What’s the issue for transport in Cardiff?

- **Demand for travel** – The number of commuters travelling to work in Cardiff has increased from 190,000 in 2001 to 198,000 in 2010, with some 124,000 Cardiff residents travelling across the city daily to their place of work.

- **Regional demand** – Cardiff, as the economic hub of the city-region experiences the largest net daily inflow of commuters (74,000), the largest proportion from Rhondda Cynon Taf and Vale of Glamorgan, plus 28,800 Cardiff residents travel to work outside of the city.

- **Rising population** – The Cardiff Local Development Plan 2006–2026 Preferred Strategy sets out the framework for the future development of 45,400 new homes and 40,000 new jobs in Cardiff. This will potentially see development of large areas of Cardiff that are not currently well served by sustainable transport.

- **Dominance of the private car** – for journeys both to and within Cardiff, although we have witnessed a gradual shift to sustainable transport modes in recent years.

<table>
<thead>
<tr>
<th>Year</th>
<th>Car</th>
<th>Walk</th>
<th>Bus</th>
<th>Bicycle</th>
<th>Rail</th>
<th>Other</th>
<th>Sustainable Modes</th>
<th>Sr Rolling Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008</td>
<td>60%</td>
<td>17%</td>
<td>13%</td>
<td>6%</td>
<td>4%</td>
<td>1%</td>
<td>40%</td>
<td>39%</td>
</tr>
<tr>
<td>2009</td>
<td>52%</td>
<td>18%</td>
<td>15%</td>
<td>7%</td>
<td>5%</td>
<td>2%</td>
<td>48%</td>
<td>41%</td>
</tr>
<tr>
<td>2010</td>
<td>58%</td>
<td>19%</td>
<td>11%</td>
<td>6%</td>
<td>4%</td>
<td>1%</td>
<td>42%</td>
<td>42%</td>
</tr>
<tr>
<td>2011</td>
<td>57%</td>
<td>16%</td>
<td>14%</td>
<td>6%</td>
<td>5%</td>
<td>2%</td>
<td>43%</td>
<td>43%</td>
</tr>
<tr>
<td>2012</td>
<td>56%</td>
<td>17%</td>
<td>17%</td>
<td>6%</td>
<td>6%</td>
<td>1%</td>
<td>44%</td>
<td>43%</td>
</tr>
</tbody>
</table>
What’s the issue for transport in Cardiff?

- **Improving access to jobs and services** – 30% of Cardiff households do not have access to a car.

- **Safer transport network** – Although casualties in Cardiff have decreased by 40% since 1999 (Stats Wales 2012), road traffic continues to pose a risk and discourages people from cutting their car use in favour of walking and cycling.

- **Health problems due to car dependent lifestyles** – Only 24% of Cardiff residents meet physical activity guidelines and 51% of Cardiff residents are obese or overweight.

- **Environmental impacts** – Road traffic is a major source of pollution that harms both air quality and people’s health. Local road transport accounts for 24% of all carbon dioxide emissions in Cardiff.

- **Gaps in the existing network** – the existing heavy rail network serves mainly north and west Cardiff and whilst Cardiff benefits from a comprehensive bus network, there are currently limited cross-city bus services. There are gaps in both the existing walking and cycling networks.
What are we doing to resolve this?

- **Innovative transport strategy** – driven by the Council’s target that by 2013/14, 50% of journeys to work will be by sustainable modes.
- **Strategic Cycle Network (known as Enfys)** – The network is a plan of core and secondary cycling routes across the city building on and addressing gaps in existing infrastructure that serve the areas of Cardiff with the highest propensity to cycle.
- **Walkable Neighbourhoods Plan** – is being developed in response to the Welsh Government’s emerging Active Travel Bill and will identify where enhancements, upgrades and new infrastructure
What are we doing to resolve this?

• **Smarter choices** – provides people with the skills and knowledge to travel by sustainable modes, and includes cycle training, Walk to School Month and Cardiff Cycle Festival. For example, Cardiff Council worked in partnership with the Welsh Government’s Personalised Travel Planning programme, delivered by Sustrans, which targeted 63,000 households in Cardiff with personalised travel information on how to make routine journeys by sustainable travel.

• **Maximising funding opportunities** – by working closely with internal departments and partners to collaborate on programmes and delivery.

• **LDP Infrastructure Plan** – will set out the infrastructure required to ensure effective delivery of the LDP and will ensure that supporting transportation, as well as other social and community infrastructure are provided in a synchronised manner in advance of developments.

• **Regional collaboration** – with partners to ensure a regional approach to providing an integrated transport network and opportunities to encouraging sustainable travel, in order to address regional demand for travel across South East Wales. This is largely being achieved through the South East Wales Regional Transport Alliance (Sewta) and the Sewta Regional Transport Plan, which sets out the transport policy and delivery programme for the region.
What barriers do we face?

Attitude and habits
- Research in Cardiff and Penarth by Sustrans and Socialdata (2011) showed that for approximately 55% of car trips, the car is chosen in preference to sustainable travel alternatives for subjective reasons
- However, of these car trips 31% could be made by public transport, 37% by cycling and 13% on foot, furthermore 57% of Cardiff residents travel less than 5km to work.

Securing funding
- Cardiff Council invests its own funding into transport every year, as well as securing funding from the regional transport consortium and Welsh Government. However, in order to deliver a fully integrated and sustainable transport system in Wales, greater investment is needed. This requires collaboration with partners and internal departments

Selling the message –
- Developing and delivering a coherent and effective campaign to make people aware of their travel choices and to give citizens the skills and knowledge to chose sustainable transport.

Need for a regional approach –
- As travel is not isolated to local authority boundaries and given the regional nature of travel across South East Wales, the Council is working collaboratively with local authorities from across the region, particularly in relation to the development of Sewta Metro Plus Transport Strategy.
What do we need from the CPB?

• **Endorse the strategic approach to be taken forward with partners** to address Cardiff’s current transport issues and manage the transport impacts of future growth.

• **Support the implementation of sustainable travel measures within each of your organisations** – *public sector employs circa 55,000 employees who could have a significant impact on travel patterns in Cardiff, should they adopt sustainable travel options* (such as work place travel plans, pool car, pool bike, car share and 1 in 5 schemes - details can be shared).

• **CPB members to agree that partner organisations engage with the Council’s transport team** - *to discuss any emerging policy or initiative at an early stage ensuring sustainable transport is embedded and joined up at the earliest possible stage* (minimising the need for any later intervention through the programme board).