FROM DOORSTEP TO DESTINATION:

Enabling joined-up journeys

URBAN TRANSPORT GROUP

CONTENTS

Introduction	3
If you build it, they will come	4
What progress has been made so far?	7
Next steps for transforming local connectivity	10
Conclusion	16
References	17

August 2026
Author: Dr Tom Ellerton

About Urban Transport Group
The Urban Transport Group is the UK's network of transport authorities. Our vision is for cities, towns and their surrounding areas to be green, fair, healthy and prosperous places, supported by public transport and active travel options which provide access and opportunity for all.

urbantransportgroup.org

About the author
Dr Tom Ellerton is Senior Policy Manager at the Urban Transport Group, leading on the organisation's data and analytical work. Tom has a PhD in urban regeneration.

INTRODUCTION

Every public transport journey begins and ends with a journey to or from a stop or station. For most public transport journeys, people must be able to walk or wheel from their front door and do the same to reach their destination. These trip stages are not secondary to public transport; they are the foundation for its effective functioning and to unlocking greater local connectivity.

As well as connecting people into the wider public transport network, walking, wheeling and cycling provide an affordable means of direct door-to-door travel, at a time when rising costs of living are placing increasing pressure on households.

Ensuring these local connections work for people is essential, both for enabling public transport use and for supporting more inclusive everyday mobility.

The quality of the local environment plays a decisive role in shaping these local connections and determining how people travel. The availability of safe, direct and attractive routes for walking, cycling and wheeling, in addition to well designed public spaces around stops and stations, directly influences whether people choose these modes and see them as accessible, convenient and appealing. People should feel like they have these choices in every post code up and down the country. Where these local journeys are straightforward and pleasant, walking, cycling, wheeling and public transport become a natural choice. Where walking and cycling routes between key destinations, stops and stations are fragmented, unsafe or inconvenient, people are more likely to opt for private car use or not travel at all. A truly integrated network depends on people having genuine travel choices that are attractive, safe, accessible and convenient.

Decisions about streets, pavements, crossings, cycle routes and local connectivity are therefore also decisions about the success of the wider transport networks. The trips enabled within local neighbourhoods determine not only whether people travel, but how they travel – and who is excluded when the system does not work for them.

As part of ongoing devolution of transport powers and funding, members of the Urban Transport Group (UTG) are gaining greater control over their transport networks. This includes bringing light rail operations in-house, re-regulating bus services through franchising, and having a new statutory role in decision-making on the railways as planned in the Railways Bill. However, achieving greater connectivity will only be possible if everyone can reliably walk, wheel or cycle to local destinations and connect easily with the wider sustainable transport network.

While devolved powers and funding have enabled more integrated long term transport strategies, gaps in legislation, funding and delivery mechanisms continue to limit the potential of good local connections to support public transport and enable sustainable travel choices. This report focuses on how those gaps can be addressed - unlocking more walking, wheeling and cycling, both as journeys in their own right, and as the essential first and last steps of longer trips by public transport.

This report begins by outlining the case for change. It then reviews the progress made to date, highlighting how this creates an opportunity to tackle the remaining gaps. The final section identifies these missing links and outlines how addressing them can improve local connectivity and unlock the full benefits of cycling, walking and wheeling.

IF YOU BUILD IT, THEY WILL COME

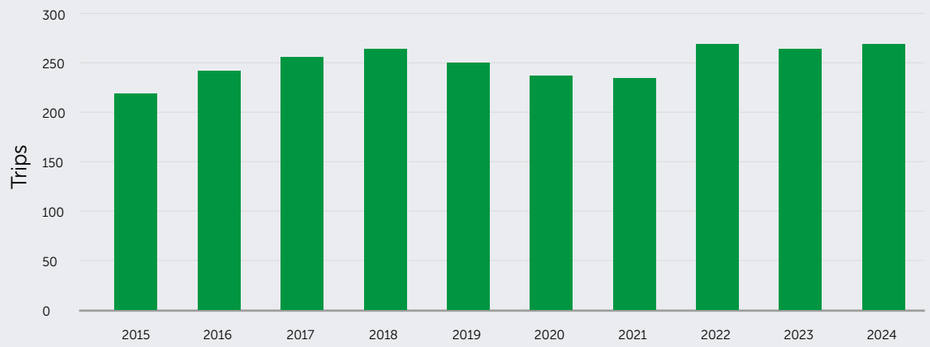
Walking and cycling already play a major role in everyday travel, together accounting for nearly a third of all trips. On average, individuals make 267 walking trips per year (29% of all journeys) and 15 cycling trips (2%)[1]. Their importance is even greater for local journeys in urban areas, where they account for 43% of all journeys under five miles[2]. These short, local connections are the building blocks of an integrated transport system, linking homes to high streets, schools, jobs and public transport hubs.

Despite their importance, these local connections have historically been under-prioritised. Walking, wheeling and cycling infrastructure has received a disproportionately small share of funding, policy focus and street space. As a result, many of the everyday routes people rely on remain unattractive, feel unsafe or inconvenient.

This underinvestment is reflected in national trends. Over the past decade, there has been little overall growth in walking (including wheeling trips) and cycling. Cycling levels have remained broadly flat, while walking has increased only marginally. This stagnation points to a significant untapped opportunity: with the right conditions in place, many more journeys could be made actively, delivering wide-ranging benefits for individuals, communities and the wider economy.

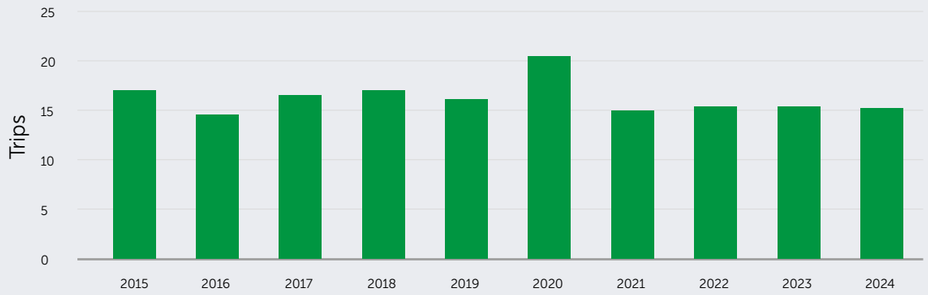
The number of trips per person made by walking in England

Source: National Travel Survey



The number of trips per person made by bike in England

Source: National Travel Survey



There is clear evidence of what can be achieved when those conditions are created. In cities such as London and Greater Manchester, sustained investment in high-quality infrastructure has driven substantial increases in use. Transport for London reports a 43% rise in cycling levels since 2019, including 12% growth in the most recent year alone – demonstrating that when safe, connected networks are delivered, people respond by travelling differently[3].

The place to bee - Greater Manchester

The Bee Network sets out a vision for an "integrated, affordable, accessible public transport system – with walking, wheeling and cycling at the heart"[4]. This is already delivering results. In 2025, more than 700 million active travel trips were made across Greater Manchester – a 40% increase (almost 200 million additional trips) since 2021[5].

This growth has been underpinned by sustained investment, with over 160 km of high-quality walking and cycling routes now in place. Where these routes have been delivered, usage has increased significantly. For example, the Chorlton Cycleway has seen a 62% rise in cycle trips along the route, highlighting the impact of safe, direct and attractive infrastructure[6]. Meanwhile, on Manchester's Oxford Road, there were 7,000 cyclists a day in October 2025, up from 2,000 per day before the route was segregated from traffic[7].

Crucially, this highlights that walking, wheeling and cycling are not just modes in their own right, but the glue that holds together the wider sustainable transport network. As Greater Manchester has taken control of its bus network, the success of that system increasingly depends on people being able to walk, wheel or cycle safely and conveniently to stops and interchanges. Where these links are poor, indirect or unsafe, car use remains the default.

Active travel now accounts for around a third of all trips in Greater Manchester and is central to the ambition of achieving 50% of journeys by sustainable modes by 2050[8]. Yet reaching this goal will require a further step change – around one million additional sustainable trips each day.

However, barriers remain

Despite the progress seen in some areas, **significant barriers continue to hold back greater local connectivity through walking, wheeling and cycling.** Research consistently shows that people want to walk and cycle more but feel constrained by the conditions around them. The Walking and Cycling Index identifies the improvements residents say would make the biggest difference[9]:

- 68% want more direct walking and wheeling routes from housing to bus stops
- 73% want more frequent crossings with shorter waiting times
- 75% want better pavement accessibility, including level surfaces and dropped kerbs
- 70% want pavements free from parked cars.

These findings point to a common issue: it is not a lack of willingness that is limiting uptake, but a lack of safe, convenient and well-connected infrastructure.

Safety remains a particularly critical barrier. In 2024, 31% of road fatalities were pedestrians and cyclists[10]. Both actual safety and the perception of it play a decisive role in whether people choose to walk, wheel or cycle.

Taken together, this paints a clear picture. Walking, wheeling and cycling are already central to local connectivity, and where investment has been made, usage has grown. However, persistent gaps in infrastructure, safety and network connectivity continue to suppress demand.

Until these barriers are addressed, the full potential of active travel – and the stronger local connections it enables – will remain unrealised.

WHAT PROGRESS HAS BEEN MADE SO FAR?

At its core, integration depends on local decision-makers having the tools, powers, backing and resources to plan journeys from start to finish, bringing every stage together from door to destination. Encouragingly, in a growing number of places, these building blocks are now being put in place, and where they have, tangible benefits are already being delivered for people and communities.

Over the past decade, there has been a marked shift in national policy, with far greater recognition of the importance of local connections and the role of walking, wheeling and cycling in supporting wider economic, health and environmental goals. While this progress is not always fully captured in national statistics, it has laid important foundations for more integrated transport systems.

Strengthening the national policy direction

A key milestone came with the introduction of the first **Cycling and Walking Investment Strategy (CWIS)** from government, in April 2017. This statutory strategy set clear national targets to increase cycling and walking (which includes wheeling) participation, alongside identifying the funding required and establishing a framework for monitoring progress. It marked an important step in embedding active travel within national transport policy.

This momentum was strengthened further in 2020 with the publication of **Gear Change: A bold vision for cycling and walking**[11], which set out a more ambitious vision for the role these modes could play. Crucially, this was accompanied by increased investment, helping to accelerate delivery of new infrastructure on the ground.

The second CWIS covered 2021 through to 2025. The strategy was designed to align with the then government's spending review and lay the groundwork for longer-term active travel ambitions up to 2040. However, many of the key targets for 2025 were missed, with walking and cycling rates falling short of their targets.

The third CWIS was published in June 2026, setting out that[12]:

"Our vision is for walking, wheeling and cycling to be safe, easy and accessible choices for everyone. To help achieve this, we are setting a target for 55% of all short stages in towns and cities to be walked or cycled by 2035."

Underneath this vision sit the following objectives:

- Enable more people to travel actively
- Make active travel the easy and integrated choice
- Improve safety for people walking, wheeling and cycling.

Stretching targets have been set, including:

- Seeing 60% of children aged 5-16 usually walk or cycle to school by 2035
- Decrease the number of killed or seriously injured (KSIs) on British roads by 65% and 70% for children by 2035
- Get 5.3 million more people being physically active through active travel
- See 2.2 billion more short walking stages in towns and cities
- See 600 million more short cycling stages in towns and cities.

Delivering on these priorities will be essential to creating better-connected local environments and expanding people's transport choices.

However, these stretching targets will require a step change in provision and take up if they are to be achieved.

A shift towards integrated transport

The publication of **Better Connected: A Strategy for Integrated Transport** in April 2026 represents a further step change[13]. This strategy begins to move transport policy away from a mode-by-mode approach towards a more integrated, place-based system.

Within this vision, walking, wheeling and cycling play a central role – acting as the vital links that connect wider transport networks together. Alongside improvements to ticketing and timetabling, addressing local barriers to active travel will be key to enabling seamless journeys.

The strategy commits to improving active travel routes, strengthening integration between cycling and rail, and scaling up shared mobility. In doing so, it supports the creation of healthier, more liveable places where active travel becomes a natural and convenient choice[14].

Devolution enabling delivery on the ground

Building on these policy foundations, the English Devolution Act 2026 provides a significant opportunity to turn ambition into delivery.

New powers over highways and infrastructure coordination will allow for more strategic investment in walking, wheeling and cycling - from safer crossings and segregated cycle routes to more accessible footways. This network–level approach is critical to enabling everyday local journeys, particularly to schools, high streets and transport hubs.

Importantly, the Act also embeds transport within wider social and economic outcomes. Strategic authorities are now required to consider health improvement and inequalities, as well as align transport with local growth plans. This reinforces the role of integrated transport networks in shaping how people access jobs, services and opportunities.

Perhaps most significantly, recent reforms to funding, including the introduction of Integrated Settlements for mayoral authorities, provide greater long-term certainty and flexibility. This enables places to plan and deliver transport networks in a more coherent and joined-up way across modes.

A strong foundation but more to do

Taken together, these developments represent meaningful progress. Across policy, funding and governance, the conditions for a genuinely integrated transport system are increasingly being put in place.

However, while the direction of travel is positive, there remains more to be done to fully unlock these benefits. If we are to achieve the targets set out in the CWIS, we must ensure that local authorities are better equipped to deliver on local and national policy ambitions, giving them all the tools that they need.

NEXT STEPS FOR TRANSFORMING LOCAL CONNECTIVITY

While progress has been made in enabling local authorities to deliver more integrated transport networks, further changes can be made to help deliver better local connectivity for walking, wheeling and cycling. If we are to achieve the ambitious targets set out in the CWIS, we must ensure that local authorities have all the required tools available to them. While some changes will take time to implement, there are others that can be progressed more quickly.

This section highlights key opportunities to overcome these barriers and improve local connectivity, alongside the structural and policy challenges that must be addressed to realise them.

Image credit: Walk, Wheel, Cycle Trust / First Avenue Photography, 2025

Changes to regulations and infrastructure

Enable non-prescribed zebra crossings

Non-prescribed zebra crossings are a low-cost intervention with the potential to rapidly transform the connectivity of lower traffic areas, making crossing the road feel safer and easier. They use the standard black and white markings, but do not have the beacon or zig-zag lines associated with traditional zebra crossings. This allows them to be installed at lower cost, in locations where beacons are not feasible (due to space or electricity), and closer to junctions.

As a result, they offer a practical way to improve pedestrian environments quickly and at scale. A standard zebra crossing typically costs between £30,000 and £52,000[15]. Treating an entire high street with 10 side roads can therefore cost up to £500,000, making comprehensive improvements cost prohibitive. In contrast, non-prescribed zebra crossings can be delivered for under £1,000, enabling much wider rollout[16].

Trials in Manchester, Westminster and Leicester have explored how pedestrians and drivers interact with these crossings. Greater Manchester's first review in 2021, found that their introduction[17]:

- Increased the number of pedestrians willing to cross the road
- Led to drivers giving way to pedestrians 65% more compared to where there was no marking
- Showed no increase in pedestrian risk.

Wider implementation would require amendments to the Traffic Signs Regulations and General Directions (TSRGD). This would align pedestrian crossing legislation more closely with existing practice for cycle tracks across side roads. Government action in this area would enable local authorities to deliver cost-effective improvements to pedestrian safety.

We would urge this update to be completed as soon as practically possible to enable pedestrians to benefit from improved, and more frequent, crossing facilities. This change should be a priority as it can provide a step change in local connectivity, helping to remove the key barrier of crossing the road.

Support implementation of powers to reduce pavement parking

Pavement parking restricts independent mobility, particularly people with certain disabilities, children, and parents with buggies. It reduces usable pavement space, often forcing pedestrians into the carriageway or requiring multiple road crossings to avoid blocked pavements. This creates uncertainty, as users never know what barriers they will face, which can discourage walking and wheeling.

The impact is significant. Research suggests that 70% of residents would walk or wheel more if pavement parking was reduced[18].

Historically, enforcement has been inconsistent outside London, relying on police action or complex street-by-street traffic orders. New powers under the Devolution Act 2026 represent a major shift, giving local authorities enforcement powers to:

- Ban pavement parking across wider areas
- Issue fixed penalty notices
- Act against unnecessary obstruction.

This enables a more strategic, area-based approach rather than reactive interventions.

However, the effectiveness of these powers will depend on how they are implemented. The Government has signalled that a broader regulatory framework will follow, with a "national in scope, local in implementation" approach. This will be crucial in setting clear expectations around what constitutes obstruction, how enforcement should be applied, funded and enforced, and how exemptions are handled. Local authorities should be consulted on this guidance to ensure that it will work for them in practice and not introduce unintended consequences that could limit the application of the powers.

The framework should be bought forward at the earliest opportunity to ensure local authorities can effectively tackle this key barrier to local connectivity.

Changes to guidance

Update Manual for Streets in line with current best practice

Street design plays a critical role in enabling local journeys. Good design supports walking, cycling and wheeling, whilst poor design can embed long term barriers. This applies to both new environments, as well as where maintenance is carried out and there is an opportunity to redesign a space.

The Government's Manual for Streets remains the key guidance for street design, being praised for its impact in moving the focus away from purely delivering street space for traffic[19]. However, it was last updated in 2010 and no longer reflects current best practice.

Newer guidance, such as Local Transport Note 1/20 (LTN 1/20), has raised expectations for walking and cycling infrastructure, promoting designs that are safe, inclusive and accessible to a wide range of users.

A refreshed Manual for Streets would:

- Improve design consistency and standards across regions
- Align with modern design standards, including LTN 1/20
- Support active travel and public realm priorities
- Integrate with wider planning and transport policy.

Government has signalled that they intend to update Manual for Streets. We would urge that this is prioritised, helping to ensure that new developments benefit from the updated guidelines as quickly as possible. The updated version should help to support local connectivity and embed travel choice into design.

Broaden the scope of highway maintenance funding to deliver better outcomes

Maintaining high quality pavement surfaces, cycle lanes and road surfaces is vital in increasing the number of people that regularly walk, wheel and cycle on them. At best, a poor surface can create an inconvenience, at worst, it can prevent someone from making a journey.

Highways maintenance funding could be better aligned with walking and cycling outcomes by broadening its definition to include footways and cycle infrastructure, shifting from vehicle-based condition metrics to user-focused measures of accessibility and safety.

Integrating maintenance with active travel programmes, enabling 'maintenance plus upgrade' approaches, and linking funding to connectivity outcomes would allow routine investment to support more inclusive, accessible places.

Under devolved arrangements, local flexibility should be balanced with clear expectations that maintenance funding contributes to improved walking and cycling environments, rather than simply maintaining car-dominated infrastructure. This ambition needs to be matched with adequate funding to deliver the high quality environments required to unlock greater connectivity.

Ensure that cycling and walking are safe and feel safe, overcoming barriers to participation

Feeling safe is fundamental to enabling more sustainable local journeys. Safety is shaped not only by the quality of the infrastructure and services, but also by the wider environment in which they sit. If more people are to use public transport, they must feel able to walk, wheel or cycle, to and from stations and stops as confidently as they use the services themselves.

Safety concerns are particularly acute for women and girls. A YouGov poll, commissioned by Active Travel England, and published in February 2026, found that 88% of female respondents reported feeling unsafe walking alone after dark, with 71% changing routes to avoid travelling in the dark, and 51% using alternative modes of transport instead of walking[20].

This presents a clear barrier not only to active journeys, but to many public transport journeys that depend on a walking leg at one or both ends of the journey. Department for Transport (DfT) research reinforces this, showing that only 14% of women reported feeling 'very safe' on public transport, and women are more likely than men to adopt precautionary behaviours when walking, cycling or using public transport[21+22]. These challenges are often compounded for minority ethnic women, disabled women, and LGBTQIA+ people, who face intersecting forms of discrimination.

Addressing safety is therefore essential for both equality and economic participation. Previous analysis has suggested that reduced access to infrastructure due to safety concerns could result in significant lost economic activity, worth up to 3.7% of Gross Domestic Product (GDP)[23]. The introduction of the new Road Safety Strategy in 2026, with its focus on vulnerable road users, is a welcome step but perceptions of safety, particularly for walking and cycling, remain a major barrier to change[24].

Evidence consistently shows that relatively simple measures, such as well-maintained pavements, safer road layouts and more crossing points, can significantly increase walking and cycling[25]. Enabling local authorities to better address these problems, will go a long way to improving the local environment and enabling more sustainable travel. Because experiences of safety vary widely, there is no single solution. However, improving real and perceived safety across local transport networks is essential. Without it, efforts to enable sustainable local journeys, and to support public transport use more broadly, will fall short.

We would like to ensure that the opportunities created by the new Road Safety Strategy 2026 deliver meaningful improvements for walking, wheeling and cycling, removing barriers to participation and helping to ensure that they are safe, accessible modes of transport. Alongside this we must also address the perception of safety, bringing a holistic approach to ensuring that all people feel safe to walk, wheel and cycle.

Changes to capacity

Boost Local Authority capacity to deliver outcomes

Local authority capacity is closely linked to the availability of long-term, stable revenue funding. Historically, revenue funding has been allocated on an annual basis with announcements often made very close to, or even after, the start of the financial year. This uncertainty complicates internal capacity planning for local authorities, who must legally balance their budgets.

Active travel teams are particularly affected, with many staff funded through short-term projects rather than core budgets. This leads to high turnover, loss of expertise and inefficiencies when funding then becomes available.

The consequences of this approach include:

- Limiting the ability to plan and deliver over the long term, forcing projects to operate within short, often one-year horizons rather than following a strategic, multi-year approach.
- A tendency to prioritise quick wins and annual outputs over projects that would deliver greater long-term benefits.
- Procurement processes being repeated often, consuming additional time and resources and leading to inefficiencies.
- Short-term planning horizons reducing opportunities for broader integration with other programmes and strategic initiatives.

Whilst Integrated Settlements and longer-term funding allocations have gone some way to addressing this issue, revenue funding is still undervalued, and as such, underfunded.

The value of revenue funding must be better recognised in terms of the value that it can unlock from our capital investment programmes. Whether this be through planning integrated networks more efficiently, supporting people to use them or maintaining them over time, revenue funding has a central role to play in tackling barriers to local connectivity.

Changes in planning

Improve cycle rail parking and station access to encourage more sustainable end to end trips

Train stations function as local hubs, with a wider catchment area than bus stops due to the distance people will travel to catch a train. Often located in urban areas, many people could walk or cycle short distances to stations, provided adequate infrastructure is in place.

The Government's Cycle Rail programme has been successful, delivering almost 22,000 new cycle parking spaces and facilities by 2020, and improving facilities at over 200 stations. This has supported significant growth in cycling to stations, with a reported 75% increase between 2010 to 2020. At Ashford International, bikes parked every day increased from around 100 to 350 bikes[26].

Despite this progress, gaps remain in the network. Poor quality or poorly located facilities continue to deter use. In addition, connections between communities and stations are often inadequate. Simple crossing facilities and safe access to stations are vital in ensuring that people want to walk, wheel and cycle to them.

To increase access, infrastructure must be safe, direct and attractive. Without this, opportunities for sustainable multi-modal journeys will continue to be missed.

Integrate cycling, walking and public transport into new developments

New developments offer an opportunity: they are a blank canvas and can be shaped in a way that creates better places for people to live and more sustainable ways for them to travel. A large part of this is the lifestyle that they create, of which connectivity is a key part. From small scale developments through to large scale developments, the way that we design and use space can either encourage active modes or put barriers in place to prevent them. It is about designing in choice rather than designing in car dependency.

Much of this comes down to removing physical barriers, such as unwalkable routes off a development, major roads that cannot be crossed, the lack of direct routes, and unwelcoming environments. Ensuring that we design in the fundamentals can help unlock greater connectivity as well as deliver places that people want to live.

Whether this be ensuring that small developments have suitable walking infrastructure to local services, or making large developments work with public transport links, the way that we design a space will impact the travel choices that people have. To help enable local connections, new developments require:

- Direct, safe and accessible walking, wheeling and cycling routes
- Integration with public transport
- Removal of physical barriers, such as major roads or disconnected layouts.

The National Planning Policy Framework mandates a vision-led approach to prioritising walking, cycling and public transport. This will help ensure that new developments are located in accessible areas and should be centred around safe walking, cycling and wheeling routes. This offers hope that future developments will be designed as places that people want to be in and will provide genuine travel choices.

However, the framework alone is not enough to drive change - we must ensure that the culture of house building changes to recognise the importance of connectivity. As more areas adopt devolved governance models, there is an opportunity to plan connectivity at a strategic scale across local authority boundaries. This is not about removing the option to drive but ensuring that the places we build enable people to choose whether to drive, walk or use other modes of transport.

CONCLUSION

Improving local connections is fundamental to unlocking the full potential of an integrated, sustainable transport system. Travel choices should be a fundamental right for every person in the country, improving connectivity to education, opportunity and leisure. Walking, wheeling and cycling are not only vital in their own right but form the essential first and last steps of most public transport journeys. While progress has been made through stronger policy direction, devolution and targeted investment, there are still steps that government can take to unlock the full potential of local connectivity. Through doing this we can normalise every day journeys made by walking, wheeling and cycling, as well as ensuring that people can access the wider public transport networks

The opportunities outlined in this report offer both short-term, practical improvements, as well as the foundations for longer-term transformation. By acting now, government can enable more people to travel actively, improve access to public transport, and create healthier, more inclusive and better-connected places. We can end the postcode lottery of access to public transport and the range of opportunities that it can open up for local communities. Delivering on these priorities will be critical to meeting the ambitious targets set out in the CWIS and ensuring that sustainable travel becomes a natural choice for everyday journeys.

REFERENCES

1 National Travel Survey

2 Walking and cycling statistics, England: Introduction and main findings (National Travel Survey) - GOV.UK

3 New TfL data shows the number of daily cycling journeys in London has risen by 43 per cent since 2019 - Transport for London

4 Greater Manchester's Active Travel Mission | TfGM Bee Active

5 Walking and cycling surge across Greater Manchester as Bee Network expands

6 Walking and cycling surge across Greater Manchester as Bee Network expands

7 Ibid

8 Ibid

9 Walking and Cycling Index 2025 UK report

10 Road Safety Strategy

11 Gear change: a bold vision for cycling and walking

12 Active Travel – Active England: the third cycling and walking investment strategy (CWIS3) - GOV.UK

13 Better Connected: A Strategy for Integrated Transport

14 Better Connected: A Strategy for Integrated Transport

15 Costs of highway works - Wiltshire Council

16 Cut price zebra crossings | ETA

17 TRL Report

18 Ban on pavement parking would encourage more people to walk and wheel - Walk Wheel Cycle Trust

19 Manual for Streets | CIHT

20 Active Travel England (2026): https://www.gov.uk/government/news/nationwide-plans-announced-to-design-safer-streets-as-9-in-10-women-report-feeling-unsafe-walking-at-night

21 DfT (2023). National Travel Attitudes Study wage 8. Available at: https://www.gov.uk/government/statistics/national-travel-attitudes-study-wave-8/national-travel-attitudes-study-wave-8

22 DfT (2026), Personal Safety on Public Transport. Available at: https://www.gov.uk/government/publications/personal-safety-on-transport

23 Infrastructure and Cities for Economic Development (ICED) Report 2017 'Violence against Women and Girls, Infrastructure and Cities Briefing Paper'. Retrieved from: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/620485/Infrastructure-Cities-briefing-note.pdf

24 Road Safety Strategy

25 Road Safety Strategy

26 Encouraging cycle journeys to rail stations - Case study - GOV.UK

URBAN TRANSPORT GROUP

Wellington House, 40-50 Wellington Street, Leeds LS1 2DE

T 0113 251 7204
E info@urbantransportgroup.org
www.urbantransportgroup.org