

Southampton City Region

Walking and Cycling Index 2021



Hampshire
County Council



Published May 2022



Foreword

Our vision for cycling in Southampton City Region



Our transport priorities for the next three years have and are continuing to be shaped by the ideas and feedback we receive from people living, visiting and working in the city. These priorities are set out in the Connected

Southampton Implementation Plan 2022 – 2025 and will be further shaped by the results shown in this Walking and Cycling Index.

Transforming the city centre is a key focus. Exciting new plans give us the opportunity to redesign areas of the city centre and incorporate high quality, well connected public spaces where people want to live, work and spend time.

As well as city centre proposals, we're keen to invest in our district centres and neighbourhoods. This is being accelerated through Transforming Cities, which will see us deliver walking, cycling and bus improvements.

This report shows that 38% of Southampton residents think the level of safety for cycling is good, which has increased from 26% in 2019. We will continue to work with residents to introduce more Active Travel Zones, as well as developing the Southampton Cycle Network. These projects make neighbourhoods feel safer and provide routes that are better connected to the city centre, district centres, parks and waterfront, jobs and education.

Alongside Active Travel Zones are our road safety campaigns and 20mph streets schemes, through which residents can tell us where they want to see reduced speed limits and other traffic calming measures. In line with our ambition to become a UNICEF Child-Friendly City, we will be rolling out programmes to improve the safety of children when walking and cycling to school. This will be delivered through improved crossing facilities on routes connecting to schools and the expansion of school streets across the city. We will be consulting on the proposal to make school street schemes enforceable by CCTV later this year.

We will continue to work in partnership with Hampshire County Council to ensure the whole of the Southampton City Region, including Totton and Hythe, Eastleigh, Chandlers Ford and Bursledon, benefits from improved transport infrastructure and road safety schemes.

Pete Boustred
Head of Green City and Infrastructure
Southampton City Council



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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking and cycling in urban areas in the UK and Ireland. This is the first year walking has been included.

It is delivered by Sustrans in collaboration with 18 cities and urban areas. Each city reports on the progress made towards making both walking and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the second report from Southampton City Region produced in partnership with Southampton City Council and Hampshire County Council. The data in this report comes from 2021 and includes local walking and cycling data, modelling and an independent survey of 1,444 residents aged 16 or above in the region. The survey was conducted from June to August 2021 following Covid-19 travel restrictions across the UK being lifted. Social research organisation NatGen conducted the survey which is representative of all residents, not just those who walk or cycle.

Across this report we have included comparisons to 2019 data where available.

Our thanks to the people of the region who took part in the survey and shared their stories with us.

More details on all Walking and Cycling Index reports can be found at www.sustrans.org.uk/walkingcyclingindex



Defining wheeling

We recognise some people, for example wheelchair or mobility scooter users, identify with the term wheeling instead of walking. Therefore we use the terms walking and wheeling together and consider walking and wheeling to include the use of mobility aids and pushchairs.

All walking survey responses within this report include responses from people who wheel. However, please note for graph labels we use walking as a shorthand for walking and wheeling.

Report summary

Southampton City Region

Populationⁱ

429,985

Survey area

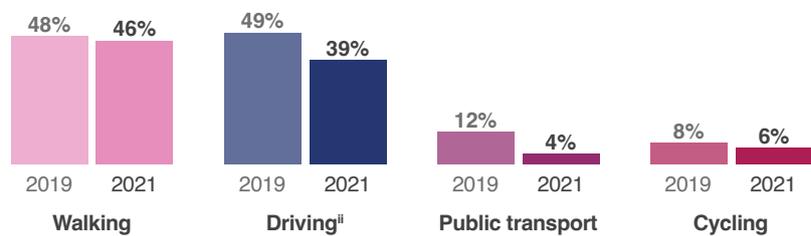


The impact of the pandemic

The Covid-19 pandemic has had a huge impact on how, when and the amount we travel, especially in relation to public transport and driving.

Transport use during the coronavirus (Covid-19) pandemic, Department for Transport, June 2020

Residents who travel by the following modes five or more days a week in Southampton City Region



Participation in walking, wheeling and cycling on a regular basis has stayed about the same since 2019.

46%
of residents walk at least five days a week
48% in 2019

18%
of residents cycle at least once a week
19% in 2019

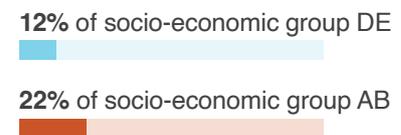
Walking, wheeling and cycling participation is not equal

Disabled people walk or wheel less than others, and people in socio-economic groups D and E cycle less than those in A and B.

Proportion of residents who walk at least five days a week



Proportion of residents who cycle at least once a week



Not all residents feel safe and welcome in their neighbourhood

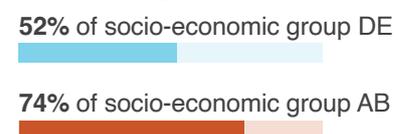
Proportion of residents who think walking safety is good



Proportion of residents who think cycling safety is good



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



Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

i. NOMIS mid-year 2019 population estimates. This is the most recent available for Southampton City Region.

ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Southampton City Region:

+ Prevents

893

serious long-term health conditions



Creates

£226.2 million

in economic benefit for individuals and the region



Saves

16,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking and cycling in the region takes up to

97,000 cars off the roadⁱⁱⁱ

However,

75 million

journeys up to three miles are driven in the region each year

If **80%** of these journeys were walked or cycled it could save approximately

25,000 tonnes

of greenhouse gas emissions^{iv}

Residents want more funding for walking, wheeling, cycling and public transport

Percentage of residents who would like to see more government spending on:

51% on walking



47% on cycling



59% on public transport



32% on driving



This would help support more liveable neighbourhoods

Among Southampton City Region residents:

53% support



more cycle tracks along roads, physically separated from traffic and pedestrians

80% support



the creation of more 20-minute neighbourhoods^v

62% support



the creation of more low-traffic neighbourhoods

59% agree



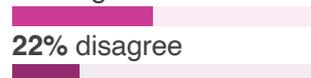
increasing space for people socialising, walking and cycling on their local high street would improve their local area

82% agree



more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area

46% agree



closing streets outside local schools to cars during school drop-off and pick-up times would improve their local area

iii. Based on walking and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking trips. iv. Based upon each journey being 1.5 miles in length. v. See definition on page 14.



Walking in the region

Walking and wheeling participation, safety and satisfaction

Walking and wheeling participation

Overall in Southampton City Region the number of people walking and wheeling regularly (at least five days a week) has stayed about the same since 2019.

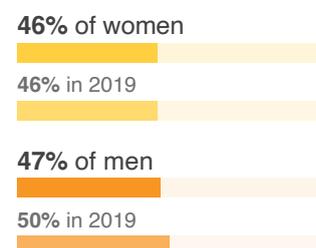
Walking and wheeling are often overlooked in transport. This is despite being an efficient use of space, good for our health and having no environmental impact.

96% of all residents walk 95% in 2019

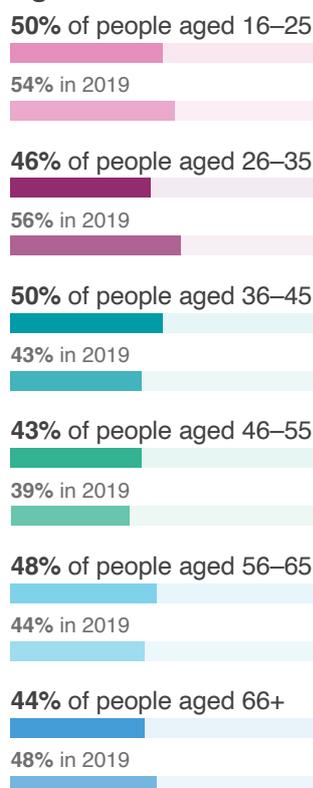
46% of residents walk at least five days a week 48% in 2019

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

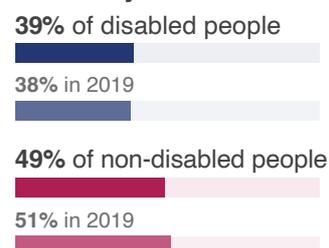
Genderⁱ



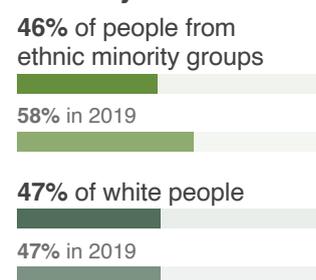
Age



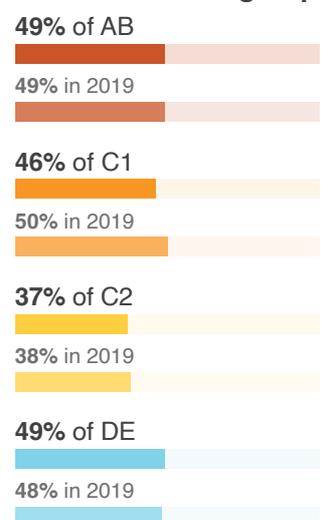
Disability



Ethnicity



Socio-economic groupⁱⁱ



Sexuality



i. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

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

Important differences exist in how safe people feel when walking or wheeling. Safety includes both road and personal safety.

71%
of residents think the level of safety for walking is good

55%
of residents think the level of safety for children walking is good

Proportion of residents who think walking or wheeling safety in their local area is good

Gender

72% of women



71% of men



Ethnicity

81% of people from ethnic minority groups



71% of white people



Sexuality

70% of LGBTQ+ people



73% of heterosexual people



Age

65% of people aged 16–25



74% of people aged 26–35



75% of people aged 36–45



69% of people aged 46–55



74% of people aged 56–65



72% of people aged 66+



Disability

61% of disabled people



75% of non-disabled people



Socio-economic group

76% of AB



70% of C1



68% of C2



62% of DE



74%

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



Sue, resident



Portswood High Street has all the essentials — a greengrocer, hardware shop, supermarkets, pharmacies, and more.

Sue appreciates being able to walk there.

“I go about twice a week. I don’t really want to drive to do my shopping, I’d much rather walk.

“It’s brilliant that there is such a variety within walking distance, Portswood Hardware has a bit of everything.

“A friend of mine used to walk into Portswood to do some shopping every day, which was also a chance to socialise. Now she lives in a village and has to drive. She’s lost that opportunity to bump into friends on the way.

“Often I pop down for one thing, but on the way I run into people and get chatting!”



Cycling in the region

Cycling participation, safety and satisfaction

Cycling participation

Overall in Southampton City Region the number of people cycling has stayed about the same since 2019. Despite a much larger potential, only **18%** of people cycle regularly.ⁱ

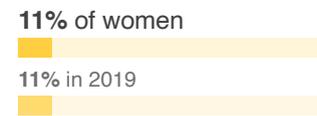
Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ Encouragingly, perceptions of cycling safety have improved since 2019.

38%
of all residents cycle
37% in 2019

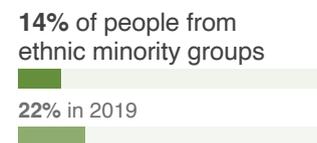
18%
of all residents cycle at least once a week
19% in 2019

Proportion of residents who cycle at least once a week

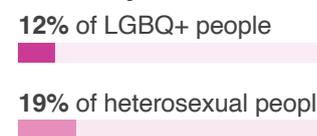
Gender



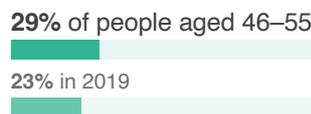
Ethnicity



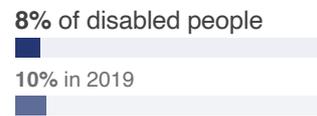
Sexuality



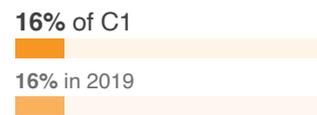
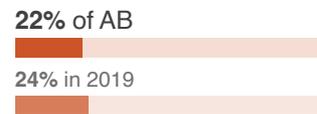
Age



Disability



Socio-economic group



i. Based on people who cycle at least once a week.
ii. See Bike Life, 2019 Southampton City Region report.

Cycling safety and satisfaction

38%

of all residents think the level of safety for cycling in their local area is good

26% in 2019

31%

of all residents think the level of safety for children cycling is good

15% in 2019

44%

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

36% in 2019

Proportion of residents who think cycling safety in their local area is good

Gender

36% of women



41% of men

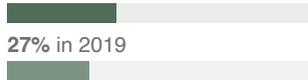


Ethnicity

59% of people from ethnic minority groups



36% of white people

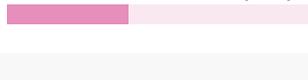


Sexuality

34% of LGBTQ+ people

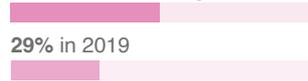


40% of heterosexual people

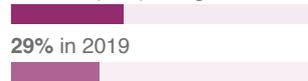


Age

49% of people aged 16–25



37% of people aged 26–35



39% of people aged 36–45



37% of people aged 46–55



38% of people aged 56–65

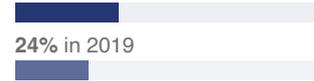


33% of people aged 66+



Disability

34% of disabled people

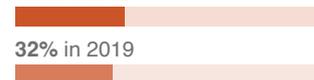


41% of non-disabled people



Socio-economic group

36% of AB



39% of C1



41% of C2



40% of DE



Sanjay, Consultant Pathologist, Southampton Hospital

Sanjay cycles regularly from Chandlers Ford to Southampton General Hospital. But this wasn't always the case.

“I cycled a bit before. In lockdown, the roads were quieter and I decided to cycle more. [Driving] felt inefficient – I questioned why I was driving daily to and from Chandlers Ford. So I bought a bike through the hospital's Cycle to Work Scheme.

“I'd like to see more cycling infrastructure. Otherwise you rely on drivers to be kinder and more cautious.

“Since traffic has picked back up, it can be tricky, but on the whole, it's better for my health.”

Sanjay now sees himself as a regular cyclist, and he's inspired a colleague to cycle as well.



Benefits of walking

Why everyone gains when more people walk or wheel

The large numbers of walking and wheeling trips in Southampton City Region produce important health, economic and environmental benefits for everyone.

Southampton City Region residents walk or wheel 18 times around the world every day

149.4 million

walking and wheeling trips were made in the region in the past year, which adds up to

161 million miles

= 440,000 miles a day.

This equates to each resident spending

5 days

walking or wheeling continuously in the past year

Annual walking and wheeling trips by purposeⁱ

Enjoyment or fitness – adults and children (including running):
61,400,000

41%

Destination – adults only (eg work, school, shopping):
75,900,000

51%

School – children only:
12,100,000

8%



Walking and wheeling benefit residents and the local economy in the region

In the region, the net annual economic benefit for individuals and society from all walking and wheeling trips is

£185.9 million

Of this total,

£2 million

is from people with a car choosing to walk or wheel for transport in the past year.

5p

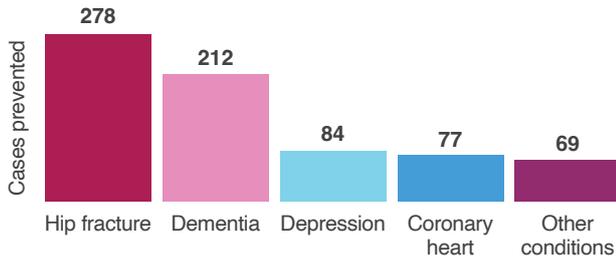
net benefit from each mile walked or wheeled instead of driven



These figures are based upon monetising the costs and benefits of driving and walking. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

Walking and wheeling unlock health benefits for everyone

Walking in Southampton City Region prevents 720 serious long-term health conditions each year



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in the region

£4.7 million per year

equivalent to the cost of
160,000 GP appointments

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Southampton City Region the physical activity benefits of walking

prevent 130 early deaths annually

which is valued at

£428 millionⁱⁱ

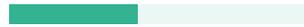
Please note wheelchair and mobility scooter trips are modelled as walking trips for the purposes of the MOVES and HEAT models.

People walking and wheeling more instead of driving improves air quality, saving annually:

30,000 kg of NO_x
and

4,300 kg of particulates
(PM₁₀ and PM_{2.5})

42% of residents agree the air is clean in their local area



Walking and wheeling in Southampton City Region help mitigate our climate crisis

11,000 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by walking or wheeling instead of driving, equivalent to the carbon footprint of



13,000 people
taking flights

from London Heathrow to New York

Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures

Walking and wheeling keep Southampton City Region moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep the region moving for all road users.

86,000 return walking trips

are made daily in the region by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

258 miles

equivalent to the distance from Southampton to Hull.



ii. 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.



Benefits of cycling

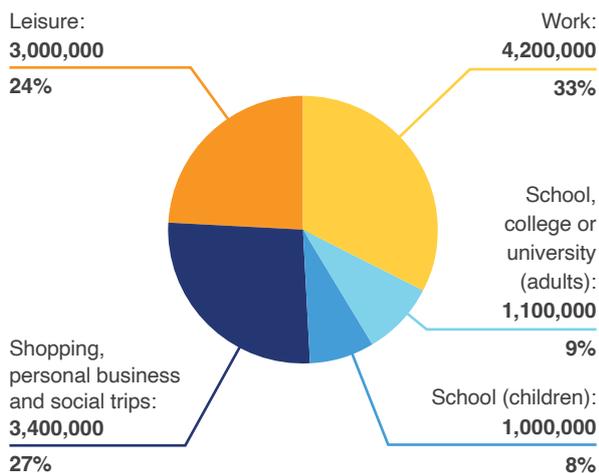
Why everyone gains when more people cycle

Southampton City Region residents cycle 5 times around the world every day

There has been a reduction in commuter trips since 2019 as more people work from home. However, cycling levels stayed the same for leisure trips.

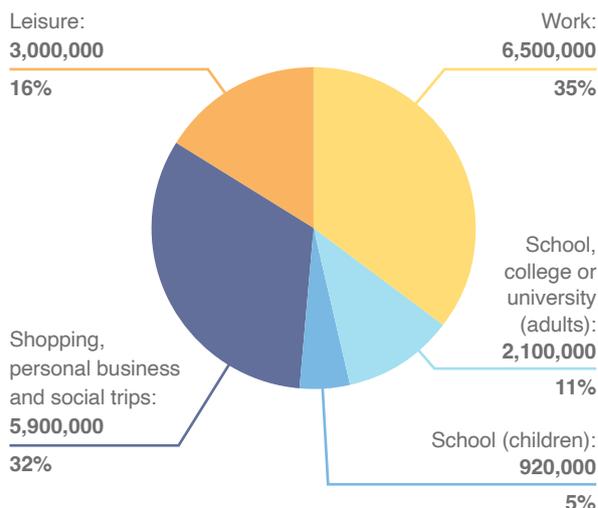
Annual cycling trips by purpose in the regionⁱ

2021:
12.7 million trips



This adds up to
48.6 million miles
= 130,000 miles a day

2019:
18.4 million trips



This adds up to
63 million miles
= 170,000 miles a day

Cycling benefits residents and the local economy in the region

In Southampton City Region, the net annual economic benefit for individuals and society from all cycling trips is

£40.2 million

Of this total,

£18.1 million

is from people with a car choosing to cycle for transport in the past year.

94p

net benefit from each mile cycled instead of driven

£1.04 in 2019



These figures are based upon monetising the costs and benefits of driving and cycling. This includes travel time, vehicle operating costs, medical costs, work absenteeism, congestion, infrastructure, local air quality, noise, greenhouse gases and taxation.

£51.9 million in 2019

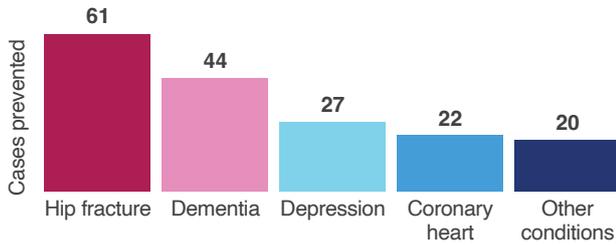
£30.6 million in 2019

ⁱ. Leisure trips include adults and children (with and without adult accompaniment). Education trips are shown separately for adults and children. All other trips are just adults.

Cycling unlocks health benefits for everyone

Cycling in Southampton City Region prevents 193 serious long-term health conditions each year

193 in 2019



'Other conditions' includes type 2 diabetes, stroke, breast cancer, colorectal cancer.

Saving the NHS in the region

£1.1 million per year

£1.3 million in 2019

42,000 in 2019



equivalent to the cost of **38,000 GP appointments**

Based on Sport England MOVES tool which shows the return on investment for health of sport and physical activity.

In Southampton City Region the physical activity benefits of cycling

prevent 12 early deaths annually

16 in 2019

which is valued at

£38.4 millionⁱⁱ

£48.4 million in 2019

People cycling more instead of driving improves air quality, saving annually:

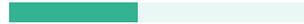
10,000 kg of NO_x and

18,000 kg in 2019

1,500 kg of particulates (PM₁₀ and PM_{2.5})

2,400 kg in 2019

42% of residents agree the air is clean in their local area



Cycling in the region helps mitigate our climate crisis

8,500 tonnes in 2019

5,300 tonnes

of greenhouse gas emissions (carbon dioxide, methane and nitrous oxide) saved annually by cycling instead of driving, equivalent to the carbon footprint of



10,000 people in 2019

6,500 people taking flights

from London Heathrow to New York

Transport now accounts for **27%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Between 1990 and 2019, transport emissions went down by only **5%**, while overall emissions went down by **44%**.

Department for Business, Energy and Industrial Strategy, 2019 UK Greenhouse Gas Emissions, Final Figures

Cycling keeps Southampton City Region moving

Studies show walking or cycling frees up road space in comparison to driving.ⁱⁱⁱ This helps to keep the region moving for all road users.

16,000 in 2019

10,000 return cycling trips

are made daily in the region by people that could have used a car.

iii. Litman, 2021. Evaluating Transportation Land Use Impacts. Based upon Eric Bruun and Vuchic, 1995. The Time-Area Concept.

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

31 miles

equivalent to the distance from Southampton to Basingstoke.

49 miles in 2019



ii. 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.



Walking solutions

What would help make walking better?

Residents want more services and amenities within walking and wheeling distance

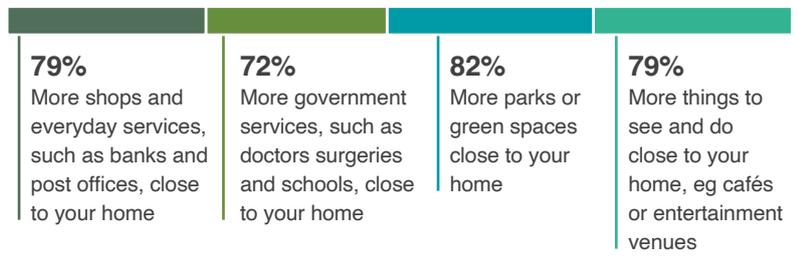
Ideally, walking should be the most attractive transport option for the vast majority of short journeys. A city can support this by ensuring many of the things people need are found near to where people live. The walking environment should be safe, comfortable, welcoming and attractive.

Neighbourhoods where many facilities can be reached on foot are known as 20-minute neighbourhoods. You can walk from your home to many of the things you need on a regular basis and back again within 20 minutes. This equates to around 800m each way.

60% of Southampton City Region households are in neighbourhoods of at least 40 dwellings per hectare. These are or can become 20-minute neighbourhoods.ⁱ

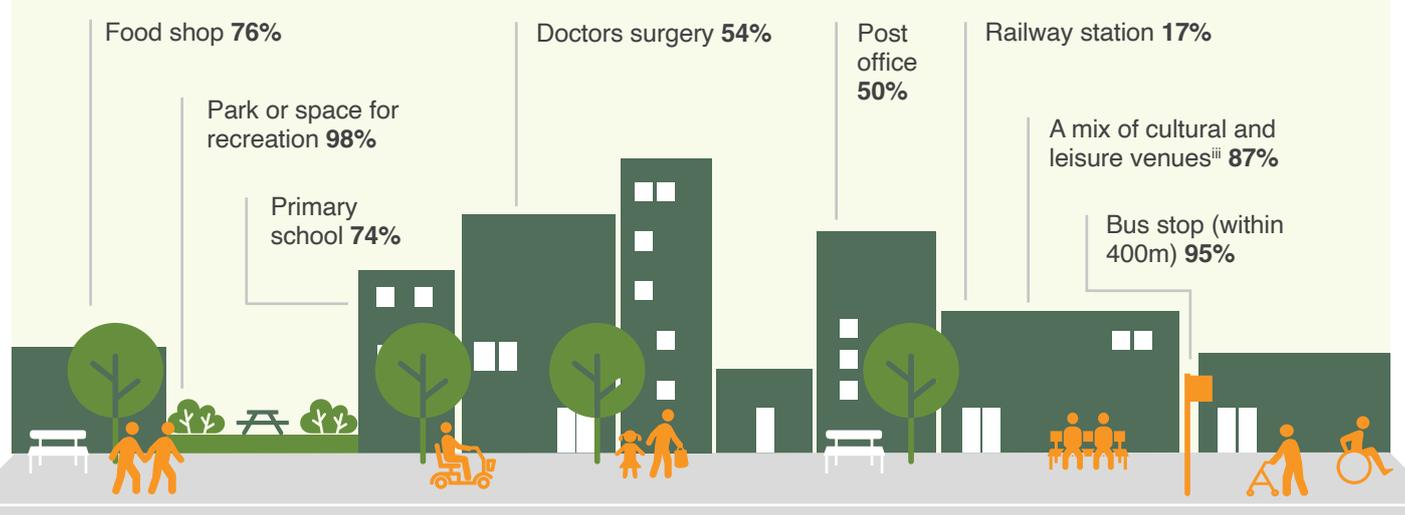
Lower density neighbourhoods have too few people to make much local business or public transport viable.ⁱⁱ

What percentage of residents would find more local amenities and services useful to help them walk or wheel more?



51% agree they can easily get to many places they need to visit without having to drive

Proportion of households within an 800m walk or wheel of the following amenities and services

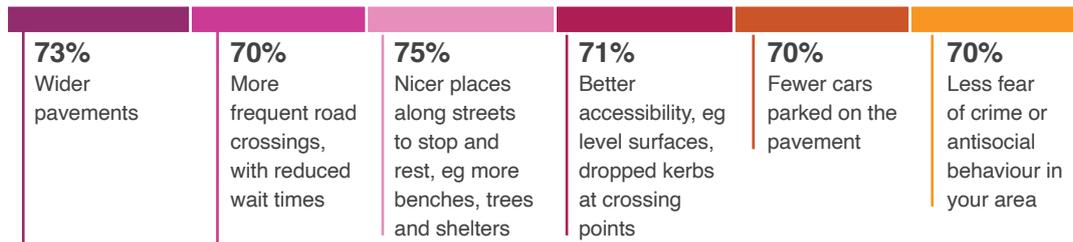


i. Ministry of Housing, Communities and Local Government, 2021, National Model Design Code.
 ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.
 iii. A minimum of three distinct types of cultural and leisure venues, eg cafés, pubs, bingo halls, cinemas, museums.

Residents want better streets

There are many ways to make our streets and neighbourhoods safe, welcoming and comfortable for everyone to walk in.

What percentage of residents think that these changes would help them walk or wheel more?



In Southampton City Region:

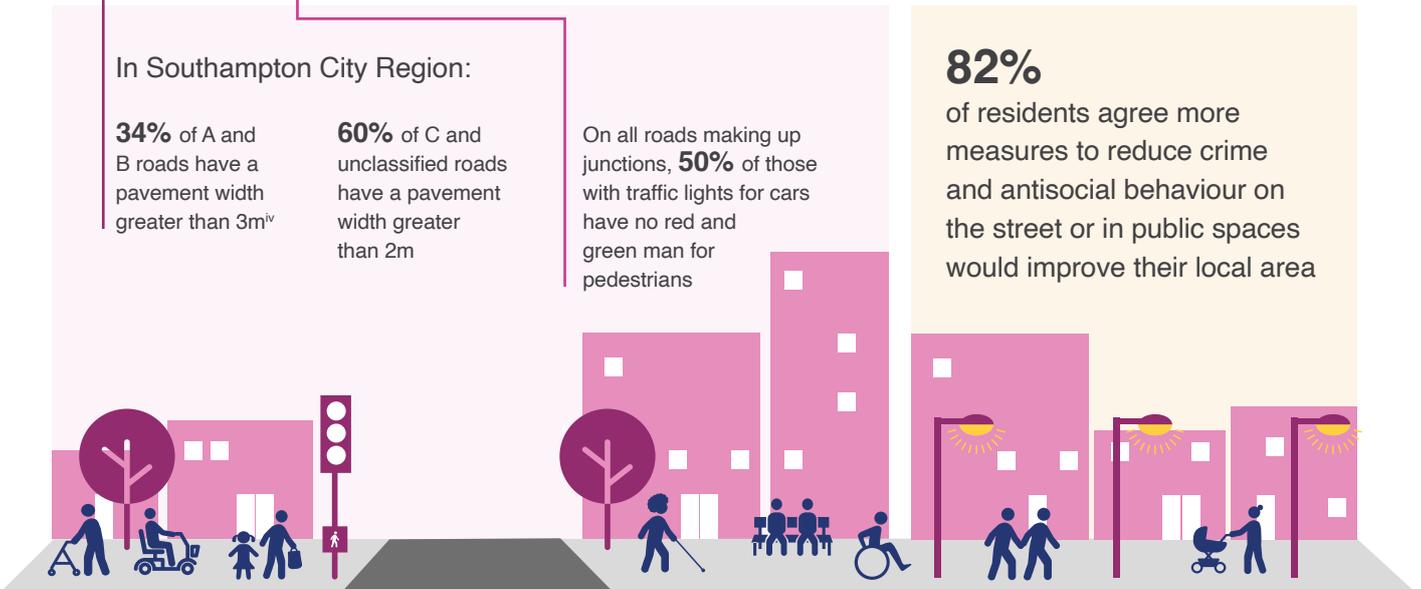
34% of A and B roads have a pavement width greater than 3m^{iv}

60% of C and unclassified roads have a pavement width greater than 2m

On all roads making up junctions, **50%** of those with traffic lights for cars have no red and green man for pedestrians

82%

of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area



Jemma, resident



Jemma is blind and uses a white cane. She also has a chronic illness that means she sometimes walks, and sometimes uses an electric wheelchair. In order to get to the places she wants to go, she relies on pavements and public transport for most journeys.

“Despite my level of disability I live and travel across the city and further afield independently. Infrastructure that supports my independence is very important.

“I love coffee, so I like being able to head into town to cafes. I run errands and pop to the shops the same as most Southampton residents. But, if I’m using my wheelchair, there are places in the city I can’t access because of a lack of dropped kerbs. And without tactile paving at crossings, I don’t always know the crossing is there!

“It is important that infrastructure such as footpaths, bus and train services are linked well. I regularly travel by train, but can’t use my closest station as there is no lift. The parts of Southampton that I can access are based on where there are bus routes, connected pavements and dropped kerbs.”

iv. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets. Pavement width does not account for obstructions, such as bus stops or litter bins.



Cycling solutions

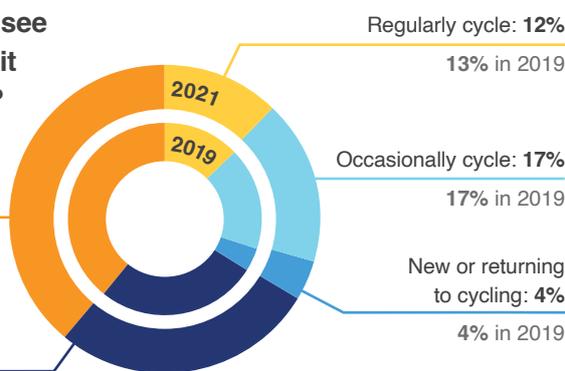
What would make cycling better?

Many Southampton City Region residents want to cycle

How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **38%**
39% in 2019

Do not cycle but would like to: **27%**
27% in 2019



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

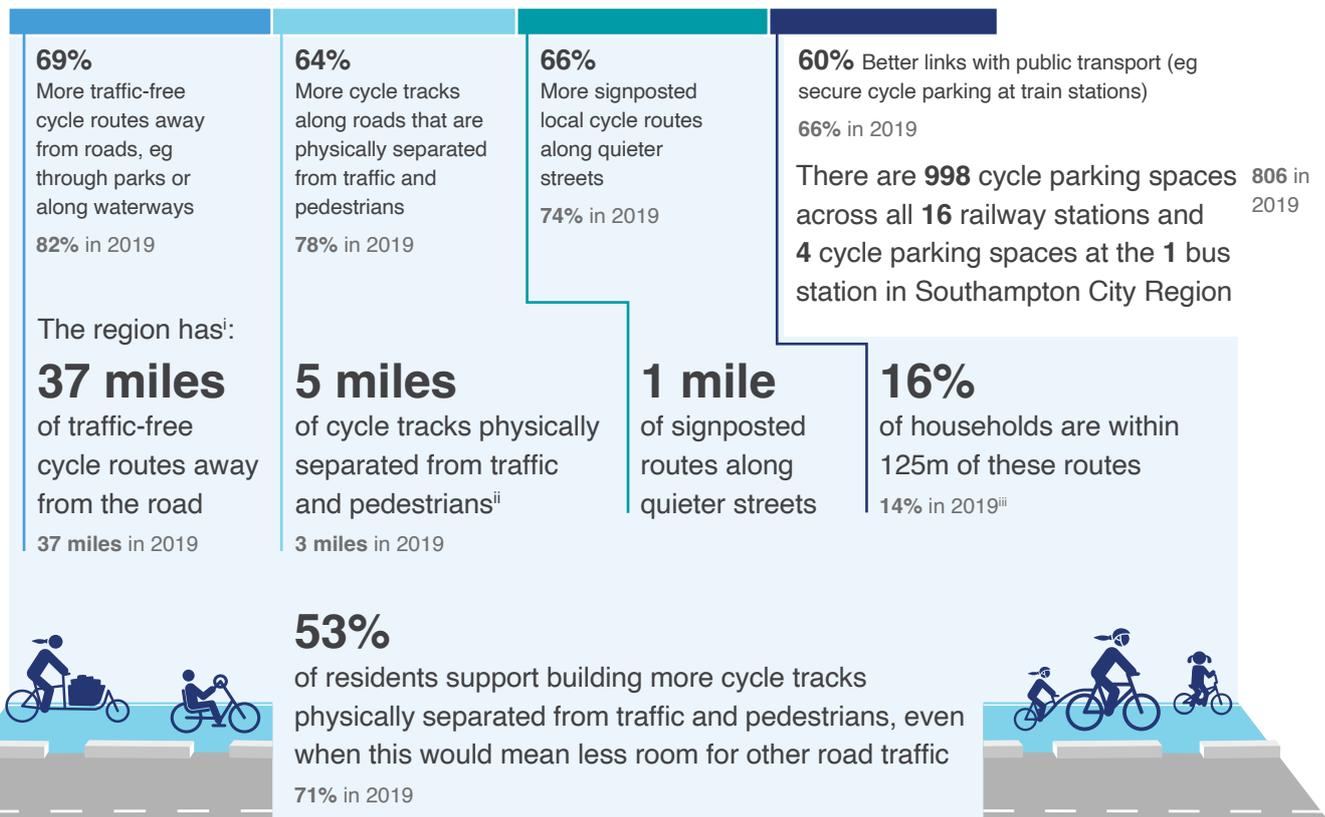
29% of women
29% in 2019

39% of people from ethnic minority groups
36% in 2019

26% of disabled people
28% in 2019

Residents want improved cycling infrastructure

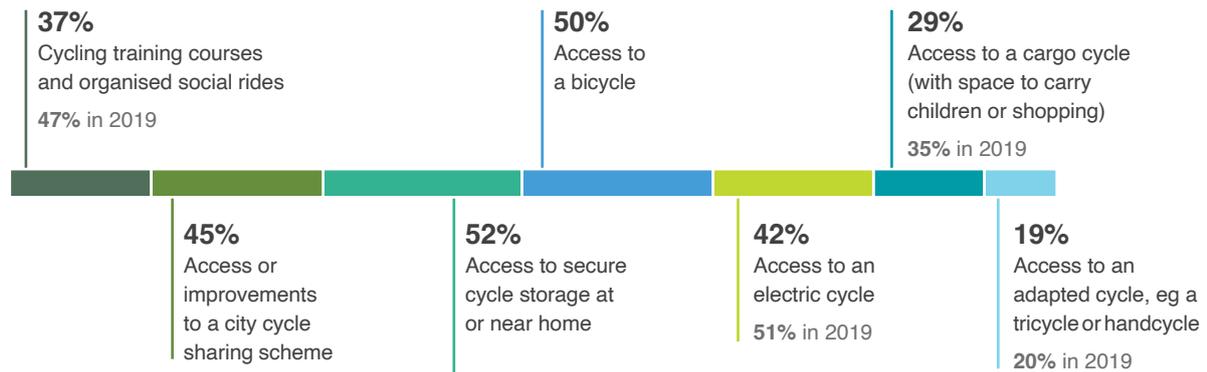
What percentage of residents would be helped to cycle more by better facilities?



i. To ensure comparability, figures given are correct as of 26 May 2021 for all city reports.
 ii. This does not include 'pop-up' cycle tracks installed during the pandemic.
 iii. 2019 figure does not include households within 125m of signed routes as that data was not provided.

Residents want more support to cycle

What percentage of residents think that these kinds of support would help them cycle more?



Public cycle parking

There is a public cycle parking space for every **79** people who cycle in Southampton City Region.

77 in 2019



Reported cycle thefts

There were **898** reported cycle thefts in the region in 2020/21.

1,274 in 2019/20

For every **210** people who own an adult cycle in the region, there was **1** reported cycle theft in the past year.

Cycle access

54%

of residents have access to an adult pedal cycle

59% in 2019

22%

of households are within 800m of a cycle shop^{iv}



Carlton, Company Director, Trojan Mailing



Trojan Mailing provide design, print and mailing services for a range of companies in Southampton. They took part in an e-cargo bike loan for three months and have used it for deliveries across the city region.

Carlton, the company director, does most of the deliveries, as it offers an opportunity to build relationships with smaller businesses.

“The e-cargo bike is currently my go-to mode for local deliveries. It is often quicker than by car or van.

“I’ve taken 90kg worth of printed materials to customers, but the average is 30-40kg. I’ve been really impressed with how it handles, even in the rain. As you can use the cycle paths, you have fewer traffic lights to negotiate. Being able to get somewhere without sitting in traffic is amazing.”

Trojan Mailing’s customers, ranging from BSA Regal Engineering to the 5-star Southampton Harbour Hotel & Spa, ABP and the Royal Yachting Association, appreciate having a more environmentally conscious supplier.

“Many of our customers are looking to reduce their carbon emissions, and have been really happy to have a supplier doing low carbon deliveries.”

iv. Credit to the Association of Cycle Traders (ACT) and Cycling UK for their assistance with cycle shop locations and services offered.



Neighbourhood solutions

What would help make neighbourhoods better?

All residents should feel welcome in their neighbourhood

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

67% of residents



67% of women



71% of people from ethnic minority groups



68% of men



67% of white people



54% of disabled people



53% of LGBTQ+ people



52% of socio-economic group DE



72% of non-disabled people



70% of heterosexual people



74% of socio-economic group AB



The dominance of motor vehicles can discourage walking, wheeling and cycling

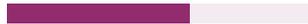
Only 25% of residents think that their streets are not dominated by moving or parked motor vehicles.

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

64% Walk more



60% Cycle more



62% in 2019

Unclassified roads are not designed to carry through-traffic, but in Southampton City Region 21% of their total length has nothing to prevent it. This can result in rat-running.ⁱ

52% agree that restricting through-traffic on local residential streets would make their area a better place.

58% in 2019

6% of the region's streets have 20mph speed limits.ⁱⁱ

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

52% Walk more



53% Cycle more



52% in 2019

Residents want local streets to be better spaces for people to spend time in

59%

70% in 2019

agree increasing space for people socialising, walking and cycling on their local high street would improve their local area

46%

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

62%

support low-traffic neighbourhoods

i. Based on analysis by CycleStreets www.lowtrafficneighbourhoods.org.
Unclassified roads are all public roads that are neither motorways, A, B nor C roads.
ii. Excludes motorways.



Pathik, resident

Pathik and his family moved in 2020 to Inner Avenue, a neighbourhood near the city centre. It had a number of modal filters installed decades ago, limiting through traffic in the neighbourhood.

“We used to live on a ratrun. Cars would speed down our road, even though they had to stop at the junction. This is so much quieter – there are fewer cars, but also the traffic is slower because people are just going to or from home.

“It means we can now play on the street. That is a huge difference. I’ve even noticed more people walking dogs here, which was a surprise. Even though we’re close to the town centre, and we live so close to a main road, there just isn’t much noise from traffic.

“I have to admit, I hadn’t noticed that it was because we have a bunch of modal filters in the neighbourhood. Once it was pointed out, it was obvious. But I only noticed the result. This isn’t why we moved to this neighbourhood, but we’re really happy to raise a family here.”

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive: to grow up in, live their lives in and grow old in. Increasing independence, providing space to play and socialise, and improving the journey to school are all important.

If we design neighbourhoods with children in mind they will then work better for everyone else too.

12 years old

average age when people living with children would let them walk or cycle independently in their neighbourhood.

Over **80%** of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school (parents’ responses).ⁱⁱⁱ

55% of residents agree there is space for children to socialise and play



90% of households are within 800m of a children’s playground



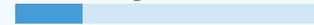
Among Southampton City Region residents:

46% agree



56% agree in 2019

22% disagree



23% disagree in 2019

closing streets outside local schools to cars during drop-off and pick-up times would improve their local area

These kind of closures are known as ‘School Streets’.

2

permanent School Streets schemes exist in the region^{iv}



iii. Children’s Independent Mobility: an international comparison and recommendations for action, 2015.
iv. Figure given is correct as of 26 May 2021.



Developing the region

Recent walking, cycling and neighbourhood changes

Good headway is being made in Southampton and Hampshire towards a vibrant and healthy region. Work is progressing to improve corridors, neighbourhoods and district centres for people who walk and cycle.

Covid-19 impacted how residents move around. School Streets, where the road outside the school gate is closed to through traffic at drop off and pick up times, increased initially to provide space for social distancing. 11 schools in Southampton are trialling School Streets, in addition to two permanent schemes established before the pandemic. In the parts of Hampshire covered by this Index, three schools launched trials at the start of the 2021-22 academic year.

Many people took the opportunity during the lockdown to walk and cycle, both for daily exercise as well as going to local shops. These local journeys are being supported by Active Travel Zones, creating safer, quieter neighbourhood streets for residents.

Residents have participated in shaping their neighbourhoods through co-design workshops online and in person, sharing their experience of walking, wheeling, cycling, and driving on their local streets. For the St Denys Active Travel Zone, residents contributed over 500 comments through online maps, surveys, and in-person workshops.

Infrastructure improvements have enhanced walking trips and given people confidence to cycle. Delivery of Southampton Cycle Network routes have supported journeys to work, leisure, and school. Continuous footways and accessibility improvements aid local walking trips for all.

My Journey's range of activities and events support people to travel actively – from commuter challenges to learn-to-ride sessions, community clubs to scootability in schools. The 'Plan It, Flex It, Move It' campaign encourages people to think about how they travel following the pandemic.



Residents have participated in shaping their neighbourhoods through co-design workshops online and in person, sharing their experience of walking, wheeling, cycling, and driving on their local streets.



**Dave Hayden, Wallenius Wilhelmsen
Ocean & Solutions**



Wallerius Wilhelmsen Ocean & Solutions had high rates of cycling before the pandemic. They saw a 6% drop in sickness absence after encouraging full-time staff to cycle, leading to direct financial savings. Since the pandemic, the balance of who is cycling has changed.

“Our cycling rates doubled since the start of the pandemic, mostly from our agency staff. We really need more storage space.

“Staff who cycle in from Millbrook and west of the city have said that the ride is much more comfortable now that Southampton Cycle Network route 1 has been installed. Many staff also come from near Fareham, cycling down Portsmouth Road which doesn't yet have protected cycle routes, but is a flatter route.

“Although the pandemic has made it harder to attribute causes to sickness absence, anecdotally, I think that reduction in sickness absence amongst staff who cycle is holding strong. Staff well-being is something we're committed to as an employer.”



Abdoulie, resident



Abdoulie and his family live in the centre of Southampton in St Marys. With training from Cycling UK and protected cycle lanes on Southampton Cycle Network route 5, his family and several others from the IKAN (Active Kids, Active Neighbourhoods) community group cycle regularly to the Common.

“I love cycling as a way to be with my children.

“We run a weekly family cycling session with IKAN. We received funding and support to provide training and secondhand bicycles. We'd all ride up The Avenue to cycle around the Common, and sometimes have a picnic.

“We're giving ladies the opportunity to cycle who wouldn't do it alone – to cycle somewhere safe, to ride with people they trust.

“I feel more comfortable now cycling with my children. We're protected on The Avenue in the cycle lane. It gives us reassurance to cycle safely with our kids.”



Looking forward

Better streets and places for everyone

Southampton is a city of ambition, both in pursuing growth in the area, and in becoming greener and more inclusive. As Southampton City Council (SCC) moves towards becoming zero emission, we will be developing exciting plans to transform how people and goods move around the city, and to support our ambitions to become a UNICEF Child-Friendly City and City of Culture 2025.

Transforming the city centre will be a key focus. Exciting new plans give us the opportunity to redesign areas of the city centre and incorporate high quality, well connected public spaces where people want to live, work and spend time.

Outside of the City Centre, we will be developing a Walking Plan setting out new ambitions to improve routes across the city. We will continue to develop the Southampton Cycle Network, including new quiet way routes connecting people to our district centres, waterfront, parks and schools. We will also continue the delivery of the Transforming Cities programme, including walking, cycling and bus improvements connecting the City Centre to Eastleigh and Hamble via Portswood Road and Portsmouth Road respectively. This will be supported by a network of Local Mobility Hubs offering new mobility services, including e-cycle hire, as well as other facilities, such as local collection points and green spaces.

Developing and delivering these ambitious plans can't be done by the council alone. The Council will continue to work in partnership with residents, businesses, educational institutions and healthcare providers to encourage people to consider how they travel around the City Region now and in the future.



As Southampton City Council moves towards becoming zero emission, we will be developing exciting plans to transform how people and goods move around the city.

Engaging with residents to hear their first-hand experience of living in their neighbourhood is key to ensuring the success of Active Travel Zones across Southampton. Over the next three years, we will continue to expand the Active Travel Zone programme across the city giving residents an opportunity to improve and have better ownership of the places where they live.

To support the delivery of future transport improvements, we will be creating a new accessibility forum to help us better engage with disabled people and ensure that their needs are met.



**Lisa Mullins, Head of Strategy & Operations
in Security and Property at Quilter**



Quilter is a large employer in Southampton, offering financial services. In July 2021, they renewed the 15 year lease on their city centre office building.

“Over the last several years we’ve done a lot to support staff travelling in to work.

“Our location means we’re a short walk from bus stops and the train station. We offer discounts for staff with the local bus companies. We have provided showers and secure bike shelters, and we had a Bike Doctor once a quarter offering repairs up to £20. As a result, before the pandemic less than one-third of employees reported driving on their own to work.

“Currently, we’re in limbo due to Covid. We are encouraging people to think flexibly; not just about coming into the office, but also whether they need to make a journey to meet clients. All of that has had a big impact on our carbon emissions. We aren’t yet sure what staff commutes will look like, but we will ensure colleagues are aware of sustainable alternatives.

“We are embedding our climate change strategy more deeply, and looking to set an emissions reduction target. We know that everything we’re doing around staff travel isn’t just about sustainability; it also makes a huge difference to staff wellbeing.”

Notes on methodology:

The attitudinal survey was conducted from June to August 2021 by independent social research organisation NatCen.

The survey is representative of all Southampton City Region residents, not just those who walk or cycle.

2019 survey data was collected from April to July 2019, also by NatCen, following the same methodology.

All other data is sourced from our city partners, national data sets or modelled and calculated by Sustrans.

Trip estimates use a model developed by Sustrans. When comparing to other travel surveys, some variation may exist in the proportion of journeys cycled 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 and a detailed methodology are available at www.sustrans.org.uk/walkingcyclingindex

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. www.sustrans.org.uk

Sustrans is a registered charity in the UK No. 326550 (England and Wales) SC039263 (Scotland)

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