

## Main presentation

- Matt Price (speaker, left), Caro Wild (Labour Councillor, right)

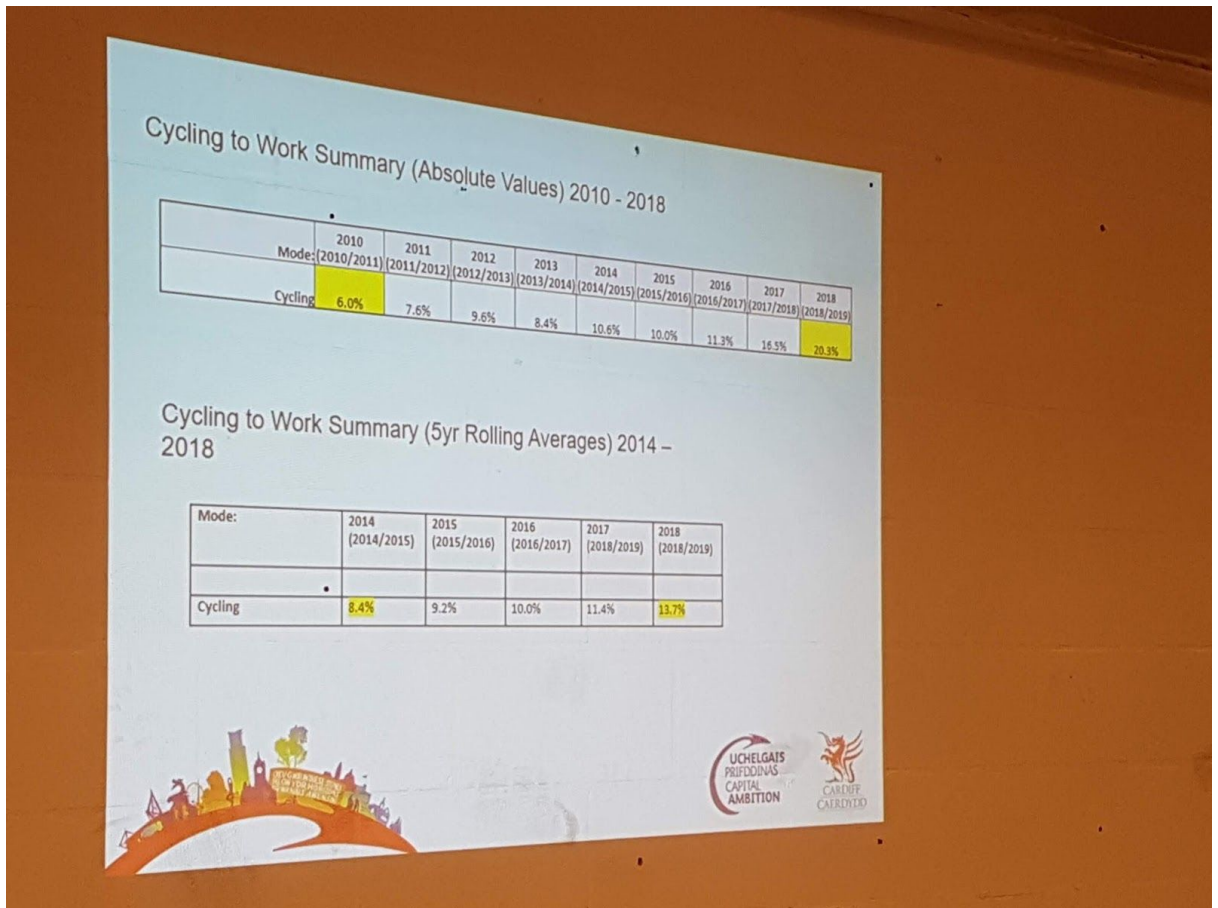


- Matt is a town planner that went into transport



- Lived in Cardiff for 25 years

- 6% to 20% in 8 years? Commute summary.



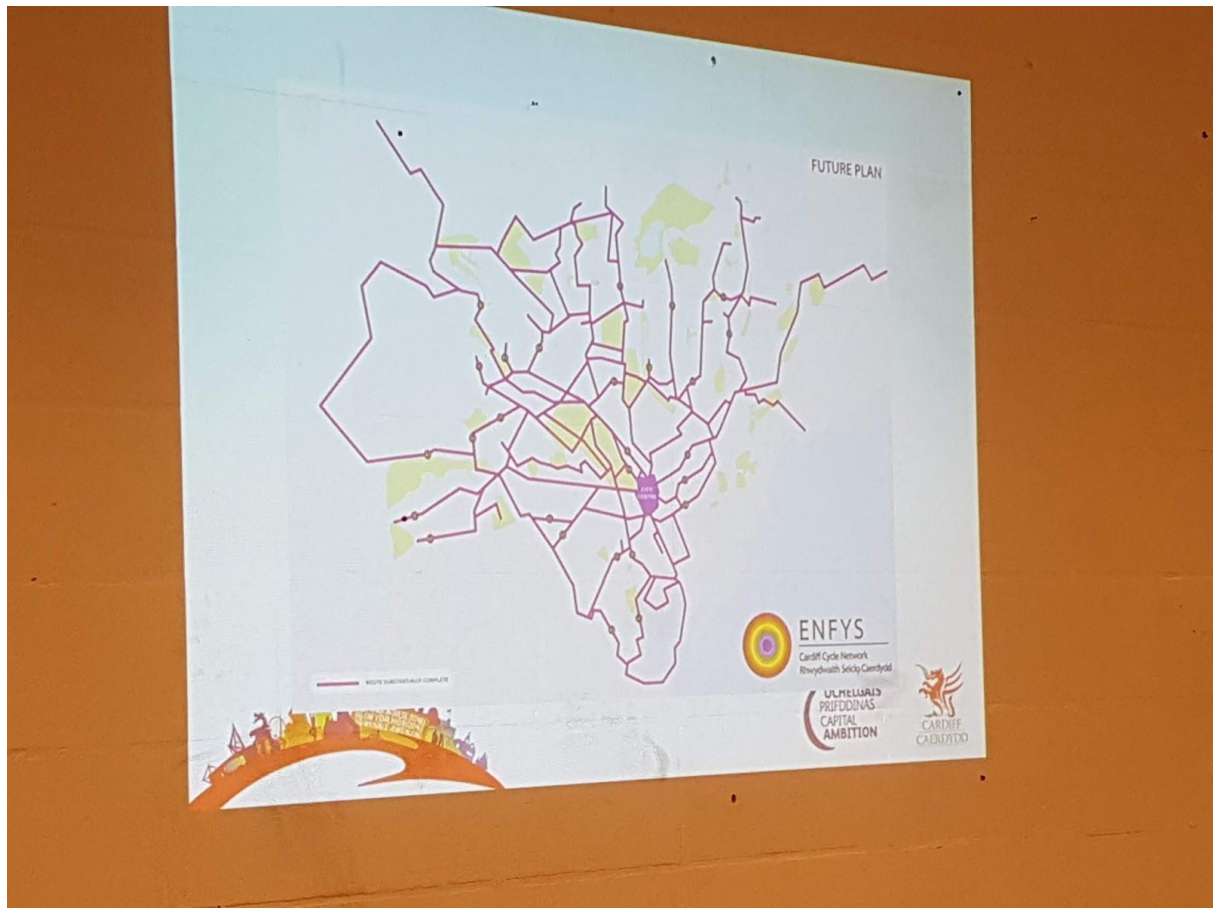
- The former 'cycling' officer mostly 'embellished' other schemes with a little red paint.





- That approach mostly gone now

- First strategic network plan ENFYS



- More recently, wider cycle lanes, removing centre lines



- Segregated lane on Cardiff Bridge, 2011

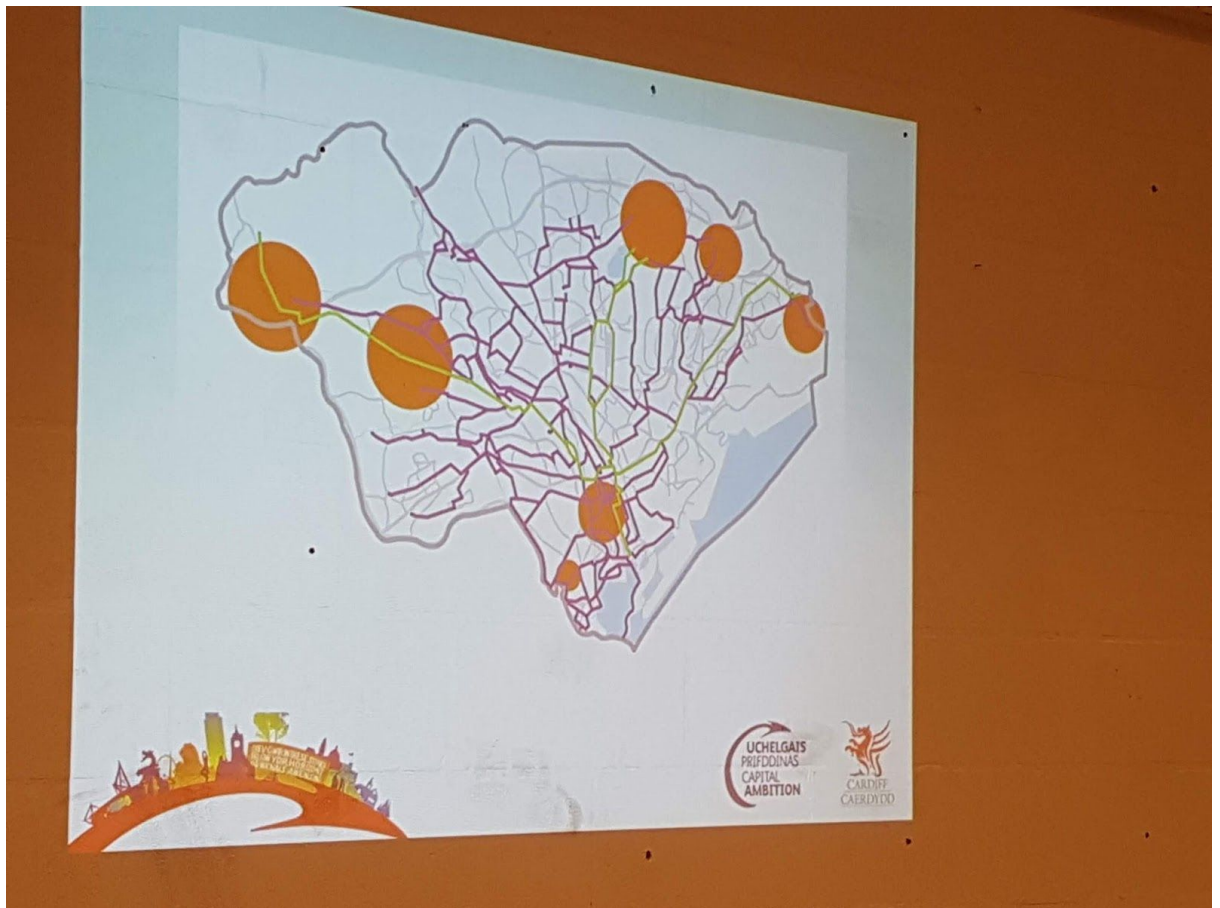
- Active Travel Act, 2013, gives impetus for improvements



- Integrated Network Plan across authorities
- Local Development Plan for large growth in Cardiff - reaching over 400,000 residents

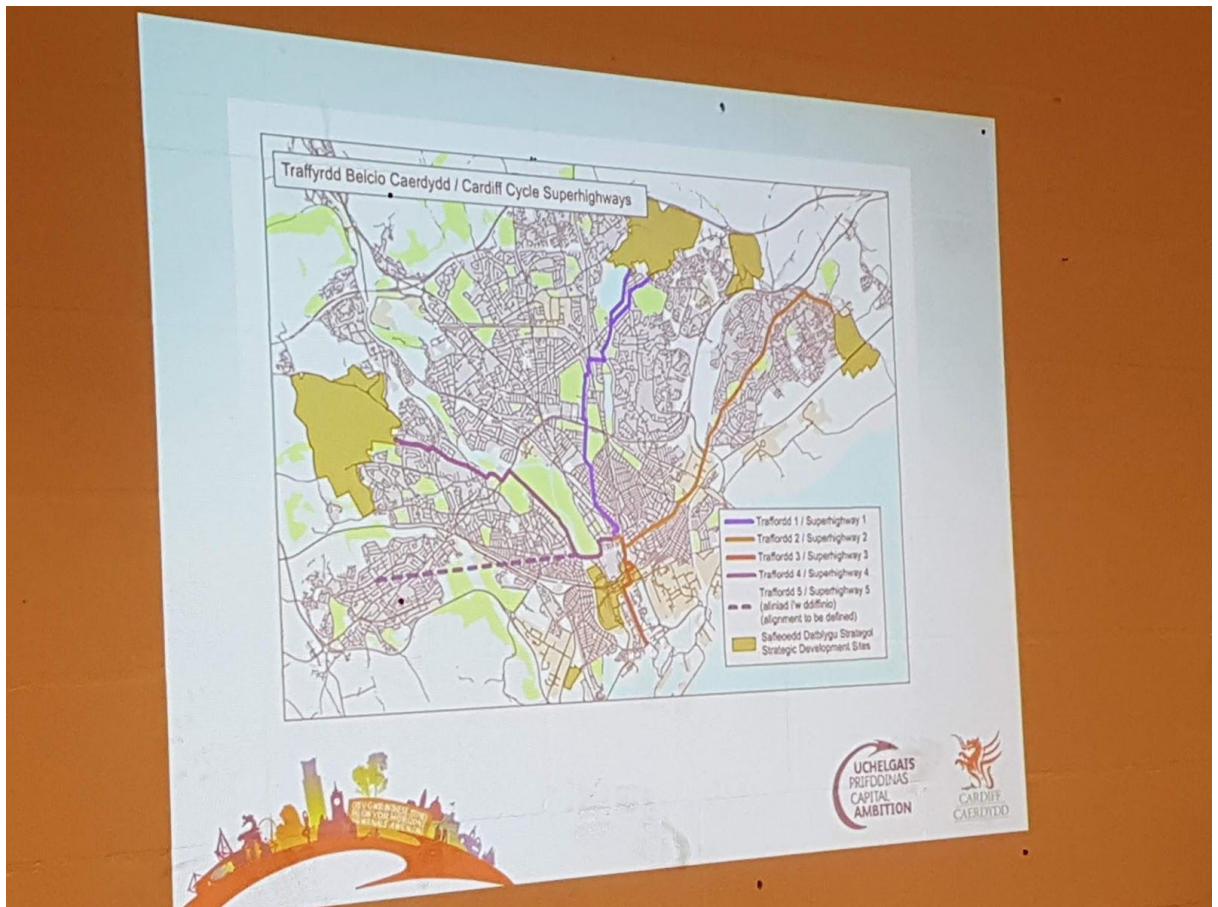


- Now 5 planned 'cycle superhighway routes'



- Current plans by 2022 for north, northeast and east Cardiff





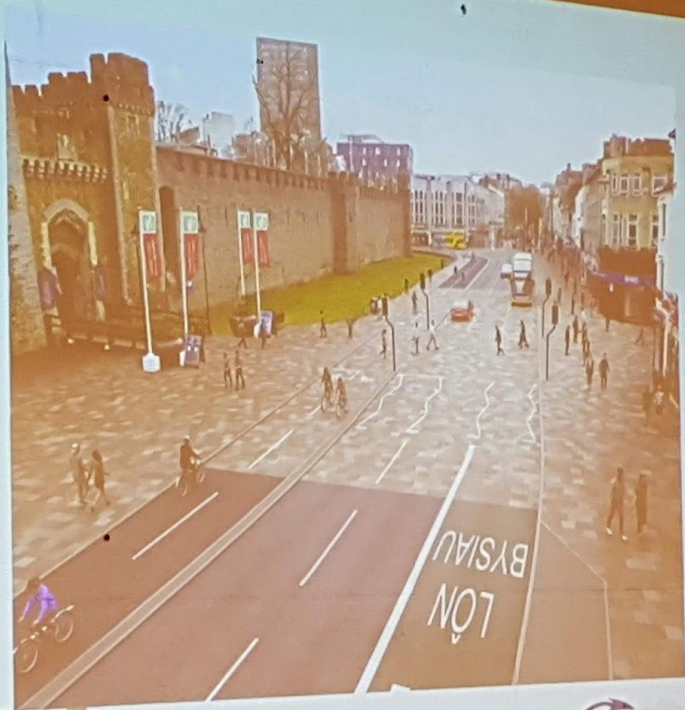
- Example rendering of cycle routes, including parallel Zebra at side road. Along Lloyd George Ave, which is a very wide street with little car traffic currently but has a poor

cycleway done in a past generation.



- Castell Street by 2020





UCHELGAIS  
PRIFDDINAS  
CAPITAL  
AMBITION



- Existing stuff



- Models & forced assumptions of no mode shift(!) created bizarre predictions
- EIA does not include public health for some reason. Business case only contained the 'minutes spent in cars' would have been £300mil 'loss'. Working on politics of that.
- 20 mph zones expanded - going to implement default 20

- Wales' first 'bicycle street'



- Next Bike expansion - very widespread - 'cycling as a normal activity' - commercial venture
- Active Travel Plan for schools - not a document that sits on a shelf - living document - parking restrictions - 'correcting' barriers around schools - full-time coordinator - also



in the Minister of Education's brief not just in transport portfolio



- Q&A
- Sally: are you doing filtered permeability?
- Caro: yes, trying to get to the stage where communities are asking for it. The filters around here (Riverside) were put in 15-20 years ago to stop street prostitution / kerb crawling.
- Mark Treasure: do you have a plan for which streets will have protected cycleways and which ones have filtering?
- Matt Price: not at the moment. Looking to get down to mesh density at the next round of network maps. No more than 250m granularity for the 'basic network' according to the act.
- Sally: is the active travel act driving this? Matt: yes, many local authorities are struggling having lost staff.
- Dave (from Bradford): 20% pretty high mode share, how is that?
- Caro: rolling average probably more accurate, at 13-15%, and it's just travel-to-work, and it's just Cardiff residents not outlying commuters
- Caro: active travel charter signed by  $\frac{1}{3}$  of businesses
- Matt P: every local authority has to produce a 15-year map of where they want walking/cycling infrastructure with reference to the active travel design guidance. A lot of work. Cardiff received technical assistance from Arup.
- Tim: how much have you looked at how the different demographics use transport?
- Caro: cycleways are important for encouraging more women to cycle