

*DRAFT*

# CARDIFF TRANSPORT STRATEGY

CITY OF CARDIFF COUNCIL





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# 1

## THE COUNCIL'S VISION





# INTRODUCTION

This is an exciting time of change for Cardiff. We are one of the most highly skilled and fastest growing cities in the UK. An additional 41,000 houses and 40,000 jobs are planned for Cardiff over the next decade. A Capital City, centre of government and major visitor destination, Cardiff hosts numerous national and international sporting and cultural events. We have also recently been named the 'UK's most liveable city'.

Cities are the focus of economic development and the drivers of growth. For Cardiff, this means we are the economic driver of a major city region of nearly 1.5 million people, half the population of Wales. Cardiff provides one third of regional employment. People make approximately 1.5 million trips every day travelling in and to and from Cardiff (over 25% of trips in the South East Wales Region). Large numbers of journeys come from the neighbouring local authorities such as the Vale of Glamorgan, Rhondda Cynon Taff and Caerphilly.<sup>1</sup>

To support the city region and allow it to continue to grow, a transport system is needed which can bring people and jobs closer together and improve connectivity between businesses and their customers and suppliers. We've taken some important steps forward in recent years, but a number of challenges remain. We need to transform our transport infrastructure so that we, and the area around us, can grow and realise our ambition to become Europe's most liveable capital city.

The Cardiff Capital Region City Deal and the Welsh Government's Metro together provide a unique opportunity to achieve this transformation through the delivery of a new on-street city tram system that will be fully integrated with the wider city and regional transport networks.

*"Successful city regions have high performing integrated transport systems that allow for the seamless and efficient flow of people and goods, feeding key hubs (employment, residential and recreational) effectively and supporting sustained economic growth".*

*(CARDIFF CAPITAL REGION, 'POWERING THE WELSH ECONOMY', 2015)*

Up to now, our transport vision and priorities have not been outlined in an individual strategy document. However, with the Local Development Plan now adopted and transport set to play a central role in its implementation, we think it is essential that our Transport Strategy is presented in a single document which clearly explains:

- How our plans for improving Cardiff's transport system are needed to support the development of new sustainable communities envisaged within the Local Development Plan
- The main transport issues and challenges which we are working to address
- Our transport priorities and key proposals for improving the transport system.

This document will be the principal reference in our future communications and public engagement on transport matters. Our aim in publishing the strategy is to generate a stronger public awareness of the transport challenges we are seeking to address, demonstrating how the projects we are proposing will contribute to Cardiff realising its ambition to become Europe's most liveable capital city.

*"Cardiff plays a unique role in Wales. Over the past decade it has been the main source of new jobs in the city-region, and over a third of the city's workforce commute in each day from surrounding areas."*

*(CARDIFF LIVEABLE CITY REPORT, OCTOBER 2015)*

# TRANSPORT & LIVEABILITY

As a 'Liveable City', Cardiff is striving to provide not only a thriving economy and excellent job opportunities, but also a high quality of life. Our public spaces, natural environment and culture, as well as education and learning, will all contribute to the vision for Cardiff to become Europe's most liveable capital city.

An excellent transport system is integral to achieving this vision. Transport has a major influence upon the factors which make cities liveable. Transport contributes to prosperity by providing access to jobs for people and to customers and markets for businesses. The way people travel – how much they walk, cycle or use public transport and how dependent they are upon the private car – can have a significant impact upon people's health and the cleanliness, safety and sustainability of the local environment.

On average, people spend around an hour travelling each day, so the ease and comfort of daily trips to work, school and shops can have a significant bearing on an individuals' quality of life.

Many of the world's cities most noted for their liveable qualities have been planned, or re-planned, around sustainable forms of transport. The relationship between transport and liveability is evident in a number of the cities which have featured near the top of liveable city rankings in recent years. For example:

**63%**

OF COPENHAGEN RESIDENTS CYCLE TO WORK OR EDUCATION EVERY DAY

(COPENHAGEN BICYCLE ACCOUNT 2014)

**39%**

OF VIENNA RESIDENTS USE PUBLIC TRANSPORT TO GET TO WORK OR EDUCATION EVERY DAY

(VIENNA WALKING, 2015)

**2/3**

OF ALL TRIPS IN MELBOURNE ARE ON FOOT AND OVER A THIRD ARE WORK RELATED

(VICTORIA STATE GOVERNMENT 2015)

**54%**

OF TORONTO RESIDENTS CYCLE, 25% FOR RECREATION AND 29% FOR TRANSPORTATION

(TORONTO CYCLING NETWORK PLAN, 2015)

Transport in some of the world's most liveable cities has a number of things in common:

- a wide choice of travel options, allowing most daily journeys to be made easily without a car
- streets and neighbourhoods where it is safe for people to walk and cycle and children to play
- extensive networks of safe and attractive routes for walking and cycling – to work, school, shops, local services and public transport stops
- a high quality public transport network which gets people to any part of the city quickly and without fuss
- a city centre which isn't dominated by cars and other traffic.

"Most of the world's most liveable cities have grown alongside the development of sustainable transport networks which allow people to travel freely by public transport, walking and cycling"

(CARDIFF LIVEABLE CITY REPORT, OCTOBER 2015)







# TRANSPORT VISION & PRIORITIES

The link between transport and liveability is recognised in our vision for transport:

"An integrated transport system that offers safe, efficient and sustainable travel for all, where public transport, walking and cycling provide real and desirable alternatives to car travel, which contributes to making Cardiff Europe's most liveable capital city."

This vision has shaped the direction of our work on transport for a number of years. During this time our efforts have focussed on three main priorities:

## 1 WIDENING TRAVEL CHOICES

MAKING IT PRACTICAL FOR MOST DAILY TRIPS TO BE MADE BY ALTERNATIVES TO THE CAR, SUCH AS PUBLIC TRANSPORT, WALKING AND CYCLING

## 2 DEMAND MANAGEMENT

TAKING STEPS TO REDUCE THE DEMAND FOR TRAVEL OVERALL, AND PARTICULARLY BY CAR

## 3 NETWORK MANAGEMENT

USING TECHNOLOGY TO MAKE BEST USE OF THE EXISTING HIGHWAY NETWORK, RATHER THAN BUILDING NEW ROADS THAT WOULD GENERATE MORE TRAFFIC







Stop the Press

Our customers have rated us  
★★★★★ on google review

We have buyers waiting for Roath, Spital

618



# KEY PLANS AND POLICIES

Our transport strategy is underpinned by two main plans – **the Local Development Plan (LDP) and Local Transport Plan (LTP)** – which are also the main tools for securing the transport improvements needed to help Cardiff grow and become a truly liveable city.

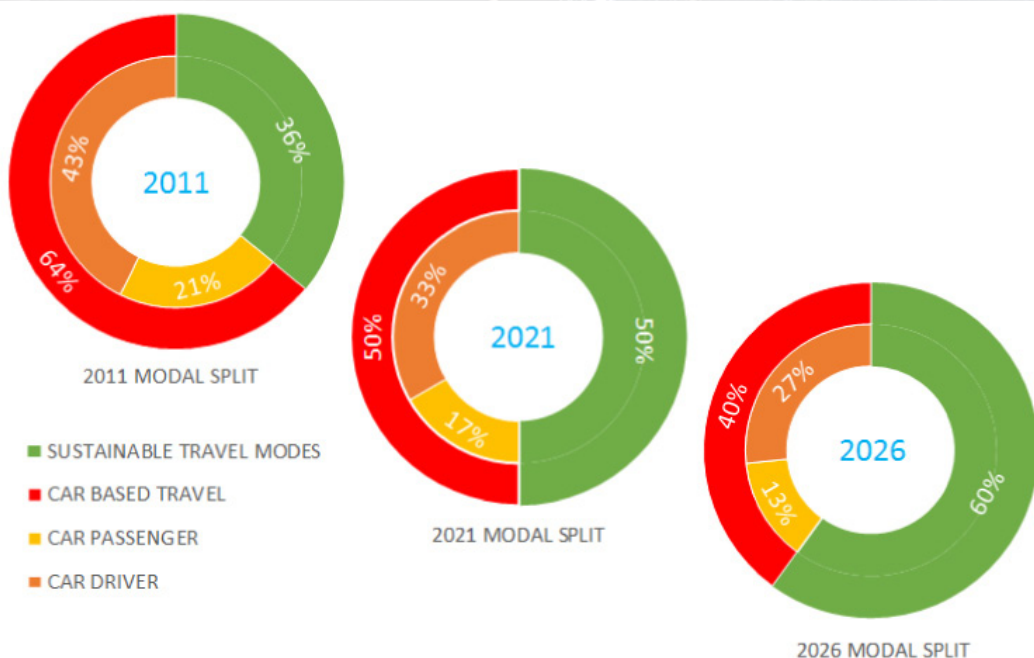
The **Cardiff Local Development Plan** (2006-2026) provides for 41,000 new homes and up to 40,000 new jobs up to 2026. The future development identified in the LDP will generate a 32% (net) increase in road traffic which will intensify pressure on the city's highway network. Modelling work carried out to support the LDP shows that in order to accommodate the future development identified in the LDP, the overall share of daily journeys made by car must decrease and a greater proportion of trips need to be made by walking, cycling and public transport. To enable this 'modal shift', policies in the LDP seek to secure significant improvements to the public transport and active travel networks in combination with new developments. The LDP includes the target of 50% of all journeys to be made by sustainable transport by 2026. This is referred to as the '50:50 modal split'.

Achieving the 50:50 target would be sufficient for the purposes of delivering the LDP. However, in order to emulate other European cities noted for their liveability we need to be more ambitious about the share of journeys in Cardiff that we want to be made by sustainable transport.

We would like to make quicker progress towards the 50:50 modal split and will work to secure the infrastructure improvements needed to achieve this target sooner - by 2021. In the following five years to 2026, efforts will focus on delivering further improvements in order to increase the proportion of all journeys in Cardiff by walking, cycling and public transport to 60% and achieve the aspirational target of a 60:40 modal split.

The **Local Transport Plan** was approved by the Welsh Government (WG) in May 2015 and sets out our main transport infrastructure proposals and aspirations for the period 2015-2030. This includes the period also covered by the LDP (2026). The LTP schemes will complement the transport infrastructure that we will negotiate and secure (with the backing of the LDP policies) from the developers of major sites through the planning process.

## OUR TARGETS

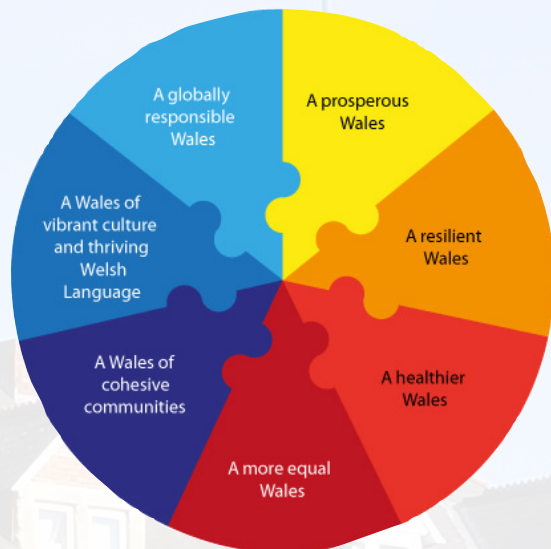




## THE WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Act puts in place seven well-being goals that will contribute to sustainable development. It places a duty on Local Authorities and other public bodies to set objectives that are designed to maximise their contribution to achieving each of the well-being goals.

Increasing use of sustainable transport and working towards the 50:50 modal split target can potentially make an important contribution to the delivery of our Wellbeing Duty.



## ONE PLANET CARDIFF

If everyone in the world consumed natural resources and generated carbon dioxide at the rate we do in Cardiff, we would need three planets to support us. This is neither sustainable nor equitable to everyone we share our planet with.

Cardiff's aspiration is to be a one planet city by 2050. Shifting more daily journeys to sustainable modes will be essential in order to reduce Cardiff's energy consumption and greenhouse gas emissions.



# 2

## CHALLENGES AND OPPORTUNITIES

# OUR MAIN CHALLENGES

To achieve our 50:50 modal split target and realise our Transport Vision, we need to address a number of challenges

## FUTURE GROWTH

Cardiff is set to grow over the next decade. The LDP provides for 41,000 (net) new homes and up to 40,000 jobs by 2026 which will significantly increase travel demand and intensify pressures on Cardiff's transport network. Addressing this impact and enabling Cardiff to expand will require a shift from daily car use to sustainable travel. Making this happen and achieving the LDP 50:50 target is the focus of our Transport Strategy.

## PRESSURES FROM INBOUND COMMUTING

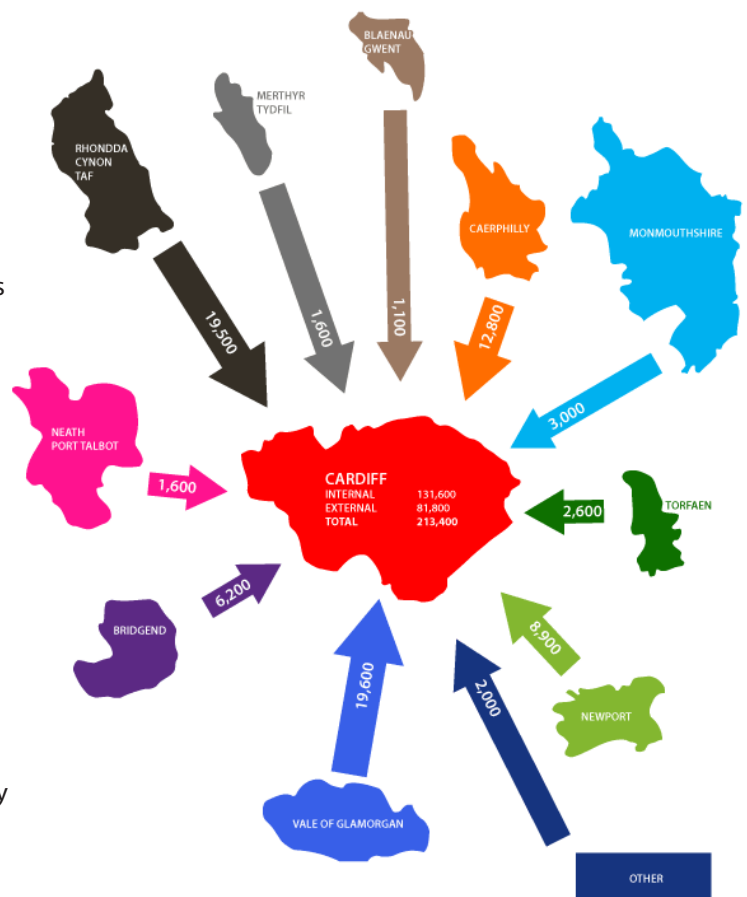
Cardiff is the centre of regional employment and every day, large numbers of commuters travel into the city. Most workers (between 76% and 84%) who make the daily trip into Cardiff from neighbouring local authority areas travel by car (*Census 2011*). Daily commuters from outside the city add pressure to the road network in the morning and evening peak hours. This inflow of traffic causes congestion, delays and results in longer journey times.

## LEVELS OF CAR OWNERSHIP

Car ownership has gone down in some parts of Cardiff but it is rising in others. For example, in Butetown, car ownership more than doubled between 2001 and 2011. This is an indicator of continuing demand for car travel. More cars on the highway network add further to congestion problems unless alternative travel choices are attractive and convenient. Higher car ownership also results in greater demand on road space for parking, which can impact negatively on local residents and businesses, as well as reducing the space available for sustainable modes of travel.

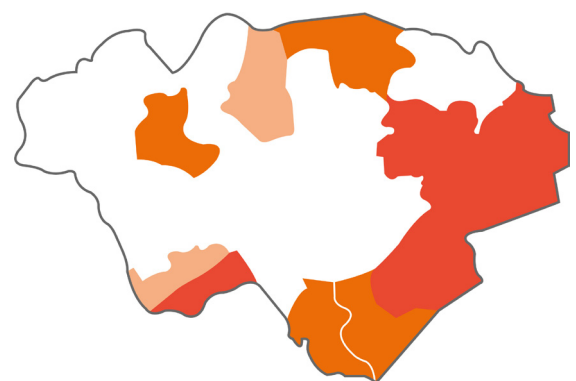
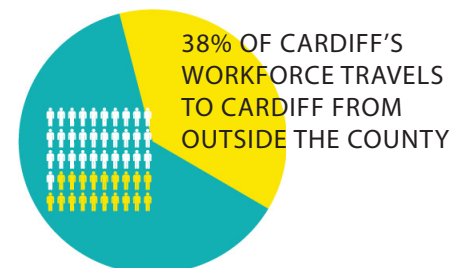
## AREAS OF HIGH DEPENDENCY ON CAR TRAVEL

Use of sustainable transport has increased in areas of central Cardiff, but residents of parts of Cardiff's outer suburbs remain heavily reliant on the car for daily travel. Unsurprisingly, the areas where car use is highest include areas which are relatively poorly served by the bus and train networks. Car use for many people is a habit which is difficult to break. In order to make the switch, people require practical alternatives which compete with the perceived convenience of the car. Making these alternatives a reality is a central aim of our Transport Strategy.



# 10%

INCREASE IN DAILY COMMUTERS TRAVELLING TO CARDIFF FROM OUTSIDE THE AUTHORITY BETWEEN 2004 AND 2014





## BARRIERS TO WALKING

Many daily trips are short, local and within easy walking distance. However, the quality of pedestrian infrastructure and facilities varies across the city and improvements are needed to make sure that roads and streets are pedestrian-friendly, with the needs of pedestrians considered first. Maintaining footways in good condition will become increasingly challenging with further reductions in Council budgets.

## POOR CYCLING INFRASTRUCTURE

Cycling in Cardiff is growing. Over half of residents feel that overall Cardiff is a good place to cycle. However, the city's network of routes is very fragmented and conditions on many roads make them unattractive to ride on. This explains why 8 in 10 Cardiff residents think that safety for cycling needs to be improved (*Bike Life Cardiff Report 2015*).

## HEALTH

There is a pressing need to encourage healthy and active lifestyles, as only 25% of Cardiff residents meet physical activity guidelines and 53% are obese or overweight (*Welsh Health Survey 2010 and 2011*). Dependency on the car is widely regarded as a key contributor to declining levels of physical activity across the UK.

The car is the dominant mode of travel for journeys in Cardiff; travel to work represents only 24% of all car trips in Cardiff and Penarth, with most personal travel by car being for leisure (28%), shopping and personal business (26%) or other purposes (22%) (*Sustrans Cymru/Socialdata Research 2011*). Many of these short journeys could be made by walking or cycling with safe and attractive routes in place. Road traffic is also a major source of pollution that harms both air quality and people's health, in addition to being a major contributor to climate change.

All local authorities across the UK have a duty to measure local air quality in order to reduce air pollution to protect people's health and the environment. As a result of this, Cardiff has identified a number of Air Quality Management Areas (AQMAs). Transport is one of a number of sources of local air pollution. In developing transport projects and considering planning applications, we will take opportunities to mitigate air quality impacts and improve air quality where this is feasible.

## POOR PUBLIC TRANSPORT

Quality of the public transport network is a major challenge for Cardiff. Significant changes to the city's bus network, supported by substantial investment in bus infrastructure, will be necessary to make buses an attractive and practical alternative to the car for daily travel in Cardiff.

A regional rail-based rapid transit system integrated with local bus networks, as in the proposed Cardiff Capital Region Metro, would help change the negative images of public transport that keep many people locked into daily car use. There is growing recognition of the need to transform public transport in both the city of Cardiff and the wider region. The City Deal between the UK Government, Welsh Government and 10 local authorities in South East Wales provides an opportunity to work towards making this a reality.

4%

DECREASE IN  
DAILY BUS USE  
BETWEEN 2007  
AND 2014

(ASK CARDIFF SURVEYS,  
5 YEAR ROLLING  
AVERAGES)

35%

OF RESIDENTS  
SAY FREQUENCY  
AND AVAILABILITY  
OF PUBLIC  
TRANSPORT IS  
"MAIN PROBLEM"  
WITH TRAFFIC  
AND TRANSPORT  
IN CARDIFF

(ASK CARDIFF SURVEYS)

## TRAVELLING TO SCHOOL

There is growing evidence that promoting active and sustainable travel to school can have considerable benefits, including promoting physical activity, improved pupil learning, and contributing to a safer local environment by reducing congestion and problem parking around schools. Despite this, the proportion of journeys to school made by car remains high in many schools across the city.

There are several barriers to promoting sustainable travel to schools, such as concerns about safety and poor facilities as well as time pressures for parents and carers who are making other journeys after the school run. Encouraging children and young people to travel actively and sustainably is crucial if we are to achieve longer term modal shift.









## OUR PROGRESS SO FAR

There is still a lot of work to do but we've taken some important steps forward in recent years. This will help us achieve the target in the LDP of 50% of all trips to be made by sustainable modes of transport by 2026.

### MAKING PLACES MORE WALKABLE

We've introduced a number of improvements for pedestrians. These include measures to tackle speeding vehicles, new crossing facilities, and the re-design of major junctions to give pedestrians greater priority.

We have recently completed a two year pilot 20mph Limit in Roath/Cathays. We are working to introduce further 20mph limits in the Riverside and Canton areas by Spring 2017.

# 17%

OF PEOPLE IN  
CARDIFF WALK  
TO WORK

(2014 ASK CARDIFF  
SURVEY, 5 YEAR  
ROLLING AVERAGES)



## PROVIDING BETTER ROUTES FOR CYCLING

We've significantly improved routes for cyclists as part of our delivery of the Enfy's Strategic Cycle Network Plan.

Cycling levels are continuing to increase and there is strong public support for further cycling investment in Cardiff.



56% OF PEOPLE SAY THEY WOULD LIKE TO BE ABLE TO RIDE A BIKE MORE



74% OF PEOPLE THINK THINGS WOULD BE BETTER IF PEOPLE RODE BIKES MORE



67% OF PEOPLE THINK THAT MORE PEOPLE RIDING BIKES WOULD MAKE CARDIFF A BETTER PLACE TO LIVE AND WORK

(BIKE LIFE SURVEY 2015)

# 49%

APPROXIMATE INCREASE IN DAILY CYCLE FLOWS IN THE CITY CENTRE BETWEEN 2004 AND 2014

(CARDIFF ANNUAL SURVEYS, 5 YEAR ROLLING AVERAGES)

# 28%

INCREASE IN CYCLING FROM 2013-2014

(BIKE LIFE SURVEY 2015)

# 4%

SHIFT TOWARDS CYCLING FOR DAILY JOURNEYS TO WORK BETWEEN 2007 & 2014

(ASK CARDIFF SURVEY 2010-2014)

# 8%

OF JOURNEYS TO WORK ARE MADE BY BICYCLE

(ASK CARDIFF SURVEY 2014)





# OUR PROGRESS SO FAR

## TACKLING CONGESTION

Although Cardiff's road network remains under pressure at peak travel times, daily traffic passing through the city centre has reduced significantly; between 2004 and 2014 flows decreased by 25% (*Cardiff Annual Surveys – 5 yr Rolling Averages*).

The decrease in through-traffic presents the opportunity to improve access to and through the city centre for sustainable modes of travel.

# 26%



DECREASE IN  
CITY CENTRE  
TRAFFIC  
BETWEEN 2004  
AND 2014

(CARDIFF ANNUAL  
SURVEYS, 5 YEAR  
ROLLING AVERAGES)

## BUS LANES

Bus Lanes have been installed on a number of main roads into the city including the A470, A4119 and A48 – these are helping bus services beat the traffic queues and improve their reliability.

# 13.94km

TOTAL LENGTH OF BUS LANES IN CARDIFF.  
400M OF BUS LANE CAN GIVE EACH BUS A  
TIME ADVANTAGE OF 5 MINUTES OR MORE  
OVER GENERAL TRAFFIC ON THE APPROACH TO  
JUNCTIONS AND IMPROVE THE ABILITY OF BUS  
DRIVERS TO MEET TIMETABLES

(CARDIFF 2014 REGIONAL BUS LANE SURVEYS)



100M OF BUS LANE CAN GIVE EACH BUS A 15  
SECOND TIME ADVANTAGE

(CARDIFF 2014 REGIONAL BUS LANE SURVEYS)



# 1.34



PASSENGERS PER CAR PER TRIP AVERAGE

# 12.2



PASSENGERS PER BUS PER TRIP AVERAGE



## NEW BUS INTERCHANGE

Plans are in place for an international quality public transport hub as part of a major redevelopment of land around Cardiff Central rail station.

The development in Central Square also includes plans for a bike hub, providing secure bike parking for commuters and visitors.



ARTIST'S INTERPRETATION OF HOW THE BUS INTERCHANGE MAY LOOK







## OPPORTUNITIES

This exciting time of change for Cardiff brings opportunities as well as challenges

### LIVEABLE CITY

Cardiff is one of the fastest growing and most highly skilled cities in the UK. It was recently named the 'UK's most liveable city' and the 6th most liveable capital city in Europe. Our ambition is to become number one.

The latest Cardiff Liveable City report (October 2015) highlighted the major contribution that sustainable transport can make to creating liveable places. This strategy seeks to align our priorities for improving the city's transport system, in line with European best practice, with our wider efforts to make Cardiff 'Europe's Most Liveable Capital City'.

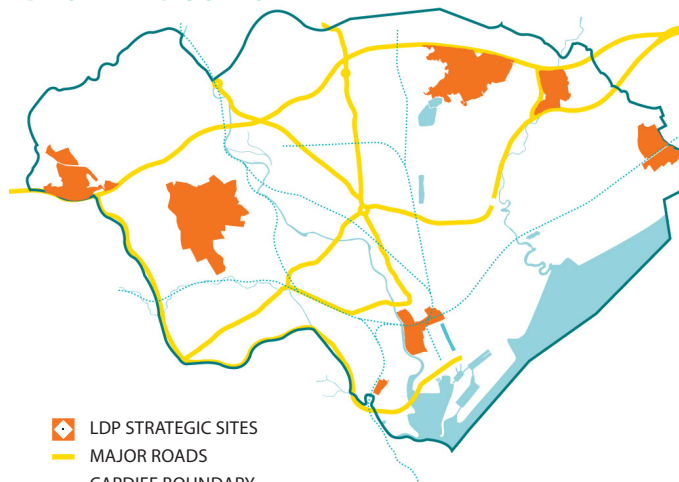
### SCALE OF FUTURE GROWTH

The LDP presents Cardiff with its greatest transport challenge. Yet, because the large scale of the developments included in the plan require substantial supporting infrastructure, it also provides a unique opportunity to address Cardiff's transport problems.

Policies in the LDP require that major housing developments include a full range of essential community facilities (schools, shops, healthcare centres etc.) as well as safe walking and cycling routes and good public transport. This combination of infrastructure is essential in order to make sustainable travel a practical option and reduce people's dependency on the private car.

As well as the occupiers of new developments, these improvements will also benefit current residents and businesses in the city. This is important as achieving the LDP target of a 50:50 split will require a shift to sustainable travel to occur across all areas of Cardiff, not just in the new communities being planned.

#### LDP STRATEGIC SITES



#### WHAT ARE LDP STRATEGIC SITES?

THEY ARE THE 8 MAJOR DEVELOPMENT SITES THAT WILL ACCOMMODATE MOST OF THE NEW HOMES AND JOBS THAT CARDIFF NEEDS UP TO 2026.

"Providing a healthy and convenient environment for all users that supports the principles of community safety, encourages walking and cycling, enables employment, essential services and community facilities to be accessible by sustainable transport and maximises the contribution of networks of multi-functional and connected open spaces to encourage healthier lifestyles."

*Local Development Plan*

## CARDIFF CAPITAL REGION METRO

Without exception, the world's most successful and liveable cities have excellent public transport or 'Metro' systems. The connectivity provided by 'Metro'-style networks can help attract economic investment and better, higher skilled jobs. Typically they feature:

- Fast and frequent services connecting the city centre with its suburbs and surrounding area
- Rail, Light Rail, or Tram-based services integrated with City bus networks
- Integrated timetables for all bus and rail-based services
- Seamless interchange between services
- Integrated ticketing systems and products
- Extensive promotion and marketing of services
- Accessible passenger information
- Distinctive 'Metro'- style branding.

In March 2016, the UK Government, Welsh Government and the 10 South East Wales local authorities agreed a £1.2 billion City Deal for the Cardiff Capital Region. The City Deal Investment Fund will include substantial funding for the development of the Cardiff Capital Region Metro, an integrated public transport network that will connect Cardiff with key settlements across South East Wales.

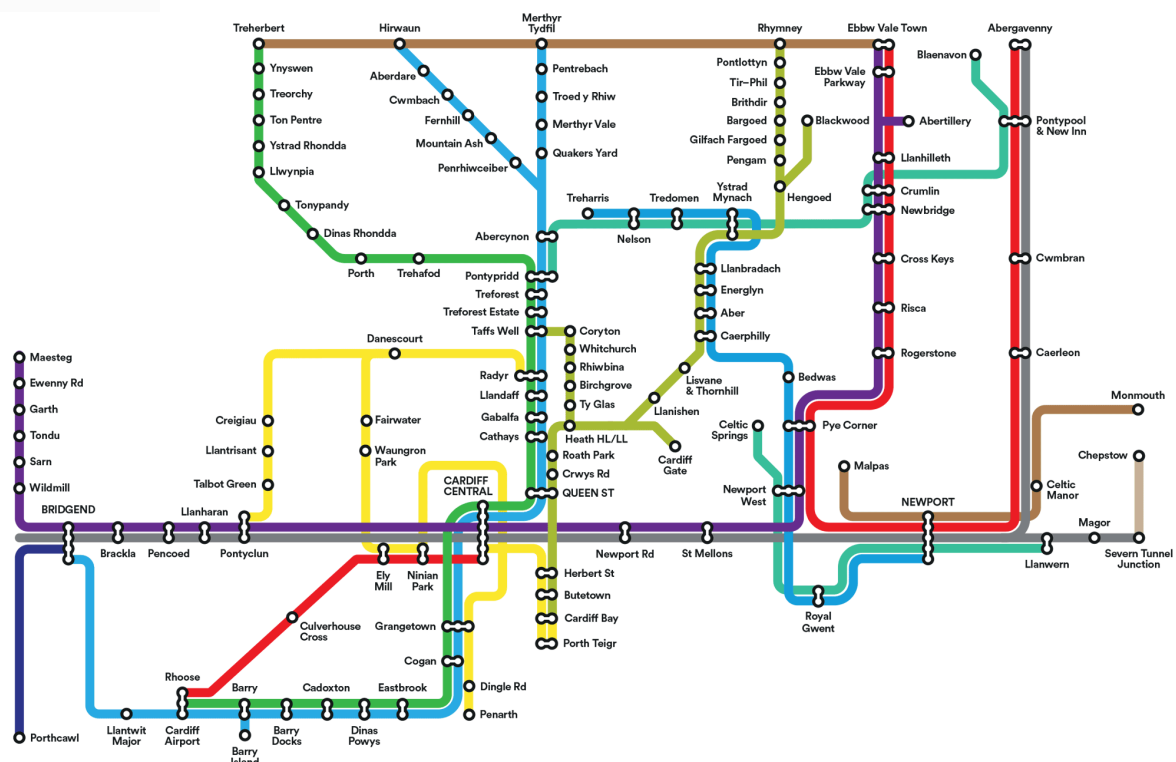
The City Deal and the Metro together create a once-in-a-lifetime opportunity to realise the city's aspiration for an on-street city tram system that will be fully integrated with the wider city and regional transport networks.

The Metro is likely to comprise a combination of rail-based and bus-based rapid transit routes linked through interchanges and using the same network brand and integrated ticketing system. Investment in Metro-related infrastructure has already taken place through a 'Phase 1' programme of rail, bus and active travel schemes led and managed by Welsh Government.

The City Deal commits further investment to a second phase of the Metro which will focus on electrification of the Valley Lines rail network by 2023. The Valley Lines network could potentially be converted from its current heavy rail operation to a light rail mode and options for this are currently under investigation. Conversion to light rail would create the opportunity for future on-street running of light rail/trams services through parts of Cardiff city centre and the Cardiff Bay area. The feasibility of on-street running will need further investigation work and additional funding beyond the delivery of the main City Deal package.

We will work closely with Welsh Government and other partners to support delivery of the Valley Lines Electrification programme and the design of future extensions to the Metro network through new rail and bus-based routes and improved interchange facilities.

## WELSH GOVERNMENT'S POTENTIAL METRO NETWORK





## MAKING CARDIFF THE UK'S LEADING CYCLING CITY

More and more people are choosing to travel by bike in Cardiff. Between 2013 and 2014 trips by bike increased by 28%. Cycling now accounts for 8% of journeys to work in the city (*Ask Cardiff Survey, 2014*), and there has been a visible increase of cyclists on the city's main commuter routes during the morning and evening rush hours.

Large areas of central Cardiff are relatively flat and, together with the city's compact geography and wealth of public open space, this provides an excellent basis for developing a city-wide network of cycle routes. We know that 57% of Cardiff residents travel less than 5km to work, which is regarded as a realistic distance to travel by bike. People could switch to cycling for a great number of these trips if safe and attractive routes existed in addition to safe and secure cycle parking at key locations. Because of these factors, with the right infrastructure in place, we believe that Cardiff has the potential to become the UK's leading city for cycling.

Cardiff also has an opportunity to make this change happen; residents – both those who already cycle and those who don't currently cycle – strongly support this ambition. Because of this, along with the recent increases in levels of cycling, we believe there is the potential for a further significant shift to cycling as a mode of transport.

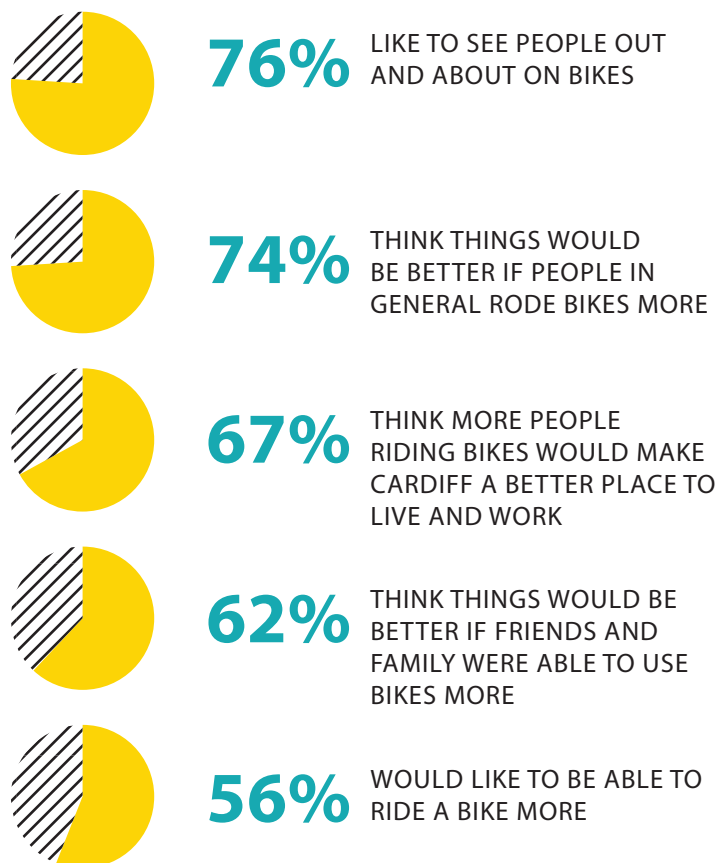
## DIGITAL CITY & TECHNOLOGY

Advances in technology are already changing the way we travel and making it easier to manage the transport network more effectively. Developments which are being introduced to promote travel choices include:

- 'Smart Parking' app
- ANPR (Automatic Number Plate Recognition) cameras
- Pre-booking Park & Ride spaces for events
- Real time public transport information apps.

We will continue to support the use and innovation of digital technology for promoting and enabling sustainable travel, as well as investigating the advantages of new technology that will help us achieve our vision of becoming Europe's most liveable Capital city. In particular, the emergence of digital and mobile technology can potentially revolutionise journey planning and access to travel information.

Advances in technology can also bring greener, cleaner transport which will cut our reliance on non-renewable fossil fuels, reduce carbon emissions and bring lower levels of harmful air pollution. Developments in electric, hydrogen and even food and sewage waste powered vehicles are rapidly making alternative fuels more widely available.



(Bike Life Cardiff)

## PARTNERSHIPS

Partnership working will be crucial to achieving the Council's transport ambitions. A wide range of organisations and groups are already working hard to improve Cardiff's transport system. The publication of this Strategy provides a great opportunity to strengthen our working relationship with these key bodies and harness their commitment and energy towards getting transport improvements in place. To this end we are committed to:

- Securing vital support from bus and coach companies in improvements such as the Central Interchange
- Working closely with train companies and Network Rail on the development of Cardiff Central Station as well as electrification
- Liaising with groups representing people who walk and cycle as well as charities like Living Streets and Sustrans
- Ensuring the accessibility of services and the transport network through regular liaison with partners representing disability groups
- Cooperation with the UK and Welsh governments, as well as our neighbouring Local Authorities to deliver local, regional and national priorities.





## ACTIVE TRAVEL ACT (WALES) 2013

The Active Travel Act places a legal duty on Councils to build and continuously improve route networks for people travelling on foot and by bike. Cardiff has made good progress in advance of the Act through schemes to develop the city's Strategic Cycle Network and numerous pedestrian improvements. Recent increases in cycling trips demonstrate Cardiff's potential to become one of the UK's leading cycling cities.

"The bill aims to make it easier and safer for more people to walk and cycle and to make it possible for more children to cycle to school every day.

We want to make walking and cycling the most natural and normal way of getting about and to ensure that active travel is a viable mode of transport for shorter journeys. This will help make Wales a healthier and greener nation."

*Carl Sargeant, AM*



## CITY CENTRE MOVEMENT STRATEGY

The employment, shopping, tourism and entertainment facilities in Cardiff City Centre attract hundreds of thousands of commuters and visitors each day from across the Cardiff City Region and further afield.

Traffic flows on main routes to and through the City Centre generate peak time congestion which causes delays to bus services and can make the area less attractive for pedestrians and cyclists.

Increasing sustainable travel to and through the city centre will be crucial in achieving the 50:50 modal split target in the Cardiff LDP.

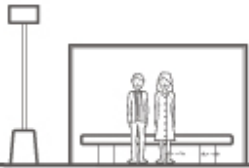
A movement strategy is being developed for the city centre. Building on the regeneration of Central Square and the development of the new bus station, the strategy will identify changes to bus routes which help to improve the efficiency of services and enhance convenience for passengers on arrival and departure. These measures will be combined with restrictions on the through-movement of general traffic which together will present the opportunity to improve access and way-marking for pedestrians and cyclists and to enhance the urban realm.

**3**

**PRIORITIES**

# OUR PRIORITIES

In the short term we need to focus on the things that can make a difference quickly



BETTER ROUTES, SERVICES AND INTERCHANGES THAT MAKE IT POSSIBLE FOR CARDIFF RESIDENTS TO GET ANYWHERE IN THE CITY BY BUS

THE DEVELOPMENT OF A STRATEGIC CYCLE NETWORK WHICH SERVES ALL PARTS OF THE CITY WITH GOOD QUALITY ROUTES WHICH FEEL SAFE AND ARE EASY TO USE BY PEOPLE OF ALL AGES AND CYCLING ABILITIES



IMPROVEMENTS TO PEDESTRIAN ROUTES TO SCHOOLS, SHOPS, BUS STOPS, COMMUNITY CENTRES AND OTHER ESSENTIAL FACILITIES



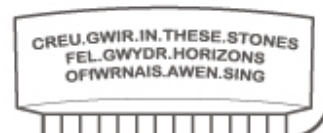
WORKING WITH DEVELOPERS OF MAJOR HOUSING AND EMPLOYMENT SITES TO SECURE THE TRANSPORT INFRASTRUCTURE REQUIRED TO MINIMISE THE IMPACT OF DEVELOPMENTS ON THE HIGHWAY NETWORK AND MAXIMISE PROVISION FOR SUSTAINABLE TRANSPORT



COMPLETE THE DEVELOPMENT OF AN INTERNATIONAL QUALITY PUBLIC TRANSPORT HUB AS PART OF A MAJOR REDEVELOPMENT OF LAND AROUND CARDIFF CENTRAL RAIL STATION



IN THE LONGER TERM, WE WILL CONTINUE TO WORK CLOSELY WITH WELSH GOVERNMENT AND OTHER PARTNERS TO INVESTIGATE OPPORTUNITIES FOR DEVELOPING LIGHT RAIL OR TRAM INFRASTRUCTURE AS PART OF THE CARDIFF CAPITAL REGION METRO.







# PRIORITIES FOR

## WALKING

REMOVING BARRIERS TO WALKING AND DESIGNING FOR JOURNEYS ON FOOT WILL BE AT THE HEART OF OUR EFFORTS. WE WANT TO MAKE WALKING THE TRANSPORT MODE OF CHOICE FOR ALL SHORT TRIPS. TO MAKE PROGRESS TOWARDS THIS TARGET, OUR PRIORITIES FOR WALKING ARE:

### **W1. DEVELOP A VISION FOR CARDIFF'S WALKING NETWORK**

Publish a future walking network plan identifying key walking routes and high-level improvement proposals as part of the Integrated Network Map in line with Welsh Government's Active Travel Guidance.

### **W2. MAKE LOCAL STREETS AND NEIGHBOURHOODS MORE PEDESTRIAN FRIENDLY**

Create safer and more attractive walking routes, connecting neighbourhoods workplaces, local centres and community facilities through delivering projects to be identified in a prioritised improvement plan.

### **W3. PLAN AND CREATE LIVEABLE, WALKABLE COMMUNITIES**

Work with developers through the planning process to secure new developments which include permeable, legible and safe networks of high quality pedestrian routes and integral public spaces.

### **W4. MAKE THE CITY CENTRE AND CARDIFF BAY AREAS WALKABLE**

Prioritise movements on foot by reducing through-traffic and creating a seamless network of high quality pedestrian thoroughfares and landmark public spaces throughout the City Centre and Cardiff Bay Areas.

### **W5. REDUCE TRAFFIC SPEEDS WHERE PEOPLE LIVE**

Following the Cathays/Roath 20mph Pilot, roll out 20mph limits to other appropriate areas of the city and promote the use of 20mph zones in new residential areas through the implementation of Manual for Streets and Active Travel guidance.









# PRIORITIES FOR CYCLING

CYCLING WILL BE A CENTRAL FEATURE OF DAILY LIFE IN THE LIVEABLE CITY WE WANT CARDIFF TO BE. THE POPULARITY OF CYCLING CONTINUES TO GROW IN CARDIFF. AROUND 8% OF JOURNEYS TO WORK IN THE CITY ARE CURRENTLY MADE BY BICYCLE. BY 2026 WE WANT THIS FIGURE TO RISE TO 20%. TO ACHIEVE THIS ASPIRATION, OUR PRIORITIES ARE:

## **C1. DEVELOP A NEW VISION AND STRATEGY FOR CYCLING IN CARDIFF**

Working closely with the public and cycling stakeholders, set out the City's vision and action plan for creating excellent cycling infrastructure and a thriving cycling culture to put Cardiff on a par with other European capital cities.

## **C2. DEVELOP A BOLD NEW PLAN FOR A CITY-WIDE CYCLING NETWORK**

Following consultation with the public and cycling groups and a review of Cardiff's Cycling Network, publish a 15 year plan for the development of a city-wide network of cycle routes reflecting European best practice.

## **C3. WORK TO SECURE A STEP-CHANGE IN CYCLING INVESTMENT**

Engage with Welsh Government to make the case for a substantial increase in funding for cycling, as will be required to enable Cardiff to become a cycling city on a par with European exemplars.

## **C4. DELIVERY OF A CENTRAL CYCLE PARKING HUB**

Support cycle commuting and multi-modal journeys through integrating a secure cycle parking hub as part of the new bus station development as well as providing more safe, secure and sheltered parking at other locations.

## **C5. BUILD NEW CYCLE-FRIENDLY COMMUNITIES**

Work with developers through the planning process to secure new developments which incorporate extensive networks of high quality cycling routes connecting to key services, local amenities and the wider strategic cycle network.

## **C6. MAKE CARDIFF'S EXISTING NEIGHBOURHOODS SAFER AND MORE CYCLE FRIENDLY**

Produce a costed and prioritised programme of improvements such as cycle lanes, traffic calming, changes to junctions and better road crossings to make cycling safer and more attractive to more people. Review existing neighbourhood centres to identify where cycle parking and any other measures are needed to support access by bikes.

## **C7. DELIVERY OF A NEW ON-STREET CYCLE HIRE SCHEME**

Secure private sponsorship to enable the introduction of a public, on-street cycle hire scheme with hire stations at key locations throughout the city, to promote Cardiff as a cycling city and enable widespread access to bikes.



**ARRIVA**

Trains Wales

Trenau Arriva Cymru

52323





# PRIORITIES FOR

## RAIL TRANSPORT

6% OF JOURNEYS TO WORK BY CARDIFF RESIDENTS ARE MADE BY RAIL AND A MUCH HIGHER PROPORTION OF COMMUTERS INTO CARDIFF FROM OUTSIDE THE CITY RELY ON THE RAIL NETWORK EACH DAY. PASSENGER NUMBERS HAVE GROWN CONSIDERABLY OVER THE LAST DECADE.

ELECTRIFICATION OF THE GREAT WESTERN MAIN LINE AND THE VALLEY LINES TOGETHER WITH THE NEW ALL-WALES FRANCHISE (BETWEEN 2019 AND 2024) WILL HELP TO MEET GROWING PASSENGER DEMAND BY PROVIDING ADDITIONAL SERVICES AND TRAINS. IT WILL ALSO PROVIDE THE FOUNDATION FOR THE DEVELOPMENT OF THE CARDIFF CAPITAL REGION METRO THROUGH THE CARDIFF CITY DEAL. WE WILL CONTINUE TO WORK WITH KEY PARTNERS, INCLUDING NETWORK RAIL, OPERATORS AND WELSH GOVERNMENT. OUR PRIORITIES ARE:

### **RN1. REDEVELOPMENT OF CARDIFF CENTRAL STATION**

Collaborate with Network Rail, Welsh Government, Rail Operators and developers to bring forward proposals for the redevelopment and extension of Cardiff Central Station integrated with the new city bus interchange, to provide a multi-modal, regional transport hub.

### **RN2. DELIVERY OF ELECTRIFICATION**

Support the electrification programme by helping with local consultation on electrification-based engineering works and managing closures and temporary diversions of highway routes to facilitate works to bridges where required.

### **RN3. DEVELOPMENT OF NEW RAIL STATIONS**

Work with the rail industry to bring forward proposals for new stations where there is a clear business case and available funding and support the provision of stations in conjunction with new developments such as the LDP strategic site south of St Mellons Business Park.

### **RN4. IMPROVING WALKING AND CYCLING ACCESS TO LOCAL RAIL STATIONS**

Working with Network Rail and Rail operators to identify opportunities to develop safe, waymarked walking and cycling routes to stations and improved on-station passenger facilities including secure cycle parking.

### **RN5. SUPPORT STATION ACCESS IMPROVEMENTS FOR DISABLED PEOPLE**

Work with Network Rail and Rail operators to support the implementation of measures to enable disabled people to easily access rail stations and services.



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# PRIORITIES FOR

## BUS TRANSPORT

A LIVEABLE CITY NEEDS A MODERN PUBLIC TRANSPORT SYSTEM. THE CARDIFF CITY REGION METRO OFFERS THE PROSPECT OF AN INTEGRATED RAPID TRANSIT NETWORK IN THE MEDIUM TO LONG TERM. AS WELL AS SUPPORTING WELSH GOVERNMENT TO PROGRESS THE METRO IN THE SHORTER TERM, TRANSFORMING BUS TRAVEL IN THE CITY WILL BE A MAJOR PRIORITY FOR THE COUNCIL. OUR PRIORITIES TO ACHIEVE THIS ARE:

### **B1. DELIVER A NEW INTERNATIONAL QUALITY PUBLIC TRANSPORT HUB**

Develop a new bus interchange as part of the major redevelopment of Central Square.

### **B2. DEVELOP A NEW CITY BUS NETWORK**

Work with bus operators to identify and develop an expanded city bus network, including new cross-city and local routes, higher frequency services and more opportunities for new interchanges at Heath Hospital, Cardiff Bay, Cardiff West and East to make all parts of the city accessible by bus.

### **B3. DEVELOP NEW BUS PARK AND RIDE FACILITIES**

Work with the developers of the strategic site north of M4 Junction 33 to secure a new purpose-built park and ride facility as part of the new housing and commercial development. Support Park and Ride facilities in other appropriate locations in Cardiff and neighbouring areas.

### **B4: DEVELOP NEW CARDIFF WEST BUS AND RAIL INTERCHANGE AT WAUNGRON PARK**

Re-develop the former household waste site to provide a new strategic public transport facility to enable easy interchange between bus services and between bus and rail services.

### **B5. MAKE BUS SERVICES FASTER AND MORE RELIABLE**

Develop bus priority measures on strategic bus corridors to help reduce bus journey times, improve journey time reliability and make bus travel a more attractive alternative to the car for a greater range of journeys.

### **B6. GREEN BUSES**

Investigate opportunities for the development of a green technologies bus fleet.

### **B7 ENSURE THAT NEW COMMUNITIES ARE WELL-SERVED BY BUS**

Secure bus route and service improvements as part of development site master planning and permissions for new developments.

### **B8 DEVELOP CROSS-BORDER BUS ROUTES**

Work with bus operators and neighbouring authorities to develop cross boundary routes and services to encourage bus commuting into Cardiff from areas outside the city boundary.

### **B9 SUPPORTING THE DEVELOPMENT OF INTEGRATED TICKETING INITIATIVES**

Work with Welsh Government and key partners to develop integrated ticketing systems that make a single ticket valid for trips on bus and rail services operated by different companies.





the heart of Cardiff

and fares visit [www.valleylines.co.uk](http://www.valleylines.co.uk) Valley Lines

A large advertisement for Valley Lines. The left side has a green background with the text "the heart of Cardiff" in white. Below this is a white banner with the website "www.valleylines.co.uk" and the "Valley Lines" logo. The right side of the advertisement features a colorful, abstract graphic of a hand holding a building, with various colors like yellow, blue, red, and green.





# PRIORITIES FOR

## HIGHWAY NETWORK MANAGEMENT

TRAFFIC CONGESTION DELAYS JOURNEYS AND CAN DAMAGE THE ENVIRONMENT AND LIVEABILITY OF THE CITY AND ITS NEIGHBOURHOODS. DESPITE A REDUCTION IN CASUALTIES, ROAD TRAFFIC CONTINUES TO POSE A RISK TO THE SAFETY OF PEDESTRIANS AND CYCLISTS WHILST CONGESTION CAN CAUSE DELAYS TO JOURNEYS AND DAMAGE AIR QUALITY. OUR STRATEGY SEEKS TO ADDRESS THE CAUSES OF CONGESTION AND MAKE ITS MANAGEMENT MORE EFFECTIVE. TO ACHIEVE THESE OBJECTIVES, OUR PRIORITIES ARE:

### **HN1. PROVIDE FOR SUSTAINABLE TRAVEL CHOICES**

Reduce car use by providing alternative travel choices through investing in public transport and active travel infrastructure through the implementation of Manual for Streets and Active Travel guidance.

### **HN2. MAKE THE NETWORK SAFER**

Continue to support casualty reduction by ensuring all new highway works undergo a Road Safety Investigation so that road safety improvement opportunities for all road users can be identified. Review the design and operation of key junctions and road crossings and introduce improvements to make them safer and easier to use by pedestrians and cyclists, particularly by identifying and addressing community severance.

### **HN3. MANAGE CARDIFF'S HIGHWAY NETWORK MORE EFFECTIVELY**

Improve the city's traffic network management systems and make best use of highway and junction capacity in a way which enhances access by sustainable modes whilst maintaining the functional operation of the network.

### **HN4. IMPROVE CITY CENTRE NETWORK**

Carry out a major review of movement patterns across the city centre and seek to redirect through traffic in order to improve access by bus, walking and cycling and enhance the quality of streets, public spaces and key destinations.

### **HN5. INVEST IN BUS CORRIDORS**

Introduce bus lanes and other priority measures on strategic corridors and at key junctions on the highway network.

### **HN6. USE NEW ENFORCEMENT POWERS TO KEEP THE NETWORK MOVING**

Continue to use Civil Parking Enforcement powers and to enforce against Moving Traffic Offences to keep the highway network functioning and support sustainable travel by tackling issues such as problem parking, driving in bus lanes and blocking yellow box junctions.

### **HN7. DEVELOP AND IMPLEMENT AN ASSET MANAGEMENT STRATEGY**

Develop a strategy for making best use of limited budgets to effectively maintain the fabric and operation of highway network to the best possible standards.

### **HN8. MONITOR AND IMPROVE AIR QUALITY**

Continue to monitor air quality and work collectively with partners to tackle problem areas through the management of the highway network and increasing use of non-motorised and sustainable forms of transport.





# PRIORITIES FOR

## CONNECTIVITY WITH THE WIDER CITY REGION

FOR CARDIFF TO REALISE ITS GROWTH ASPIRATIONS, IT REQUIRES FAST, EFFICIENT AND SUSTAINABLE CONNECTIONS WITH ALL PARTS OF THE CARDIFF CITY REGION. THESE LINKS ARE ESSENTIAL FOR MAXIMISING ACCESS TO JOBS AND SERVICES IN THE CITY AND PROVIDING THE CONNECTIVITY THAT LOCAL BUSINESSES NEED WITH THEIR PARTNERS, SUPPLIERS, CUSTOMERS AND WORKFORCE. THE CAPITAL CITY REGION METRO AND CITY DEAL PROVIDE A UNIQUE OPPORTUNITY TO ACHIEVE THIS ENHANCED CONNECTIVITY THROUGH THE DEVELOPMENT OF AN ON-STREET TRAM SYSTEM LINKING CARDIFF CITY CENTRE AND THE BAY TO THE WIDER REGIONAL TRANSPORT NETWORK. TO SECURE THE INFRASTRUCTURE IMPROVEMENTS TO MAKE THIS POSSIBLE, OUR PRIORITIES ARE:

### CR.1 DELIVERY OF A NEW TRAM SYSTEM FOR CARDIFF AS PART OF THE CAPITAL CITY REGION METRO

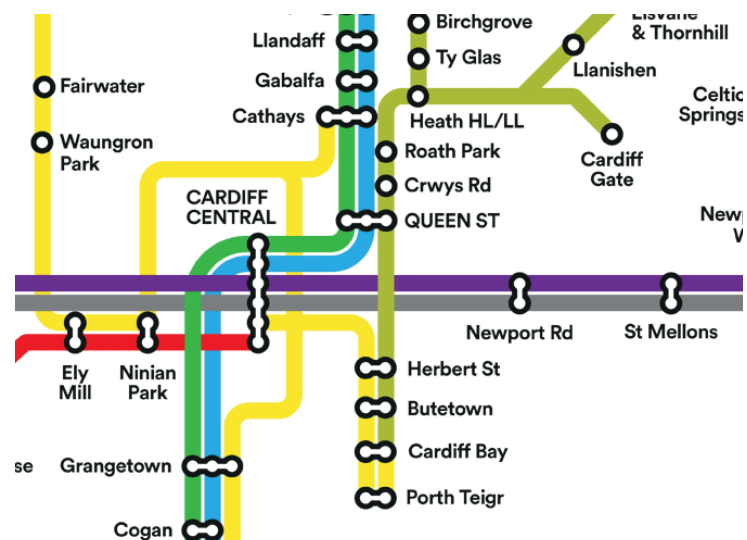
Work closely with Welsh Government and our public and private sector partners to utilise funding secured through the Cardiff City Deal to progress the development of a new tram system for Cardiff with connections to the wider South Wales region.

### CR2. PROGRESS THE DEVELOPMENT OF A METRO CORRIDOR THROUGH NORTH WEST CARDIFF

Collaborate with Welsh Government, Rhondda Cynon Taff Council, transport industry partners and developers to establish the feasibility and alignment of a potential rail-based rapid transit route along the North West Cardiff Corridor connecting central Cardiff and Rhondda Cynon Taff.

### CR3. DELIVER STRATEGIC BUS CORRIDOR IMPROVEMENTS

Co-ordinate the implementation of strategic bus corridor improvements on key routes across the city through our own transport infrastructure programme, including enhancements secured as part of planning permissions.









## PRIORITIES FOR

# TECHNOLOGY AND INNOVATION

THE RAPID RATE OF CHANGE IN DIGITAL TECHNOLOGY AND INNOVATION IS CREATING NEW OPPORTUNITIES TO PROMOTE SUSTAINABLE TRAVEL CHOICES AND MAKE JOURNEY PLANNING EASIER. OUR TECHNOLOGY AND INNOVATION PRIORITIES ARE:

### **TI1. DEVELOP A SMART PARKING PILOT**

Implement and review a Smart Parking pilot project and investigate further opportunities to deploy new technology to manage on-street parking.

### **TI2. PROMOTE CAR CLUBS**

Encourage the developments of car clubs, both on-street and in new developments.

### **TI3. SUPPORT THE DEVELOPMENT OF INTEGRATED TICKETING**

Continue to work with Welsh Government, neighbouring local authorities and public transport operators to develop integrated ticketing systems that make a single ticket valid for trips across multiple bus and rail services and public transport operators.

### **TI4. DEVELOP CASHLESS PAYMENT SYSTEMS**

Pursue the development of cashless payments systems for parking such as payment by mobile phone and contactless 'wave and pay' facilities.

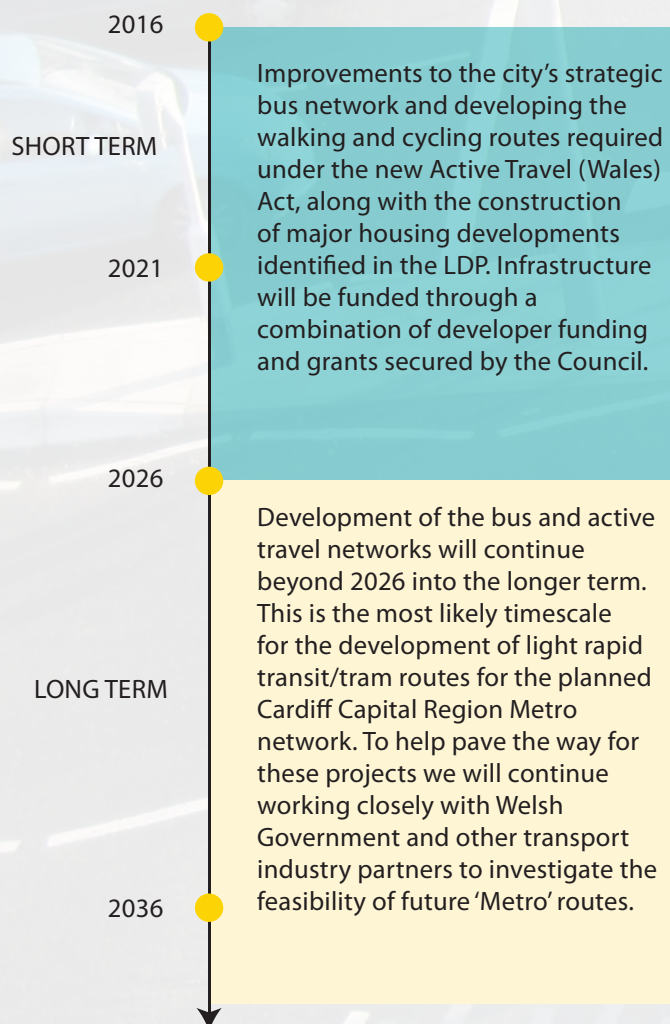
### **TI5. PROMOTE TRAVEL INFORMATION THROUGH SMART TECHNOLOGY**

Support use of new technology including Smart phone apps to extend access travel information and promote sustainable travel choices. Continue to support partners such as Traveline Cymru in the development and promotion of their travel information services.



## STRATEGY TIMEFRAME

The Strategy covers a 20 year period:









# HOW WE WILL DELIVER OUR PRIORITIES

Cardiff's transport network will be improved through a combination of:

- transport infrastructure that will be provided alongside new developments; and,
- transport infrastructure schemes which we will deliver.

## TRANSPORT INFRASTRUCTURE FOR NEW DEVELOPMENTS

Much of Cardiff's growth over the next 15 years will result from the development of major greenfield sites in the North West and North East of the city for housing. The communities created through these developments will generate additional demand for travel. To achieve our 50:50 modal split target, it is essential that residents of the new neighbourhoods are not wholly reliant upon their cars and can choose to walk, cycle and use public transport to make their daily journeys. As the local planning authority, the Council has powers to ensure that any development which goes ahead provides the facilities and infrastructure which are required to make a development acceptable in planning terms. Where planning applications are made for large new developments, the planning process provides a means to:

- Negotiate the provision of essential community and social facilities such as schools, shops, and community centres within major housing proposals. This will help to minimise the need for residents to travel away from the site and avoid adding to traffic pressures on the existing highway network.
- Work with developers to ensure that the layout of developments, including the design of streets and the network of off-road pathways and public spaces, make it convenient and attractive for people to safely walk or cycle for short journeys.
- Make sure that development layouts include bus routes and bus passenger facilities with frequent and reliable bus services that have priority over general traffic.
- Secure transport improvements which are not on the new development sites but provide essential supporting infrastructure off-site, such as new bus lanes on existing highway routes serving the developments so bus services can operate efficiently and reliably. These improvements will also contribute to the wider transport network and can bring benefits for existing residents.

The timing of infrastructure provided with new developments will depend partly upon the timetable for the overall construction of the site. Large sites will take a number of years to be fully built out. So, the planning permissions for those sites will need to specify at what stages of the development infrastructure needs to be provided.

## COUNCIL-LED TRANSPORT IMPROVEMENTS

Our LTP sets out a 15 year programme of investment in infrastructure schemes which we will deliver. These schemes will be co-ordinated with the work taking place on new developments to deliver improvements across the city. We will continue to bid annually to Welsh Government for Capital Grants and identify funding from other sources to implement transport schemes. Making improvements for individual modes will bring improvements to the transport network as a whole. Some of the improvements which will help to meet the 50:50 target include:

- Bus corridors on key strategic routes in the city which will use bus lanes and other bus priority measures to help make bus journey times shorter and more reliable, to help encourage more people to use buses more often. These will tie in with the sections of bus corridor delivered by new developments to form attractive and reliable routes.
- Changes in the city centre, including the new bus station and making facilities for pedestrians and cyclists safer and more attractive, will help to increase sustainable travel to and through the city centre.
- Expanding and improving Cardiff's cycling network will help to encourage more trips to be made by bicycle.

## WORKING WITH PARTNERS

We will co-ordinate the implementation of our schemes and those secured through the planning process with transport projects undertaken by Welsh Government and bodies such as Network Rail, including rail station upgrades, projects to electrify the Great Western main railway line and the Valley Lines rail network and any future projects developed as part of the Cardiff Capital Region Metro.

In delivering the transport priorities highlighted in this strategy will the Council will work closely with a range of partner organisations including developers, public transport operators, Cardiff's business community, neighbouring local authorities, Welsh Government, the health sector and other key public bodies. In line with our obligations under the Wellbeing of Future Generations Act, Cardiff's statutory Public Services Board will also provide an invaluable forum for partnership working.





# CONSULTATION AND COMMUNICATIONS

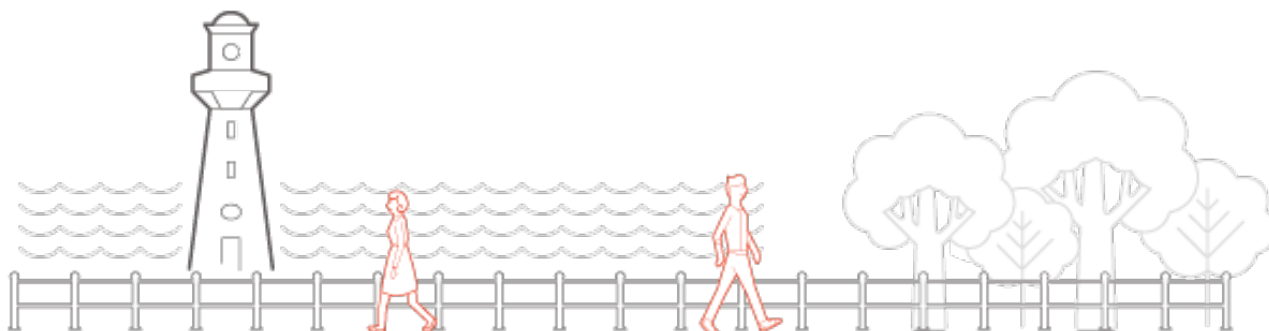
## CONSULTATION

Delivering the priorities featured in the Transport Strategy will involve the development of numerous individual projects. All such projects will be subject to full public consultation which will help to inform the design of schemes and how they are delivered. The Strategy will also provide the basis for the development of other individual strategies, such as the Cycling Strategy which will outline the Council's specific priorities and proposals for developing the future cycle network and promoting bicycle travel. Cardiff residents, transport stakeholders and the Council's other partners will be fully engaged in the production of the Cycling Strategy and other supporting strategies which emerge.

## COMMUNICATIONS AND REPORTING ON PROGRESS

The strategy will be a 'living' document that will be updated to reflect progress on delivery or in response to developments in policy or other matters of strategic significance.

We will develop a programme of communication and engagement which will run alongside the implementation of the strategy. This programme will include regular updates on transport matters and progress with specific projects. It will also provide more information explaining the purpose and benefits of specific projects and how they contribute to the delivery of our targets and achieving the wider objectives of the strategy.



# GLOSSARY AND ABBREVIATIONS

**LDP** – Local Development Plan

**LTP** – Local Transport Plan

**WG** – Welsh Government

## **20mph limits**

Areas where the speed limit has been reduced to 20mph without any physical changes to roads to reduce vehicle speeds. 20mph speed limit repeater signs are used to highlight the limit.

## **50:50 modal split**

The target set in Cardiff's LDP. It refers to 50% of journeys being made by sustainable modes (e.g. walking, cycling, public transport) and 50% by car. This is the modal split which needs to be achieved in order to accommodate the growth set out in the LDP.

## **Active Travel (Wales) Act (2013)**

An Act which legislates for the provision of routes designed for cycling and walking. It "places a requirement on local authorities to continuously improve facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use [and] require new road schemes to consider the needs of pedestrians and cyclists at design stage" (National Assembly for Wales).

## **Ask Cardiff Survey**

'Ask Cardiff' is an annual survey offering the public the opportunity to share their views on a wide range of Council delivered services including transport; for example, how people travel to work and what improvements they would like to see to transport in Cardiff.

## **Asset Management Strategy**

A strategy which will set out how the highway network can be most effectively maintained to the best possible standards using the limited resources available.

## **Bus lanes**

Lanes which only buses and other permitted vehicles (for example, taxis, emergency vehicles on a call) are allowed to drive in.

## **Bus priority measures**

Facilities (for example, bus lanes, bus gates, priority at traffic signals) which help give bus services lower journey times and improved reliability by allowing them to bypass queuing traffic and congestion.

## **Car clubs**

Car clubs provide members with short term, on-street car hire and can offer a flexible alternative to car ownership.

## **Cardiff Annual Surveys, 5 year rolling averages**

Cardiff Council have traditionally undertaken annual surveys of road traffic, car occupancy, bus patronage, rail patronage and park & ride usage at key strategic sites within Cardiff. These are usually carried out on one day only around the same time each year. Travel patterns can vary significantly from day-to-day, so a 5 year rolling average is used when reporting long-term trends. This is calculated by averaging the current and preceding 4 years' worth of data, to provide a more statistically reliable measure of how trends may be shifting with time.

## **Cardiff Capital Region Metro**

Proposals for a public transport system which will connect key towns and cities in South East Wales to support the development of the city region.

## **Capital Grants**

Grants from Capital budgets awarded to the Council by WG and other funding bodies for the physical development or improvement of capital assets such as roads, cycle routes, busways. Capital grants cannot be used for the ongoing maintenance of existing capital assets. In public sector organisations, maintenance is normally funded from 'Revenue' budgets.

## **City Region**

A city region is defined by WG as "A core city, or network of urban communities, linked by functional economic and social ties to a hinterland", but it also highlights that the definition is continuing to evolve (City Regions Task & Finish Group, 2012). The Cardiff City Region area includes the economy of the Cardiff and neighbouring local authorities.

## **Civil Parking Enforcement**

The City of Cardiff Council has the responsibility to enforce certain parking restrictions using Civil Parking Enforcement powers.

## **Enfys Strategic Cycle Network Plan**

The plan which identifies a main network of routes for Cardiff and the work needed to create them. The network is called 'Enfys', the Welsh word for rainbow.

## **Existing Routes Map**

To meet their duty under the Active Travel Act, local authorities must publish an Existing Routes Map showing routes which are suitable for walking or cycling and which meet the standards set out in the Welsh Government's Active Travel Design Guidance. The Existing Routes Map will be of use for people who wish to plan their walking and cycling journeys.



### **Integrated Network Map**

To meet their duty under the Active Travel Act, local authorities must publish an Integrated Network Map which will set out their plans for walking and cycling over a 15 year period.

### **Integrated ticketing systems**

Tickets which can be used on the services of more than one transport operator (for example, different bus companies such as Cardiff Bus and Stagecoach) and/or between different modes of travel (for example, on buses and trains).

### **(Deposit) Local Development Plan (2006 – 2026)**

The legal framework for the development and use of land within Cardiff for the period up to 2026, used as the context for determining local planning applications.

### **LDP strategic sites**

The 8 major development sites that will accommodate most of the new homes and jobs that Cardiff needs up to 2026.

### **Liveability**

An assessment of what a place is like to live in, considering factors like safety, healthcare, educational resources, infrastructure and environment.

### **Local Transport Plan (2015 – 2020)**

The Council has a Local Transport Plan (LTP) which has been approved by the Welsh Government. The LTP identifies the key transport issues relevant to Cardiff, the improvements which are required to address these issues and a prioritised five-year programme of schemes which outlines the infrastructure schemes to be delivered within each financial year. The proposed programme outlined in the LTP includes walking and cycling infrastructure, bus network and junction improvements, 20mph limits and road safety schemes.

### **Modal split**

The proportion of journeys made by different types (modes) of transport including walking, cycling, bus, train, car passenger and car driver.

### **Moving Traffic Offences**

The City of Cardiff Council has powers to issue fines to drivers who commit moving traffic offences, including driving in bus lanes, blocking yellow box junctions and parking on zig zag lines outside schools.

### **National Transport Finance Plan**

Plan setting out the Welsh Government's investment for transport infrastructure and services.

### **SCOOT**

SCOOT (Split Cycle Offset Optimisation Technique) is a tool for managing traffic signals by responding automatically to traffic flows using on-street detectors.

### **Strategic Bus Corridor**

Bus Routes along major highways including 'A' roads that connect Cardiff City Centre with the city's outer suburbs and neighbouring settlements beyond the county boundary. Corridors are defined in revised Policy T2 of the LDP as:

- i. City Centre Bus Routes;
- ii. Eastern Bus Corridor (A48, A4232 from the A48 to Junction 30 of the M4 Motorway, A48M Trunk Road, Southern Way and A4161 Newport Road);
- iii. Northern Bus Corridor (A470 North Road/ Manor Way and A469 Caerphilly Road/A470 Trunk Road to the County Boundary); and
- iv. Western Bus Corridor (Cowbridge Road, A48, A4055 Cardiff Road; A4119 Llantrisant Road from the County Boundary to Cowbridge Road and A4232 Trunk Road from Culverhouse Cross to Junction 33 of the M4 Motorway)
- v. Southern Bus Corridor (Lloyd George Avenue, Lloyd George Avenue to the County Boundary via A4232 and Cogan Spur and via the Cardiff Barrage).

### **Traffic network management systems**

The network of traffic signals, CCTV and other information technology equipment which is used to manage and monitor traffic flows across the city network at different times of the day and to respond to changing conditions.

### **Transport interchanges**

Site with one of more different public transport where passengers can change from one service or mode to another.

### **Variable message signs**

Variable message signs (VMS) are signs which provide information which can be altered, for example, to show up to date information about traffic conditions or big events which may affect traffic conditions.



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