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20 mph limits for Cardiff

20’s Plenty for Wales Conference

Paul Carter, Head of Transport

2nd October
Support for 20 mph

Ask Cardiff Survey:

‘Do you support the introduction of 20mph speed limits in residential areas and other suitable streets in Cardiff?’ was asked for three consecutive years from 2013.

<table>
<thead>
<tr>
<th></th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>68</td>
<td>66</td>
<td>71</td>
</tr>
<tr>
<td>No</td>
<td>32</td>
<td>34</td>
<td>29</td>
</tr>
</tbody>
</table>
Support by Partnership Area

Support by Partnership Area:

- Cardiff South West: 79%
- Cardiff West: 74%
- City and Cardiff South East: 73%
- Cardiff South East: 73%
- Cardiff East: 72%
- Cardiff North: 66%

Graph showing percentage support by region.
Background

Pilot Scheme:
Implemented March 2014
2 year project
‘Signs Only’ 20 mph limit
Monitoring at regular intervals

Rationale:
Create safer places for children to play
Increase social cohesion
Improve the liveability of local streets
Inform way forward for rest of Cardiff
High Level Outcomes

Interim data (2015) - suggested reduction in speeds

Final evaluation headline data (2016):
Overall speeds remained the same as those indicated in interim report.
Lessons

Impact on speed most marked on streets already benefitting from lower speeds

20 mph most effective if implemented on streets:

• that are primarily residential in nature
• where pedestrian and cyclist movements are high (or potentially high), such as around schools, shops, playgrounds and other areas
• which are not distributor routes

……learning informed the expansion of 20mph limits in Cardiff.
Where we are now

General consensus that lower speed limits in residential areas can:
✓ improve the liveability of the city by reducing car use for local trips
✓ make it easier to cross roads and access local facilities
✓ help to improve the environment for walking and cycling resulting in greater levels of physical activity.

Principles for the roll-out are that 20 limits in Cardiff should:
➢ be targeted at roads that are primarily residential in nature
➢ be on streets where pedestrian and cyclist movements are high
➢ not be installed on roads which are not suitable for 20mph limits and/or are major through routes.
The Approach

Major Gateway

Minor Gateway

Repeater

Roundels
Installing on street
Ongoing Programme

Flexible with order dependent on:

- monitoring schemes installed in adjacent areas
- availability of funding and resources

Wider roll out beyond the A48 will be reviewed after completion of areas below A48

Complimentary to 20mph zones/school safety zones schemes.

<table>
<thead>
<tr>
<th>Ward</th>
<th>Approximate Timescale</th>
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</thead>
<tbody>
<tr>
<td>Plasnewydd, Adamsdown and Splott*</td>
<td>2018/19</td>
</tr>
<tr>
<td>Grangetown</td>
<td>2018/19/20</td>
</tr>
<tr>
<td>Butetown</td>
<td>2019/20</td>
</tr>
<tr>
<td>Penylan **</td>
<td>2020/21</td>
</tr>
<tr>
<td>Canton (Final areas)</td>
<td>2021/22</td>
</tr>
</tbody>
</table>

* Area already benefits from traffic calming and 20mph zones in some streets

** Area around school being delivered 2018/19
Programme Map
On-street cycle hire:

500 bikes
56 stations
16 additional being assessed including sites in the east of the city
20mph important in promoting comfortable cycling experience
Keen to grow the scheme

Current usage figures* (17/9/2018):
90,446 rentals
1533 memberships
Typically 4 to 5 rides per bike per day

*250 bike scheme
Complimentary Work

Cycle network development:

5 cycle super highways
Exemplar for all ages and abilities cycling
Segregation from motor traffic where needed
20 mph in context...

..... active travel and strategic transport aspiratic
Summary

- Pilot scheme - provided valuable insight
- Informed future roll out of 20mph limits
- Public support for 20mph limits is good
- 20mph limits must complement current schemes
- Need to continually review impacts and make improvements
- Additional calming may be required to ensure benefits from lower speed limits are realised
- 20mph limits align with the overall transport strategy in a city region context (Metro)
Thank you.