



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

**PAUL BRISTOW**  
MAYOR OF  
CAMBRIDGESHIRE  
& PETERBOROUGH

**Cambridgeshire and Peterborough Combined Authority**

# **Walking and Cycling Index 2025**



# Our vision for walking, wheeling and cycling



**Paul Bristow**

Mayor of Cambridgeshire and Peterborough  
Combined Authority

Better walking, cycling and wheeling options are not a ‘nice to have’, they are central to any good transport system. Many of us already choose active travel for short trips. It’s good for our health, our pockets and our streets. And choice matters – people should have the opportunity to travel in a way that works for them.

This first regional Index gives us a clear baseline and a practical steer on improving active travel in Cambridgeshire and Peterborough.

It tells us where active travel is working and where it is leaving people behind, including older residents, disabled people and communities without easy access to jobs and key services.

It also reinforces something I say often: active travel must be planned as part of a joined-up

transport system, not an add-on. People who want to walk, cycle or wheel to a bus stop or station also want secure cycle parking, safe crossings and routes that feel welcoming at all times of day.

But this Index also shows we have more to do. Not everyone feels safe, not every neighbourhood is well connected, and many would prefer to walk or cycle if only the opportunity was there.

That’s why, in 2025/26 we and our partners are committing £31 million to targeted routes and schemes. We are also making sure plans link homes, jobs and public transport so journeys are easy, affordable and reliable.

This Index provides evidence we can act on to make walking, wheeling and cycling a safer, fairer choice for everyone. Let’s use it to drive practical change that helps people get around with confidence, supports healthy communities, and unlocks the growth our region needs. Active travel is part of my plan to make Cambridgeshire and Peterborough healthier, wealthier and happier.

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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 first report from the Cambridgeshire and Peterborough Combined Authority, produced in partnership with Cambridgeshire County Council, Peterborough City Council and Greater Cambridge Partnership. The data in this report comes from 2025 and includes local walking, wheeling and cycling data, modelling and an independent, demographically representative survey of 2,936 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.

Our thanks to the people of Cambridgeshire and Peterborough 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

# Cambridgeshire and Peterborough Combined Authority

Population<sup>[i]</sup>

**933,972**

**756,422 adults**

**177,550 children**

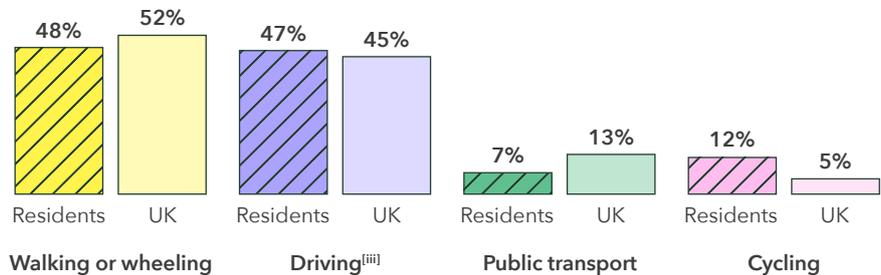
Survey area



## Frequency of different modes of travel

Walking and wheeling as well as driving are the most common modes of travel amongst residents in Cambridgeshire and Peterborough.

Residents who travel by the following modes five or more days a week in the region compared with other parts of the UK<sup>[ii]</sup>



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

ii. UK aggregate is calculated using all participating UK Walking and Cycling Index areas.  
iii. 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.

**48%**

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>[iv]</sup>

48% of women

47% of men

**27%**

of residents cycle at least once a week

Proportion of residents who cycle at least once a week

22% of disabled people

29% of non-disabled people

## 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

78% of people aged 16-25

66% of people aged 66+

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

50% of women

55% of men

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

81% of people from ethnic minority groups

77% of white people

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  
**2,667**  
serious long-term  
health conditions

creates  
**£850.5 million**  
in economic benefit for  
individuals and the region

saves  
**58,000 tonnes**  
of greenhouse gas emissions

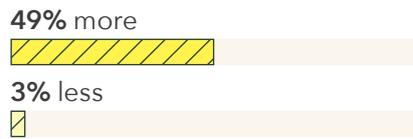
Walking, wheeling and cycling reduces congestion by taking up to 270,000 cars off the roads every day across Cambridgeshire and Peterborough.

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

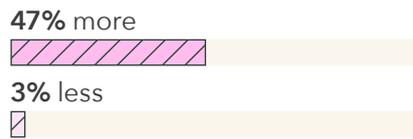
Percentage of residents who would like to use different types of transport more or less in the future:

27% of residents want to drive less. 57% of residents agree that they often use a car because no other transport options are available.

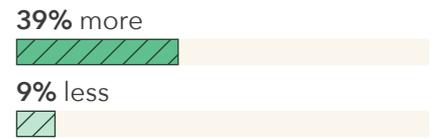
Walk or wheel



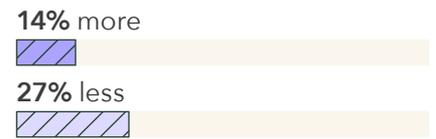
Cycle



Take public transport

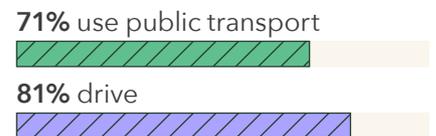
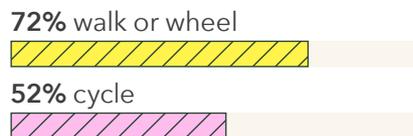


Drive



## 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

76% support  
9% oppose  
stopping vehicles parking on the pavement

76% support
9% oppose

70% support  
11% oppose  
reducing speed limits, improving crossing points and introducing protected cycle paths in school neighbourhoods

70% support
11% oppose

82% support  
5% oppose  
improving and increasing off-road walking, wheeling and cycling paths

82% support
5% oppose

53% support  
23% oppose  
closing residential streets outside schools to cars during drop-off and pick-up times

53% support
23% oppose

73% support  
5% oppose  
improving walking, wheeling and cycling access to bus stops and coach or rail stations

73% support
5% oppose

75% support  
9% oppose  
having shops, schools, green space and public transport within a short walk or wheel of their home<sup>v</sup>

75% support
9% oppose

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

Walking and wheeling is the most common mode of travel for short journeys and is vital for travelling to and from public transport.

Encouragingly, the majority of residents feel it's safe to walk or wheel in their local area, and think their local area overall is a good place to walk or wheel.

**93%**  
of all residents  
walk or wheel

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

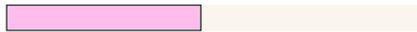
### Proportion of residents who walk or wheel at least five days a week

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

48% of women



47% of men



#### Ethnicity

47% of people from ethnic minority groups



48% of white people



#### Age

52% of people aged 16-25



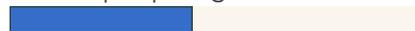
53% of people aged 26-35



50% of people aged 36-45



44% of people aged 46-55



48% of people aged 56-65



42% of people aged 66+



#### Disability

43% of disabled people



50% of non-disabled people



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

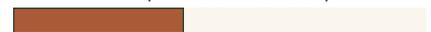
50% of AB (professional and managerial)



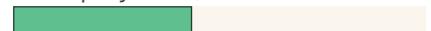
49% of C1 (supervisory/ clerical and students)



41% of C2 (skilled manual)



43% of DE (semi-skilled and unskilled manual occupations, homemakers and people not in employment)



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.

## Walking and wheeling safety and satisfaction

**72%**

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

**53%**

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

**74%**

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

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

#### Gender

71% of women

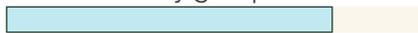


73% of men



#### Ethnicity

79% of people from ethnic minority groups

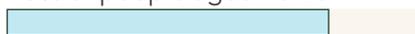


71% of white people



#### Age

78% of people aged 16-25



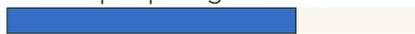
74% of people aged 26-35



74% of people aged 36-45



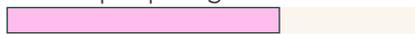
70% of people aged 46-55



68% of people aged 56-65



66% of people aged 66+



#### Disability

61% of disabled people

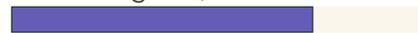


75% of non-disabled people

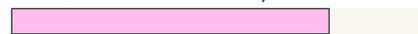


#### Socio-economic group

73% of AB (professional and managerial)



77% of C1 (supervisory/ clerical and students)



68% of C2 (skilled manual)



59% of DE (semi-skilled and unskilled manual occupations, homemakers and people not in employment)



### Marie and Lydia

We live in Eaton Socon and by using the Willow Bridge we can link up with the network of paths to and from nearby St Neots.

We're out on an almost daily basis with the pushchair and the peaceful countryside is perfect for fresh air and helps to get Lydia to drop off, as well as me getting some exercise in.

The smooth paths are really quite nice and well connected, taking us across the meadows and into town via Riverside Park past the campsite.

There's also the grassy tracks in the summer where we can walk too.

## Cycling

# Participation, safety and satisfaction

### Cycling participation

There is great potential for cycling in Cambridgeshire and Peterborough with half of residents thinking it's safe to cycle in their local area and more than half thinking their local area overall is a good place to cycle.

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

**50%**  
of all  
residents cycle

**27%**  
of all residents  
cycle at least  
once a week

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

#### Gender

20% of women



34% of men

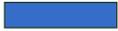


#### Ethnicity

27% of people from ethnic minority groups



27% of white people



#### Age

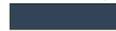
34% of people aged 16-25



31% of people aged 26-35



26% of people aged 36-45



26% of people aged 46-55



28% of people aged 56-65



18% of people aged 66+



#### Disability

22% of disabled people



29% of non-disabled people



#### Socio-economic group

30% of AB (professional and managerial)



25% of C1 (supervisory/ clerical and students)



23% of C2 (skilled manual)



22% of DE (semi-skilled and unskilled manual occupations, homemakers and people not in employment)



i. 2023 National Travel Attitudes Study (NTAS).

## Cycling safety and satisfaction

**52%**

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

**39%**

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

**58%**

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

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

#### Gender

50% of women

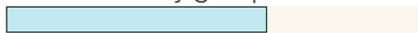


55% of men



#### Ethnicity

63% of people from ethnic minority groups

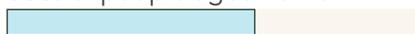


51% of white people

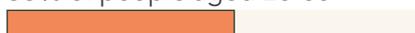


#### Age

60% of people aged 16-25



55% of people aged 26-35



53% of people aged 36-45



52% of people aged 46-55



50% of people aged 56-65



47% of people aged 66+



#### Disability

44% of disabled people



56% of non-disabled people

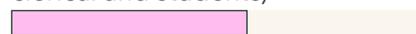


#### Socio-economic group

53% of AB (professional and managerial)



57% of C1 (supervisory/ clerical and students)



49% of C2 (skilled manual)



47% of DE (semi-skilled and unskilled manual occupations, homemakers and people not in employment)



### David

When the weather's fair I often use the cycle routes and ride from my home in Stanground to visit my friend who lives in Bretton. It's around seven miles and follows cycle path all the way. I travel via the town centre and alongside the river.

I'm 80 years old and a retired farmworker, I now use an eBike which I've had for six years but before that I used a pushbike.

This is a regular journey for me and today I'll cover about 20 miles by the time I get home. Cycling helps me keep fit and healthy.

## Benefits of walking and wheeling

# Why everyone gains when more people walk or wheel



## Together, Cambridgeshire and Peterborough residents walk or wheel 40 times around the world every day

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

Residents made

**330.3 million**

walking and wheeling trips  
in 2025

This adds up to

**365.5 million miles**  
**per year**

or

**1 million miles per day**

This equates to each  
resident spending

**5 days**

walking or wheeling  
continuously in the past year

### Annual walking and wheeling trips by purpose

Enjoyment or fitness,  
including running  
(adults and children):

142,600,000

43%

Destination – such as work,  
school, shopping (adults):

166,500,000

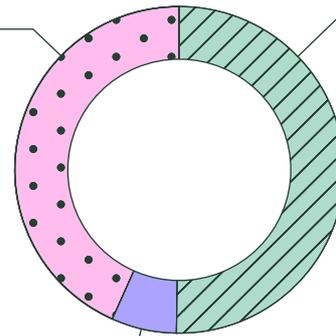
50%

School (children):

21,200,000

6%

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 Cambridgeshire  
and Peterborough Combined  
Authority is

**£604.2 million**

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.

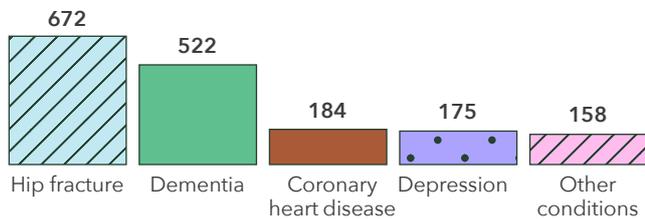
For these journeys **54p** is saved for each mile walked or wheeled instead of driven. Over a year this adds up to **£48.4 million** in economic benefit for residents and society from **88.9 million miles** walked or wheeled by those that could have used a car.



## Walking and wheeling unlocks health benefits for everyone

Walking in the region prevents 1,712 serious long-term health conditions each year.

### Cases prevented



This saves the NHS

**£20.9 million per year**

Equivalent to the cost of

**470,000  
GP appointments**

Above figures are based on applying Cambridgeshire and Peterborough Combined Authority 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 318 early deaths annually**

which is valued at

**£1.31 billion**

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:

**59,000 kg of NO<sub>x</sub>**  
(Nitric oxide and nitrogen dioxide)

and

**5,200 kg of particulates**  
(PM<sub>10</sub>, which includes PM<sub>2.5</sub>) annually.

60% of residents agree the air is clean in their local area



## Walking and wheeling helps mitigate climate change

By walking or wheeling instead of driving, residents save

**24,000 tonnes**

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

This is equivalent to the carbon footprint of

**46,000 people taking flights**

from Stansted 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.<sup>[i]</sup>

This helps to keep the region moving for all road users.

**200,000 return trips**

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

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

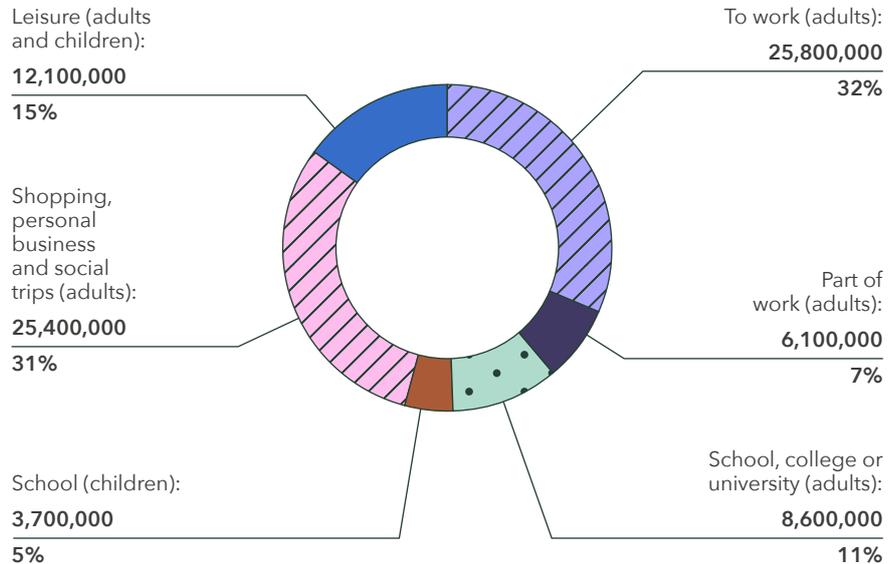
## Together, Cambridgeshire and Peterborough residents cycle 26 times around the world every day

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.

Residents made  
**81.8 million**  
cycling trips in 2025

This adds up to  
**240.1 million miles per year**  
or  
**660,000 miles per day**

### Annual cycling trips by purpose



Average cycling trip distance: 2.9 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 Cambridgeshire and Peterborough Combined Authority is  
**£246.3 million**

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.

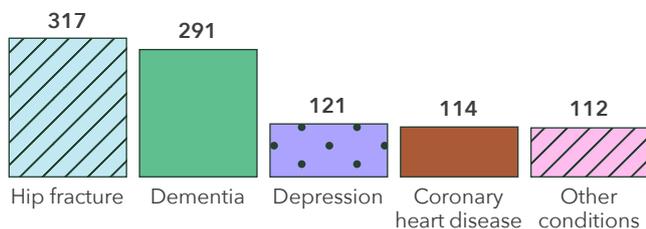
For these journeys **£1.25** is saved for each mile cycled instead of driven. Over a year this adds up to **£158.4 million** in economic benefit for residents and society from **126.6 million miles** cycled by those that could have used a car.



## Cycling unlocks health benefits for everyone

Cycling in the region prevents 955 serious long-term health conditions each year.

### Cases prevented



This saves the NHS

**£12.1 million per year**

Equivalent to the cost of

**270,000  
GP appointments**

Above figures are based on applying Cambridgeshire and Peterborough Combined Authority 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**

which is valued at

**£276 million**

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:

**56,000 kg of NO<sub>x</sub>**  
(Nitric oxide and nitrogen dioxide)

and

**5,900 kg of particulates**  
(PM<sub>10</sub>, which includes PM<sub>2.5</sub>) annually.

60% of residents agree the air is clean in their local area



## Cycling helps mitigate climate change

By cycling instead of driving, residents save

**34,000 tonnes**

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

This is equivalent to the carbon footprint of

**65,000 people taking flights**

from Stansted 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.<sup>[i]</sup>

This helps to keep the region moving for all road users.

**74,000 return trips**

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

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.

**43%**

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

**64%**

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

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

**77%**

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

**79%**

more parks or green spaces close to their home

**80%**

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

### 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?

**72%**

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

**63%**

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

**63%**

accessible walking and wheeling routes to and from bus stops

**66%**

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

**67%**

improved walking and wheeling crossing facilities near bus stops

**77%**

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

**66%**  
more frequent road crossings, with reduced wait times

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

**74%**  
better pavement accessibility, like level surfaces and dropped kerbs at crossing points

**70%**  
fewer cars parked on the pavement

**63%**  
less fear of crime or antisocial behaviour in their area

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

55% have a pedestrian crossing



45% don't have a pedestrian crossing



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



### Simon - Headteacher

The School Street at Gladstone Primary Academy in Peterborough began in January 2024, meaning it has been running for just over two years.

The initiative was launched in partnership with Peterborough City Council, who provided signage and traffic regulation orders.

They also consulted with local residents and stakeholders and established the legal aspects of the road closure. Initially residents were concerned about access and parking.

Another challenge was staffing the scheme and this was initially done by senior school leaders, but we have now recruited two School Street Assistants who set out

the closure points and engage with the community and residents.

The School Street has had a positive impact on pupils; increased walking and cycling has boosted physical activity and health, whilst reduced traffic has made the school entrance significantly safer.

Feedback from parents has been overwhelmingly positive.

## Cycling solutions

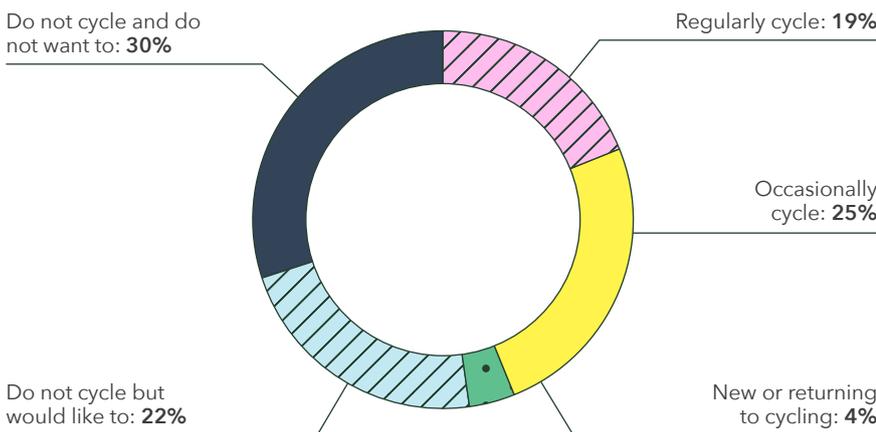
# What would make cycling better?

### 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'

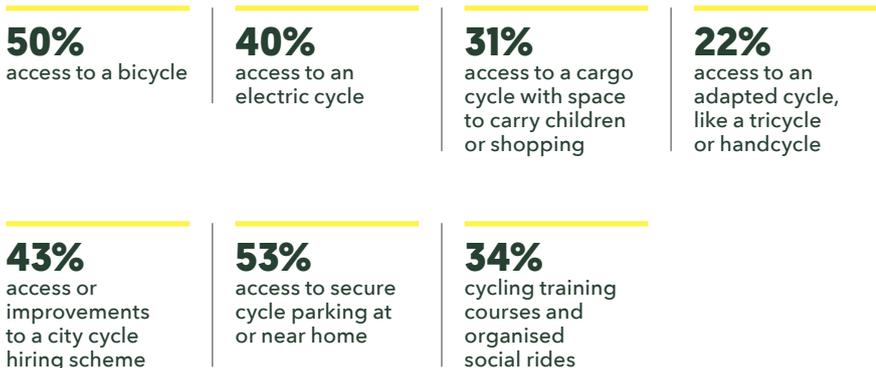
23% of women

30% of people from ethnic minority groups

22% of disabled people

### 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

73% of all residents

60% of socio-economic group DE (semi-skilled and unskilled manual occupations, homemakers and people not in employment)

78% of socio-economic group AB (professional and managerial)

## 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:

# 20% of households

are within 125 metres of either traffic-free cycle paths away from the road, or cycle paths physically separated from traffic and pedestrians<sup>[i]</sup>

**137 miles**

of traffic-free cycle paths away from the road<sup>[ii]</sup>

**10 miles**

of cycle paths physically separated from traffic and pedestrians<sup>[iii]</sup>

**6,606**

cycle parking spaces across 34 railway and bus stations<sup>[iii]</sup>

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

**73%**

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

**72%**

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

**67%**

more signposted local cycle routes along quieter streets

**70%**

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

Among residents:

**82%**

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

**68%**

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

**73%**

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

- i. Percentage excludes households from Peterborough as cycle route length data was not provided for this area.
- ii. Cycle path lengths exclude data from Peterborough as data was not provided for this area.
- iii. Includes cycle parking at Park and Ride stations.



## Alejandra and Nildred

Living near to Eddington in Cambridge is great for us as we are a totally car free family and use the bike and trailer to get around with our two children.

We use it to get to nursery and school, it's just a five minute ride. We also use the bike for shopping and to get to the doctors surgery and into the city centre, we even went on a short holiday recently to nearby Bedford on the bikes and trailer and it was brilliant.

We find Cambridge very suitable for cycling and in general most drivers are very aware of bikes, it's only really vans I have a problem with.

## 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.

53% support



23% oppose



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

70% support



11% oppose



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

These are known as 'School Streets'.

**17 schools**

in the region have School Streets schemes



### 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

**59%**

agree there is space for children to socialise and play

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.

**35%**

of residents think that their streets are not dominated by moving or parked motor vehicles

**56%**

support setting traffic-reduction targets and taking action to achieve these

**62%**

support low-traffic neighbourhoods where 'through' motor vehicle traffic is reduced but residents still have access to all parts by car

**15%**

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>

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

60% walk or wheel more



55% cycle more



**53%**

support reducing speed limits on local roads in built-up areas to 20 mph speed limits (29% oppose)

**9%**

of the region's streets have 20 mph speed limits (excluding motorways)<sup>[ii]</sup>

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

47% walk or wheel more



46% 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.

**53%**

agree they regularly chat to their neighbours, more than just to say hello

**53%**

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

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

**77%**

of all residents



76% of women



79% of men



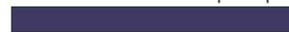
81% of people from ethnic minority groups



77% of white people



69% of disabled people



80% of non-disabled people



65% of socio-economic group DE (semi-skilled and unskilled manual occupations, homemakers and people not in employment)



80% of socio-economic group AB (professional and managerial)



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.

ii. Percentage excludes Peterborough as data was not provided for this area.

# Improving walking, wheeling and cycling

In 2024, the Combined Authority was proud to be awarded a Level 3 Capability Rating by Active Travel England, on a scale from 0 to 4.

This recognition reflects the strong leadership, detailed planning, and successful delivery of high-quality walking, wheeling, and cycling infrastructure across Cambridgeshire and Peterborough.

Since 2023, several standout schemes have been completed, including the Thorpe Wood Cycleway in Peterborough and Broad Street improvements in March, Cambridgeshire. Alongside these, vital new links have been built to give communities more choice in how they travel, such as the Cuckoos Hollow bridge in Peterborough, the Soham to Wicken rural route, and the Eddington to Girton shared-use path.

These projects are helping to create a fully connected regional active travel network which gives people more transport choice for their journeys.

**Vital new links have been built to give communities more choice in how they travel.**

The Greater Cambridge Partnership is developing schemes to link Cambridge with surrounding villages and key destinations in their area, while Cambridgeshire County Council is working to deliver new connections across all five districts. To keep this momentum going, the Greater Cambridgeshire Partnership, Combined Authority and its constituent councils are investing £31 million in 2025/26 to expand and improve routes that help people walk, wheel, and cycle safely and comfortably.

The 2025 Walking and Cycling Index, which covers the entire Cambridgeshire and Peterborough region, offers valuable insights into how the network is performing. While it cannot be directly compared to the 2023 Index, which focused solely on Greater Cambridge, it still provides useful data to guide future improvements and ensure the network continues to grow in ways that benefit everyone.



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## Learning the rules of the road

Peterborough City Council's Pedestrian Training Programme is designed to teach children the importance of being aware on the street through practical, hands-on learning.

Delivered in schools by the Road Safety Team, the sessions focus on developing awareness of traffic, safe crossing techniques, and the "stop, look, listen" approach. Parents are also encouraged to reinforce these lessons at home, ensuring consistency between school and family environments.

By engaging both children and parents, the programme builds strong foundations for safer independent travel as children grow older.

Last academic year, the Council delivered road safety education to 9,175 students across 22 primary schools and 13 secondary schools.

This project forms part of the council's wider road safety strategy, complementing cycle training and pre-driver education initiatives.



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## Behavioural change initiative: Love to Ride

Love to Ride is a free online platform that encourages cycling through challenges, ride logging, and access to tips and training. Funded by the Combined Authority since 2022 across Cambridgeshire and Peterborough, it aims to increase cycling participation and support long-term changes in how people travel. The platform motivates new and returning riders with tips, resources and support.

Between 2022 and 2025, over 85,000 employees engaged with Love to Ride, logging 323,581 bike trips and collectively cycling more than 3 million miles. Over 500 participants identified as new riders. These results highlight a growing enthusiasm for cycling and the programme's impact on healthier travel choices.

Looking forward

# Better places and streets for everyone



Across Cambridgeshire and Peterborough, more people than ever are choosing to travel actively – whether it’s cycling to work, walking to school, or wheeling to use public transport.

This shift toward healthier local travel is not just a trend; it’s a movement that’s reshaping how we link our communities and connect with our environment.

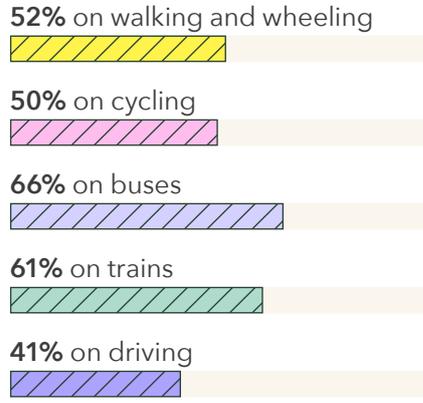
Everyone deserves safe, convenient access to active travel, regardless of where they live, which is why we focus not only on densely populated areas but also on places where residents have fewer transport options.

“  
**We are working to help more people move under their own power to improve health and reduce pressure on public services.**  
”

The Combined Authority and its partners recognise that a well-connected network for walking, cycling and wheeling brings enormous benefits. It gives people more choice in how they travel, encourages physical activity, and supports mental wellbeing.

Whether it’s a brisk walk to the shops or a scenic ride through the countryside, we are working to help more people move under their own power to improve health and reduce pressure on public services. Active travellers also report feeling more productive and more connected to their communities.

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



“  
**Everyone deserves safe, convenient access to active travel, regardless of where they live.**  
”

To support this growing demand, the Combined Authority is investing **£5.4 million** over the next two years to build and maintain walking and cycling routes across the region. We're also designing 10 new routes that will be ready to launch when additional funding becomes available.



**The Combined Authority is investing £5.4 million over the next two years to build and maintain routes across the region.**



One of the flagship projects is the Greater Cambridge Greenways network, led by the Greater Cambridge Partnership. Once complete, it will feature 12 Greenways linking Cambridge with surrounding towns and villages, making everyday journeys easier, safer, and more sustainable.

A new walking, wheeling, and cycling route is being developed to give residents of the 5,000 new homes in Alconbury Weald, Cambridgeshire better access to jobs and amenities in Huntingdon.

The shared path will connect the housing development directly to Huntingdon Railway Station, making travel between the two communities easier and safer within a rural setting.

In Peterborough, the government has approved the Station Quarter redevelopment, securing £48 million to create a welcoming gateway into the city, complete with walking and cycling infrastructure.

Together, these initiatives are laying the foundation for a future where active travel is the natural choice for our health and our communities.



## Lloyd

**If I'm just travelling a few miles, then a bicycle is my preferred way of getting around.**

Waterbeach where I live is a pleasant 6 miles from Cambridge so I especially enjoy the relaxing option of cycling along the river's tow path when conditions are suitable.

Recent improvements on the designated cycle route allow me to travel smoothly and safely into and out of the city.

Using an e-bike enables me to achieve 'no sweat' door-to-door travel anywhere in Cambridge in less than 30 minutes. No parking hassle, no congestion, what's not to like? Even the occasional inclement weather isn't a huge obstacle these days as modern waterproof clothing is both warm and breathable.

It would be great to see more smooth, accessible designated cycle routes so that more people can enjoy this mode of transport.

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## Notes on methodology

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

The survey is representative of all Cambridgeshire and Peterborough Combined Authority 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.

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

This Walking and Cycling Index has been funded and supported by the Freshfield Foundation and Cambridgeshire County Council, Cambridgeshire and Peterborough Combined Authority, Greater Cambridgeshire Partnership and Peterborough City 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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