



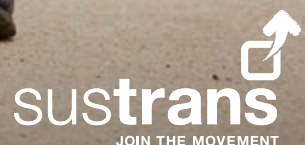
Southampton City Region

Walking and Cycling Index 2023

Published March 2024



Hampshire
County Council





Foreword

Our vision for walking, wheeling and cycling in Southampton City Region



Making the Southampton City Region safer for people to travel around is important for us and over the last two years there has been great progress in delivering transformational improvements.

These are all to support the aspirations of our long-term transport strategies – Connected Southampton 2040 and Hampshire’s emerging Local Transport Plan 4. Seeking to make modern, liveable and sustainable places to live, work and visit by investing in better and more innovative transport.

Through Government’s Transforming Cities and Active Travel Funds together we have delivered £32.9m of projects that help our residents, visitors and businesses get around easier and safer when walking, wheeling and cycling.

We’ve done some exciting projects that have created new spaces in Southampton City Centre such as the pedestrianisation of Carlton Place to support local businesses with space for hospitality or markets. New cycle and walking facilities in Shirley, Portswood, Woolston, Totton, and Eastleigh are expanding our network.

Smaller schemes are also helping, we have worked with the local community to develop safe routes for people to get around where they live – to school, the shops or other

services. Where people have requested, we’ve implemented lower speed limits to make it safer and 14 of our schools benefit from School Street closures at the beginning and end of the school day.

‘Shared mobility’ scooter and bike hire through Breeze was launched across Southampton in 2021, and is expanding into Eastleigh in 2024. Breeze is also a multi-modal app that also helps with journey planning and booking bus, ferry or rail tickets.

Involving people in how we design and shape our transport projects is vital, so in January 2023 we started the Southampton Accessibility Forum to provide a forum to engage with a wide range of advocacy groups and communities to ensure that the needs of everyone is integrated into our projects and initiatives. This complements our engagement programmes through My Journey with schools and workplaces.

Looking forward, we are excited to see some of the final stages of the Transforming Cities programme come to fruition and as the Outdoor Sports Centre gets redeveloped new walking and cycling routes are planned to provide better all-round access.

Working with Hampshire County Council we’ll be using the outputs of this report to help shape our policies and programmes going forward.

Councillor Eamonn Keogh, Cabinet Member for Environment and Transport



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The Walking and Cycling Index

The Walking and Cycling Index (formerly Bike Life) is the biggest assessment of walking, wheeling and cycling in urban areas in the UK and Ireland.

It is delivered by Sustrans in collaboration with 23 cities and urban areas. Each cityⁱ reports on the progress made towards making walking, wheeling and cycling more attractive, everyday ways to travel.

The Walking and Cycling Index reports every two years. This is the third report from Southampton City Region produced in partnership with Southampton City Council and Hampshire County Council. The data in this report comes from 2023 and includes local walking, wheeling and cycling data, modelling and an independent survey of 1,205 residents aged 16 or above in Southampton City Region. The survey was conducted from March to June 2023. Social research organisation NatCen conducted the survey, which is representative of all residents, not just those who walk, wheel or cycle.

Across this report we have included comparisons to 2021 data where available.

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

More details on all reports can be found at www.sustrans.org.uk/walking-cycling-index. For more data, including 2019 figures where available, see the [Index Data Tool](#).



Defining wheeling

We recognise that some people who use wheeled mobility aids, for example 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.

i. City is used as a shorthand for Walking and Cycling Index cities, city regions, metropolitan areas and boroughs.

Headlines

Southampton City Region

Populationⁱ

428,599

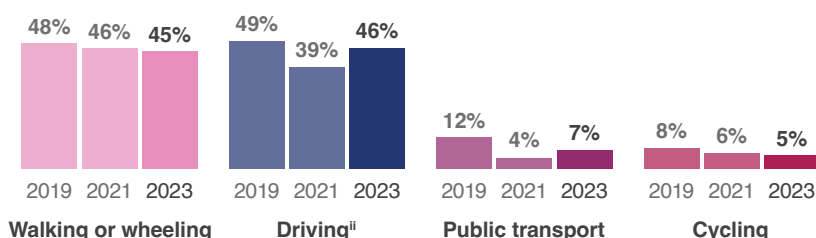
Survey area



The impact of the pandemic

The Covid-19 pandemic had a big impact on travel. In 2021 whilst most restrictions had been lifted, many people were taking fewer journeys and working from home.

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



Participation in walking and wheeling on a regular basis has remained about the same since 2021, but cycling has decreased.

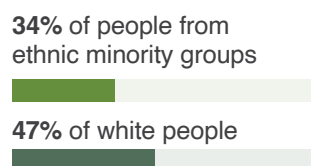
45%
of residents walk or wheel at least five days a week
46% in 2021

16%
of residents cycle at least once a week
18% in 2021

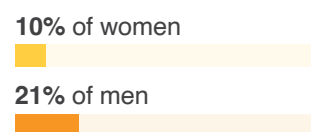
Walking, wheeling and cycling participation is not equal

Residents' travel choices and their perceptions of walking, wheeling and cycling sometimes vary widely between different groups.

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

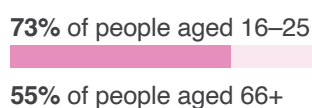


Proportion of residents who cycle at least once a weekⁱⁱⁱ

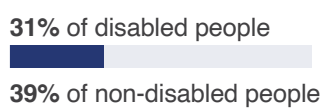


Not all residents feel safe and welcome in their neighbourhood

Proportion of residents who think walking or wheeling safety is good



Proportion of residents who think cycling safety is good



Proportion of residents who feel welcome and comfortable walking, wheeling 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.

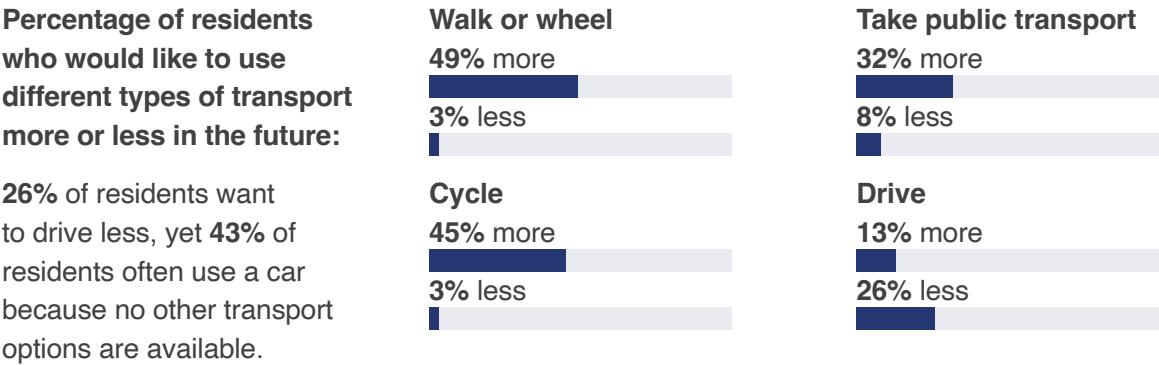
i. ONS Census 2021. This is the most recent available for Southampton City Region. ii. Travelling as driver or passenger of car, van or motorcycle. In 2019, questions did not include traveling by motorcycle. iii. The sample size for respondents who identified their gender 'in another way' was too low to be statistically significant and therefore is not presented here.

Everyone benefits when more people walk, wheel and cycle

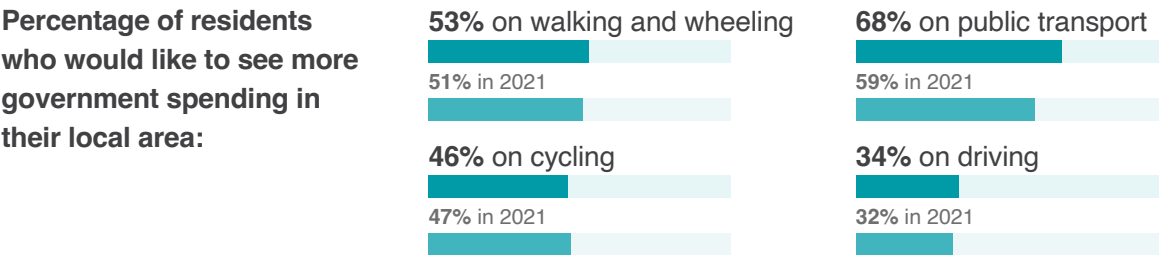
Every day, walking, wheeling and cycling in Southampton City Region take up to **99,000** cars off the road.^{iv} Each year in Southampton City Region these three modes combined:



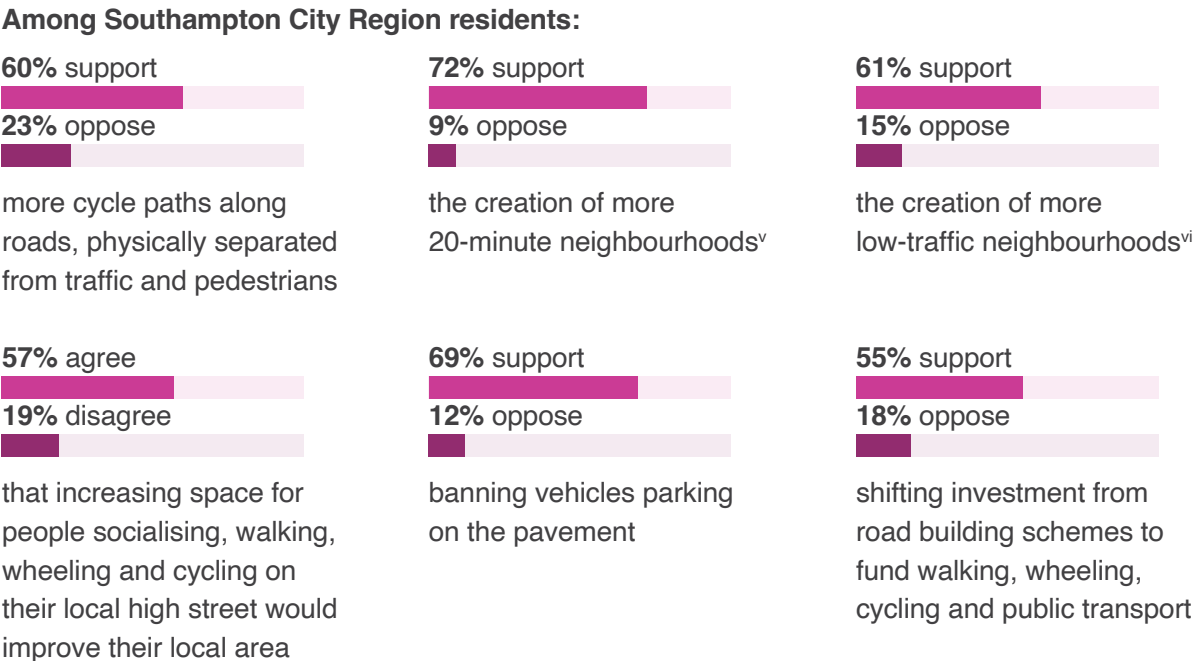
Residents want to walk, wheel and cycle more and drive less



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



Increased funding would help support more liveable neighbourhoods



iv. Based on walking, wheeling and cycling by residents that live in a household with a car. Does not include leisure cycling or leisure walking or wheeling trips.
v. See definition on page 14. vi. For definition see [Methodology document](#).

Walking and Cycling Index
Southampton City Region 2023

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Walking in Southampton City 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 remained about the same since 2021.

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.

94%

of all residents walk or wheel

96%
in 2021

45%

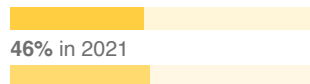
of residents walk or wheel
at least five days a week

46%
in 2021

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

Genderⁱ and sexuality

44% of women



46% of men



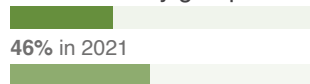
45% of LGBTQ+ people



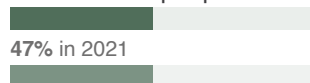
47% of non-LGBTQ+ people

Ethnicity

34% of people from ethnic minority groups

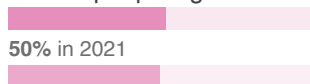


47% of white people

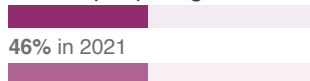


Age

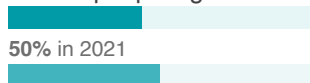
52% of people aged 16–25



46% of people aged 26–35



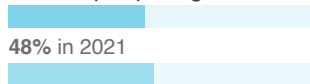
44% of people aged 36–45



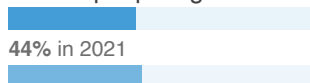
42% of people aged 46–55



45% of people aged 56–65

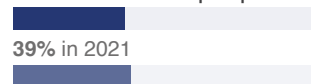


42% of people aged 66+

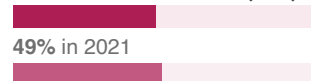


Disability

37% of disabled people

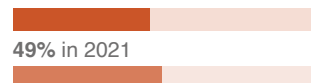


47% of non-disabled people

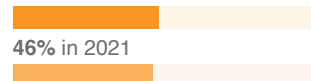


Socio-economic groupⁱⁱ

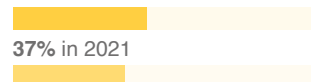
45% of AB



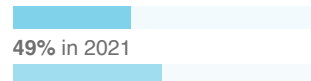
48% of C1



44% of C2



39% of DE



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.

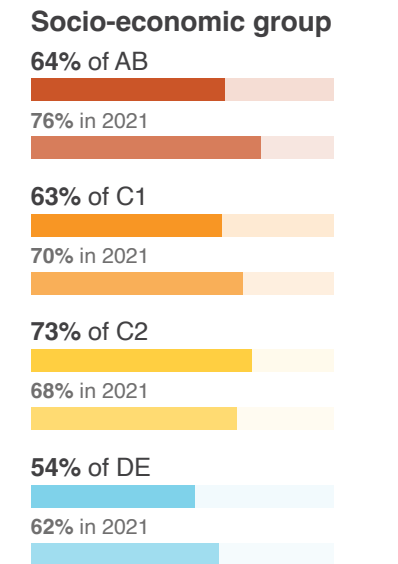
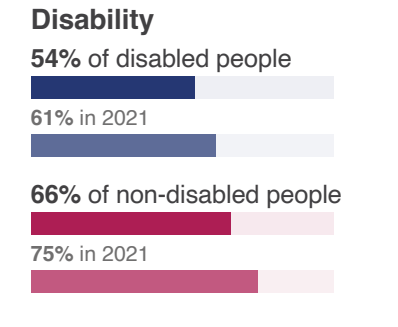
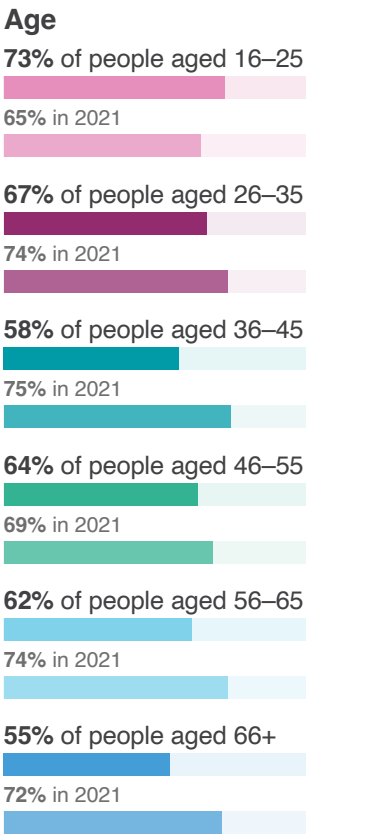
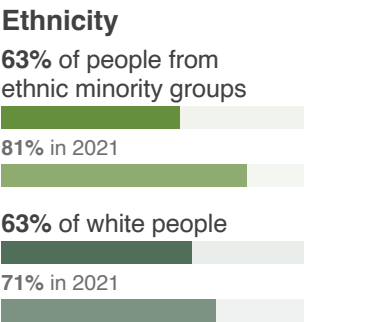
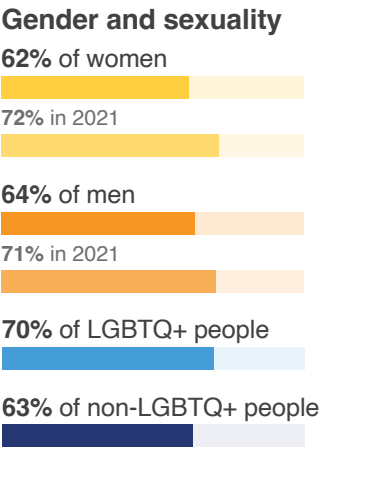
ii. Socio-economic group is a classification based on occupation maintained by the Market Research Society. Groups A and B are professional and managerial. Group C1 is supervisory/clerical and students. Group C2 is skilled manual. Groups D and E are semi-skilled and unskilled manual occupations, homemakers and people not in employment.

63%
of residents think the level of safety for walking or wheeling is good
71% in 2021

46%
of residents think the level of safety for children walking or wheeling is good
55% in 2021

71%
of residents think their local area overall is a good place to walk or wheel
74% in 2021

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



Anna and Malcolm



Companionship and socialising are the best parts of the regular walking that Anna and Malcolm do in Southampton.

There are lovely green spaces and parks as well as the ability to walk along the river (Itchen) in the city.

These areas are so green, you can imagine that you are in the countryside.

They have recently become walk leaders, volunteering their time to help get more older people out walking.



Cycling in Southampton City Region

Cycling participation, safety and satisfaction

Cycling participation

Overall in Southampton City Region the number of people cycling has decreased since 2021. Despite a much larger potential for cycling, only **16%** of people cycle regularly.ⁱ

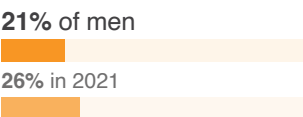
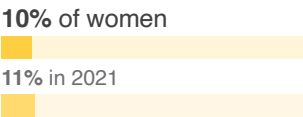
Cycling participation, however, is not equal. Barriers to cycling can be far more pronounced for some people. Safety, including road safety and personal safety, is the single largest barrier to cycling.ⁱⁱ

36%
of all residents cycle
38%
in 2021

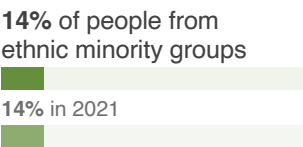
16%
of all residents cycle at
least once a week
18%
in 2021

Proportion of residents who cycle at least once a week

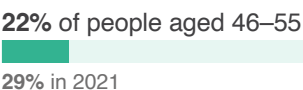
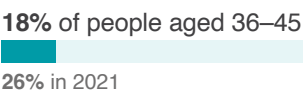
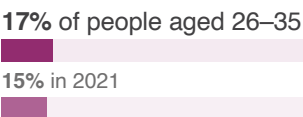
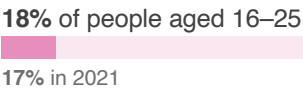
Gender and sexuality



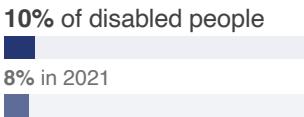
Ethnicity



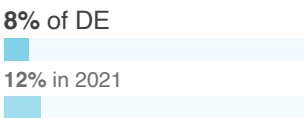
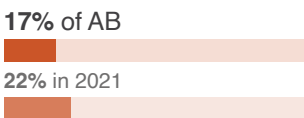
Age



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

37%
of all residents think the level of safety for cycling in their local area is good
38% in 2021

28%
of all residents think the level of safety for children cycling is good
31% in 2021

42%
of all residents think their local area overall is a good place to cycle
44% in 2021

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

Gender and sexuality

33% of women
36% in 2021

41% of men
41% in 2021

39% of LGBTQ+ people

38% of non-LGBTQ+ people

Ethnicity

49% of people from ethnic minority groups
59% in 2021

35% of white people
36% in 2021

Age

41% of people aged 16–25
49% in 2021

39% of people aged 26–35
37% in 2021

35% of people aged 36–45
39% in 2021

44% of people aged 46–55
37% in 2021

35% of people aged 56–65
38% in 2021

29% of people aged 66+
33% in 2021

Disability

31% of disabled people
34% in 2021

39% of non-disabled people
41% in 2021

Socio-economic group

39% of AB
36% in 2021

36% of C1
39% in 2021

41% of C2
41% in 2021

28% of DE
40% in 2021

Cathy



The opportunity to get free one-to-one cycle training gave Cathy the confidence to join a ladies group ride session at Monty’s Bike Hub. Now she takes part in the regular social rides and is also becoming a ride leader.

After recovering from breaking her arm, Cathy tried an e-bike from the Hub. This gave her the confidence to go up hills and on longer rides.

There are good traffic free routes in Southampton, but there is a need for more segregated routes and better wayfinding – it isn’t always straightforward how to get from a to b without riding along a main road.





Benefits of walking

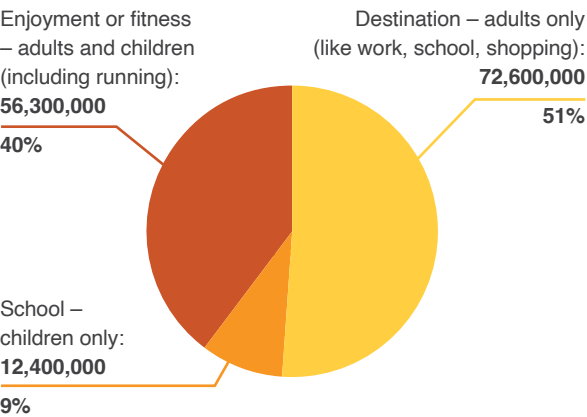
Why everyone gains when more people walk or wheel

Southampton City Region residents walk or wheel 17 times around the world every day

There has been a reduction in trips to a destination and for enjoyment and fitness since 2021. However, walking and wheeling trips to school increased slightly.

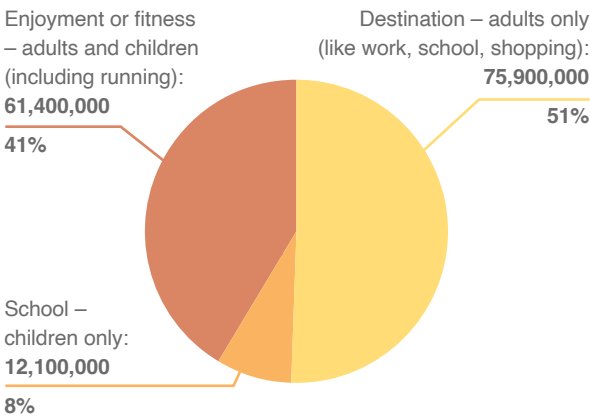
Annual walking and wheeling trips by purposeⁱ

2023:
141.3 million trips



This adds up to
150.7 million miles
= 410,000 miles a day

2021:
149.4 million trips



This adds up to
161 million miles
= 440,000 miles a day

Walking and wheeling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and walking. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

46p is savedⁱⁱ
for each mile walked or wheeled instead of driven in Southampton City Region.

Over a year this adds up to
£17.7 million
from adults with a car in their household walking or wheeling to work, school and other destinations.

£2 million
in 2021

The total annual economic benefit from all trips walked and wheeled in Southampton City Region is
£204.5 millionⁱⁱⁱ

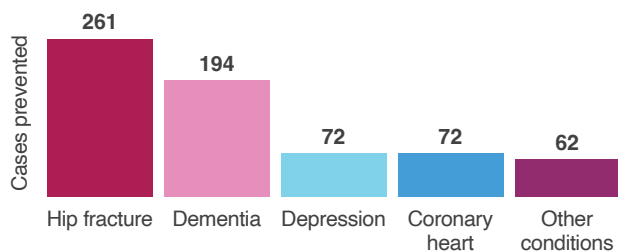
£185.9 million
in 2021

i. Trips for enjoyment or fitness include adults and children (with and without adult accompaniment). School trips are shown separately for children only. ii. Benefits have increased significantly, mainly because of increased costs of driving and greater traffic congestion. iii. This includes trips walked or wheeled for enjoyment or fitness, and trips to destinations by people with and without a car.

Walking and wheeling unlocks health benefits for everyone

Walking in Southampton City Region prevents 661 serious long-term health conditions each year

720
in 2021



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

Saving the NHS in Southampton City Region

£8.3 million per year

£4.7
million
in 2021

160,000
in 2021



equivalent to the cost of
200,000 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 136 early deaths annually

130
in 2021

which is valued at

£492 million^{iv}

£428
million
in 2021

Please note wheelchair or 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:

26,000 kg of NO_x

30,000 kg
in 2021

and

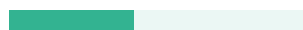
3,700 kg of particulates

(PM₁₀ and PM_{2.5})

4,300 kg
in 2021

41% of residents agree the air is clean in their local area

42%
in 2021



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

11,000
tonnes
in 2021

10,000 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
in 2021

13,000 people taking flights

from London Heathrow to New York

In 2021 transport accounted for **26%** of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

Walking and wheeling helps reduce congestion

Studies show walking or cycling frees up road space in comparison to driving.^v This helps to keep Southampton City Region moving for all road users.

86,000
in 2021

84,000 return walking and wheeling trips

are made daily in Southampton City Region by people that could have used a car.

v. Litman, 2023. 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

251 miles

equivalent to the distance from Southampton to Leeds.

258 miles in 2021



iv. 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

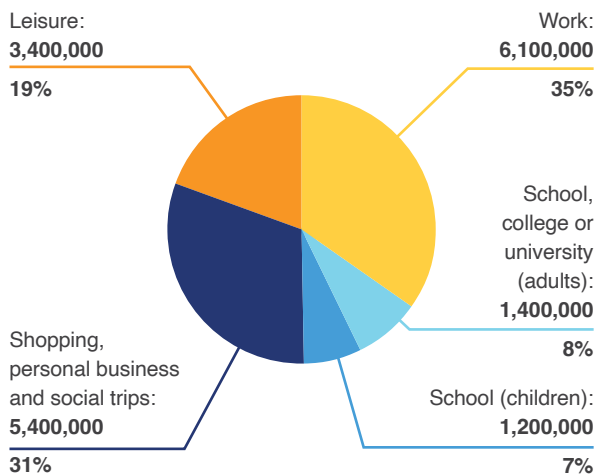
Why everyone gains when more people cycle

Southampton City Region residents cycle 6 times around the world every day

The biggest increases since 2021 have been in commuter trips and shopping, personal business and social trips, but others increased too.

Annual cycling trips by purpose in Southampton City Regionⁱ

2023:
17.5 million trips

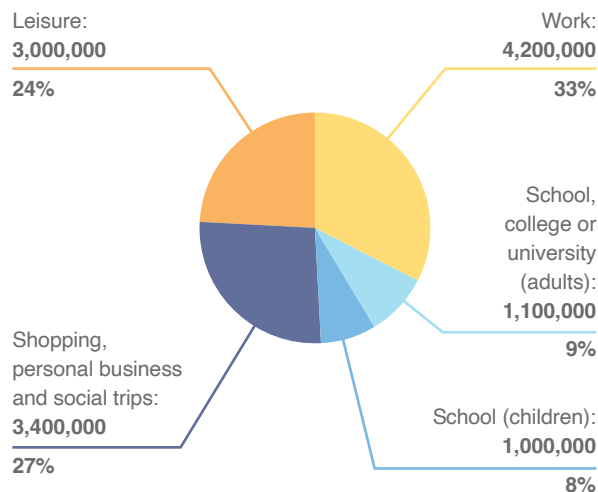


This adds up to

58.4 million miles

= 160,000 miles a day

2021:
12.7 million trips



This adds up to

48.6 million miles

= 130,000 miles a day

Cycling benefits residents and the local economy

The Walking and Cycling Index uses a model to understand the costs and benefits of driving and cycling. For example travel time, vehicle operating costs, health benefits, air quality and taxation.

£1.40 is saved

for each mile cycled instead of driven in Southampton City Region.

Over a year this adds up to

£42.2 million

from adults with a car in their household cycling to work, school and other destinations.

£18.1
million
in 2021

The total annual economic benefit from all trips cycled in Southampton City Region is

£61.7 millionⁱⁱ

£40.2
million
in 2021

i. Leisure trips include adults and children (with and without adult accompaniment).

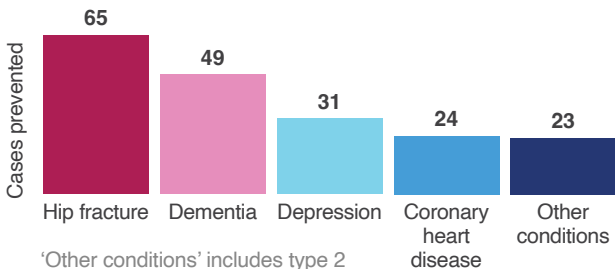
Education trips are shown separately for adults and children. All other trips are just adults.

ii. This includes trips cycled for enjoyment or fitness, and trips to destinations by people with and without a car.

Cycling unlocks health benefits for everyone

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

173 in 2021



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

Saving the NHS in Southampton City Region

£2.5 million per year

£1.1 million in 2021

38,000 in 2021



equivalent to the cost of 61,000 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 16 early deaths annually

12 in 2021

which is valued at

£58.8 millionⁱⁱⁱ

£38.4 million in 2021

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

14,000 kg of NO_x

10,000 kg in 2021

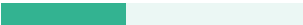
and

2,300 kg of particulates (PM₁₀ and PM_{2.5})

1,500 kg in 2021

41% of residents agree the air is clean in their local area

42% in 2021



Cycling in Southampton City Region helps mitigate our climate crisis

5,300 tonnes in 2021

8,300 tonnes

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



6,500 people in 2021

10,000 people taking flights

from London Heathrow to New York

In 2021 transport accounted for 26% of the UK's greenhouse gas emissions, of which the main sources are the use of petrol and diesel in road transport.

Department for Business, Energy and Industrial Strategy, 2021 UK Greenhouse Gas Emissions, Final Figures

Cycling helps reduce congestion

Studies show walking or cycling frees up road space in comparison to driving.^{iv} This helps to keep Southampton City Region moving for all road users.

10,000 in 2021

15,000 return cycling trips are made daily in Southampton City Region by people that could have used a car.

iv. Litman, 2023. 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

45 miles

equivalent to the distance from Southampton to Littlehampton.

31 miles in 2021



iii. 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

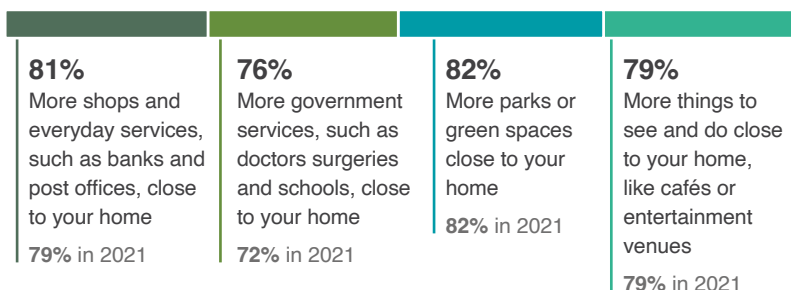
What would help make walking and wheeling easier?

Residents want more services and amenities within walking and wheeling distance

Ideally, walking or wheeling should be the most attractive option for short journeys. An area can support this by ensuring many of the things people need are found near to where people live. The environment should be safe, comfortable and welcoming.

20-minute neighbourhoods are places where you can walk from your home to many of the things you need on a regular basis. Based on a 20-minute return journey this is around 480 metres each way for the majority of people.ⁱ

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



61%

of Southampton City Region households are in neighbourhoods of more than 40 homes per hectare. These are or can become 20-minute neighbourhoods.

60% in 2021

These higher-density neighbourhoods with more people can sustain local businesses and public transport routes.ⁱⁱ

50%

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

51% in 2021

Proportion of households within a 400m radius of the following amenities

This is modelled as a straight-line distance, as opposed to the actual walking distance based on street layout which is likely to be longer (approximately equivalent to 480m).

Food shop **72%**

Park or space for recreation **94%**

Doctors surgery **25%**

Primary school **46%**

Post Office **23%**

A mix of cultural and leisure venuesⁱⁱⁱ **83%**

Bus stop **98%**

Railway station (within 800m) **26%**

i. Asher et al, 2012. Most older pedestrians are unable to cross the road in time: a cross-sectional study. Age and Ageing.

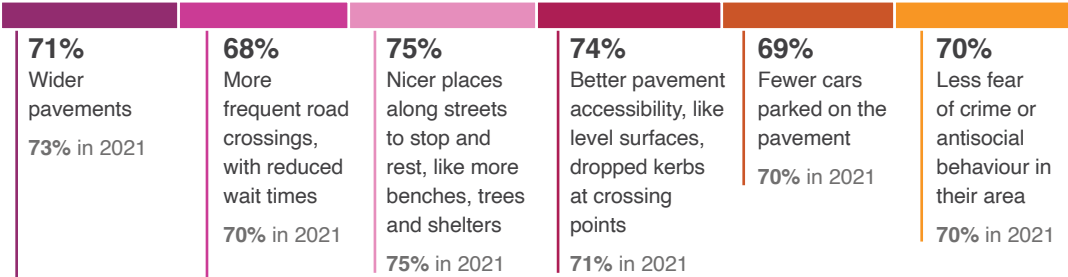
ii. Sustrans, 2017. Linking Active Travel and Public Transport to Housing Growth and Planning.

iii. A minimum of three distinct types of cultural and leisure venues, like 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 or wheel in.

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



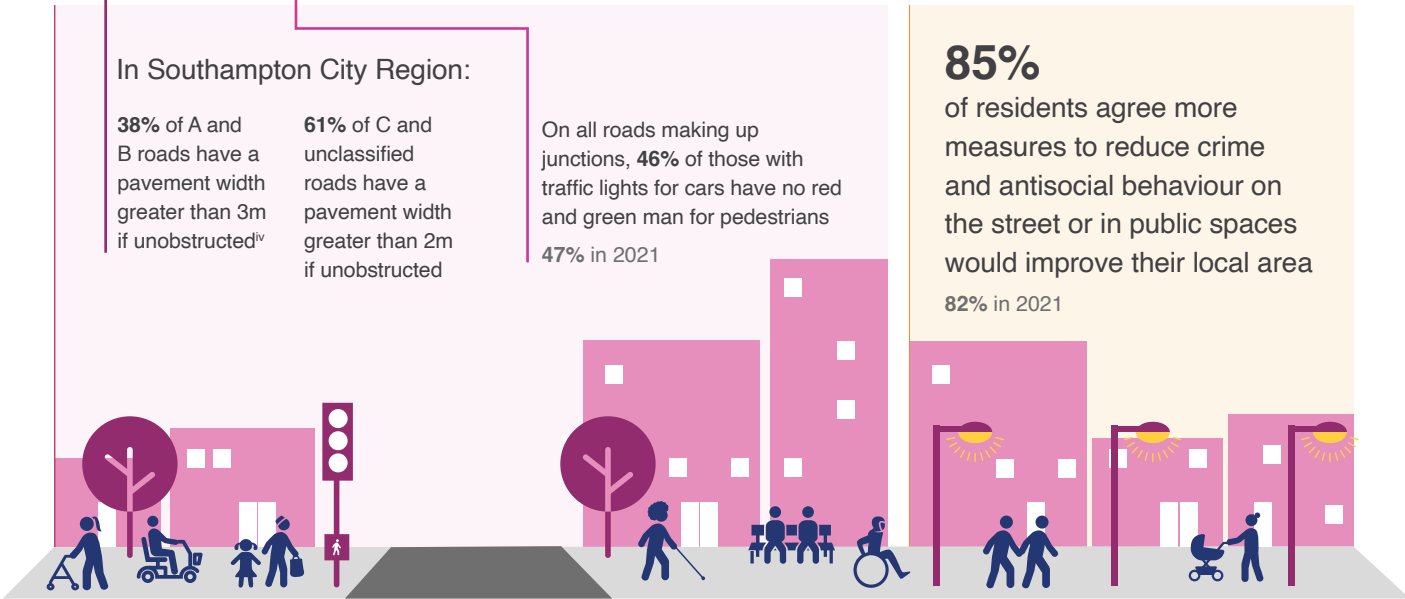
In Southampton City Region:

38% of A and B roads have a pavement width greater than 3m if unobstructed^{iv}

61% of C and unclassified roads have a pavement width greater than 2m if unobstructed

On all roads making up junctions, 46% of those with traffic lights for cars have no red and green man for pedestrians
47% in 2021

85%
of residents agree more measures to reduce crime and antisocial behaviour on the street or in public spaces would improve their local area
82% in 2021



Claudia



Over the years Claudia stopped using active travel and started using her car as the default. When her vehicle started to falter, she challenged herself to use her car less, walk more and use public transport to get around.

“We need to promote the idea that not owning a car is an aspiration for the future. We need to prioritise health, and walking, it is beneficial for our health.

So, we’ve got to change the attitudes and dispel this myth that we haven’t got time. It is just a question of organising your headspace.

Southampton needs lots more benches, so that we can see people of all generations. And a lot more signposting, people don’t know how long it takes to get from a to b.”

iv. OS source measurement now excludes grass verges, so is more accurate than in the 2021 report. A and B roads are main roads. C roads and unclassified roads are more minor roads and often residential streets.



Cycling solutions

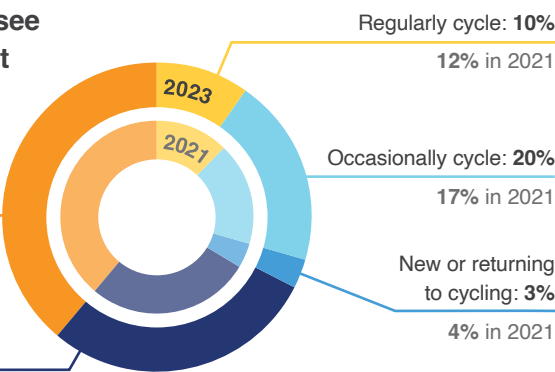
What would make cycling better?

Many Southampton City Region residents want to cycle

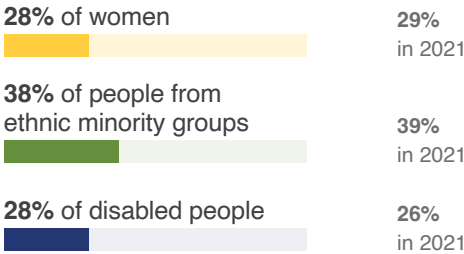
How do residents see themselves when it comes to cycling?

Do not cycle and do not want to: **39%**
38% in 2021

Do not cycle but would like to: **29%**
27% in 2021

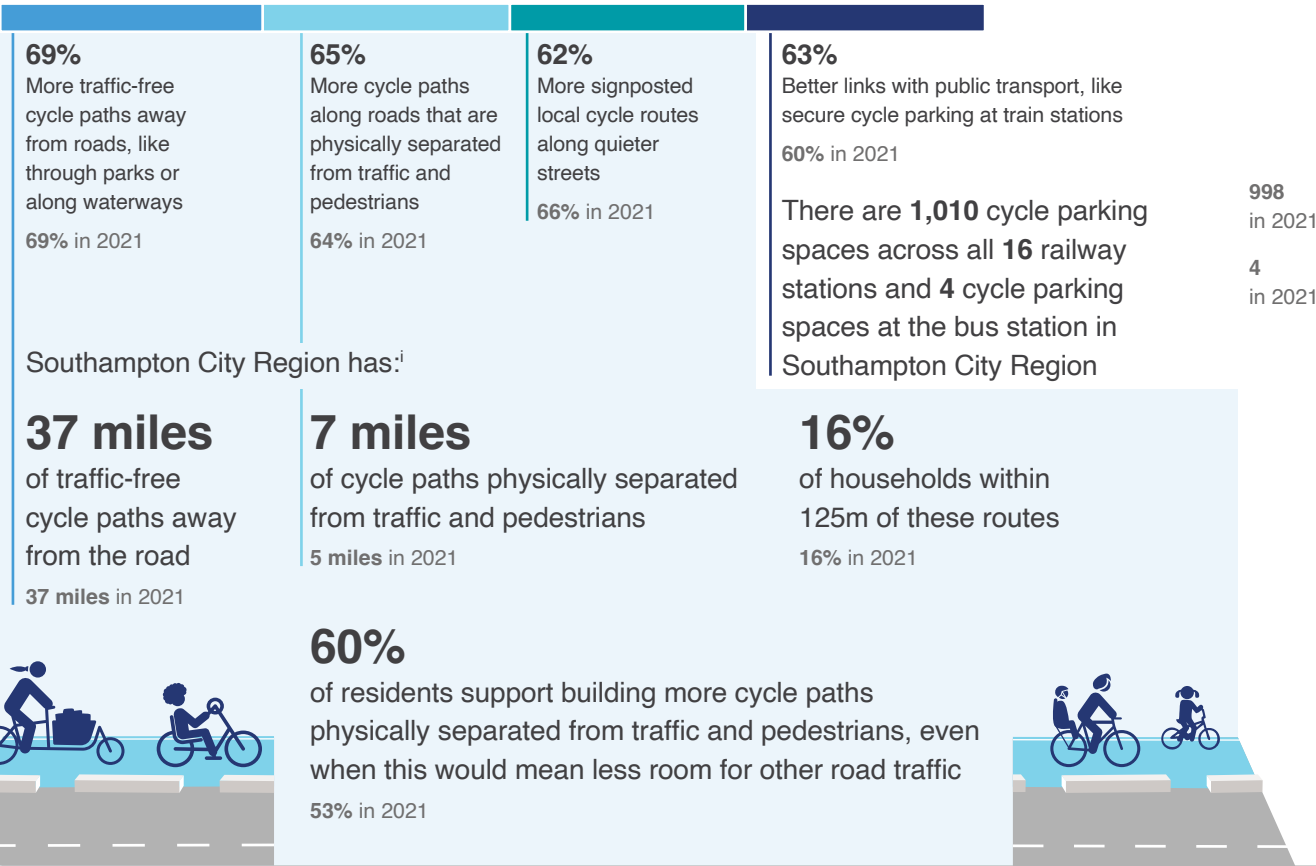


What proportion of residents said they ‘do not cycle but would like to’?



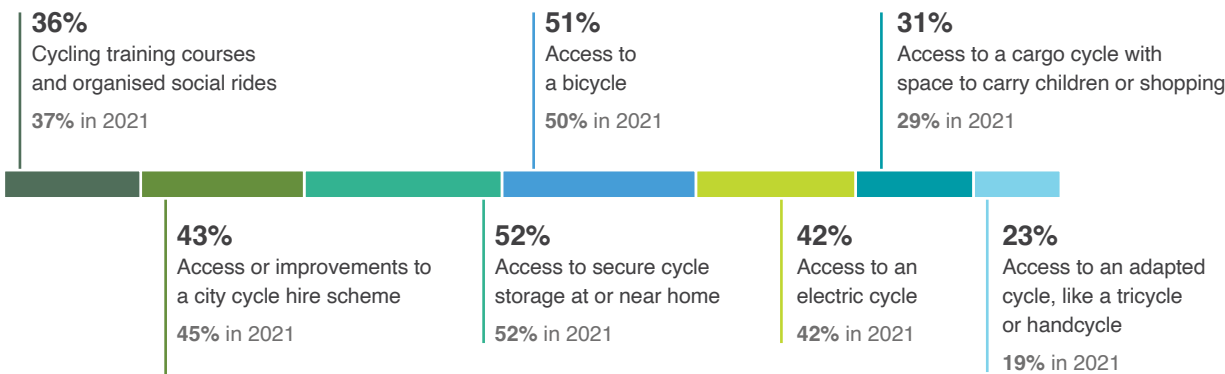
Residents want improved cycling infrastructure

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



Residents want more support to cycle

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



Southampton City Region cycle hire schemeⁱⁱ

233 hire cycles

68 cycle hire stations

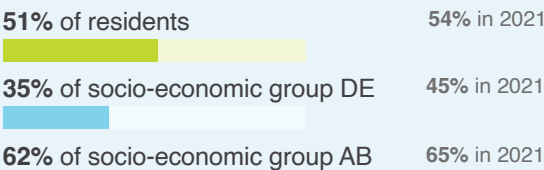
14,791 annual trips

Reported cycle thefts

There were 854 reported cycle thefts in Southampton City Region in 2022/23. 882 in 2021/22

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

Proportions of residents with access to an adult cycle



52% of residents support financial discounts for people on low incomes or not in employment to help them buy a cycle

34% of households are within 800m of a cycle shopⁱⁱⁱ

There is a public cycle parking space for every 76 people who cycle in Southampton City Region. 79 in 2021



Adam Tewkesbury, University of Southampton



“I would quite like to shift the narrative away from a cyclist is someone who wears lycra and cycles really fast, because particularly students are riding bikes just as a means to get around. It is really practical for Southampton, because distances between campuses are slightly further than you’d walk every day. But for cycling it is perfect to get around.”

Providing cycle storage across all campuses, as well as increasing access to bikes through a recycling scheme, as well as Bike Doctors helps normalise cycling for students. And pedestrian accessibility is planned into the campuses and new developments, looking to make sure it is well connected to other routes across the city.

Adam cycles to work even though he lives outside of the city because he knows how long it will take regardless, and “that time to decompress after a day is really valuable.”

ii. 2023 data covers October 2022–June 2023.
iii. Credit to the Association of Cycle Traders (ACT) 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

70%

of residents

67% in 2021

70% of women



67% in 2021

70% of men



68% in 2021

54% of disabled people



54%
in 2021

75% of non-disabled people



72%
in 2021

71%
in 2021

72% of people from ethnic minority groups



67%
in 2021

70% of white people



54% of LGBTQ+ people



72% of non-LGBTQ+ people



58% of socio-economic group DE



52%
in 2021

74% of socio-economic group AB



74%
in 2021

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

25%
in 2021

Only **29%** 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%
in 2021

62% Walk or wheel more



60%
in 2021

56% Cycle more



Unclassified roads are not designed to carry through-traffic, but in Southampton City Region **20%** of their total length has nothing to prevent it. This can result in rat-running.ⁱ

21% in 2021

48% agree that restricting through-traffic on local residential streets would make their area a better place.

52% in 2021

9% of Southampton City Region's streets have 20mph speed limits.ⁱⁱ

6%
in 2021

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

50% Walk or wheel more



52%
in 2021

45% Cycle more



53%
in 2021

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

59%
in 2021

57%

agree increasing space for people socialising, walking, wheeling 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

46% in 2021

61%

support low-traffic neighbourhoods

62% in 2021



André and Emma, owners of Gaia Foods, on Carlton Place



“We took the premises on in February 2022 and it’s always been for years a road with traffic, it wasn’t a pedestrianised route like we have now. We took the lease on knowing that they were going to properly redevelop, which they have now, it is absolutely perfect.

We just love having it pedestrianised. It’s a lot quieter, like people can really engage, you haven’t got the danger of cars.

It’s really nice and wide, and it’s clean as well, and it’s a good surface for walking on and cycling. The bicycle racks outside the shop are important for the customers as most of them cycle or walk to the shop.”

André recently started cycling to work and really enjoys it, it is better for the environment, it’s more economical and it is healthy, helping him get fitter.

Neighbourhoods must be designed with children in mind

Neighbourhoods should be places for children to thrive. 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, wheel or cycle independently in their neighbourhood.

12 years old in 2021

80% of seven-year-olds in Germany are allowed to go alone to places within walking distance, other than school.ⁱⁱⁱ

51% of residents agree there is space for children to socialise and play

55% in 2021

70% of households are within 400m of a children’s playground

Among Southampton City Region residents:

46% agree

46% agreed in 2021

25% disagree

22% disagreed in 2021

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

These are known as ‘School Streets’.

13 schools

in Southampton City Region have School Streets schemes^{iv}

2 schemes in 2021



iii. Children’s Independent Mobility: an international comparison and recommendations for action, 2015. iv. Figure given is correct as of 31 May 2023.



Developing Southampton City Region

Recent walking, wheeling, cycling and neighbourhood changes

We continue to plan, develop and implement projects that help people to make choices around how they travel around the Southampton City Region. Creating a safer and more attractive place where people can safely walk, wheel and cycle – whether that is to work, education, shops or leisure.

Active Travel Zones have been developed together with the local community and have seen new facilities in St Denys, Shirley and Woolston, such as continuous crossings, cycle routes, upgraded pedestrian crossings over busy roads, and landscaping. Through the co-design process, Woolston saw over 2,100 people engaged in designing safer walking and wheeling routes. A programme of 20mph speed limits has been rolled out across the city where people have requested lower speed limits.

To make the journey to school safer we have developed a programme of Safer Routes to School (SRtS) and now 14 out of 21 of our schools benefit from School Street closures at the beginning and end of the school day.

The Southampton Cycle Network (SCN) continues to grow with new safer routes adding 7km to the network with routes along Hill Lane, St Denys Road, through Eastleigh Town Centre, alongside Totton Bypass, and through Woolston and Sholing. New pedestrian crossings have been installed to help everyone cross the road safely on Glen Eyre Road, Station Road Sholing and Shirley Road. Improvements have also been made to walking routes linking to bus stops to better connect people to bus services.

Major projects have and continue to transform how people get into and around the City Centre, including improvements at Southampton Central Station and Portland Terrace. Changes at Central Station have provided an improved gateway to the City Centre where people can easily change between rail and bus, walk, cycle and escooters. Travel Hubs are also being created so people can access transport services more easily, including shared mobility services, car clubs and public transport.

“““

To support businesses and people getting into and around the City Centre major projects have been delivered and ongoing at Southampton Central Station, East Park Terrace, Carlton Place and Portland Terrace.

More attractive street environments have also been created to support businesses on East Park Terrace and Carlton Place. East Park Terrace is being made bus and cycle only with new spaces that connect Solent University with the rest of City Centre to make it easier for students and staff to get to the campus. Improvements to Carlton Place are enabling restaurants, bars and markets to make greater use of the newly pedestrianised area.

‘Shared mobility’ services offered through the Breeze app have been launched across Southampton, including escooters in 2021 and cycle hire in 2022. The multi-modal app not only allows access to escooters and bikes, but is also a journey planning tool and enables people to book bus, ferry or rail tickets. There are plans to expand the ‘shared mobility’ offer to Eastleigh in 2024.

Improvements are activated through communication materials promoting the changes made, marketing campaigns and incentives delivered to schools and workplaces. This is delivered through the My Journey programme and enables people to come and try new routes and benefit from led -rides and training.



Liz Harris, University of Southampton Student Union

“When students start university, at the beginning of the academic year, the SU ensures that they are aware of the walking and cycling routes to the campuses. Promoting active travel as well as public transport options at this time is a key opportunity to get them in the habit.

The Highfield campus is located in a green part of the city, surrounded by greenspaces, and we know that being able to access this is good for the wellbeing of students and staff.

One area that could use additional improvement is wayfinding – especially for brand new students, better signage to help them access safe routes around the city could help them feel confident to walk or cycle.

Southampton is part of the part of the Solent Future Transport Zone (FTZ) and the FTZ Breeze app is really useful as a resident. It is an all in one app that has walking, cycling, bus timetables, live bus information so you can zoom in, you can see when your bus is coming along you can see where there are Beryl bikes to hire, where there are e-scooters to hire, and I just find it really useful. It’s a really useful way of helping you get around, connected with all these different modes of travel.”



Looking forward

Better streets and places for everyone

Looking forward over the coming year, we are excited to see the final stages of the Transforming Cities programme come to fruition and the start of works to support the regeneration of the Outdoor Sports Centre.

As we move on we will be continuing to deliver on the aspirations set out in Connected Southampton 2040 and Hampshire's Local Transport Plan 4. These are looking to make the places we live, work and visit more modern, liveable and sustainable whilst supporting growth and moving towards net zero.

Delivery of aspirations set out in the transport strategies will continue to be accelerated through the Transforming Cities programme. This includes the transformation of 'gateways' in the City Centre at Southampton Central Station and Albion Place. These will provide better connections, particularly between foot, bus and rail trips at those points where people come into the City Centre by providing safe onwards routes to their final destinations. Junctions along the northern section of the Ring Road will benefit from improved public realm and safer crossing facilities for everyone.

District and town centres are also benefitting from the completion of walking and cycling corridors to Portswood, Bitterne, Totton, Eastleigh, Woolston and Bursledon which also further expand the Southampton Cycle Network. People who walk, wheel or cycle will continue to see crossings and road junctions being upgraded with safer and segregated facilities. Collectively, these improvements should extend the Southampton Cycle Network by over 9km. People's feedback is helping to shape plans for the next stages of the walking and cycling network, which is reflected in Southampton's Active Travel Plan that has been published alongside this report.

Projects that make a difference locally, such as Safer Routes to School, by making it easier and safer to walk, wheel or cycle to school will continue to be a focus. The Safer Routes to Schools programme will be complemented by the delivery of the national cycle training programme, Bikeability, where



We want future development to help level-up our communities by making sure that all areas of the city are well connected to jobs, education and other vital facilities and services.

we are seeking to train 80% of eligible Year 5 and 6 pupils to Bikeability Level 2 by 2025. Linked to our Bus Service Improvement Plan, we are also undertaking bus stop audits to improve accessibility and safety to them by people walking or wheeling.

As the Outdoor Sports Centre gets redeveloped new walking and cycling routes are planned to provide better all round access. This kickstarted with segregated cycle improvements along Hill Lane, which were completed in 2023.

Key infrastructure projects, including the replacement of Northam Rail Bridge and improvements to the A326 near Totton , are being progressed. These projects will include new cycle, walking and wheeling facilities across the new rail bridge, junctions either side of the bridge, and across the A326. Both Councils will be working on separate Business Cases to secure the funding for these vital pieces of infrastructure.

Bus improvements including upgrades to bus stops and new Travel Hubs in Woolston, Eastleigh and Portswood will provide access to a range of ways of travelling connecting with the walking, cycling & wheeling network. The escooter trial is continuing to 2026 and the bike hire network is planned to expand out of Southampton into Totton and Eastleigh.

We want these projects that support future growth to have a positive impact on people's lives, health and well-being in the City Region, so we will be continuing to engage with people who live, visit and work in the City Region to help shape proposals as they are developed.

Lyn Brayshaw, Chair, Southampton Cycling Campaign



Like one third of people in Southampton, Lyn and her family don't have a car. Her kids are currently at university: getting them and their stuff to and from the rail station is possible with bikes, just using a trailer.

Two rivers and a high proportion of greenspace with good infrastructure means that Lyn has enjoyable routes, even if a bit longer than on road, to cycle through Southampton on.

Lyn's enthusiasm for planet-friendly lifestyles bubbles over; she actively encourages people to get into cycling, assists in Kidical Mass rides, sharing the many opportunities to try cycling.

Southampton has many schemes to increase cycling in the area, including the Breeze bikes to borrow, regular Bike Doctors and repair options. She's pleased that some better infrastructure has been implemented but would love to see more.

Notes on methodology:

The attitudinal survey was conducted from March to June 2023 by independent social research organisation NatCen.

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

2021 survey data was collected from June to August 2021, 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 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 and a detailed methodology are available at www.sustrans.org.uk/walking-cycling-index

Sustrans makes it easier for everyone to walk, wheel and cycle.

We work for and with communities, helping them come to life by walking, wheeling and cycling to create healthier places and happier lives for everyone.

Join us on our journey. www.sustrans.org.uk

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Thanks to Open Route Service for their support with their isochrone plugin in QGIS.




Printed with 100% renewable energy using an alcohol-free process and vegetable-based inks

Walking and Cycling Index Southampton City Region has been funded and supported by The Freshfield Foundation and Southampton City Council and Hampshire County Council. The project is co-ordinated by Sustrans.



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