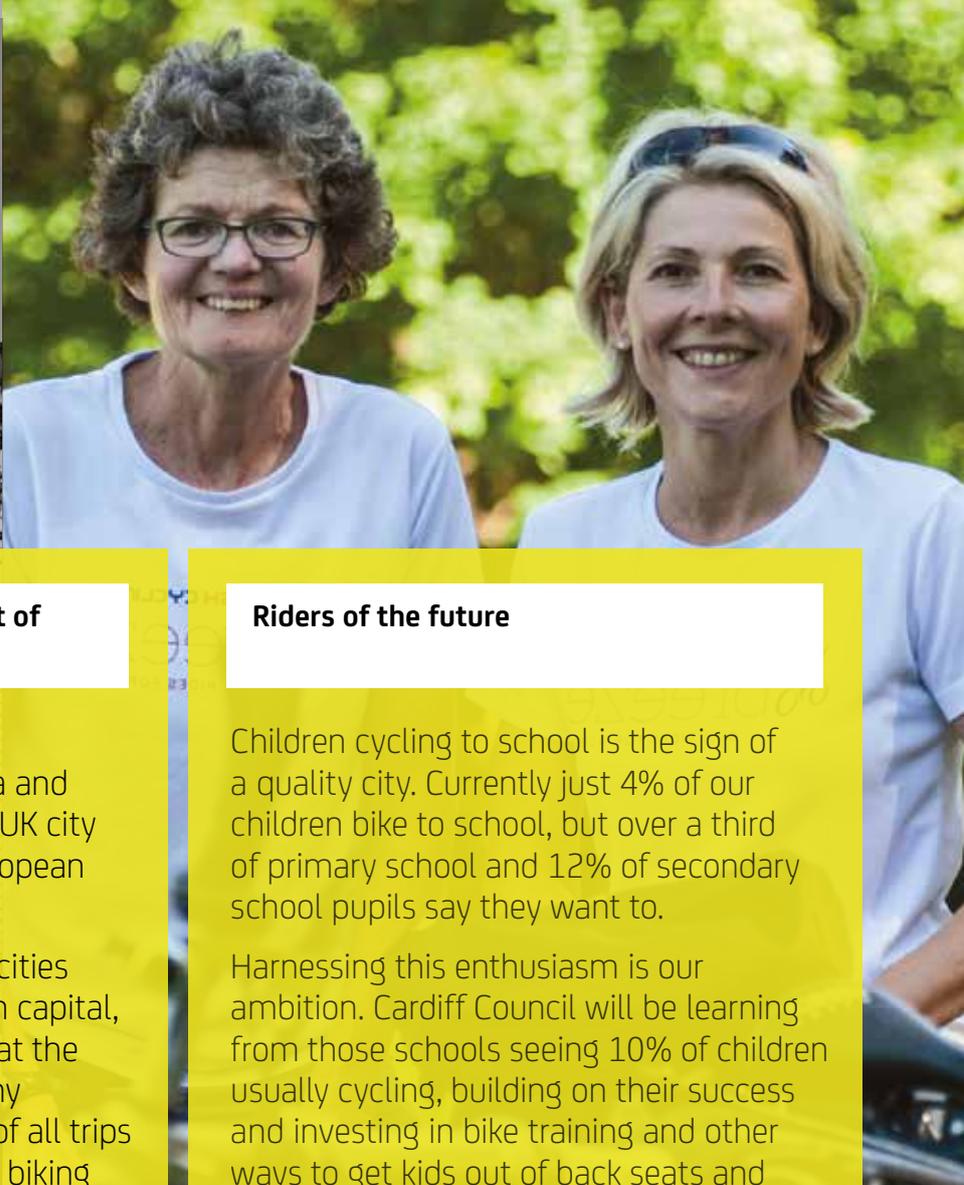
## Cardiff Cycling Strategy

Cardiff Council is producing a new Cycling Strategy for the city, which will shape the planning and delivery of future phases of the bicycle network and identify the priorities for future cycling investment. As well as providing for new routes, the strategy will explore opportunities for other infrastructure to support cycling, such as cycle parking hubs where routes connect with transport interchanges, including the planned development of a major Bike Hub as part of the new city bus interchange.

## Made in Wales

In 2013 pioneering legislation was passed by the Welsh Government requiring local authorities in Wales to prioritise planning for, and promotion of, people walking and biking for everyday journeys.

Cardiff Council is submitting its existing plans this year, and in 2017 will be presenting its vision for transforming Cardiff for people walking and biking.



### **Putting quality of life at the heart of our fast growing city**

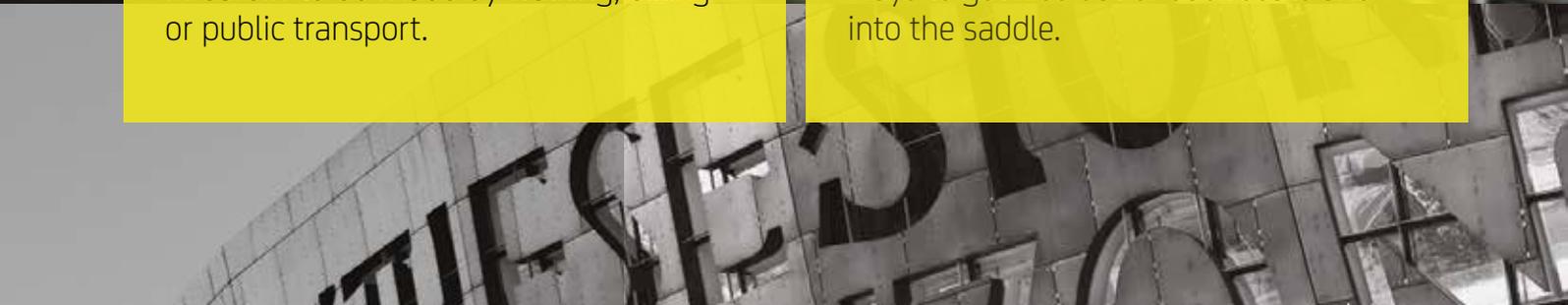
Ranking just behind cities like Copenhagen, Amsterdam, Vienna and Stockholm, Cardiff is the leading UK city for quality of life in the latest European Urban Audit.

Bike life is something all the top cities share and, as a growing European capital, we're determined to have biking at the heart of our expansion. That's why Cardiff Council is aiming for half of all trips in Cardiff to be made by walking, biking or public transport.

### **Riders of the future**

Children cycling to school is the sign of a quality city. Currently just 4% of our children bike to school, but over a third of primary school and 12% of secondary school pupils say they want to.

Harnessing this enthusiasm is our ambition. Cardiff Council will be learning from those schools seeing 10% of children usually cycling, building on their success and investing in bike training and other ways to get kids out of back seats and into the saddle.



# BIKE TO THE FUTURE



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There's big potential to make riding a bike in Cardiff part of everyday life.

The majority of Cardiff's residents think positively about people riding bikes, and over half of residents would like to either start riding, or to ride more.

Cycling increased between 2013 and 2014 and over half of residents feel that overall Cardiff is a good place to cycle, but with over 8 in 10 residents thinking that safety for cycling needs to be improved and 78% of residents supporting increased investment, there is clear demand for improvement.

It is also clear that Cardiff Council needs to make people more aware of what we have already got – since the majority of our residents have limited knowledge about our existing cycle routes and even regular bike riders have a limited knowledge about the availability of bike parking spaces.

Cardiff Council will be using this report to help prioritise what we need to do to make cycling a realistic option for more people who would like to ride a bike. We will report every two years to measure our progress.



**A note on terminology and methodology:**

We refer to people and residents rather than respondents when reporting findings of the attitudinal surveys.

Due to the rounding up or down of individual figures, the percentages on pie charts may not total 100% exactly.

Further details are available at [www.sustrans.org.uk/bikelife](http://www.sustrans.org.uk/bikelife)





Sustrans makes smarter travel choices possible, desirable and inevitable. We're a leading UK charity enabling people to travel by foot, bike or public transport for more of the journeys we make every day. We work with families, communities, policy-makers and partner organisations so that people are able to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.



Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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