



Department for Transport

Rt Hon. Baroness Butler-Sloss GBE
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Lord Hendy of Richmond Hill
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Dear Baroness Butler-Sloss

I promised to write to you concerning cycling on pavements following Oral Questions on 19 November. Please accept my apologies for the delay in doing so.

As I explained during Oral Questions, cycling on pavements can impact the safety of vulnerable people, including pedestrians. It is also an offence under Section 72 of the Highways Act 1835, other than in designated areas such as bridleways and shared use paths, with enforcement being a matter for the police. I do however recognise that many people will avoid cycling on the roads out of fear of motor traffic. This is something we need to change if the Government is to realise its ambitions for active travel.

To this end, we are investing in active travel infrastructure. On 10 December we announced £626 million for local authorities to build and maintain facilities for people to walk and cycle safely, and which can of course include segregated cycle paths. We also consulted on the Government's new 'Cycling and Walking Investment Strategy' from November to December last year, and this made clear our commitment to making both walking and cycling safer and easier. The final strategy should be published in the spring.

We expect shared cycle operators to play their part in preventing illegal and antisocial use of cycles, including pavement riding. New measures in the English Devolution and Community Empowerment Bill will require shared cycle schemes to be licenced. Licensing will be implemented following extensive consultation, but licence conditions could include requirements for operators to take action to ensure safe and legal use.

In addition, on 7 January we published our new Road Safety Strategy, setting out our vision for a safer future on our roads for all.

The Strategy sets an ambitious target to reduce the number of people killed or seriously injured on British roads by 65%, and 70% for children, by 2035. This includes pedestrians. This target will focus the efforts of road safety partners across Britain, with measures to protect vulnerable road users,

update vehicle safety technologies and review motoring offences. All of this will be supported and monitored by a new Road Safety Board chaired by the Minister for Local Transport.

Road safety is a shared responsibility, and this strategy reflects that. It considers action needed by government, local authorities, industry, emergency services and communities to tackle the causes of collisions and save lives. By investing in infrastructure, education, and enforcement, we are taking decisive steps to make our roads safer for everyone.

I hope this reassures you of the Government's commitment to the safety of pedestrians.

I will place a copy of this letter in the libraries of both houses.

Yours sincerely,



Peter, Lord Hendy of Richmond Hill
MINISTER OF STATE FOR RAIL