

**LIVERPOOL  
CITY REGION**  
COMBINED AUTHORITY

**Liverpool City Region**

# Walking and Cycling Index 2025



# Our vision for walking, wheeling and cycling



**Steve Rotheram**  
Mayor of Liverpool City Region

Building a modern, integrated transport network is central to our vision for a healthier and more sustainable Liverpool City Region.

A £500m investment in publicly owned trains, featuring pioneering battery technology, is already making our rail network cleaner and more efficient, while we're making rapid progress in bringing our region's buses back into public control.

But how we choose to navigate our streets, our footpaths and our highways is just as fundamental a part of our region's future. Nearly half of all car journeys in our region are less than 5km and we're committed to changing that, by making walking, cycling and wheeling as safe and easy as possible.

Using funds from the **£1.6 billion** transport settlement secured last year from the Labour government, we're going to deliver a seismic shift in our active travel infrastructure. This investment will ensure that we can make

travelling by foot, bike or wheeling the first choice rather than the last resort – especially for short journeys.

As part of our plans, we're building a network of new and upgraded routes spanning the entire city region – in Wavertree and Widnes, in Prescot and Prenton, in Southport and St Helens.

By creating these safe, high-quality routes, we are empowering residents to leave the car at home, directly tackling the air pollution associated with nearly 1,000 deaths in our area annually.

And by seamlessly connecting active travel to the wider transport network – our trains, buses and even our world-famous Mersey Ferries – we can reduce congestion and improve air quality for the next generation.

This transition is vital to reaching our target of net zero by 2035. While the task is significant, I know that this region and the community that calls it home are more than up for the challenge.

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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 fourth report from Liverpool City Region, produced in partnership with Liverpool City Region Combined Authority. The data in this report comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 1,295 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 Liverpool City Region 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.

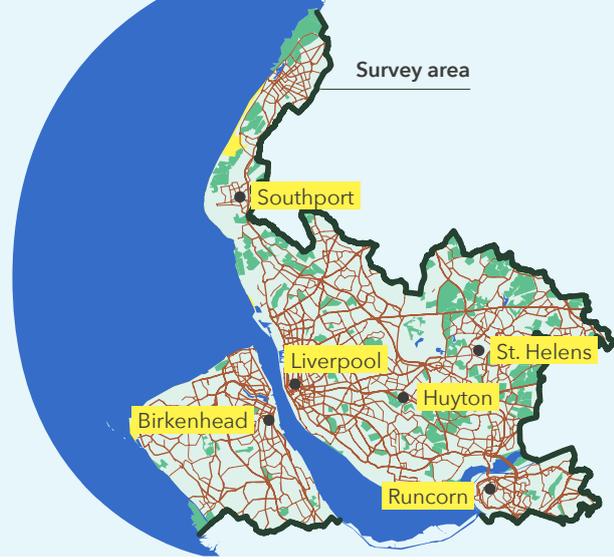
## Headlines

# Liverpool City Region

Population<sup>[i]</sup>

**1,607,084**

**1,323,296 adults**  
**283,788 children**

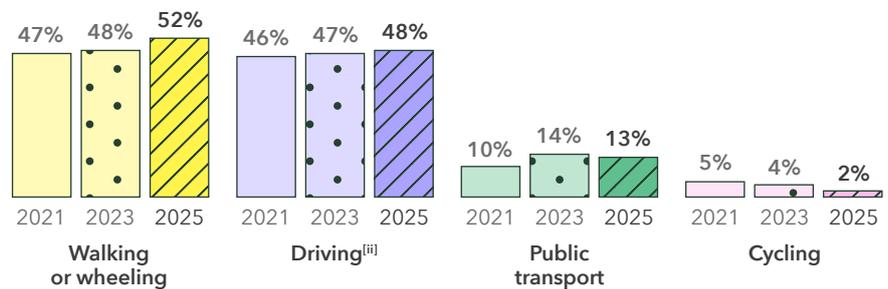


## Frequency of different modes of travel

Walking and wheeling is the most common mode of travel amongst Liverpool City Region residents. Since 2021 walking and wheeling appears to be increasing.

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

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



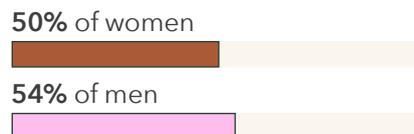
ii. Travelling as driver or passenger of car, van or motorcycle.

## 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.

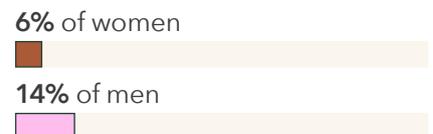
**52%**   
of residents walk or wheel at least five days a week

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



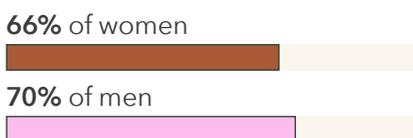
**10%**   
of residents cycle at least once a week

Proportion of residents who cycle at least once a week

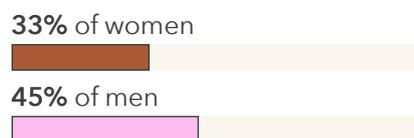


## Not all residents feel safe and welcome in their neighbourhood

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<sup>[iv]</sup>



iii. See footnote on page 6.

iv. Socio-economic groups AB are managerial while groups DE are manual occupations, homemakers and people not in employment. See page 6 for full definitions.

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

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

prevents  
**4,437**  
serious long-term  
health conditions

creates  
**£1.3 billion**  
in economic benefit for  
individuals and the region

saves  
**64,000 tonnes**  
of greenhouse gas emissions

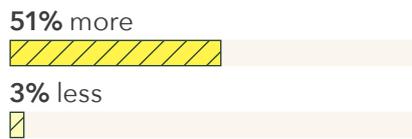
Walking, wheeling and cycling reduces congestion by taking up to 400,000 cars off the roads every day.

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

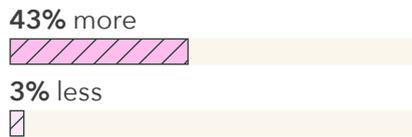
Percentage of residents who would like to use different types of transport more or less in the future:

24% of residents want to drive less. 42% of residents agree that they often use a car because no other transport options are available.

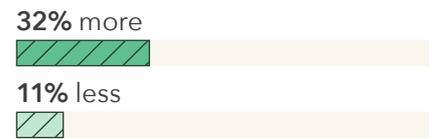
Walk or wheel



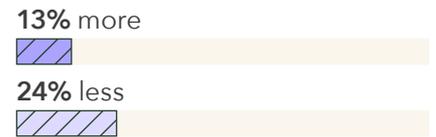
Cycle



Take public transport

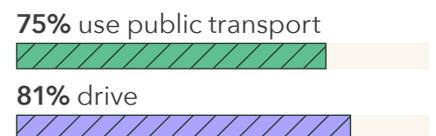
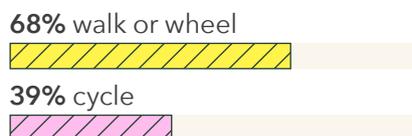


Drive



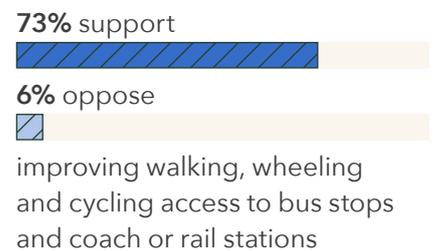
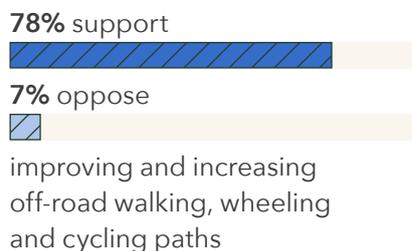
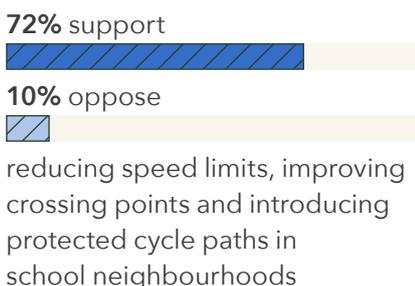
## Cycling is seen as less safe than other forms of transport

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



## Residents support more connected neighbourhoods

57% of residents support shifting investment from road-building schemes to fund walking, wheeling, cycling and public transport. 16% oppose such a shift.



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

## Walking and wheeling

# Participation, safety and satisfaction

### Walking and wheeling participation

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

Encouragingly, the majority of residents feel it's safe to walk or wheel in their local area, however less than half think it's safe for children.

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

**52%**  
of all residents  
walk or wheel  
at least five  
days a week  
48% in 2023

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

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

50% of women



47% in 2023

54% of men



48% in 2023

52% of LGBTQ+ people



52% in 2023

51% of non-LGBTQ+ people



48% in 2023

#### Ethnicity

58% of people from ethnic minority groups



41% in 2023

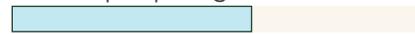
52% of white people



48% in 2023

#### Age

58% of people aged 16-25



57% in 2023

57% of people aged 26-35



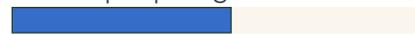
51% in 2023

49% of people aged 36-45



41% in 2023

53% of people aged 46-55



39% in 2023

50% of people aged 56-65



49% in 2023

47% of people aged 66+



48% in 2023

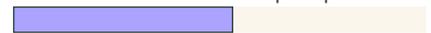
#### Disability

49% of disabled people



41% in 2023

53% of non-disabled people



51% in 2023

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

51% of AB



49% in 2023

58% of C1



49% in 2023

52% of C2



47% in 2023

42% of DE



44% in 2023

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

**68%**

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

59% in 2023

**49%**

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

46% in 2023

**73%**

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

68% in 2023

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

#### Gender and sexuality

**66%** of women



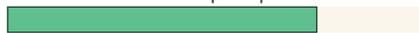
62% in 2023

**70%** of men



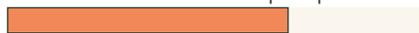
56% in 2023

**75%** of LGBTQ+ people



66% in 2023

**68%** of non-LGBTQ+ people



58% in 2023

#### Ethnicity

**75%** of people from ethnic minority groups



73% in 2023

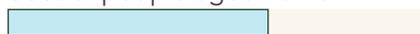
**68%** of white people



58% in 2023

#### Age

**63%** of people aged 16-25



65% in 2023

**70%** of people aged 26-35



58% in 2023

**66%** of people aged 36-45



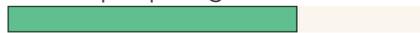
54% in 2023

**69%** of people aged 46-55



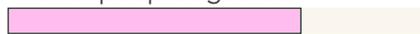
61% in 2023

**70%** of people aged 56-65



59% in 2023

**71%** of people aged 66+



57% in 2023

#### Disability

**60%** of disabled people



52% in 2023

**72%** of non-disabled people



62% in 2023

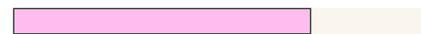
#### Socio-economic group

**69%** of AB



61% in 2023

**72%** of C1



59% in 2023

**70%** of C2



64% in 2023

**58%** of DE



54% in 2023



### Stephen Rice

I had a serious spinal injury and now I'm restricted in the distance I can walk. Instead of using a mobility scooter, which is limited in where it can go and expensive, I use an all-terrain e-bike.

It keeps me strong and supports my mental health. I travel on the Mersey Ferry and the train - taking my bike wherever I go, allowing me to meet friends and explore in all conditions, even with my dog in a trailer.

It's my way of walking and staying independent. I hope things continue to improve for the disabled community and the safety of all.

## Cycling

# Participation, safety and satisfaction

## Cycling participation

There is great potential for cycling in Liverpool City Region.

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

Encouragingly, perceptions of safety have improved since 2023.

**29%**  
of all residents cycle  
36% in 2023

**10%**  
of all residents cycle at least  
once a week  
13% in 2023

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

### Gender and sexuality

6% of women

10% in 2023

14% of men

16% in 2023

10% of LGBTQ+ people

23% in 2023

10% of non-LGBTQ+ people

12% in 2023

### Ethnicity

8% of people from ethnic minority groups

19% in 2023

10% of white people

13% in 2023

### Age

11% of people aged 16-25

22% in 2023

6% of people aged 26-35

18% in 2023

10% of people aged 36-45

9% in 2023

14% of people aged 46-55

11% in 2023

10% of people aged 56-65

13% in 2023

9% of people aged 66+

7% in 2023

### Disability

7% of disabled people

10% in 2023

11% of non-disabled people

15% in 2023

### Socio-economic group

11% of AB

12% in 2023

8% of C1

14% in 2023

9% of C2

6% in 2023

12% of DE

19% in 2023

i. See Bike Life 2019 Liverpool City Region report.

## Cycling safety and satisfaction

**39%**

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

36% in 2023

**31%**

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

31% in 2023

**42%**

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

42% in 2023

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

#### Gender and sexuality

33% of women



36% in 2023

45% of men



36% in 2023

36% of LGBTQ+ people



40% in 2023

39% of non-LGBTQ+ people



36% in 2023

#### Ethnicity

56% of people from ethnic minority groups



54% in 2023

37% of white people



35% in 2023

#### Age

37% of people aged 16-25



36% in 2023

40% of people aged 26-35



43% in 2023

44% of people aged 36-45



32% in 2023

43% of people aged 46-55



34% in 2023

38% of people aged 56-65



38% in 2023

33% of people aged 66+



33% in 2023

#### Disability

32% of disabled people



28% in 2023

41% of non-disabled people



39% in 2023

#### Socio-economic group

34% of AB



38% in 2023

43% of C1



36% in 2023

50% of C2



36% in 2023

34% of DE



34% in 2023



### Dr Diana Powell - CEO & Founder, UK Unplugged CIC

I run UK Unplugged CIC. We provide free activity boxes and run events to help young people connect with their families offline. During covid, I got young people on their DofE volunteering to cycle with me and deliver these parcels.

I delivered the boxes with a regular bike and trailer, but as I was delivering more parcels to low income, CAMHS waiting list and SEN families I couldn't manage the mileage. We crowdfunded for an E-cargo bike.

We're committed to sustainability, so families saw the bike as an extension of what we were doing already. Personally, I get a sense of freedom and empowerment from cycling.

## Benefits of walking and wheeling

# Why everyone gains when more people walk or wheel

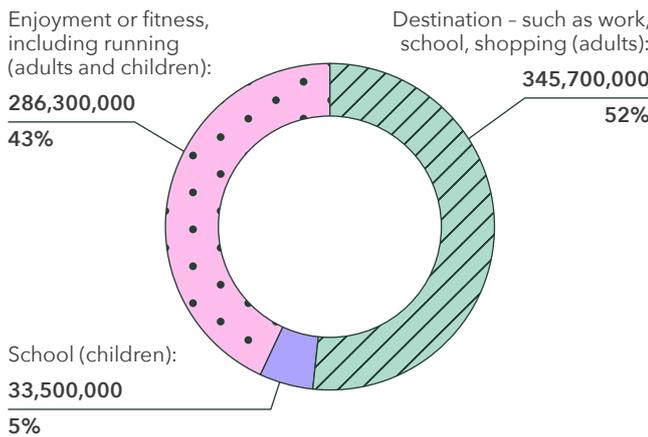


## Together, Liverpool City Region residents walk or wheel 72 times around the world every day

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

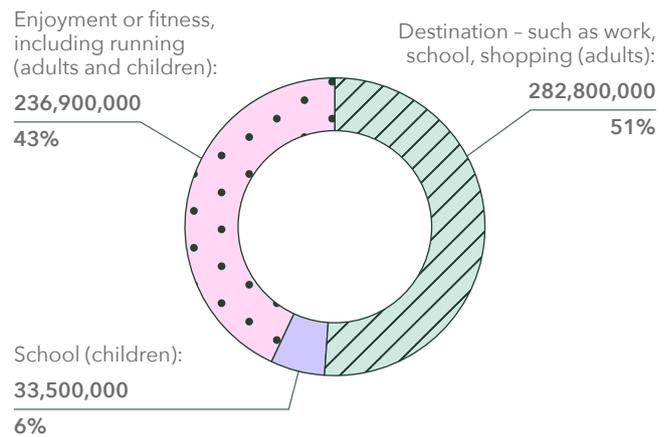
### Annual walking and wheeling trips by purpose

**665.4 million trips in 2025** which add up to **657.9 million miles**



Average walking or wheeling trip distance: 1 mile

**553.2 million trips in 2023** which add up to **607.5 million miles**



Average walking or wheeling trip distance: 1.1 miles

## 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 Liverpool City Region is

**£1.09 billion**

£870.7 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 98p is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£165.8 million** in economic benefit for residents and society from **168.8 million miles** walked or wheeled by those that could have used a car.

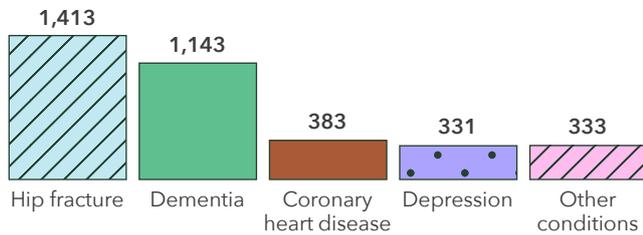


## Walking and wheeling unlocks health benefits for everyone

Walking in the region prevents 3,603 serious long-term health conditions each year.

3,092 in 2023

### Cases prevented



This saves the NHS

**£43.6 million per year**

£37.5 million in 2023

Equivalent to the cost of

**970,000**

**GP appointments**

920,000 in 2023

Above figures are based on applying Liverpool City Region 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 740 early deaths annually**

741 in 2023

which is valued at

**£3.04 billion**

£2.69 billion 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:

**110,000 kg of NO<sub>x</sub>**

(Nitric oxide and nitrogen dioxide)

94,000 kg in 2023

and

**9,800 kg of particulates**

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

8,000 kg in 2023

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



47% in 2023

## Walking and wheeling helps mitigate the climate crisis

By walking or wheeling instead of driving, residents save

**45,000 tonnes**

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

39,000 tonnes in 2023

This is equivalent to the carbon footprint of

**86,000 people**

**taking flights**

from Liverpool to Tenerife.

In 2023 domestic transport accounted for **29%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Energy Security and Net Zero, 2023 UK Greenhouse Gas Emissions, Final Figures.

## Walking and wheeling keeps the region moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>[1]</sup> This helps to keep the region moving for all road users.

**370,000 return trips**

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

310,000 in 2023

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

**1,110 miles**

equivalent to the distance from Liverpool to Brighton and back twice.

922 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

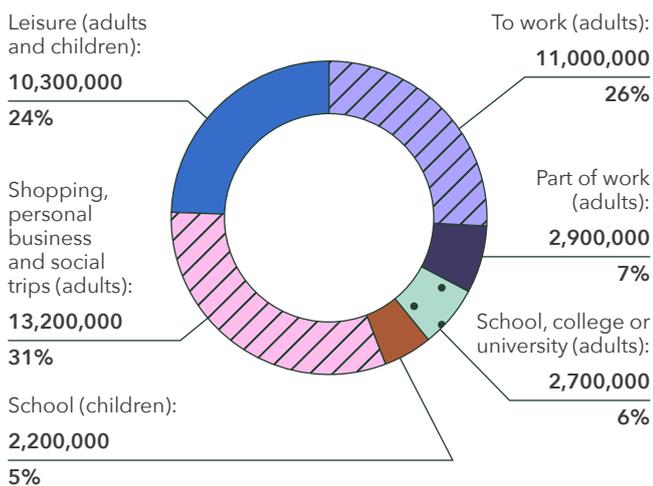


### Together, Liverpool City Region residents cycle 20 times around the world every day

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.

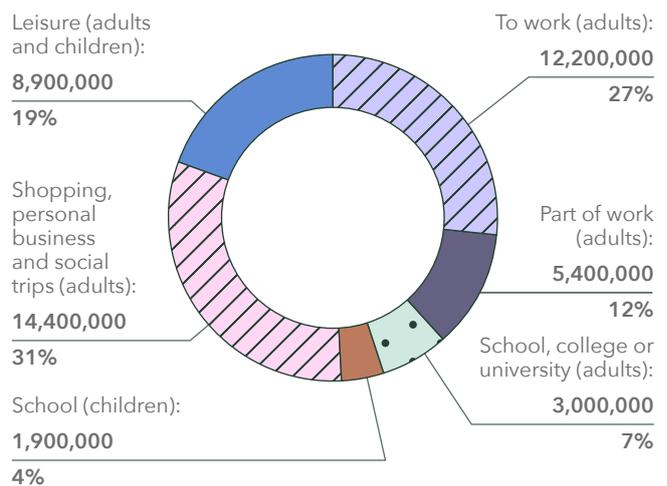
#### Annual cycling trips by purpose

**42.2 million trips in 2025** which add up to **182.1 million miles**



Average cycling trip distance: 4.3 miles

**45.9 million trips in 2023** which add up to **163.1 million miles**



Average cycling trip distance: 3.6 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 Liverpool City Region is

**£211 million**

£176.8 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 **£1.69** is saved for each mile cycled instead of driven. Over a year this adds up to **£116.5 million** in economic benefit for residents and society from **69 million miles** cycled by those that could have used a car.



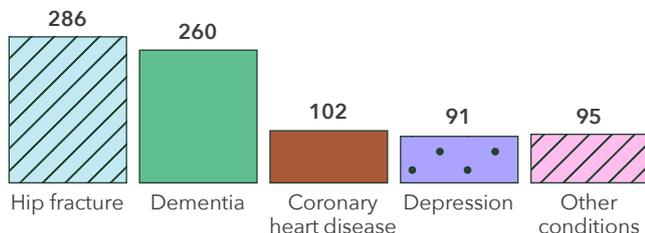
2023 model estimates in this report differ slightly to those published in 2023, due to being recalculated for the inclusion of cycling trips as part of work. See methodology report for details.

## Cycling unlocks health benefits for everyone

Cycling in the region prevents 834 serious long-term health conditions each year.

599 in 2023

### Cases prevented



This saves the NHS

**£10.2 million per year**

£7.6 million in 2023

Equivalent to the cost of

**230,000**

**GP appointments**

190,000 in 2023

Above figures are based on applying Liverpool City Region 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 67 early deaths annually**

65 in 2023

which is valued at

**£277 million**

£235 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:

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

(Nitric oxide and nitrogen dioxide)

42,000 kg in 2023

and

**3,200 kg of particulates**

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

4,100 kg in 2023

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



47% in 2023

## Cycling helps mitigate the climate crisis

By cycling instead of driving, residents save

**19,000 tonnes**

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

25,000 tonnes in 2023

This is equivalent to the carbon footprint of

**35,000 people taking flights**

from Liverpool to Tenerife.

In 2023 domestic transport accounted for **29%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Energy Security and Net Zero, 2023 UK Greenhouse Gas Emissions, Final Figures.

## Cycling keeps the region moving

Studies show walking or cycling frees up road space in comparison to driving.<sup>[1]</sup> This helps to keep the region moving for all road users.

**30,000 return trips**

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

38,000 in 2023

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

**90 miles**

equivalent to the distance from Liverpool to Derby.

114 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.

**50%**

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

52% in 2023

**60%**

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

58% 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?

**81%**

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

81% in 2023

**78%**

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

75% in 2023

**85%**

more parks or green spaces close to their home

83% in 2023

**83%**

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

81% 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)

**68%**

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

**69%**

accessible walking and wheeling routes to and from bus stops

**74%**

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?

**74%**  
wider pavements  
75% in 2023

**76%**  
more frequent road crossings, with reduced wait times  
77% in 2023

**84%**  
nicer places along streets to stop and rest, like more benches, trees and shelters  
81% in 2023

**75%**  
better pavement accessibility, like level surfaces and dropped kerbs at crossing points  
78% in 2023

**70%**  
fewer cars parked on the pavement  
69% in 2023

**71%**  
less fear of crime or antisocial behaviour in their area  
74% in 2023

### In the region, for each road making up a junction with traffic lights

72% have a pedestrian crossing



28% don't have a pedestrian crossing



For example, a T-junction has three roads making up the junction, and a crossroads has four.



### Sarah Jones - Christ Church Primary Birkenhead

Since joining Modeshift and introducing active travel initiatives, we've seen a positive impact on our school's eco culture. Walking, biking and scooting to school each day has boosted energy and focus in class and created a real sense of community among families.

Pupils have embraced the walking bubble and enjoy using active travel to earn their WOW monthly badges. The park and stride site offers a safe space for families living further away, allowing them

to participate and still earn their WOW badges.

Both children and parents have commented that they enjoy starting their morning in an active way and feel safer travelling to school knowing the School Streets scheme is in place to reduce traffic around the school site.

Bike and scooter training has helped pupils learn road safety, build independence and gain confidence. Active travel has truly become a highlight of our school culture.

# What would make cycling better?

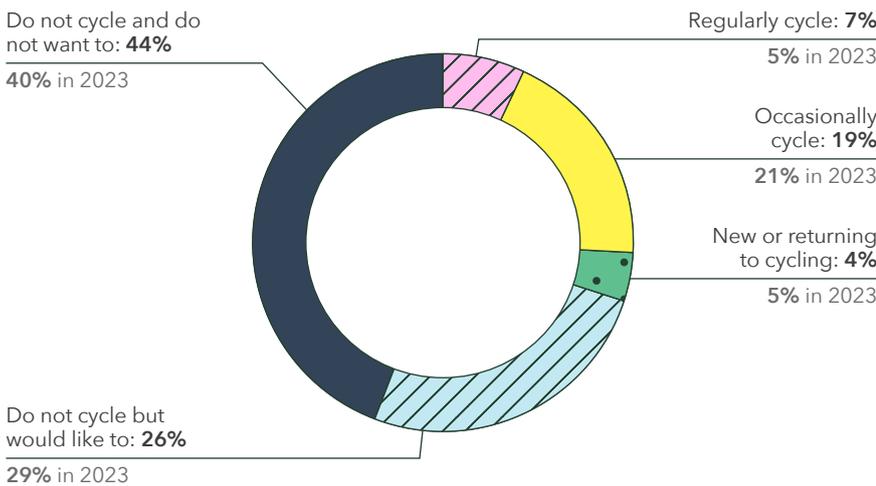


## Many residents want to cycle

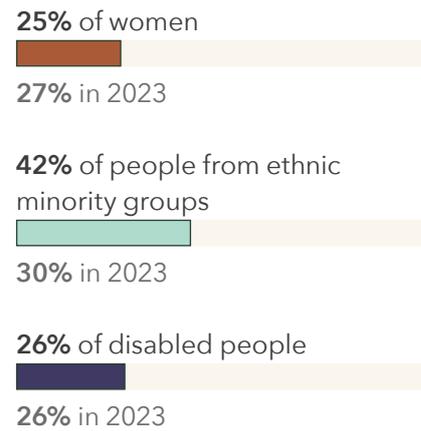
There is considerable appetite to start cycling from residents who don't already.

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?

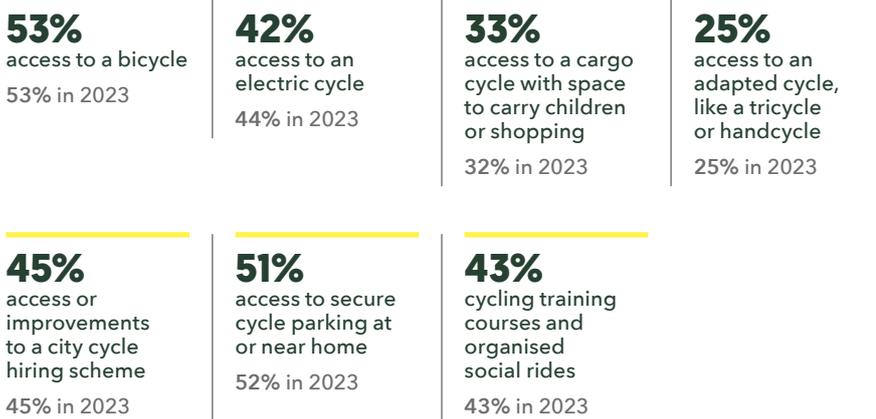


### What proportion of residents said they 'do not cycle but would like to'

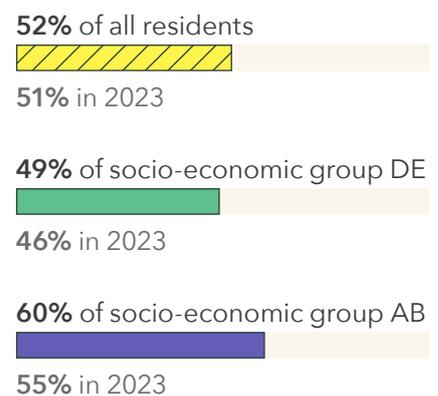


## Residents want more support to cycle

### 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 region there are:

# 19% 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

18% in 2023

## 225 miles

of traffic-free cycle paths away from the road

225 miles in 2023

## 25 miles

of cycle paths physically separated from traffic and pedestrians

25 miles in 2023

## 101 miles

of signposted routes along quieter streets

101 miles in 2023

## 2,262

cycle parking spaces across 101 railway and bus stations and ferry terminals

2,172 spaces across 102 stations in 2023

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

## 64%

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

65% in 2023

## 60%

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

62% in 2023

## 61%

more signposted local cycle routes along quieter streets

62% in 2023

## 64%

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

65% in 2023

### Among residents:

## 78%

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

## 56%

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

57% in 2023

## 73%

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



## Sue & Mo - Wheels for All session participants

M: We started coming because Sue was 60, and she wanted to do 60 challenges. We've been hooked since then!

S: Apart from the exercise it's the socialising and the fun we have, and the freedom of cycling without worries; the side-by-side feels so much safer than a normal tandem. As we cycle, Mo is describing stuff to me which is nice – I can sense the seasons change through her eyes.

M: For me it's the joy of seeing everyone just being people, without barriers. You hear the whoops and the laughter. It's phenomenal. Funding is really important; it should be given to these kinds of projects.

## 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.

64% support



17% oppose



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

72% support



10% oppose



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

These are known as 'School Streets'.

**20 schools**

in the region have School Streets schemes

8 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

**12 years old**  
to walk or wheel

**12 years old**  
to cycle

**13 years old**  
to use public transport

**41%**

agree there is space for children to socialise and play

47% 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  
29% in 2023

**58%**

support setting traffic-reduction targets and taking action to achieve these  
61% in 2023

**65%**

support low-traffic neighbourhoods  
65% in 2023

**25%**

of the total length of unclassified roads in the region have nothing to prevent through traffic. This can result in rat running.<sup>[i]</sup>  
27% in 2023

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

66% walk or wheel more



55% cycle more



**54%**

support reducing speed limits on local roads in built-up areas to 20 mph speed limits (26% oppose)

Liverpool City Region have been continuing to roll out 20 mph speed limits although no data is currently available for 2025.  
44% in 2023 (excluding motorways)

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

49% walk or wheel more



48% 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.

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

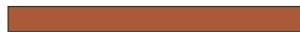
**72%**

of all residents



70% in 2023

72% of women



70% in 2023

73% of men



70% in 2023

70% of LGBTQ+ people



69% in 2023

73% of non-LGBTQ+ people



71% in 2023

71% of people from ethnic minority groups



69% in 2023

73% of white people



70% in 2023

64% of disabled people



64% in 2023

76% of non-disabled people



73% in 2023

65% of socio-economic group DE



62% in 2023

77% of socio-economic group AB



77% in 2023

**55%**

agree they regularly chat to their neighbours, more than just to say hello  
55% in 2023

**46%**

feel able to participate in making their neighbourhood a better place to live  
45% 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 region

# Improving walking, wheeling and cycling

Part of our ambition for the Liverpool City Region (LCR) is for the LCR to be the best place to walk, wheel and cycle in the UK.

Since 2019, more than 150km of new and improved active travel infrastructure has been delivered so far with a further 76km in development or under construction. This includes 61 junction improvement schemes. We have achieved this by investing over £100 million in our active travel programme and creating a growing network.

While providing infrastructure is vital to our active travel ambitions, it is not the only way the region is investing in active travel. The City Region manages one of the largest Bikeability contracts in the country, and Merseyside has been one of the leading deliverers of Bikeability training via Bikeright, our delivery agency, with over 30,000 places delivered since 2023. We have opened two bike libraries, trained 1,435 people to cycle through our adult cycle training programmes, and in 2025, provided 25 organisations with cycle parking spaces.

**We have achieved this by investing over £100 million in our active travel programme and creating this developing network.**

We have expanded our social prescribing offer, with schemes now running in Halton and St Helens, and more to follow. We are also increasingly working with the Merseyside Sports Partnership to improve our neighbourhoods.

We are collaborating with our colleagues in Greater Manchester to better understand and address the barriers to active travel from the perspective of women and girls, and to develop opportunities that support their participation.



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## Catharine Street, Liverpool City Centre

Catharine Street forms a missing link between Princes Avenue and the Knowledge Quarter and passes through the heart of Liverpool's Georgian district.

Cycle lanes which allow travel in both directions have been installed on both sides of the road, which required reducing the number of traffic lanes from four to two. The scheme introduced new tactile crossings on side roads, and a signalised crossroads was upgraded to include pedestrian facilities on all arms. Advance start phases for cycles were also added on all arms to provide cyclists with added protection while negotiating the junction.

The route will eventually link up with the Childwall active travel scheme at Myrtle Street and connect to Princes and Sefton Parks through forthcoming capital schemes.



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## Higher Road, Halewood, Knowsley

Knowsley Council has completed the first phase of an active travel corridor along the A562 Higher Road, as part of a wider £30m investment in Halewood. This includes a new segregated cycleway and the installation of new traffic signals at two junctions, promoting road safety for pedestrians and cyclists, while also improving access to and from Everton FC's Finch Farm training facility and Hale Village.

The upgraded traffic signals include provision for cyclists at Leathers Lane and Old Hutte Lane, with separate crossing facilities for cyclists and pedestrians at all junctions, and a new toucan crossing across Leathers Lane.

The next phases are planned, and eventually the new infrastructure is expected to connect to the Trans Pennine Trail.

## Looking forward

# Better places and streets for everyone

The move towards walking, wheeling and cycling and to clean, sustainable transport, is critical to achieving our aims around decarbonisation, clean air, health, clean economic recovery and inclusion.

The Mayor of the Liverpool City Region has pledged to deliver a cleaner city region and active travel will play a key part of that. The Liverpool City Region Combined Authority (LCRCA) has adopted a new Corporate Plan to guide our priorities to enable the city region to achieve its decarbonisation ambition.

In our Vision Zero strategy, we've set a bold target to reduce the number and severity of road traffic collisions. It's our ambition that, by 2040, no one will be killed or seriously injured on our roads. While a big part of that relies on people's road safety awareness, there are lots of practical steps we're taking to encourage long-term behaviour change in how people choose to travel. At present nearly two thirds of all journeys in the region are less than 5km. But half of them are taken by car. It's clear that the only way we can influence a seismic shift that encourages more people to leave their cars at home is by providing them with a genuine alternative.

This work has begun and is continuing at pace. The city region has already seen improvements in its transport network, with significant investments such as the delivery of new stations and a new fleet of fully accessible trains, the first in the country, and the start of bus franchising as well as the building of a new Mersey ferry.

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

56% on walking and wheeling



41% on cycling



62% on buses



64% on trains



38% on trams



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



36% on driving



**It's our ambition that, by 2040, no one will be killed or seriously injured on our roads.**

We will continue to innovate to deliver improved mobility through our transport system - a modern, integrated London-style public transport system. The Combined Authority recognises the strategic need to increase connection and promote mobility across the region for our communities and businesses and the social, economic and climate benefits that a future low-carbon transport system brings.

The Combined Authority will deliver its fully-integrated METRO transport network through Transport for Liverpool City Region (TFLCR), which will implement a whole system approach. It will promote mobility across the region for our communities and businesses, by creating increased linkage between rail, bus, ferry and tunnels with walking, wheeling and cycling being the glue that holds all of this together.



## St Helens interchange coming soon

St Helens Borough Council are delivering a new and modern transport interchange in the heart of St Helens town centre, marking the latest milestone in the town's ambitious vision for inclusive growth and regeneration.

St Helens Multimodal Interchange will transform how people move to, from, and through the town centre, delivering a modern transport hub that meets long-term public transport needs while putting people first. With a layout that prioritises walking, cycling, and wheeling, it will

create a vibrant gateway into the town centre.

Since nearly every public transport journey begins and ends with walking, cycling, or wheeling, the new interchange will provide safe routes that link to St Helens Central Rail Station and other key destinations. Secure indoor cycle parking will be conveniently located next to the interchange, making it easier than ever for people to choose cleaner, healthier, and more sustainable ways to get around the town.

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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 Liverpool City Region 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

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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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