

**Cardiff**

# Walking and Cycling Index 2025



# Our vision for walking, wheeling and cycling



### **Councillor Dan De'Ath**

Cabinet Member for Climate Change, Strategic Planning & Transport  
Cardiff Council

Cardiff is a city on the move. Every day, more people are choosing to walk, wheel, and cycle, and our streets are beginning to reflect and support those choices.

Public spaces are being reimagined for people, community connections are growing, and the benefits of active travel – cleaner air, safer streets, healthier lives – are being felt across the city.

But this movement is about more than infrastructure. It is about building a city that works for everyone, where residents of all ages, abilities, and backgrounds can move freely and safely, and where lifelong healthy habits are supported. It is about confronting the inequalities that traffic, car dominance, and pollution can deepen, from poorer air quality in disadvantaged communities to streets that exclude disabled people, older residents, and children. These inequalities are not just local,

they are part of a wider climate crisis that disproportionately affects those with the least. By prioritising walking, wheeling, and cycling, we are not only reducing emissions and improving public health, we are reclaiming space, opening up opportunity, and helping to build a fairer, more resilient Cardiff. This is about empowering communities to shape the places they live in, and ensuring that everyone, regardless of income, identity, or ability, can benefit from a cleaner, safer, and more sustainable city.

The progress we see today is the result of shared ambition and collaboration. Council teams, schools, local organisations, and residents have all played a part in reshaping our streets to prioritise people. This report captures that collective effort, offering a snapshot of Cardiff's walking, wheeling, and cycling journey, with residents' voices and travel choices at its heart. It is a reminder of what is possible when communities, partners, and decision-makers work together.

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## The Walking and Cycling Index

The Walking and Cycling Index is the biggest assessment of walking, wheeling and cycling in the UK and Ireland. It is delivered by Walk Wheel Cycle Trust (formerly Sustrans) in collaboration with 22 regional and local partners. Each area reports on the progress made towards making walking, wheeling and cycling a more attractive, everyday way to travel.

The Walking and Cycling Index reports every two years. This is the sixth report from Cardiff, produced in partnership with Cardiff Council. The data in this report comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,248 residents aged 16 or above. The survey was conducted from March to June 2025. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2023 data where available.

Our thanks to the people of Cardiff who took part in the survey and shared their stories with us.

More details on all reports and an interactive data tool to explore the data in more depth can be found at [www.walkwheelcycletrust.org.uk/walking-cycling-index](http://www.walkwheelcycletrust.org.uk/walking-cycling-index)



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## Defining wheeling

Some people who use a wheelchair or a mobility scooter may not identify with the term walking and may prefer to use the term wheeling. We use the terms walking and wheeling together to ensure we are as inclusive as possible.

# Headlines

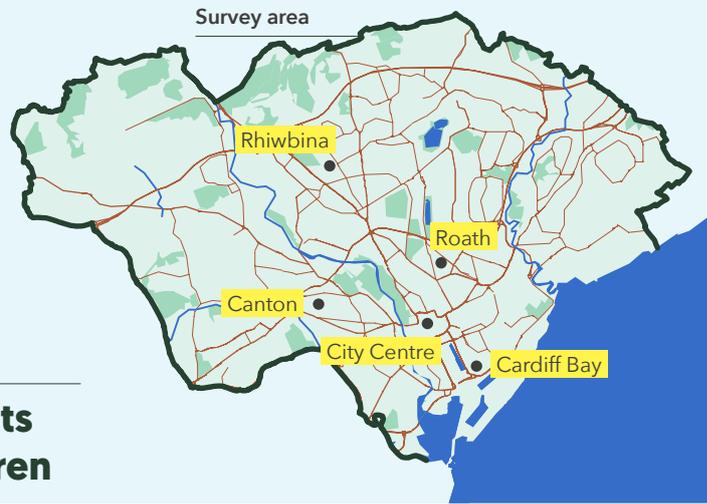
# Cardiff

Population<sup>[i]</sup>

**383,919**

**316,918 adults**

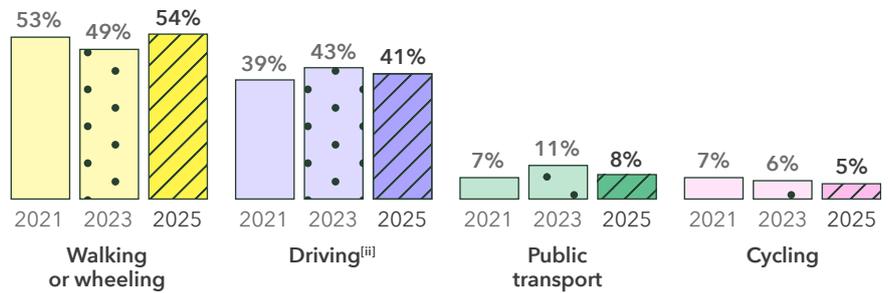
**67,001 children**



## Frequency of different modes of travel

Walking and wheeling is the most common mode of travel amongst Cardiff residents. Since 2023 walking and wheeling appears to be increasing.

Residents who travel by the following modes five or more days a week in the city



i. ONS mid-year 2024 population estimates. This is the most recent available for Cardiff.

ii. Travelling as driver or passenger of car, van or motorcycle.

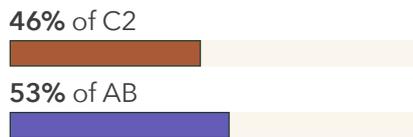
## Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

**54%**

of residents walk or wheel at least five days a week

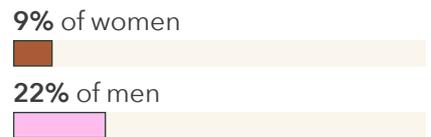
Proportion of residents who walk or wheel at least five days a week<sup>[iii]</sup>



**15%**

of residents cycle at least once a week

Proportion of residents who cycle at least once a week<sup>[iv]</sup>

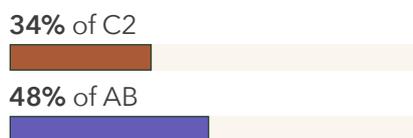


## Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think it's safe to walk or wheel in their local area



Proportion of residents who think it's safe to cycle in their local area



Proportion of residents who feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood



iii. Socio-economic groups AB are managerial while group C2 are skilled manual occupations. See page 6 for full definitions.

iv. See footnote on page 6.

## Everyone benefits when more people walk, wheel and cycle

Based on modelling of survey data, every year, walking, wheeling and cycling:

prevents  
**766**

serious long-term  
health conditions

creates  
**£317.8 million**  
in economic benefit for  
individuals and the city

saves  
**18,000 tonnes**  
of greenhouse gas emissions

Walking, wheeling and cycling reduces congestion by taking up to 100,000 cars off the roads every day.

## Residents want to walk, wheel and cycle more and drive less

Percentage of residents who would like to use different types of transport more or less in the future:

27% of residents want to drive less. 45% of residents agree that they often use a car because no other transport options are available.

Walk or wheel

50% more



3% less



Cycle

47% more



2% less



Take public transport

38% more



11% less



Drive

16% more



27% less



## Cycling is seen as less safe than other forms of transport

Percentage of residents who think it's safe in their local area to:

74% walk or wheel



42% cycle



77% use public transport



82% drive



## Residents support more connected neighbourhoods

54% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 20% oppose such a shift.

71% support



11% oppose



stopping vehicles parking on the pavement

78% support



9% oppose



improving and increasing off-road walking, wheeling and cycling paths

74% support



6% oppose



improving walking, wheeling and cycling access to bus stops and coach or rail stations

67% support



15% oppose



reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods

50% support



26% oppose



closing residential streets outside schools to cars during drop-off and pick-up times

76% support



10% oppose



having shops, schools, green space and public transport within a short walk or wheel of their home<sup>v</sup>

v. Local places with services and amenities nearby your home are often known as 20-minute neighbourhoods.

# Participation, safety and satisfaction

## Walking and wheeling participation

Overall in Cardiff the number of residents walking and wheeling at least five days a week has increased since 2023.

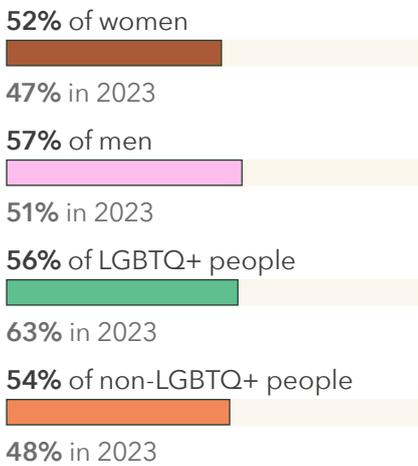
Encouragingly, almost three quarters of residents think it's safe to walk or wheel in their local area.

**93%**  
of all residents walk or wheel  
94% in 2023

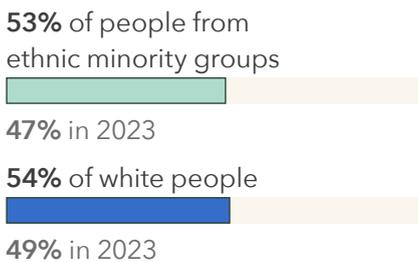
**54%**  
of all residents walk or wheel at least five days a week  
49% in 2023

## Proportion of residents who walk or wheel at least five days a week

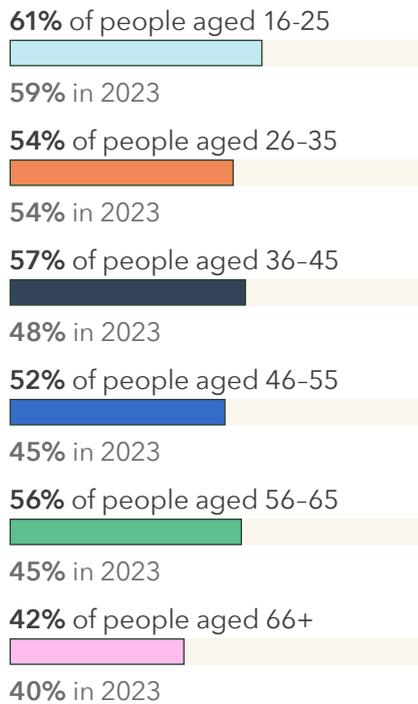
### Gender and sexuality<sup>[i]</sup>



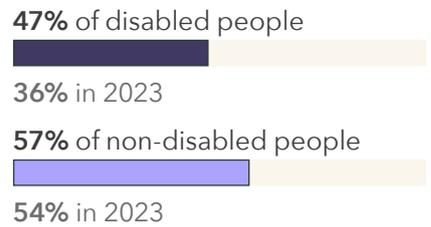
### Ethnicity



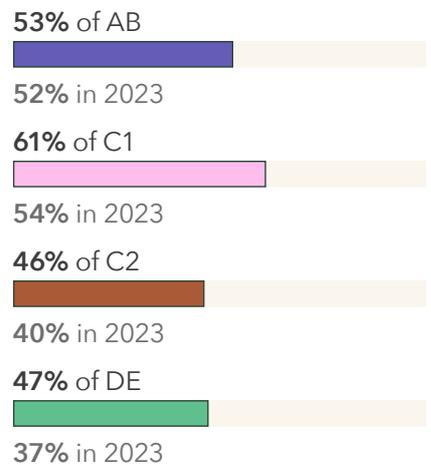
### Age



### Disability



### Socio-economic group<sup>[iii]</sup>



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and is not shown.  
 ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

## Walking and wheeling safety and satisfaction

**74%**

of all residents think it's safe to walk or wheel in their local area

61% in 2023

**50%**

of all residents think it's safe for children to walk or wheel in their local area

47% in 2023

**75%**

of all residents think their local area overall is a good place to walk or wheel

72% in 2023

### Proportion of residents who think it's safe to walk or wheel in their local area

#### Gender and sexuality

**74%** of women



60% in 2023

**75%** of men



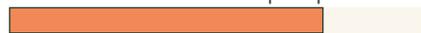
63% in 2023

**72%** of LGBTQ+ people



60% in 2023

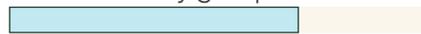
**76%** of non-LGBTQ+ people



63% in 2023

#### Ethnicity

**70%** of people from ethnic minority groups



72% in 2023

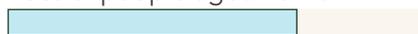
**75%** of white people



59% in 2023

#### Age

**70%** of people aged 16-25



69% in 2023

**80%** of people aged 26-35



60% in 2023

**71%** of people aged 36-45



62% in 2023

**71%** of people aged 46-55



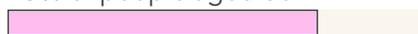
56% in 2023

**80%** of people aged 56-65



55% in 2023

**75%** of people aged 66+



64% in 2023

#### Disability

**66%** of disabled people



53% in 2023

**77%** of non-disabled people



65% in 2023

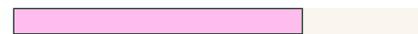
#### Socio-economic group

**81%** of AB



61% in 2023

**70%** of C1



66% in 2023

**62%** of C2



69% in 2023

**68%** of DE



53% in 2023



### Jenny Allen

I find that, as well as being an environmentally friendly option for getting from A to B, walking gives me the space to think, that can be hard to find in the business of day-to-day life.

I try to make the effort to walk every day in winter, if I can, and am always pleased by how much better I feel after going for a walk, even if it's raining.

Walking also gives me the chance to check in with what's going on in my neighbourhood and beyond - the good and the bad - and to connect with people and nature.

# Participation, safety and satisfaction



## Cycling participation

There is great potential for cycling in Cardiff, with half of residents thinking their local area overall is a good place to cycle. Currently 15% of residents cycle at least once a week with 42% thinking it's safe to cycle in their local area.

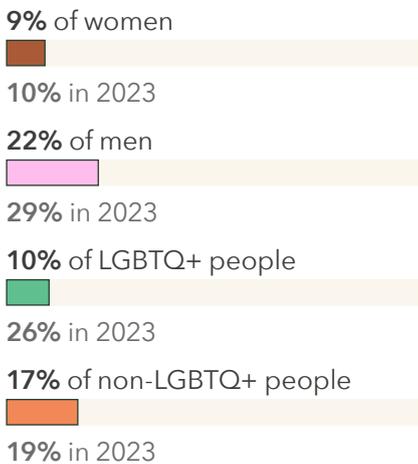
Safety, including road safety and personal safety, is the single largest barrier to cycling.<sup>[i]</sup>

**36%**  
of all residents cycle  
43% in 2023

**15%**  
of all residents cycle at least once a week  
19% in 2023

## Proportion of residents who cycle at least once a week

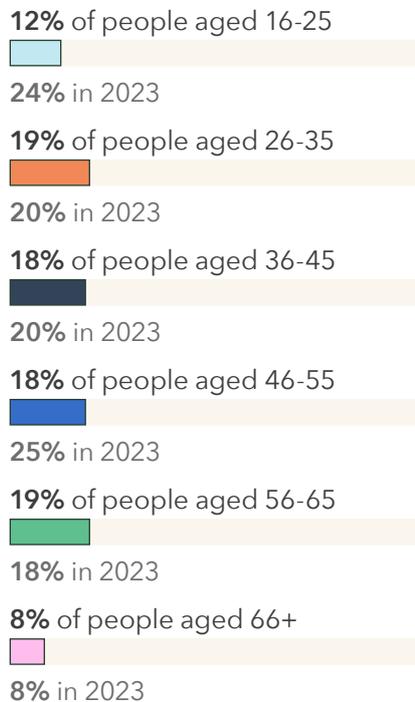
### Gender and sexuality



### Ethnicity



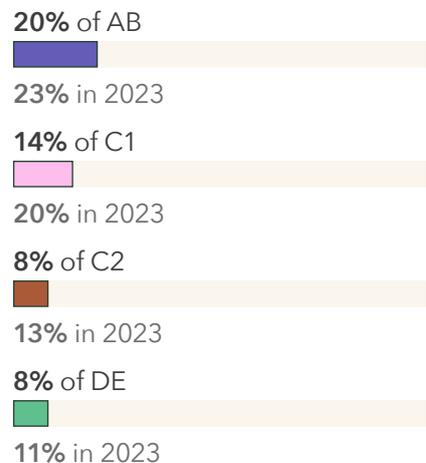
### Age



### Disability



### Socio-economic group



i. See Bike Life 2019 Cardiff report.

## Cycling safety and satisfaction

**42%**

of all residents think it's safe to cycle in their local area

41% in 2023

**30%**

of all residents think it's safe for children to cycle in their local area

31% in 2023

**51%**

of all residents think their local area overall is a good place to cycle

47% in 2023

### Proportion of residents who think it's safe to cycle in their local area

#### Gender and sexuality

40% of women



38% in 2023

45% of men



43% in 2023

34% of LGBTQ+ people



47% in 2023

46% of non-LGBTQ+ people



41% in 2023

#### Ethnicity

41% of people from ethnic minority groups



59% in 2023

42% of white people



36% in 2023

#### Age

36% of people aged 16-25



60% in 2023

45% of people aged 26-35



37% in 2023

44% of people aged 36-45



39% in 2023

49% of people aged 46-55



32% in 2023

49% of people aged 56-65



31% in 2023

38% of people aged 66+



36% in 2023

#### Disability

34% of disabled people



34% in 2023

45% of non-disabled people



43% in 2023

#### Socio-economic group

48% of AB



39% in 2023

40% of C1



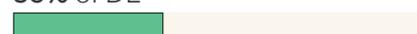
40% in 2023

34% of C2



46% in 2023

36% of DE



45% in 2023



### Caroline Richards

I'm a big fan of cycling and nearly always choose my bike over our car when getting around Cardiff. My weekly workshops take me from my home in Maindy to Canton, Riverside or Roath.

I add panniers as necessary to carry what I need and use Blackweir Bridge to enable the greenest route to Canton.

The cycle lane and rain gardens<sup>[ii]</sup> along Ninian Park Road have made a huge difference to my sense of safety and well-being. To be cycling adjacent to pedestrians, with the foliage of the rain gardens creating a pleasant environment, distance and protection from vehicles, is a comfort.

ii. A rain garden, sometimes referred to as a sustainable urban drainage scheme, is an approach to reduce flood risk through planting and greenery on streets.

## Benefits of walking and wheeling

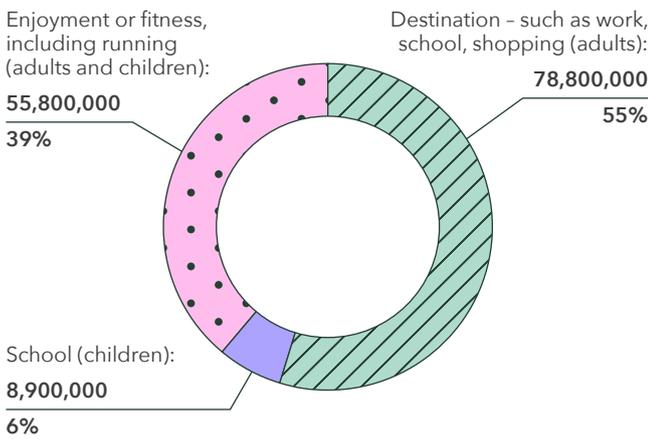
# Why everyone gains when more people walk or wheel

### Together, Cardiff residents walk or wheel 17 times around the world every day

Walking and wheeling improves health and air quality, saves the NHS money, and reduces congestion.

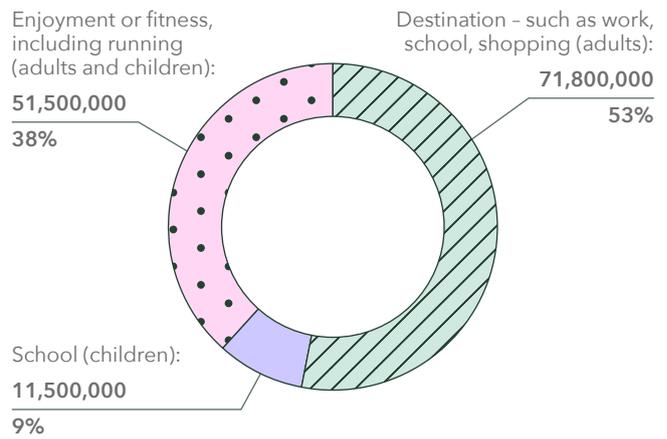
#### Annual walking and wheeling trips by purpose

**143.5 million trips in 2025** which add up to **152.9 million miles**



Average walking or wheeling trip distance: 1.1 miles

**134.8 million trips in 2023** which add up to **141.2 million miles**



Average walking or wheeling trip distance: 1 mile

### Walking and wheeling benefits residents and society

We model the costs and benefits of walking and wheeling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

The total annual economic benefit from all trips walked and wheeled in Cardiff is

**£251.9 million**

£183.6 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for enjoyment or fitness) our model compares the costs and benefits of walking and wheeling to those of driving.

For these journeys **86p** is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£34.7 million** in economic benefit for residents and society from **40.4 million miles** walked or wheeled by those that could have used a car.

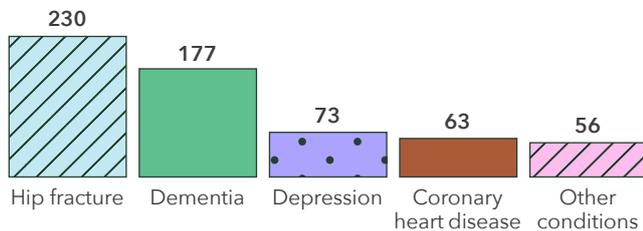


## Walking and wheeling unlocks health benefits for everyone

Walking in the city prevents 600 serious long-term health conditions each year.

566 in 2023

### Cases prevented



This saves the NHS

**£7.6 million per year**

£7.1 million in 2023

Equivalent to the cost of

**170,000**

**GP appointments**

170,000 in 2023

Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

The physical activity benefits from walking

**prevent 181 early deaths annually**

172 in 2023

which is valued at

**£743 million**

£623 million in 2023

Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of walking by estimating the value of reduced mortality resulting from specified amounts of walking. Wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling instead of driving improves air quality, saving:

**29,000 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

26,000 kg in 2023

and

**2,400 kg of particulates**

(PM<sub>10</sub>, which includes PM<sub>2.5</sub>) annually.

2,100 kg in 2023

**44%** of residents agree the air is clean in their local area



42% in 2023

## Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

**11,000 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

9,600 tonnes in 2023

This is equivalent to the carbon footprint of

**22,000 people taking flights**

from Cardiff to Tenerife.

In 2023 domestic transport accounted for **16.6%** of Wales' greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

StatsWales, Greenhouse Gases by year.

## Walking and wheeling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>[i]</sup> This helps to keep the city moving for all road users.

**89,000 return trips**

are walked and wheeled daily by residents who could have used a car.

77,000 in 2023

If these cars were all in a traffic jam it would tail back

**266 miles**

equivalent to the distance from Cardiff to York.

231 miles in 2023

i. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

## Benefits of cycling

# Why everyone gains when more people cycle

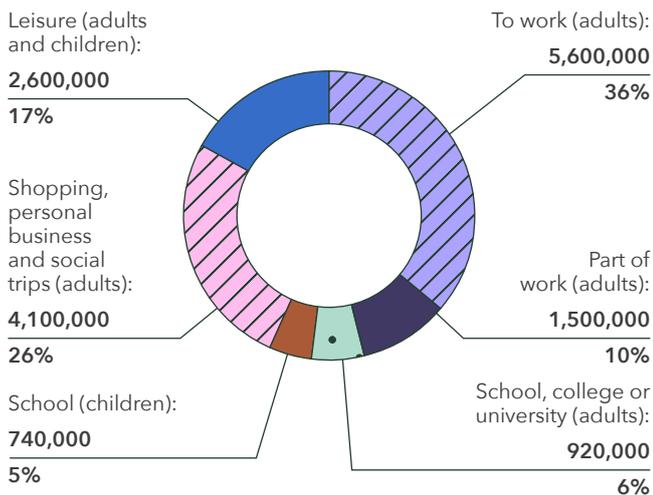


### Together, Cardiff residents cycle 6 times around the world every day

Cycling can be convenient for many local trips, especially in cities and towns. It gives people transport choice and access to education, jobs and community.

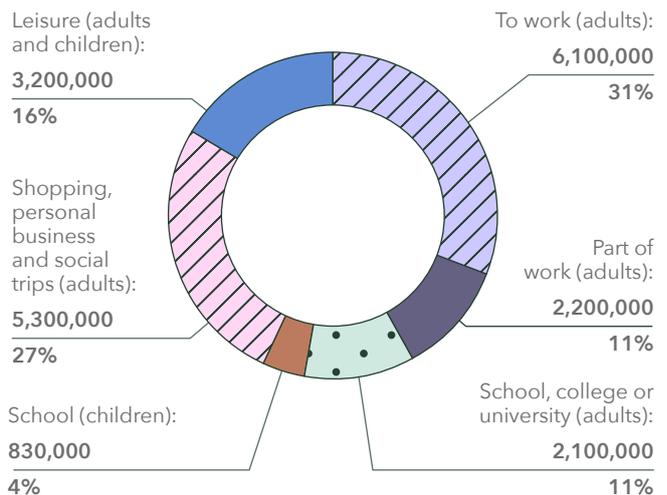
#### Annual cycling trips by purpose

**15.4 million trips in 2025** which add up to **54.7 million miles**



Average cycling trip distance: 3.5 miles

**19.7 million trips in 2023** which add up to **67.9 million miles**



Average cycling trip distance: 3.4 miles

### Cycling benefits residents and society

We model the costs and benefits of cycling journeys, including those that replace trips which could have been driven, using our Societal Gain model. This includes travel time, vehicle operating costs, health benefits, air quality and taxation.

The total annual economic benefit from all trips cycled in Cardiff is

**£65.9 million**

£69.8 million in 2023

Many of these trips were made by people with access to a car. For these (excluding trips for leisure) our model compares the costs and benefits of cycling to those of driving.

For these journeys **£1.57** is saved for each mile cycled instead of driven. Over a year this adds up to **£40.4 million** in economic benefit for residents and society from **25.8 million miles** cycled by those that could have used a car.



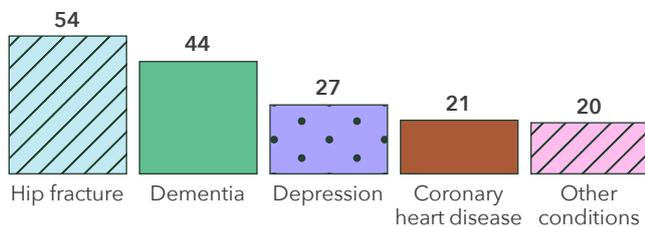
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work. See methodology report for details.

## Cycling unlocks health benefits for everyone

Cycling in the city prevents 166 serious long-term health conditions each year.

193 in 2023

### Cases prevented



This saves the NHS

**£2.2 million per year**

£2.6 million in 2023

Equivalent to the cost of

**49,000**

**GP appointments**

63,000 in 2023

Above figures are based on applying city data to Sport England MOVES tool, which shows the return on investment for health of sport and physical activity. 'Other conditions' includes type 2 diabetes, stroke, breast cancer and colorectal cancer.

The physical activity benefits from cycling

**prevent 21 early deaths annually**

26 in 2023

which is valued at

**£85.4 million**

£94.4 million in 2023

Based on WHO/Europe Health Economic Assessment Tool (HEAT), which enables an economic assessment of the health benefits of cycling by estimating the value of reduced mortality resulting from specified amounts of cycling.

People cycling instead of driving improves air quality, saving:

**12,000 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

17,000 kg in 2023

and

**1,200 kg of particulates**

(PM<sub>10</sub>, which includes PM<sub>2.5</sub>) annually.

1,500 kg in 2023

44% of residents agree the air is clean in their local area



42% in 2023

## Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

**6,900 tonnes**

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) annually.

8,500 tonnes in 2023

This is equivalent to the carbon footprint of

**14,000 people taking flights**

from Cardiff to Tenerife.

In 2023 domestic transport accounted for **16.6%** of Wales' greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

StatsWales, Greenhouse Gases by year.

## Cycling keeps the city moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>[i]</sup> This helps to keep the city moving for all road users.

**14,000 return trips**

are cycled daily by residents who could have used a car.

17,000 in 2023

If these cars were all in a traffic jam it would tail back

**42 miles**

equivalent to the distance from Cardiff to Abergavenny.

52 miles in 2023

i. Litman, 2023. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

## Walking and wheeling solutions

# What would help make walking and wheeling easier?

## New homes and existing communities should have services and amenities within walking and wheeling distance

Putting walking and wheeling at the heart of new and existing communities gives people greater transport choice, while reducing car dependency.

**53%**

agree they can easily get to many places they need to visit without having to drive

50% in 2023

**59%**

support stopping new housing developments in areas where driving is the only practical option to visit local services, such as shops and doctors surgeries

55% in 2023

New developments and existing communities can support walking and wheeling by ensuring many of the things people need are found near to where people live.

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?

**83%**

more shops and everyday services, such as banks and post offices, close to their home

80% in 2023

**79%**

more government services, such as doctors surgeries and schools, close to their home

74% in 2023

**83%**

more parks or green spaces close to their home

80% in 2023

**81%**

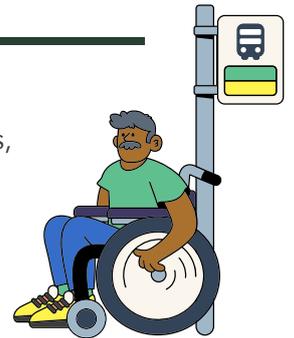
more things to see and do close to their home, like cafés or entertainment venues

79% in 2023

## Residents want walking and wheeling to better align with buses

While walking and wheeling should be the most attractive option for short journeys, it should also be integrated with public transport for longer trips.

Walking and bus use is the most common form of multi-modal journey across the UK. If we are to increase walking and wheeling and bus trips, residents told us they need practical improvements to better integrate these modes of transport.



What percentage of residents would find these changes useful to help them take journeys that include walking or wheeling and the bus more often?

**78%**

more information to help them plan and take a journey (such as apps, maps, signage or public transport staff)

**70%**

more direct walking and wheeling routes from housing estates to bus stops

**68%**

accessible walking and wheeling routes to and from bus stops

**73%**

improved safety while walking or wheeling to and from the bus stop

**75%**

improved walking and wheeling crossing facilities near bus stops

**86%**

improved bus stops (such as accessible, well lit and maintained, cover from rain, display of service information)

## Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk or wheel in.

### What percentage of residents think that these changes would help them walk or wheel more?

**73%**

wider pavements  
65% in 2023

**71%**

more frequent road crossings, with reduced wait times  
70% in 2023

**78%**

nicer places along streets to stop and rest, like more benches, trees and shelters  
73% in 2023

**75%**

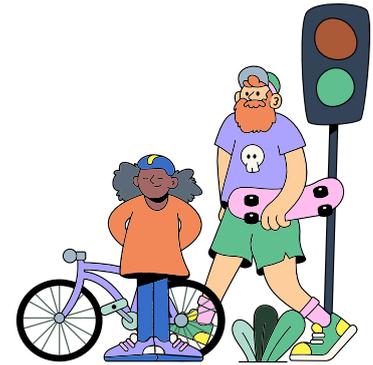
better pavement accessibility, like level surfaces and dropped kerbs at crossing points  
72% in 2023

**70%**

fewer cars parked on the pavement  
68% in 2023

**72%**

less fear of crime or antisocial behaviour in their area  
70% in 2023



### Abbas Radaideh

Since moving to Cardiff, I've decided to explore Cardiff on foot and I've found it to be an unparalleled experience, combining history, modern organisation and green spaces.

Being in the heart of Cardiff, you always feel there's more to see, and you discover this when walking in and around the city centre and all its districts.

However, not every walk in Cardiff feels smooth.

Congested roads are often a challenge to cross.

The city continues to need more work to organise, such as how traffic moves around the centre, expanding pavements, providing different types of seating.

For people to continue to get the most out of visiting, experiencing and enjoying Cardiff, we need to encourage walking so that it remains an important activity for our health and our environment.

## Cycling solutions

# What would make cycling better?

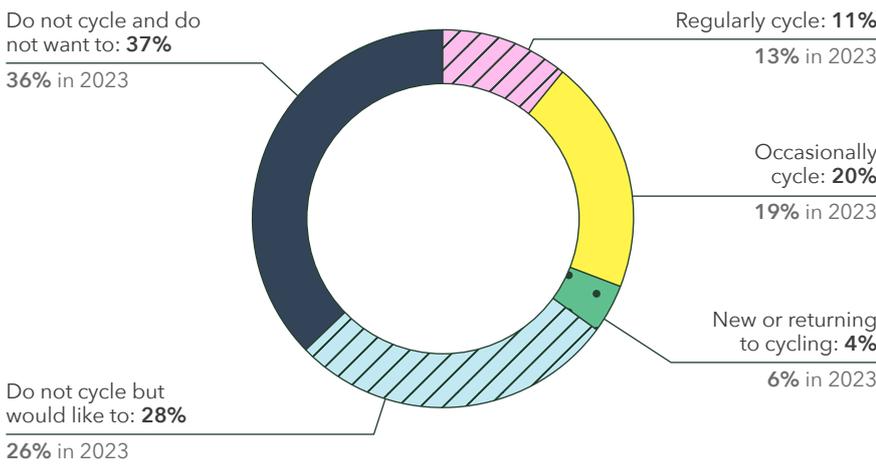


### Many residents want to cycle

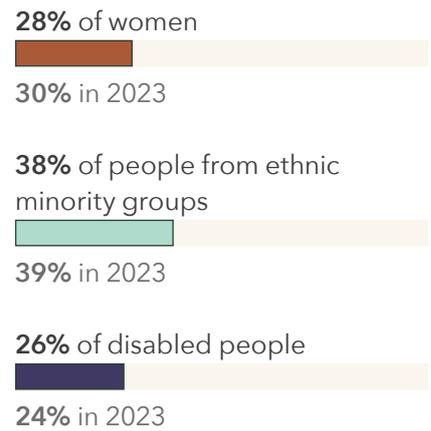
There is considerable appetite to start cycling from residents who don't already.

To meet this demand we must address safety, ensuring people have dedicated space for cycling, as well as supporting access to a cycle, training, cycle parking, and better integration of cycling with public transport.

#### How do residents see themselves when it comes to cycling?

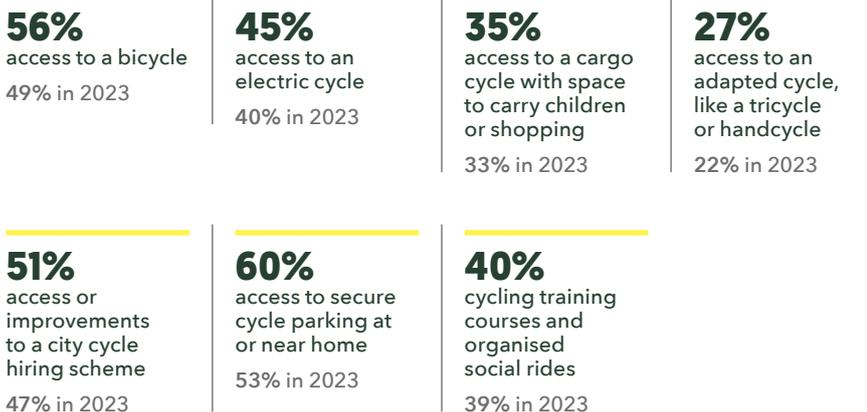


#### What proportion of residents said they 'do not cycle but would like to'

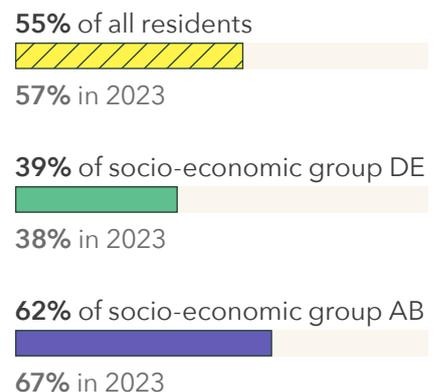


### Residents want more support to cycle

#### What percentage of residents think that these kinds of support would help them start cycling or to cycle more?



#### Proportions of residents with access to an adult cycle



## Residents want improved cycling infrastructure

People want networks of dedicated and safe cycle paths, cycle parking and better integration with public transport.

### In the city there are:

# 17% of households

are within 125 metres of either traffic-free cycle paths away from the road, cycle paths physically separated from traffic and pedestrians, or signposted routes along quieter streets

16% in 2023

## 37 miles

of traffic-free cycle paths away from the road

37 miles in 2023

## 9 miles

of cycle paths physically separated from traffic and pedestrians

7 miles in 2023

## 1 mile

of signposted routes along quieter streets

1 mile in 2023

## 344

cycle parking spaces across 22 railway and bus stations

290 spaces across 21 stations in 2023

### What percentage of residents would be helped to start cycling or to cycle more by better facilities?

## 70%

more traffic-free cycle paths away from roads, like through parks or along waterways

70% in 2023

## 64%

more cycle paths along roads that are physically separated from traffic and pedestrians

62% in 2023

## 67%

more signposted local cycle routes along quieter streets

61% in 2023

## 70%

better links with public transport, like secure cycle parking at train stations, bus stops/stations

69% in 2023

### Among residents:

## 78%

support improving and increasing local off-road walking, wheeling and cycling paths

## 59%

support building more cycle paths physically separated from traffic and pedestrians, even when this would mean less room for other road traffic

55% in 2023

## 74%

support improving walking, wheeling and cycling access to bus stops and coach or rail stations



## Robin Ritter-Jones

Cyclists' and pedestrians' priority is too low at traffic lights.

At some junctions in the city centre, you can be waiting for upwards of three minutes for a green light.

When the light does come, it's pretty short and feels rushed.

If you catch the timing wrong, what should be a short ride can be slowed down by following the lights, which puts people off.

I'd suggest bikes be given a short green light after each light change, cutting down the waiting time at lights.

Having recently been to Copenhagen, I noticed how cyclists are given much higher priority and never find themselves waiting over a minute at lights.

## Neighbourhood solutions

# Thriving places, centring children

Neighbourhoods should prioritise the needs and wellbeing of the people who live there and visit. They should be planned to support community, foster social connection, and be places where everyone feels welcome.

Designing neighbourhoods with children in mind means they work better for everyone.

### Improving the journey to school

Schools are at the centre of many neighbourhoods and should be part of any plan to make neighbourhoods better.

This means working with schools to encourage walking, wheeling and cycling, but also improving the neighbourhood around schools to reduce traffic and improve pavements, crossing points and cycle provision.

50% support



26% oppose



closing residential streets outside schools to cars during drop-off and pick-up times

67% support



15% oppose



reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods

These are known as 'School Streets'.

**22 schools**

in the city have School Streets schemes

15 schools in 2023



### Giving children the independence to roam, play and develop

Neighbourhoods should be places for children to thrive. Well-designed neighbourhoods can give children freedom to move around, play and socialise, helping children's independence, social skills, and autonomy.

Average age when parents and carers would let children travel independently in their neighbourhood

**11 years old**  
to walk  
or wheel

**12 years old**  
to cycle

**13 years old**  
to use public  
transport

**48%**

agree there is space for children to socialise and play

49% in 2023

Fewer children play out on their streets than ever before. Just 27% of children said they regularly play outside their homes, compared to 71% of those born between 1946 and 1964.

Save the Children, Summer of Play campaign survey, 2022.



## Residents support child-safe neighbourhoods

Adults support child-safe neighbourhoods, including traffic-reduction targets and measures to reduce through traffic and traffic speed, but this must be done fairly.

**27%**

of residents think that their streets are not dominated by moving or parked motor vehicles  
30% in 2023

**53%**

support setting traffic-reduction targets and taking action to achieve these  
56% in 2023

**62%**

support low-traffic neighbourhoods  
55% in 2023

**20%**

of the total length of unclassified roads in the city have nothing to prevent through traffic. This can result in rat running.<sup>[i]</sup>  
23% in 2023

Residents would find fewer motor vehicles on their streets useful to:

64% walk or wheel more



58% cycle more



**45%**

support reducing speed limits on local roads in built-up areas to 20 mph speed limits (36% oppose)

**90%**

of the city's streets have 20 mph speed limits (excluding motorways)  
46% in 2023

Residents would find more streets with 20 mph speed limits useful to:

42% walk or wheel more



42% cycle more



## Everyone should feel welcome in their neighbourhood

Improvements to neighbourhoods must also recognise the needs of adults, for example women, disabled people and people from ethnic minority groups.

**47%**

agree they regularly chat to their neighbours, more than just to say hello  
50% in 2023

**43%**

feel able to participate in making their neighbourhood a better place to live  
41% in 2023

Proportion of residents that feel welcome and comfortable walking, wheeling or spending time on the streets of their neighbourhood

**74%**

of all residents



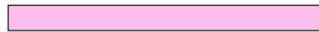
69% in 2023

71% of women



68% in 2023

77% of men



71% in 2023

68% of LGBTQ+ people



56% in 2023

76% of non-LGBTQ+ people



73% in 2023

68% of people from ethnic minority groups



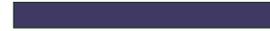
65% in 2023

75% of white people



70% in 2023

63% of disabled people



64% in 2023

77% of non-disabled people



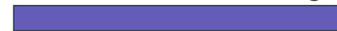
71% in 2023

65% of socio-economic group DE



58% in 2023

79% of socio-economic group AB



74% in 2023

i. Based on analysis by CycleStreets [www.lowtrafficneighbourhoods.org](http://www.lowtrafficneighbourhoods.org). Unclassified roads are all public roads that are neither motorways, A, B nor C roads.



## Developing the city

# Improving walking, wheeling and cycling

Cardiff is becoming a city where walking, wheeling, and cycling are safe, convenient, and attractive for everyday journeys.

As a fast-growing city facing urgent pressures to reduce congestion and improve air quality, active travel is a key part of the city's vision for healthier, greener, and more connected communities.

Major city-centre developments are helping to reimagine how residents and visitors move around. The new Cardiff Bus Interchange has opened with modern, accessible facilities and seamless connections to the adjacent railway station and surrounding walking, wheeling, and cycling routes. The city centre circular cycleway links key destinations including Queen Street railway station, shopping and leisure venues, and the award-winning Canal Quarter (see opposite), while also connecting to cycleways radiating out across the city.

Neighbourhood investment is equally important, with a particular focus on schools.

Every school in Cardiff now has an Active Travel School Plan, and more than twenty benefit from a School Street (see opposite).

|||  
**Infrastructure upgrades on key school routes are helping to make active travel safer and more appealing.**

|||  
Schools are also supported by walking and bike buses, secure cycle storage, and school bike fleets.

Infrastructure upgrades on key school routes are helping to make active travel safer and more appealing, from contraflow cycling lanes in Canton to upgraded crossings in Caerau and Adamsdown. In Gwaelod y Garth, a new woodland path now provides a safe and scenic route to school.



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## Canal Quarter

The Canal Quarter is an ambitious city-centre regeneration scheme, built around the transformational impact of reopening the Dock Feeder Canal, hidden for more than 70 years. Phase 1, completed in 2024, converted former road space into a public area with rain gardens, outdoor seating, and an amphitheatre-style performance space. The project won the Institution of Civil Engineers Wales sustainability award, recognising its quality and innovation.

The new pedestrianised area connects to wider pavements, safer crossings, and new cycleways leading to Queen Street Station, encouraging people to walk, wheel, and cycle. It is already attracting new hospitality businesses and creating vibrant places for residents to meet and mingle. An otter has even been spotted swimming along the canal, a striking sign of ecological revival.



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## Lawrenny Avenue School Street

Lawrenny Avenue is the longest School Street in Wales, serving Fitzalan High School and Ysgol Pwll Coch. It combines local authority measures, school initiatives, and community support to create a flagship example of safe, child-focused active travel. The street closes to non-residents at drop-off and pick-up times, with new puffin and zebra crossings, bus bays, and safer junctions installed nearby.

A daily walking bus from a designated parking area is organised by Ysgol Pwll Coch, while a regular bike bus led by parents enables children to cycle safely.

Together, these measures have improved congestion, road safety and air quality around the school gates, and encouraged lifelong active travel habits.

## Looking forward

# Better places and streets for everyone

Cardiff's ambition to be a healthier, greener, and more connected city is closely aligned with Welsh Government priorities. Together they have committed to cutting carbon emissions, reducing congestion, and improving air quality, with active travel and sustainable public transport central to that vision.

Public transport investment is set to transform how people move around the city. The first phase of the South Wales Metro is nearing completion, with new regular tram-train services soon linking Cardiff with communities in the South Wales Valleys – increasing capacity and supporting more visitors and commuters to travel actively upon arrival.

Forthcoming projects will strengthen this further, including a new on-street tram line linking Cardiff Central and Cardiff Bay stations, the redevelopment of Central Station, and improvements to the surrounding public realm to enhance walking, wheeling, and cycling connections in the heart of the city.

Over the next three years, funding announced by the UK Government will also deliver a new station in the east and unlock capacity in the west through a junction upgrade, expanding access to sustainable travel for more communities in Cardiff.

Alongside this, Cardiff will continue to roll out new active travel infrastructure. A new citywide bike share scheme – fully electric and double the size of the previous fleet – is currently in procurement and will play a major role in broadening access to cycling. Secure cycle hangars are being introduced for both

Percentage of residents who would like to see more government spending in their local area:

53% on walking and wheeling



46% on cycling



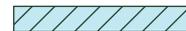
68% on buses



64% on trains



43% on trams



42% on other forms of public transport such as community transport, metro or subway, local ferry



32% on driving



**Cardiff will continue to roll out new active travel infrastructure.**

visitors in the city centre and residents in neighbourhood streets. The cycleways programme is also set to expand, with Newport Road and Broadway among the next corridors planned for high-quality, segregated routes.

Schools will remain a core focus, recognising both the benefits of embedding active travel habits early and the need to reduce traffic pressure at the school gates. School Streets, bike buses, training, and investment in safe

routes will continue to grow, helping to ensure that every child in Cardiff has the chance to travel actively and independently.

Together, these investments and priorities point to a continuation of the shift seen in recent years – building a transport system that is less car-dependent, more inclusive, and fit for a city that is growing, thriving, and looking to the future.



### Anna Harris

**Cardiff is a good size city for walking from place to place and mostly feels safe, although I feel less safe after dark.**

I try and walk every day as it's good exercise and a nice way to feel connected to people who live around me and my community.

Sometimes I wish more of an effort was made to make our public spaces and the streets around Cardiff a bit more interesting, a bit more beautiful, with public art and murals.

It's nice to clock beautiful and colourful things as you walk around a place, rather than grey and concrete buildings.

It means a place develops a unique identity, and people can hold onto that and feel proud of the place that they call home.

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## Notes on methodology

The attitudinal survey was conducted from March to June 2025 (and 2023) by independent social research organisation NatCen.

The survey is representative of all Cardiff residents, not just those who walk, wheel or cycle.

All other data are sourced from our regional and local partners, national data sets or modelled and calculated by Walk Wheel Cycle Trust. All locally-sourced data are correct as of 28 May 2025.

Trip estimates use a model developed by Walk Wheel Cycle Trust. When comparing to other travel surveys, some variation may exist in the proportion of journeys travelled by journey purpose.

Trip estimates now include cycling trips as part of work for both 2025 and 2023. Previously published 2023 model estimates have been recalculated to include these and allow for direct comparison.

Rounding has been used throughout the report. In many cases we have rounded to the nearest whole number. Rounding is avoided where this may cause confusion, for example with modelled estimates shown in the summary and benefits sections.

More information on data sources and calculations, including strengths and limitations of the survey and model methodology, are available at [www.walkwheelcycletrust.org.uk/walking-cycling-index](http://www.walkwheelcycletrust.org.uk/walking-cycling-index)

Walk Wheel Cycle Trust is the charity making it possible for everyone to walk, wheel and cycle.

Because people powered movement changes everything. Our health. Our wellbeing. Our world.

[www.walkwheelcycletrust.org.uk](http://www.walkwheelcycletrust.org.uk)

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## Funding and support

Walking and Cycling Index Cardiff has been funded and supported by the Welsh Government and Cardiff Council. The project is co-ordinated by Walk Wheel Cycle Trust.

Walk Wheel Cycle Trust is a registered charity in the UK number 326550 (England and Cymru), SC039263 (Scotland) and 20206824 (Republic of Ireland).

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