



Cambridgeshire and Peterborough Combined Authority

Walking & Cycling Index Elected Member Briefing

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Combined Authority**

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Trust**



PAUL BRISTOW
MAYOR OF
CAMBRIDGESHIRE
& PETERBOROUGH



**Cambridgeshire
County Council**





Background

- Commissioned Index -Feb 25
- Two-year project
- Results shape our Walk, Wheel and Cycle Strategy and future delivery programme.



Our purpose

We make it possible for everyone to walk, wheel and cycle.

Because it changes everything. Our health. Our wellbeing. Our world. We're a UK-wide charity making it possible for everyone to walk, wheel and cycle with an impressive history stretching back almost 50 years.

We call it people-powered movement

Walking, wheeling and cycling might sound like small actions. But they add up to something much, much bigger. They ripple out and change everything.



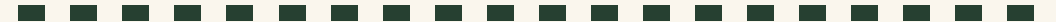
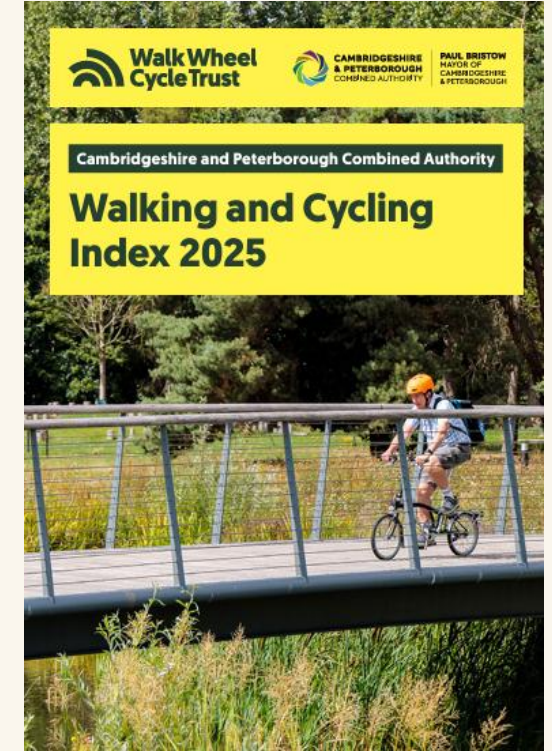
Photo: Jon Bewley

What is the Walking and Cycling Index?

- Largest assessment of walking, wheeling and cycling in areas across the UK and Ireland
- Reports published every two years; latest edition published in March 2026
- Funded by the Freshfield Foundation, local and combined authorities, Transport Scotland, NTA (Ireland)

Since first reports in 2015, this data has informed policy decisions, justified investment, and enabled cities and regions to develop more ambitious action plans for walking, wheeling, and cycling.





Why does it matter?

- Help cities and regions understand perceptions of walking, wheeling and cycling, observe behaviours and address barriers to participation
- Increase awareness of the benefits of walking, wheeling and cycling
- Support the delivery infrastructure that works for everyone
- Encourage shared ambition and learning
- Advocate for people-powered movement across the UK and Ireland

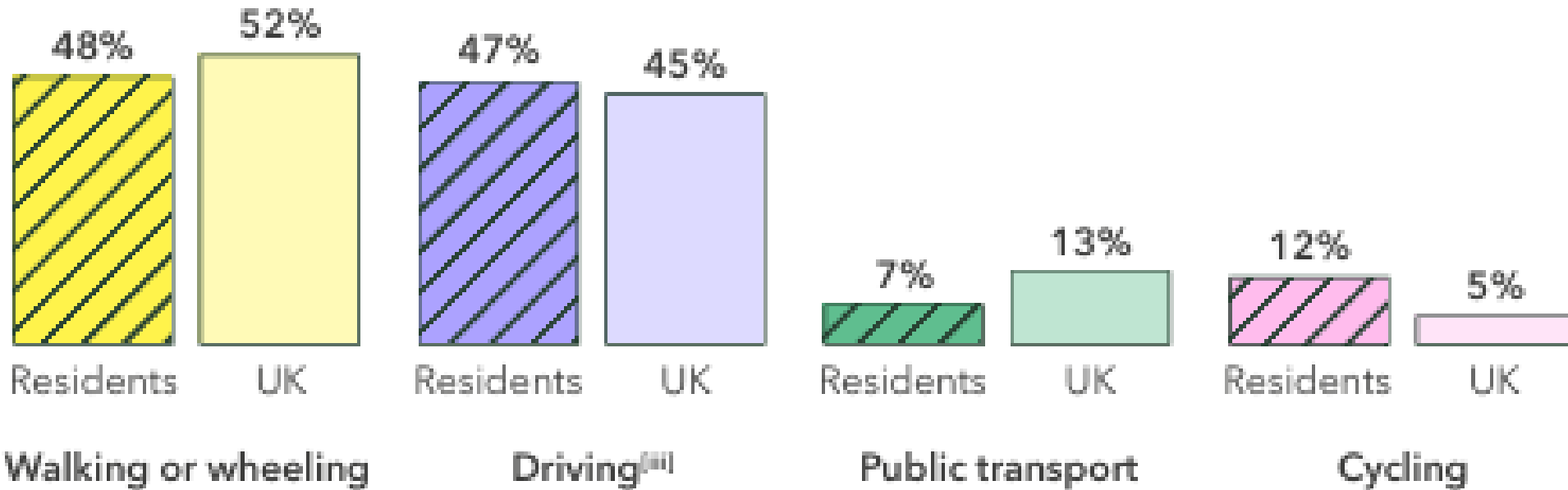


What is the data telling us for your area?

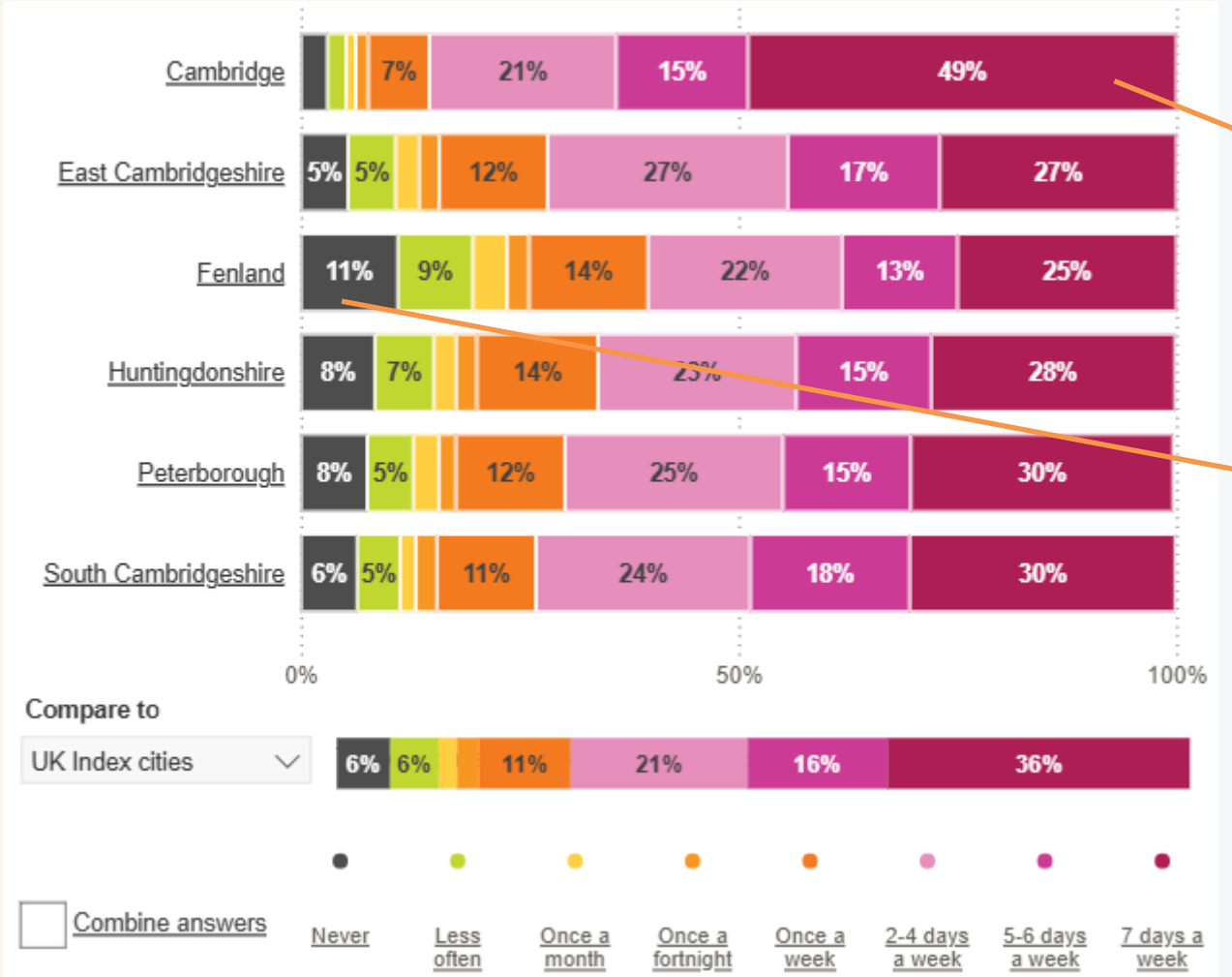


Travel Modes:

Residents who travel by the following modes five or more days a week in the region compared with other parts of the UK⁽ⁱⁱⁱ⁾



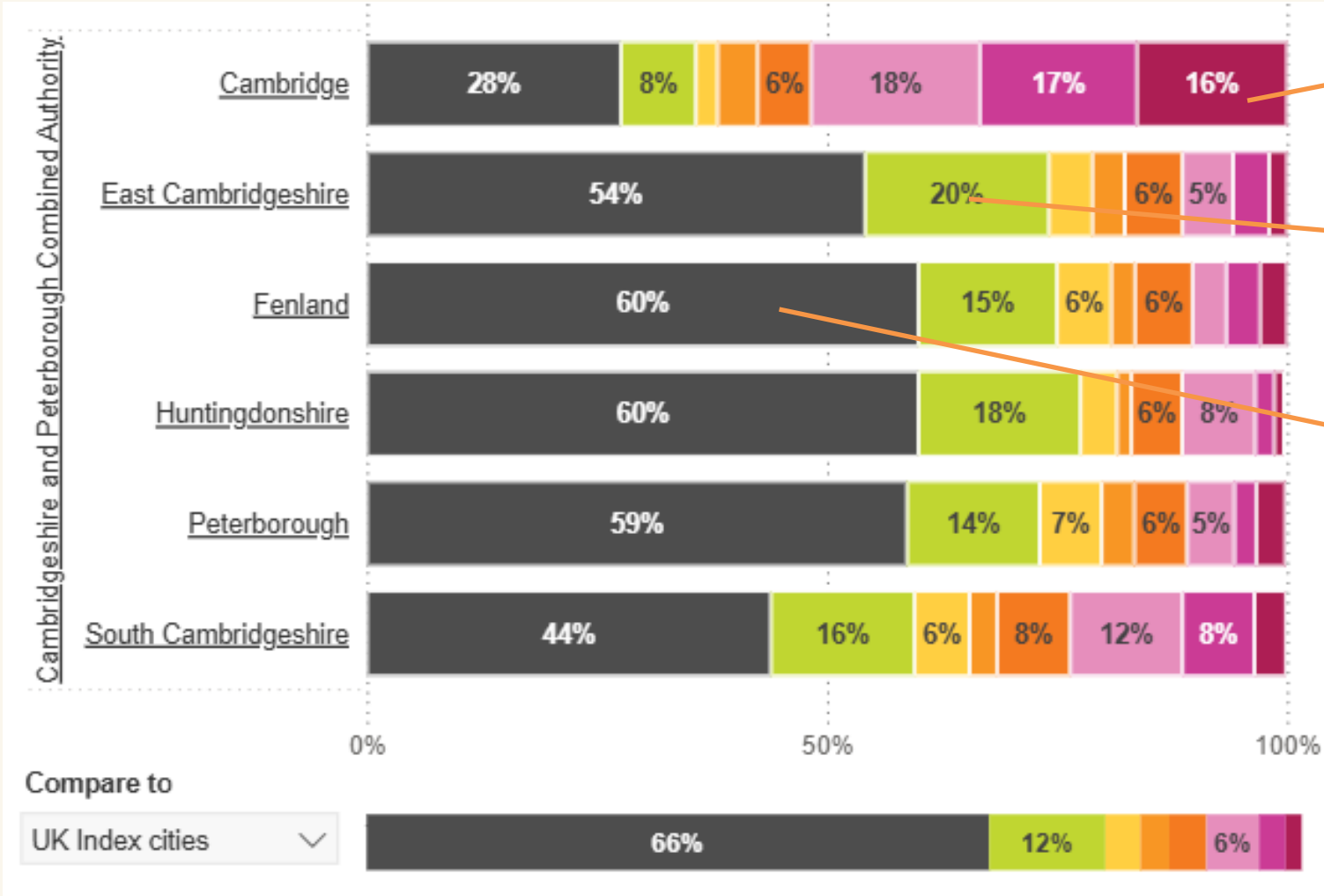
Travel Modes (Walking):



Everyday

Never

Travel Modes (Cycling):

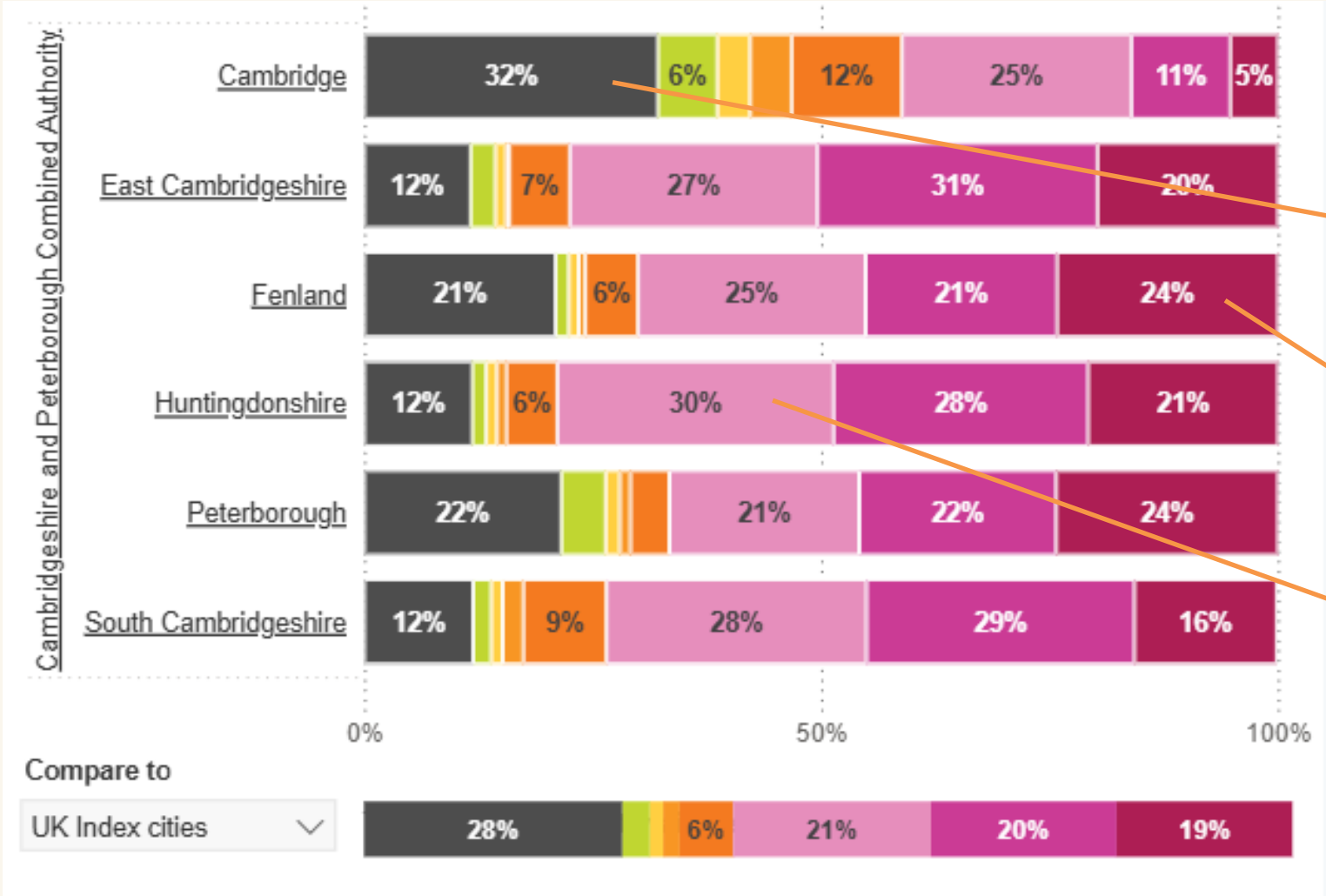


Everyday

Less than once a month

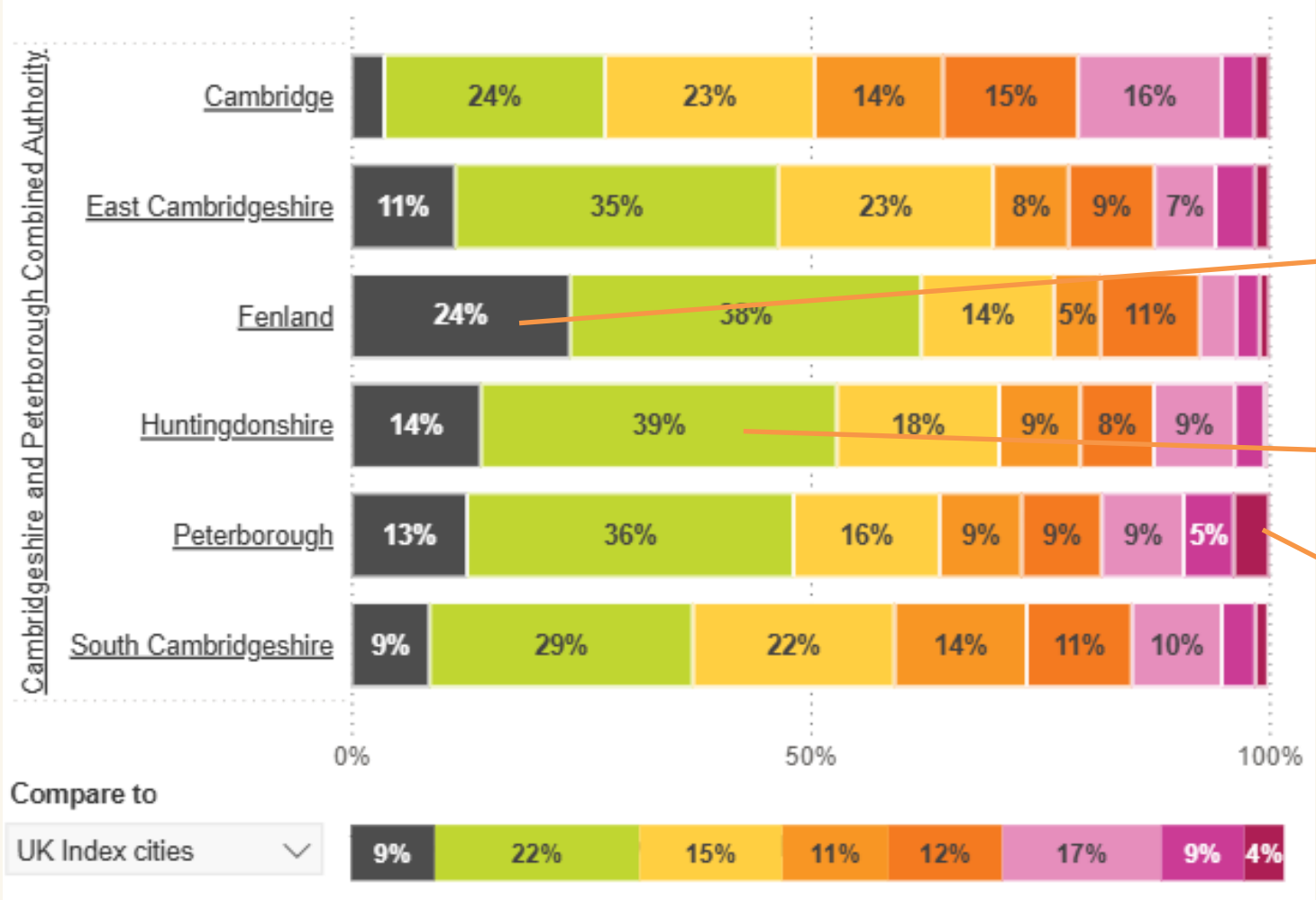
Never

Travel Modes (Driving):



- Never
- Everyday
- 2-4 days per week

Travel Modes (Public Transport):



Never

Less than once a month

Everyday

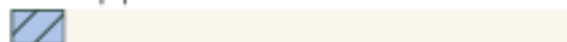
Public Support for Change:

Residents support more connected neighbourhoods

76% support



9% oppose



stopping vehicles parking on the pavement

70% support



11% oppose

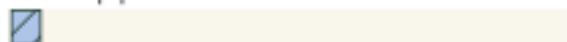


reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods

82% support



5% oppose



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

53% support



23% oppose

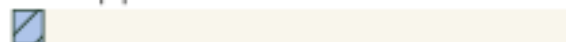


closing residential streets outside schools to cars during drop-off and pick-up times

73% support



5% oppose



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

75% support

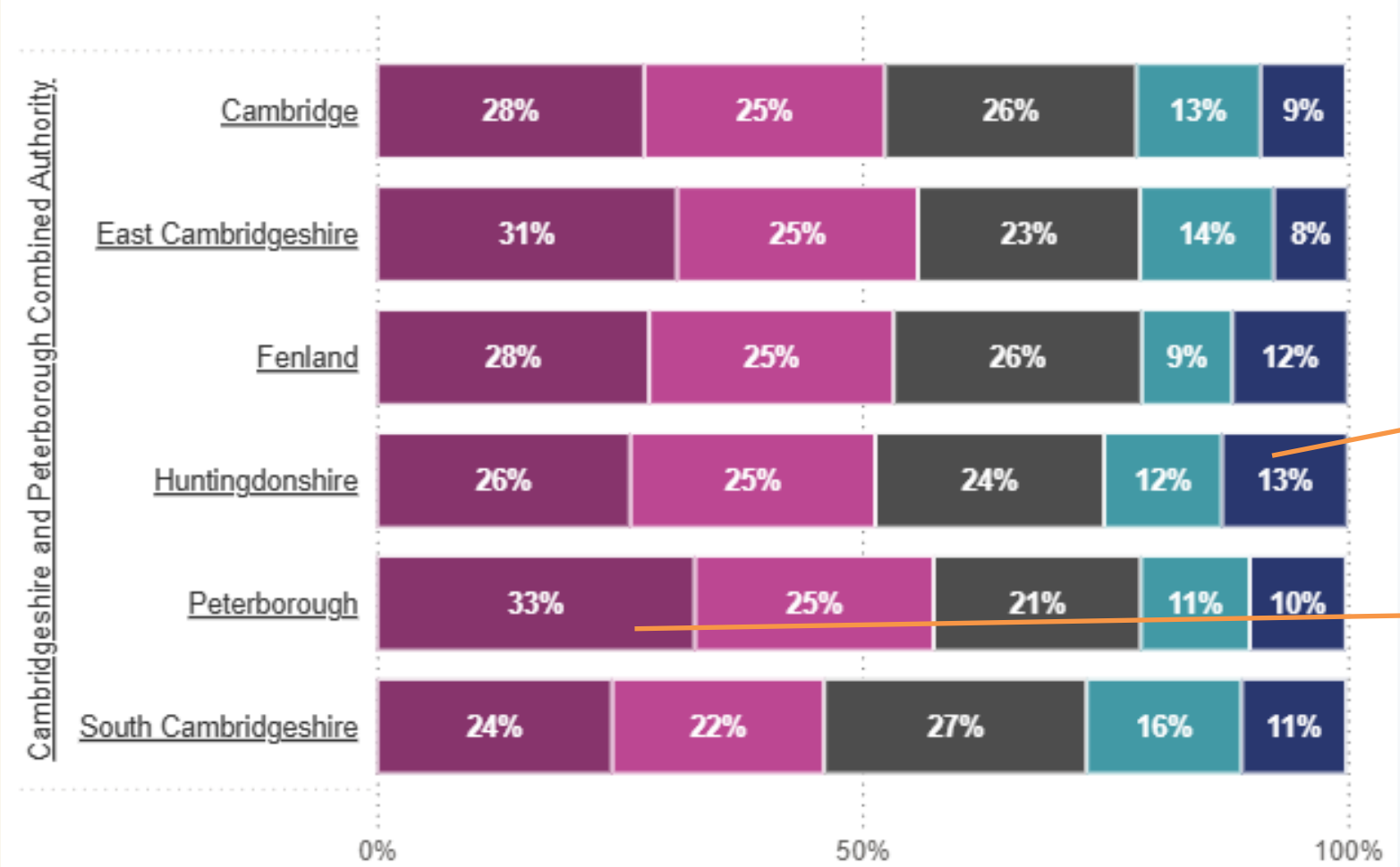


9% oppose



having shops, schools, green space and public transport within a short walk or wheel of their home^[v]

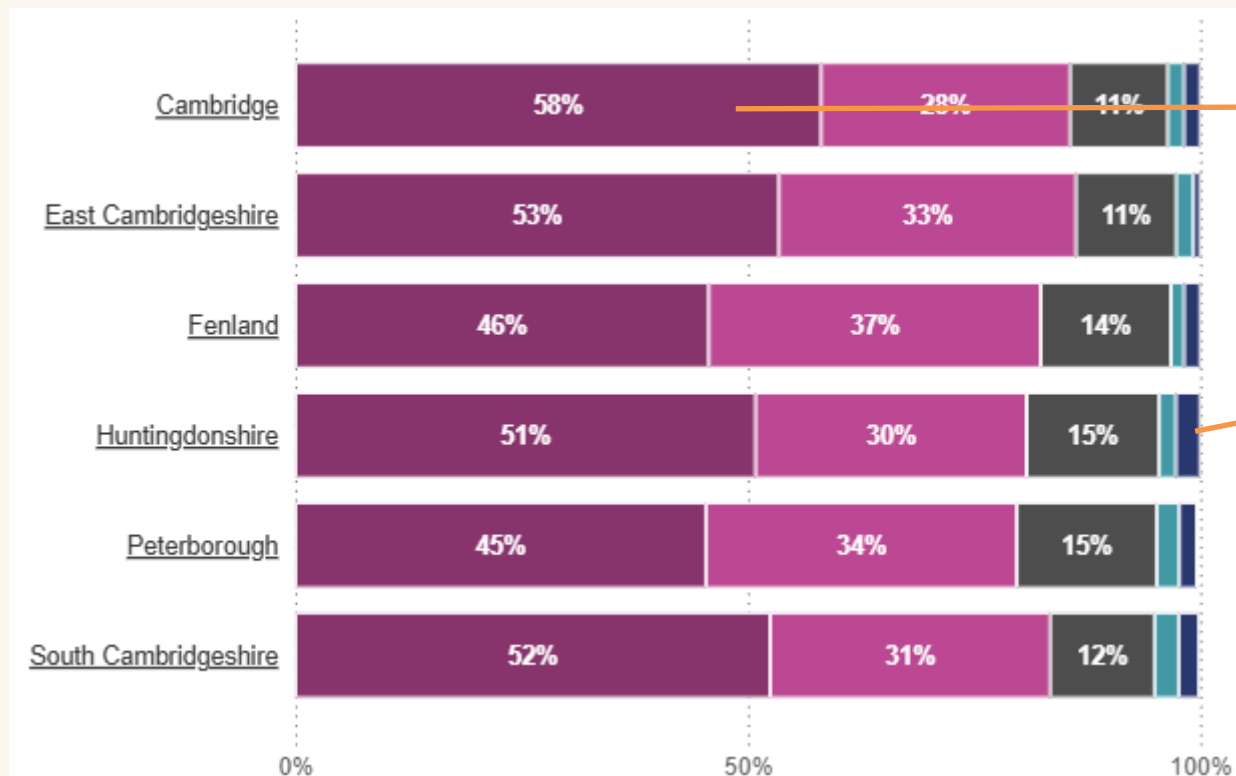
Public Support for: Closing roads outside of schools at peak times.



Strongly Opposed

Strongly Supported

Public Support for improving off-road paths:



Strong Support

Strong opposition

Personal Desire to Change:

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. 57% of residents agree that they often use a car because no other transport options are available.

Walk or wheel

49% more



3% less

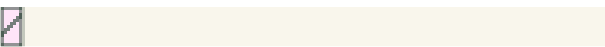


Cycle

47% more



3% less



Take public transport

39% more

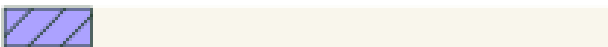


9% less

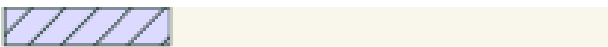


Drive

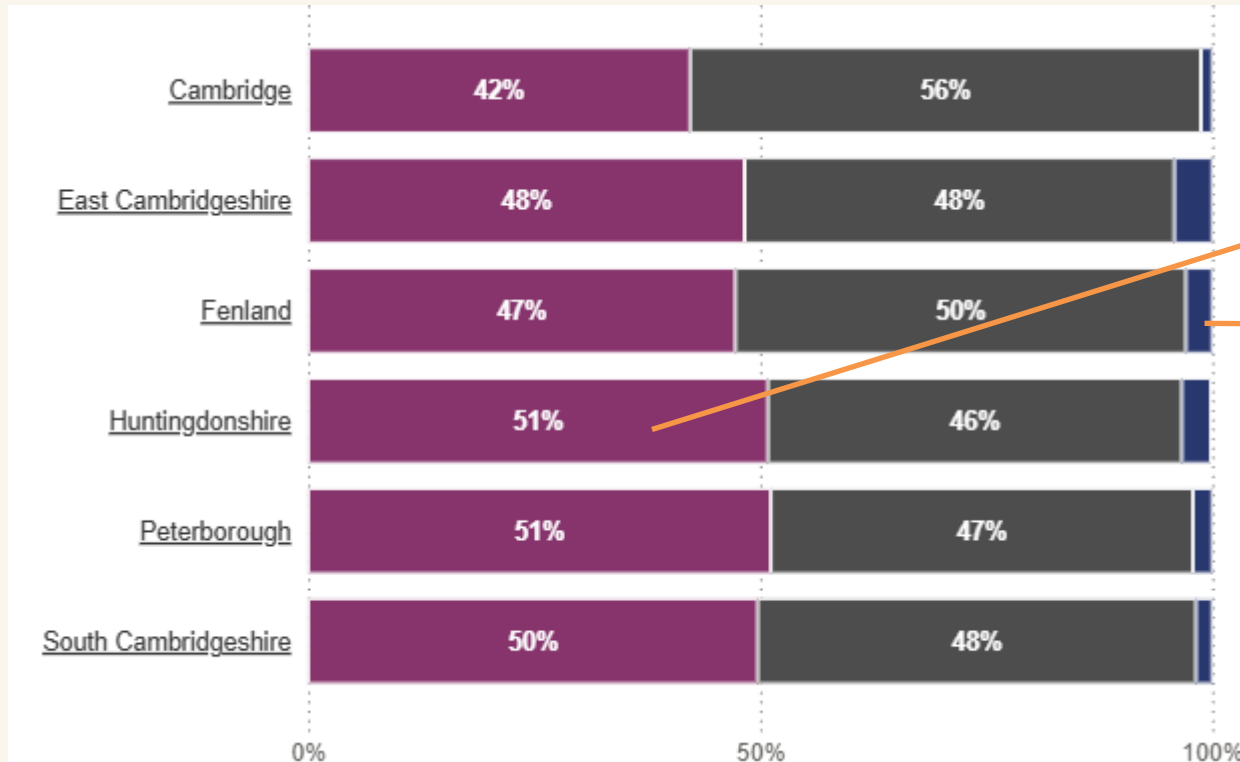
14% more



27% less



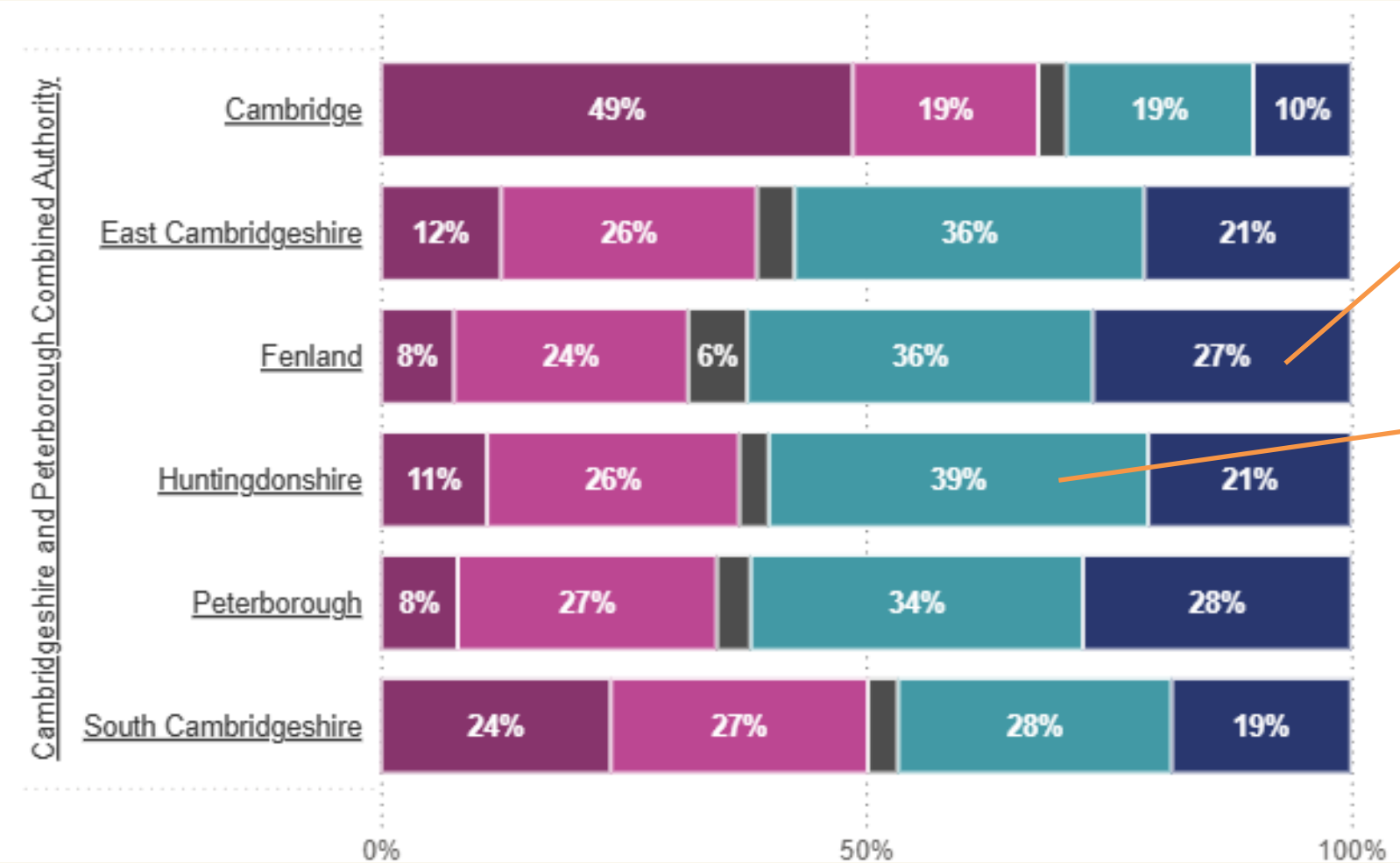
Personal Desire to Change (Walking)



Wants to walk more

Wants to walk less

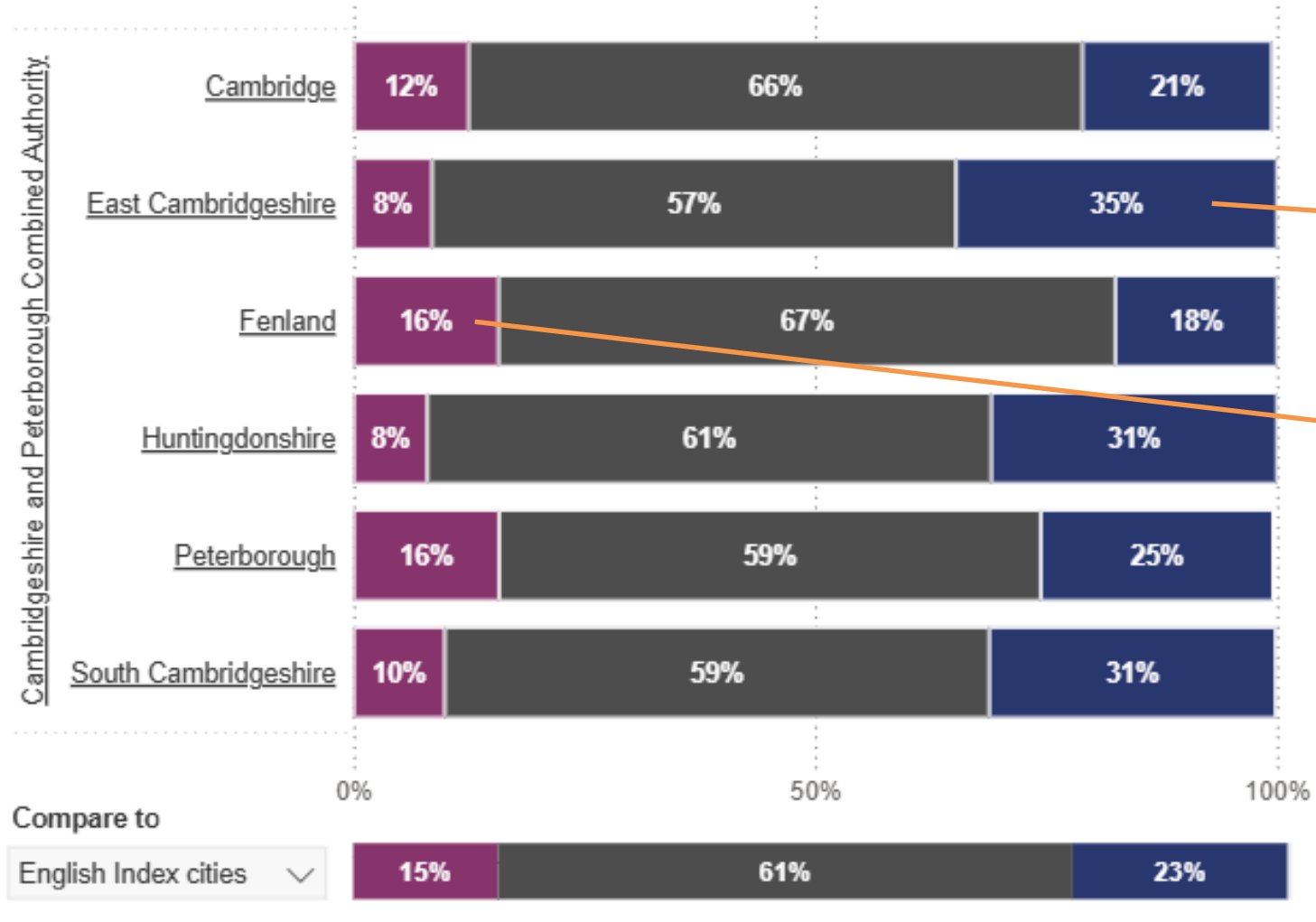
Personal Desire to Change (Cycling):



Does not currently cycle but would like to

Does not currently cycle and does not want to change

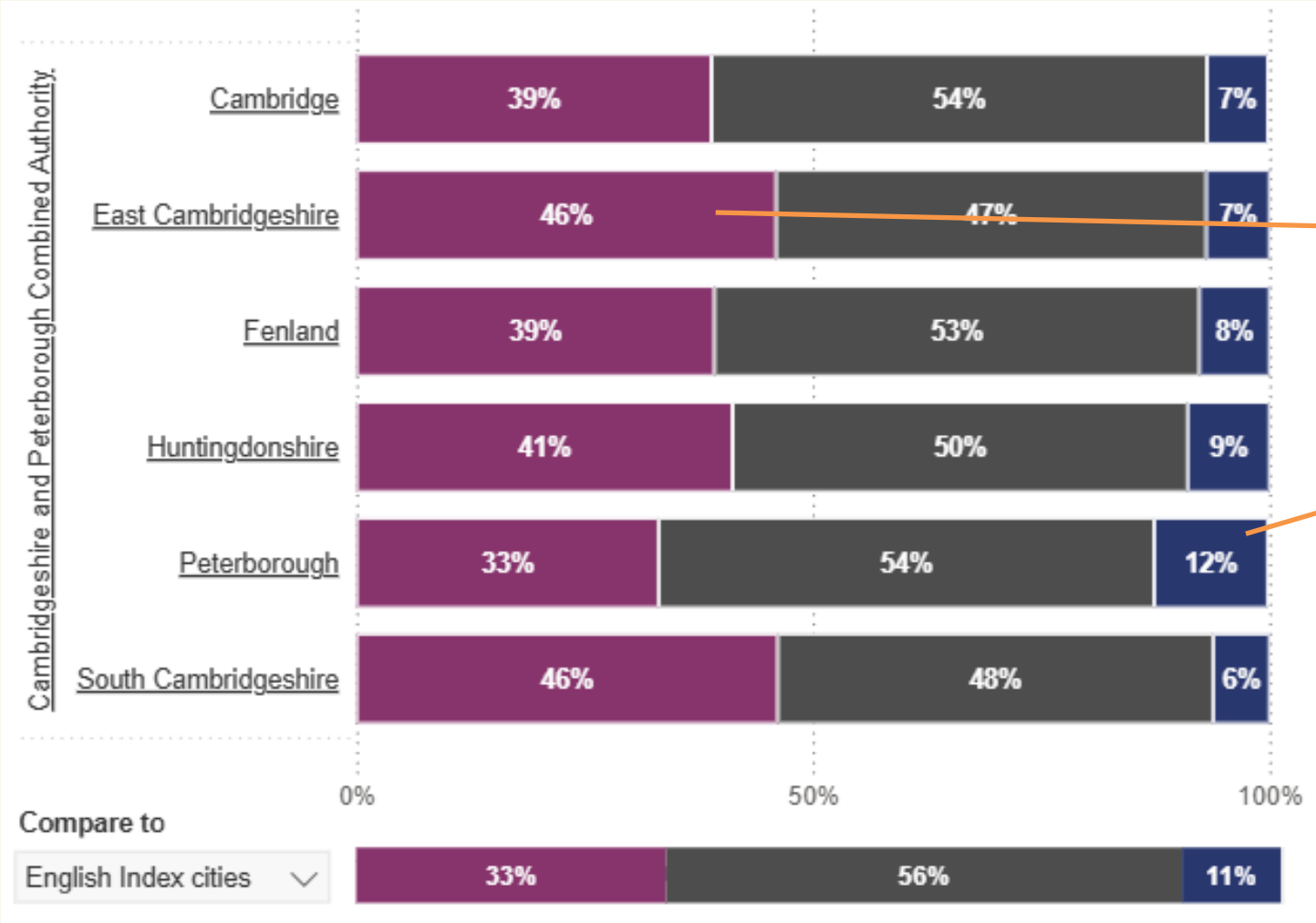
Personal Desire to Change (Drive):



Wants to drive less than now

Wants to drive more than now

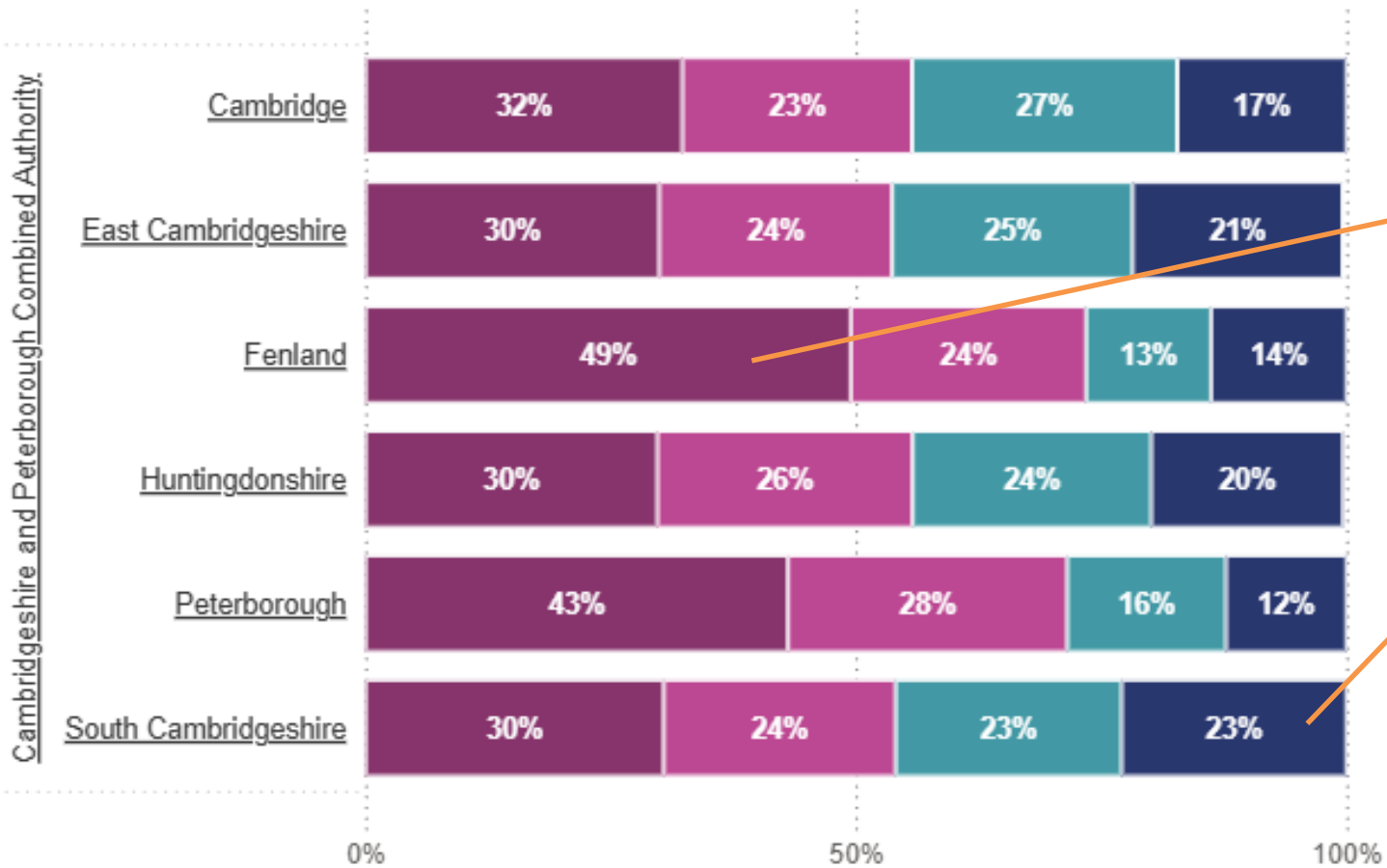
Personal Desire to Change (Public Transport):



Wants to use public transport more

Wants to use public transport less

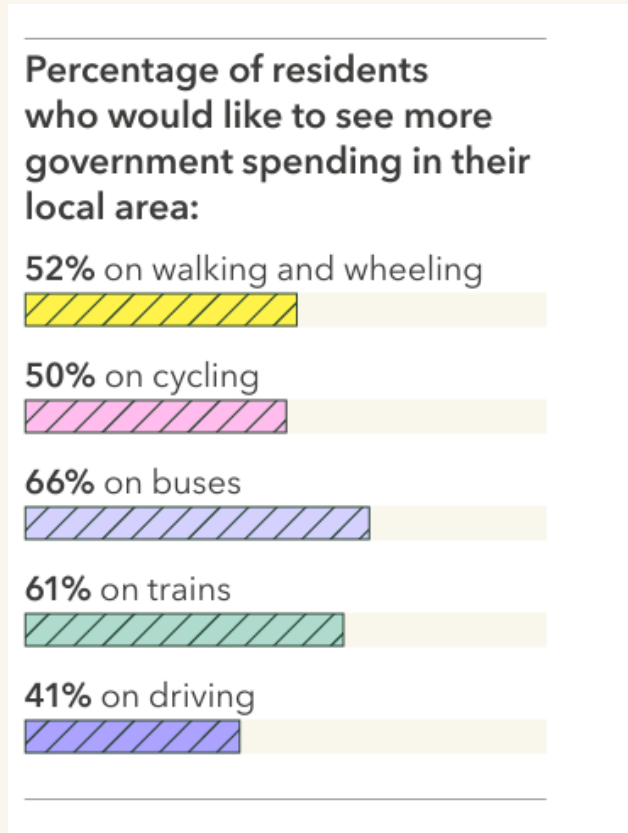
How much it would help residents to walk more if there was less fear of local crime / ASB:



Very useful

Not useful at all

Whether residents support more government spending on active travel and sustainable transport:



Whether residents support more government spending on driving:



Less spending

More spending

Five-Year Plan

Walk, Wheel and Cycle Strategy

- Deliver a high-quality **active travel network** that is safe and easy to use for all
- Lead the development of an **integrated network** so it is possible for residents to access public transport by walking, wheeling or cycling
- **Transform the school run** by enabling children to travel actively
- **Attract more people** to walk, wheel and cycle for everyday journeys

Key guiding principles are

- **Accessibility** for all
- Ensuring investment is **high-impact**

Investment

£24.9 million over next four years

Including schemes:

- Completion of the **Alconbury Weald to Huntingdon** Station off-road route
- Connection between **Stuntney** and Ben's Yard, Ely
- **Thorpe Meadows** and new station access bi-directional cycle lane and crossings
- Implementing new **School Streets** in Cambridgeshire and Peterborough
- **School Officer** for Cambridgeshire
- Off-road route between **March and Guyhirn**
- New shared-use path along the A505 slip road connecting existing path with **Granta Park**
- Project focused on **Women and Girl's safety**

Links

[**Walking and Cycling Index Cambridgeshire and Peterborough Combined Authority 2025**](#)

[**Walking and Cycling Index Data Tool - Walk Wheel Cycle Trust**](#)

[**Appendix A - Draft WalkingWheeling Cycling Strategy 2026.pdf**](#)

Q&A

