

A photograph of a fountain at night, with water jets illuminated against a dark stone wall. The fountain has multiple tiers and jets of water.

Bitterne Road East Active Travel Consultation

Full results summary

Data, Intelligence & Insight Team – November 2023



[Introduction](#)

[Consultation Principles](#)

[Methodology and Promotion](#)

[Who were the respondents](#)

[Travel habits of respondents](#)

[Background](#)

[Agreement levels with proposals](#)

[Impact of proposals](#)

[Free text responses](#)



Introduction and Methodology



Southampton City Council undertook public consultation on the proposed active travel options on Bitterne Road East.

- The consultation took place between **18/09/2023 – 15/10/2023**.
- The aim of this consultation was to:
 - Communicate clearly to pupil, parents, residents and stakeholders the proposals Bitterne Road East.
 - Ensure any resident, business or stakeholder who wished to comment on the proposals had the opportunity to do so, enabling them to raise any impacts the proposals may have.
 - Allow participants to propose alternative suggestions for consideration which they feel could achieve the objective in a different way.
- This report summarises the aims, principles, methodology and results of the public consultation. It provides a summary of the consultation responses both for the consideration of decision makers and any interested individuals and stakeholders.
- It is important to be mindful that a consultation is not a vote, it is an opportunity for stakeholders to express their views, concerns and alternatives to a proposal. This report outlines in detail the representations made during the consultation period so that decision makers can consider what has been said alongside other information.



Southampton City Council is committed to consultations of the highest standard, which are meaningful and comply with *The Gunning Principles (considered to be the legal standard for consultations)*:

1. Proposals are still at a formative stage (a final decision has not yet been made)
2. There is sufficient information put forward in the proposals to allow 'intelligent consideration'
3. There is adequate time for consideration and response
4. Conscientious consideration must be given to the consultation responses before a decision is made



New Conversations 2.0
LGA guide to engagement



Rules: The Gunning Principles

They were coined by Stephen Sedley QC in a court case in 1985 relating to a school closure consultation (R v London Borough of Brent ex parte Gunning). Prior to this, very little consideration had been given to the laws of consultation. Sedley defined that a consultation is only legitimate when these four principles are met:

- 1. proposals are still at a formative stage**
A final decision has not yet been made, or predetermined, by the decision makers
- 2. there is sufficient information to give 'intelligent consideration'**
The information provided must relate to the consultation and must be available, accessible, and easily interpretable for consultees to provide an informed response
- 3. there is adequate time for consideration and response**
There must be sufficient opportunity for consultees to participate in the consultation. There is no set timeframe for consultation,¹ despite the widely accepted twelve-week consultation period, as the length of time given for consultee to respond can vary depending on the subject and extent of impact of the consultation
- 4. 'conscientious consideration' must be given to the consultation responses before a decision is made**
Decision-makers should be able to provide evidence that they took consultation responses into account

These principles were reinforced in 2001 in the 'Coughlan Case (R v North and East Devon Health Authority ex parte Coughlan²)', which involved a health authority closure and confirmed that they applied to all consultations, and then in a Supreme Court case in 2014 (R ex parte Moseley v LB Haringey³), which endorsed the legal standing of the four principles. Since then, the Gunning Principles have formed a strong legal foundation from which the legitimacy of public consultations is assessed, and are frequently referred to as a legal basis for judicial review decisions.⁴

¹ In some local authorities, their local voluntary Compact agreement with the third sector may specify the length of time they are required to consult for. However, in many cases, the Compact is either inactive or has been cancelled so the consultation timeframe is open to debate

² BAILII, [England and Wales Court of Appeal \(Civil Decision\) Decisions](#), Accessed: 13 December 2016.

³ BAILII, [United Kingdom Supreme Court](#), Accessed: 13 December 2016

⁴ The information used to produce this document has been taken from the Law of Consultation training course provided by The Consultation Institute



- The agreed approach for this consultation was to use an online questionnaire as the main route for feedback. Questionnaires enable an appropriate amount of explanatory and supporting information to be included in a structured questionnaire, helping to ensure respondents are aware of the background and detail of the proposals.
- Respondents could also write letters or emails to provide feedback on the proposals. Emails or letters from stakeholders that contained consultation feedback were collated and analysed as a part of the overall consultation.
- The consultation was promoted in the following ways by:
 - In-person consultation event at Bitterne Library
 - Letters posted to local residents and businesses
 - Southampton City Council and Connecting Southampton website
 - Social media posts (including Facebook, Twitter, Next Door)
- All questionnaire results have been analysed and presented in graphs within this report. Respondents were given opportunities throughout the questionnaire to provide written feedback on the proposals. In addition anyone could provide feedback in letters and emails. All written responses and questionnaire comments have been read and then assigned to categories based upon similar sentiment or theme.



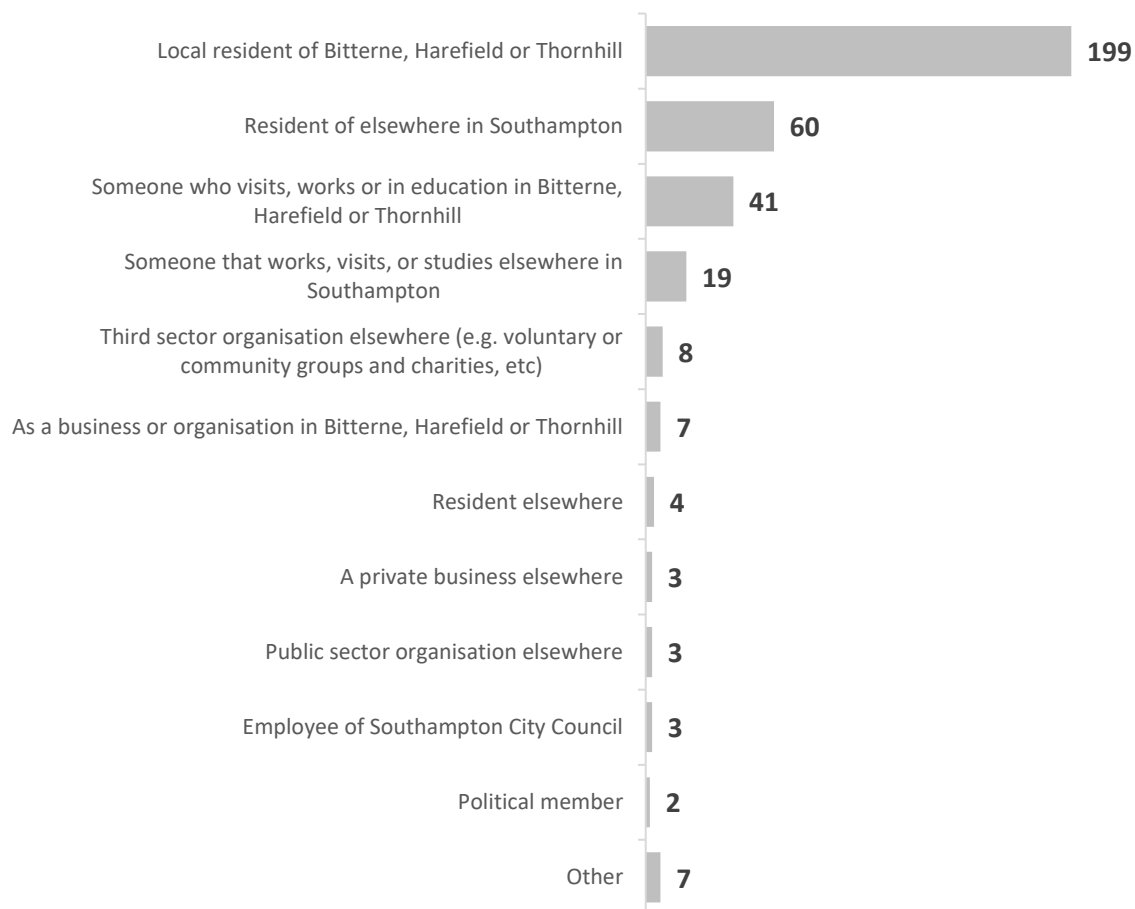
Who were the respondents?

Total respondents:

	Total number of responses
Questionnaire	266
Emails / letters	2
Total	268

The following graphs are shown in respondent count.

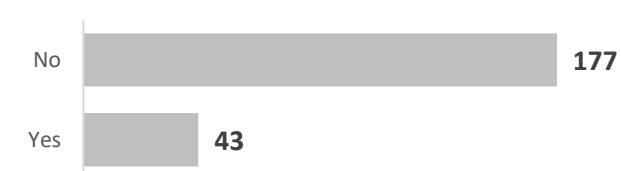
Interest in the consultation:



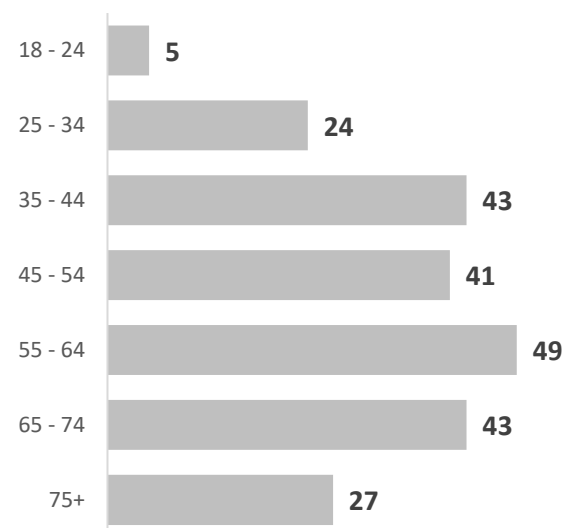
Sex:



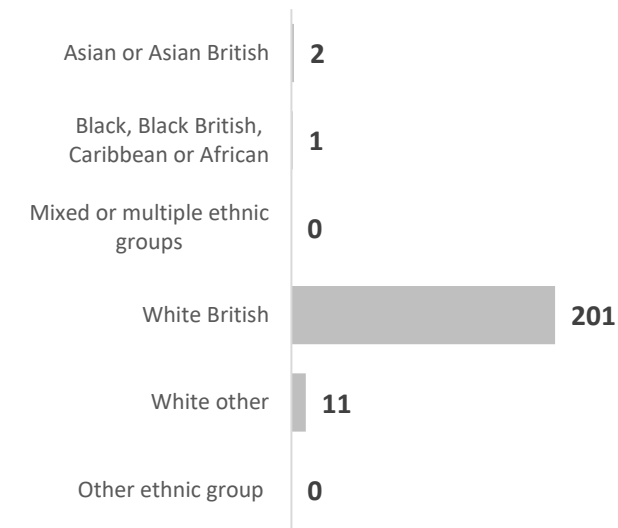
Disability:



Age:

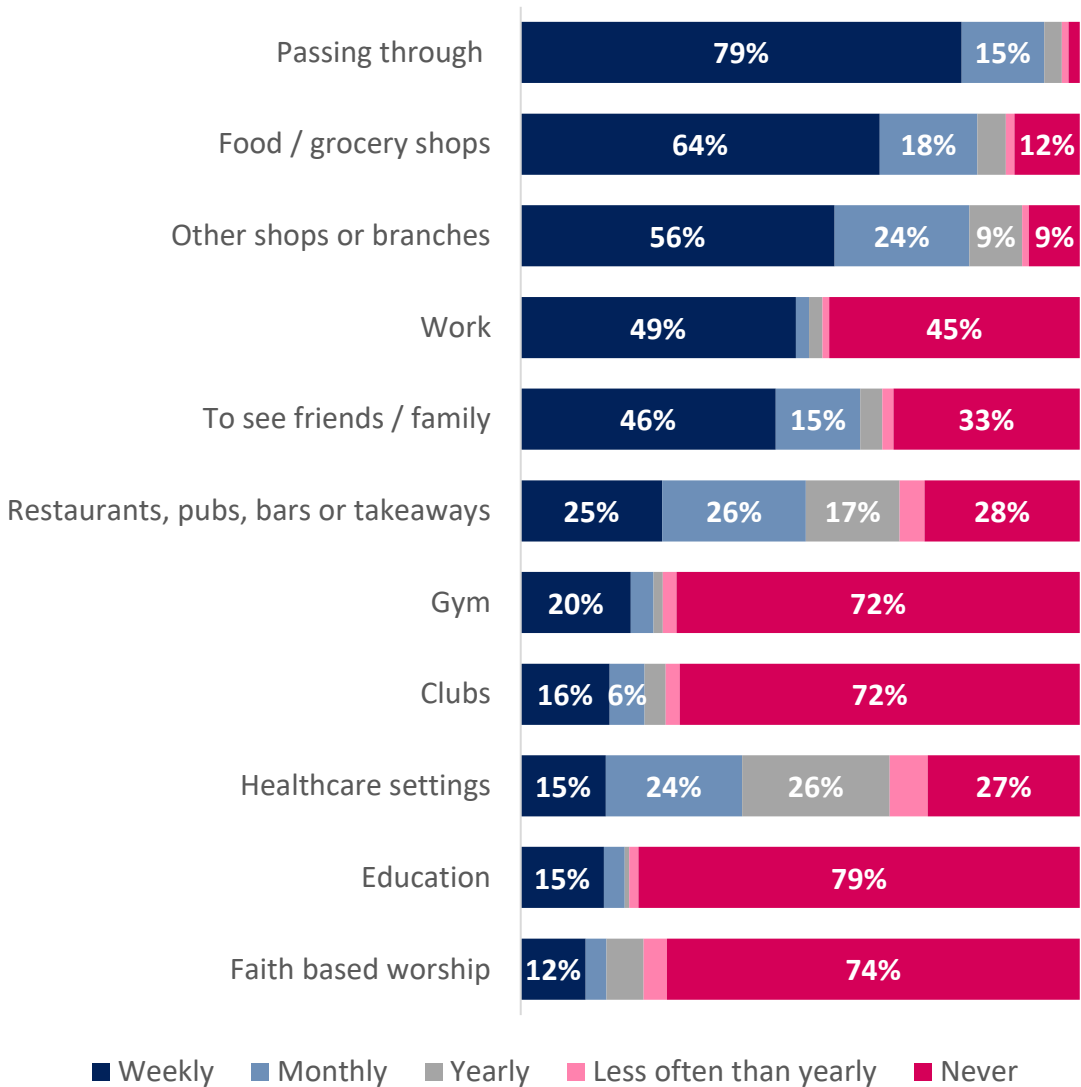


Ethnicity:

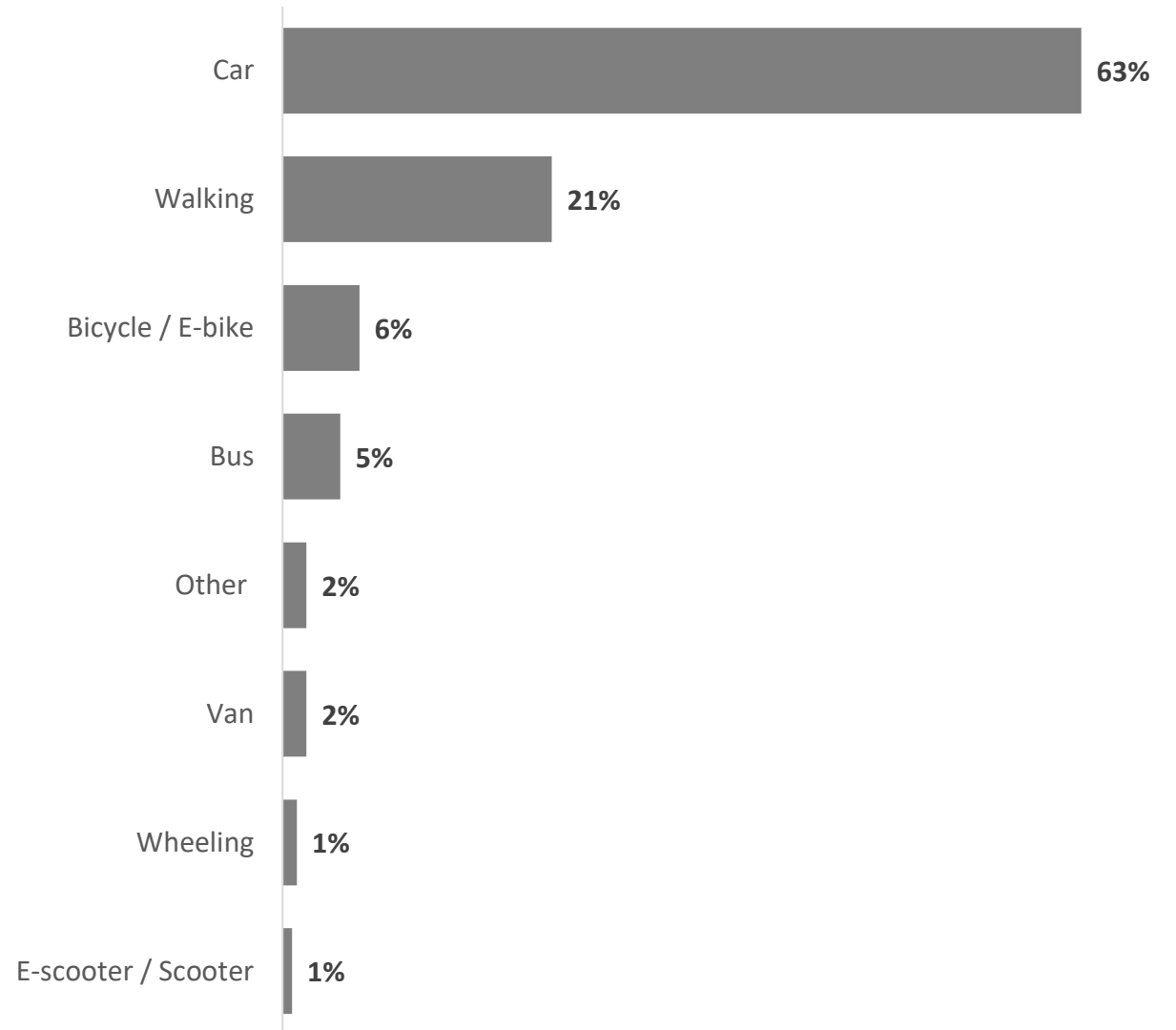




Frequency of visiting Bitterne Road East



Main mode of travel on Bitterne Road East





Proposed changes



The questionnaire outlined the following background information:

Southampton City Council has secured funding from the Government's Active Travel Fund to improve the facilities for people walking, wheeling*, and cycling along Bitterne Road East between Somerset Avenue and Bitterne Precinct. The scheme aims to provide an active travel option for local communities connecting them with Bitterne Precinct, local schools and services.

The proposals include new crossings over Bitterne Road East, changes to Bath Road junction to make it easier to cross, bus stop improvements, and a protected cycle lane.

** - wheeling refers to wheelchairs, buggies and scooters – within the questions where pedestrians is mentioned this includes both people walking and wheeling*



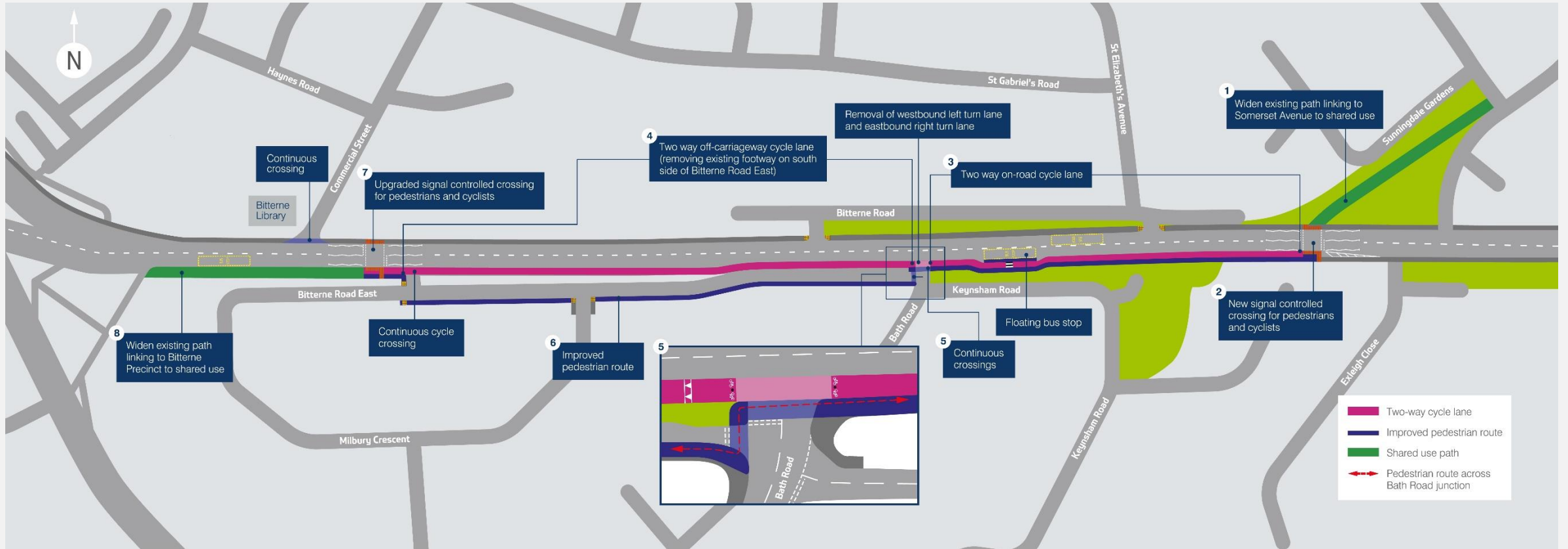
The questionnaire outlined the following proposals:

1. Proposed widening of path between Bitterne Road East and Somerset Avenue to make it 'shared use' for pedestrians and cycling.
2. Proposed new signalised pedestrian / cycle crossing over Bitterne Road East, close to the junction of Somerset Avenue
3. Proposed protected two-way on road cycle lane between Somerset Avenue and Bath Road (this will mean the removal of the left turn and right turn lanes into Bath Road)
4. Proposed protected two-way off carriageway cycle lane between Bath Road and Bitterne Road East access to Milbury Crescent (this will mean the existing footway along south side of Bitterne Road East will be removed).
5. Proposed changes to the Bath Road junction to make it easier for pedestrians to cross Bath Road with a new continuous crossing
6. Proposed improvements to alternative pedestrian route on the Bitterne Road East service road (between Bath Road and Milbury Crescent)
7. Proposed upgrade to existing signalised crossing on Bitterne Road East to toucan (for pedestrians and cycles) at Commercial Street and continuous crossing across Commercial Street to link to Bitterne Library.
8. Proposed widening of path to shared use to Bitterne Precinct and continuous cycle crossing of Bitterne Road East Service Road.



Bitterne Road East Active Travel Proposals

Proposal image:

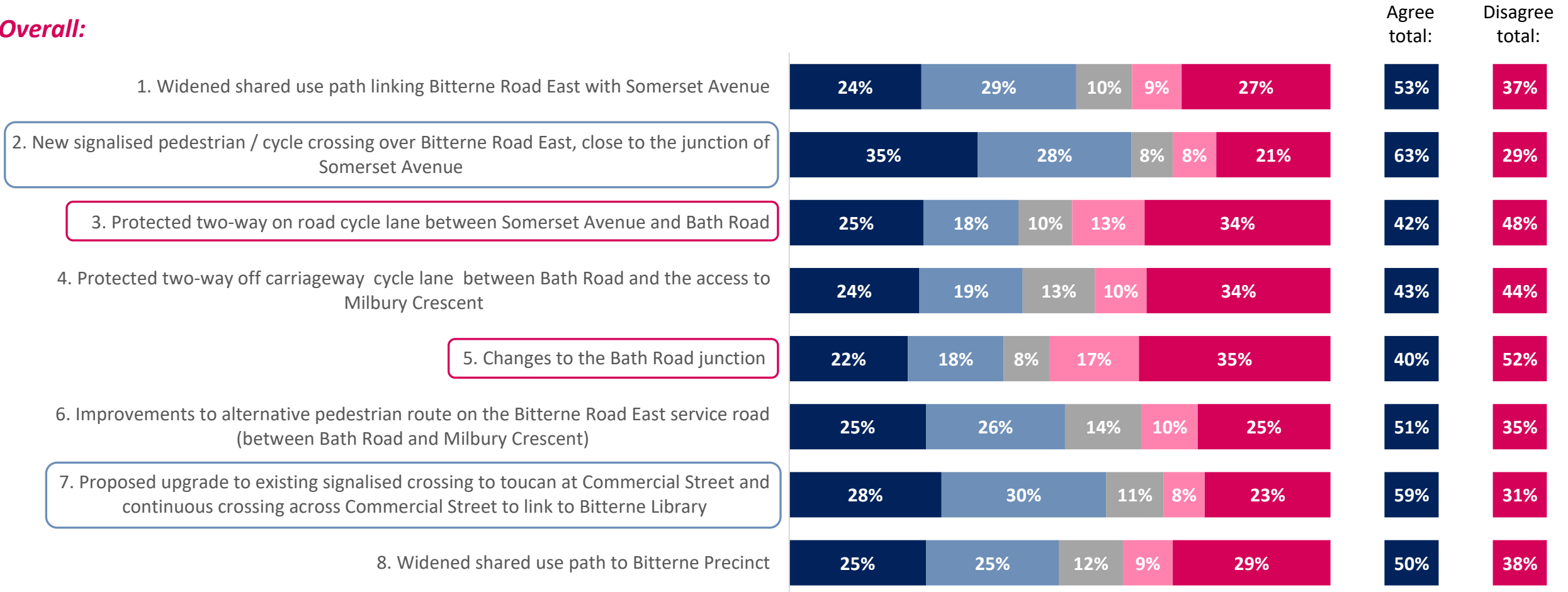




Agreement levels with proposals

Question: To what extent do you agree or disagree with the following proposals?

Overall:



- Proposals with the **highest levels of agreement** was proposal 2 and 7. Proposals with **highest levels of disagreement** was proposal 5 and 3.
- Those who use **active modes of travel on BRE agree to a higher extent** than those who use motor vehicles throughout. These higher levels of agreement range from 10% - 27% higher, with the highest difference on the Changes to Bath Road Junction (58% compared to 31% of motor vehicle users).

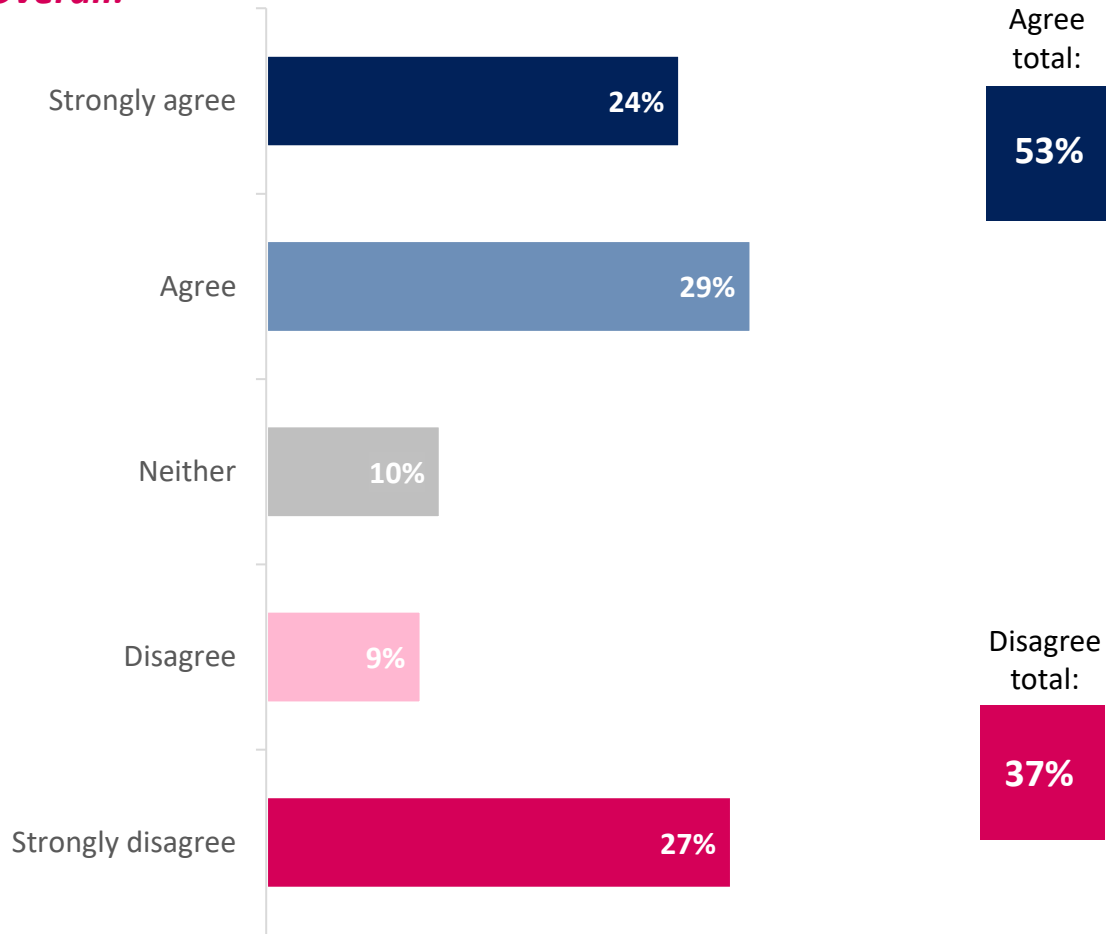
Strongly agree Agree Neither Disagree Strongly disagree



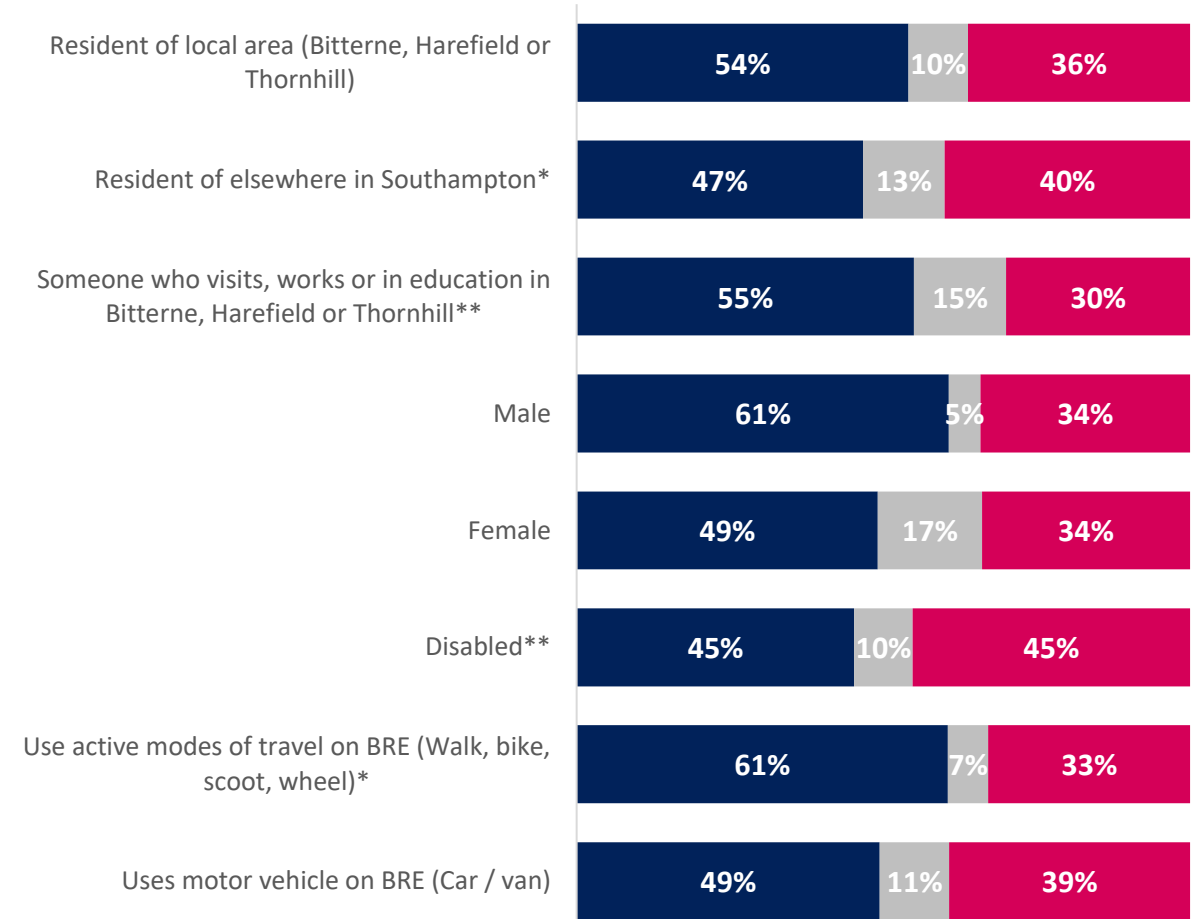
Agreement levels with proposal 1

Question: What extent do you agree or disagree with the following proposals? 1. Widened shared use path linking Bitterne Road East with Somerset Avenue

Overall:



Breakdowns:



Legend: Agree total (dark blue), Neither (grey), Disagree total (magenta)

*Small sample – less than 100

**Small sample – less than 50

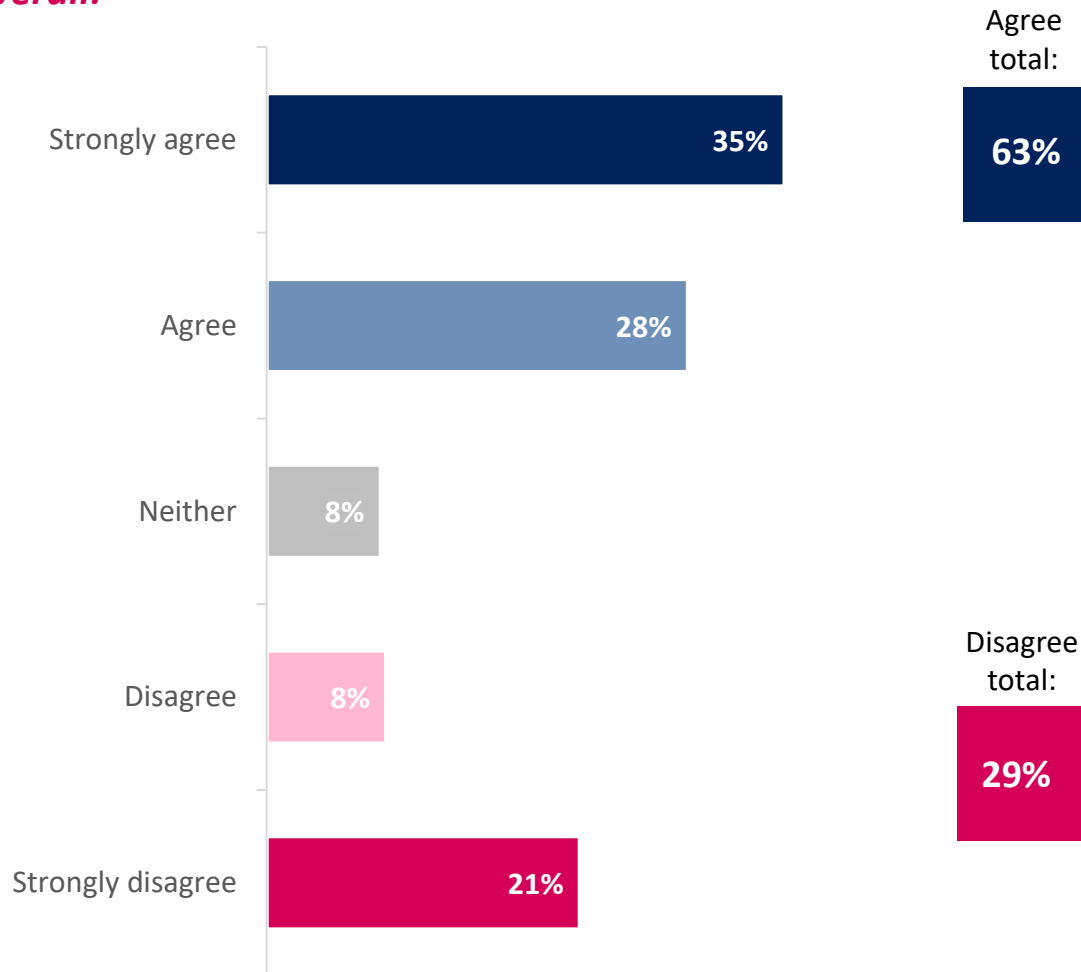
Base respondents: 262



Agreement levels with proposal 2

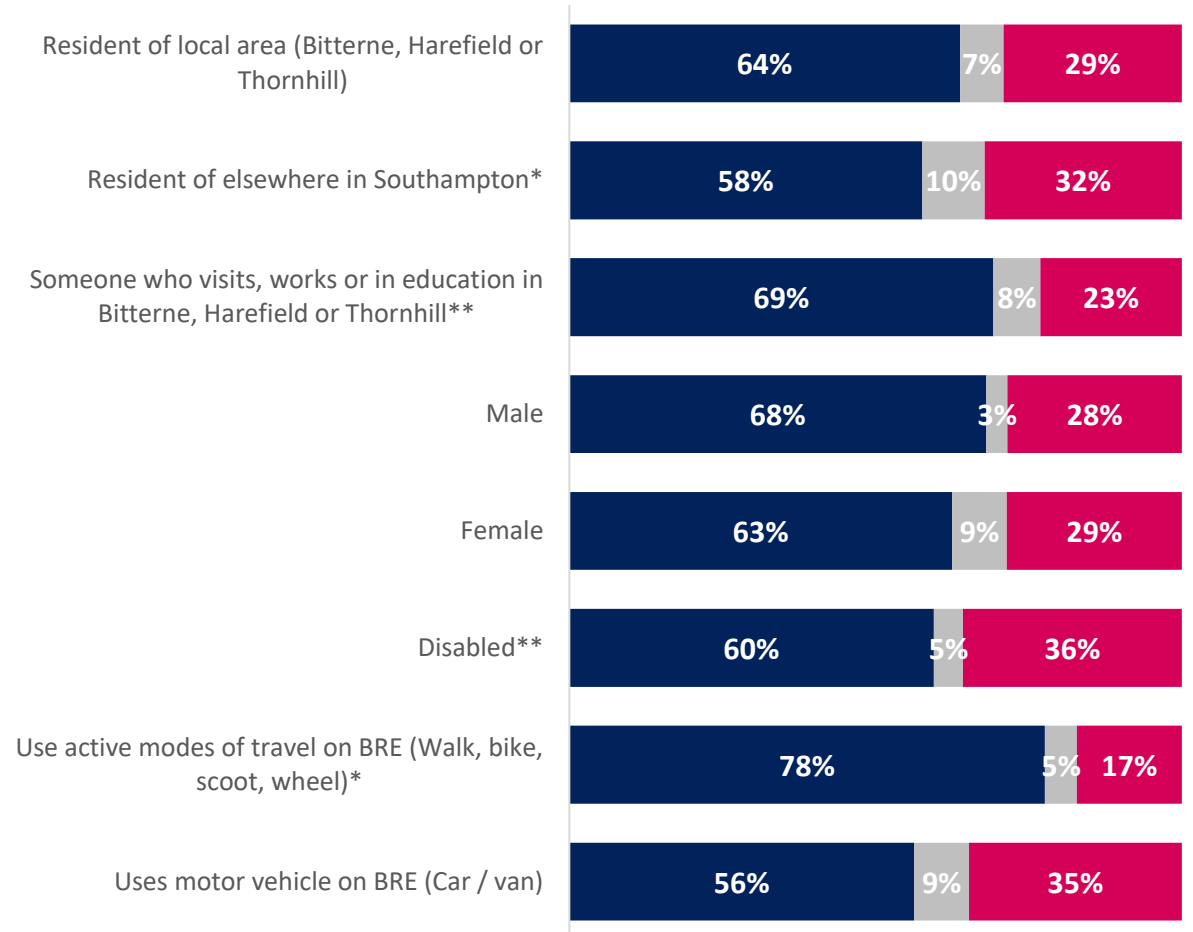
Question: What extent do you agree or disagree with the following proposals? 2. New signalled pedestrian / cycle crossing over Bitterne Road East, close to the junction of Somerset Avenue

Overall:



Base respondents: 261

Breakdowns:



Legend: Agree total (dark blue), Neither (grey), Disagree total (pink)

*Small sample – less than 100

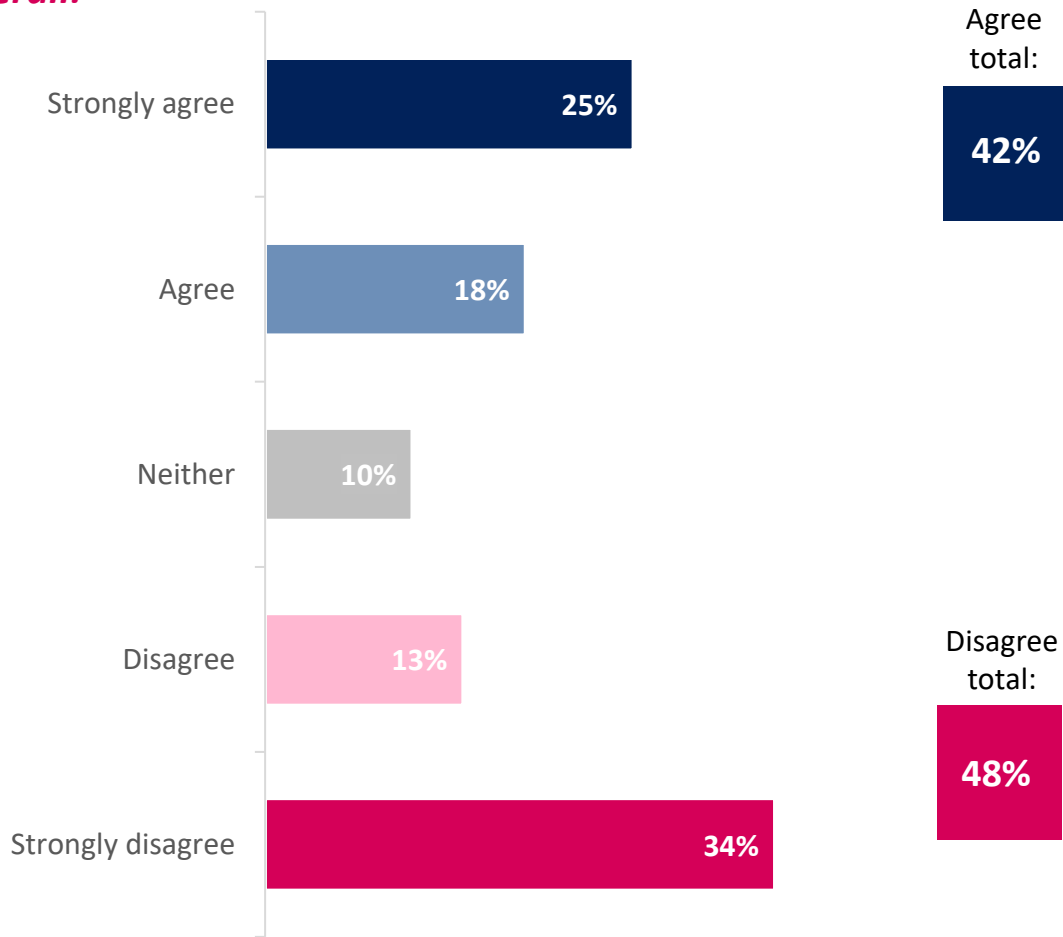
**Small sample – less than 50



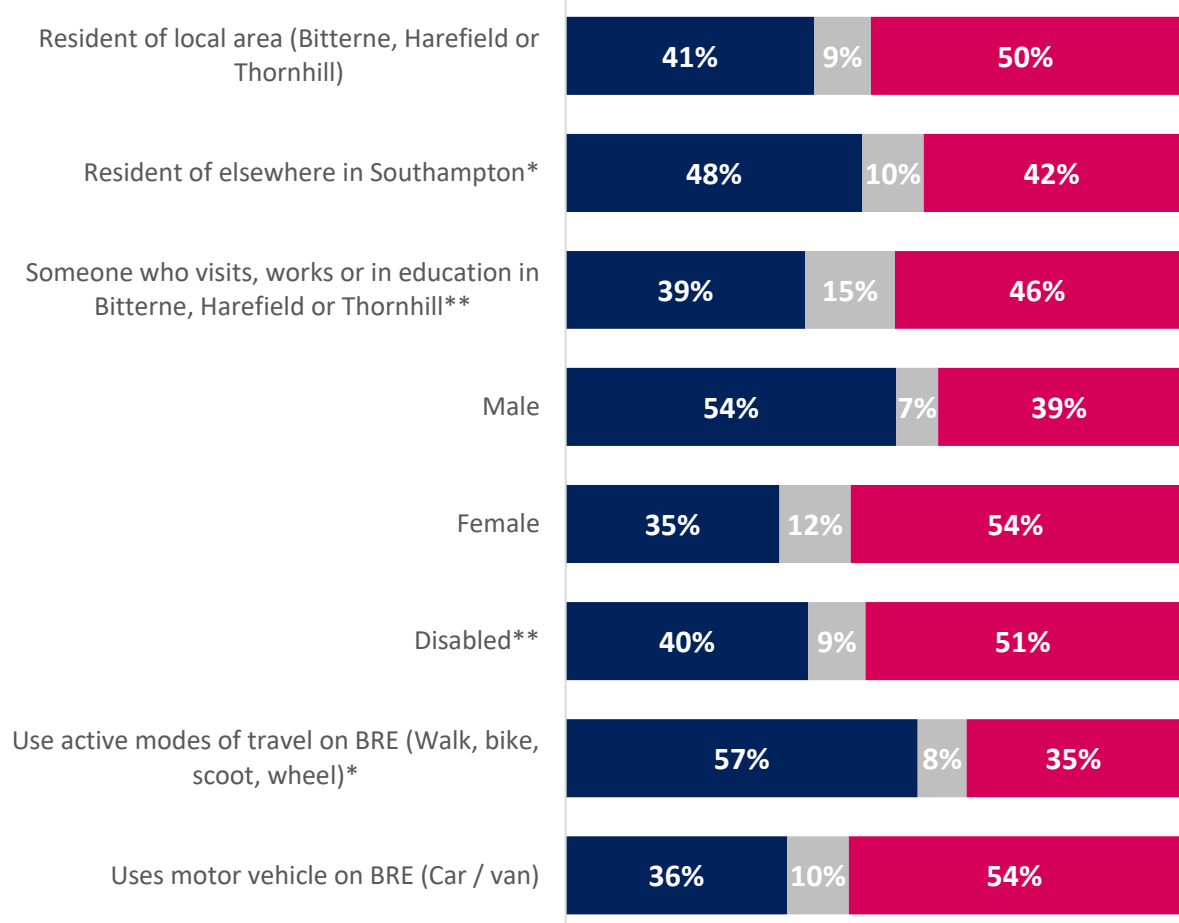
Agreement levels with proposal 3

Question: What extent do you agree or disagree with the following proposals? 3. Protected two-way on road cycle lane between Somerset Avenue and Bath Road

Overall:



Breakdowns:



Legend: Agree total (dark blue), Neither (grey), Disagree total (magenta)

*Small sample – less than 100
**Small sample – less than 50

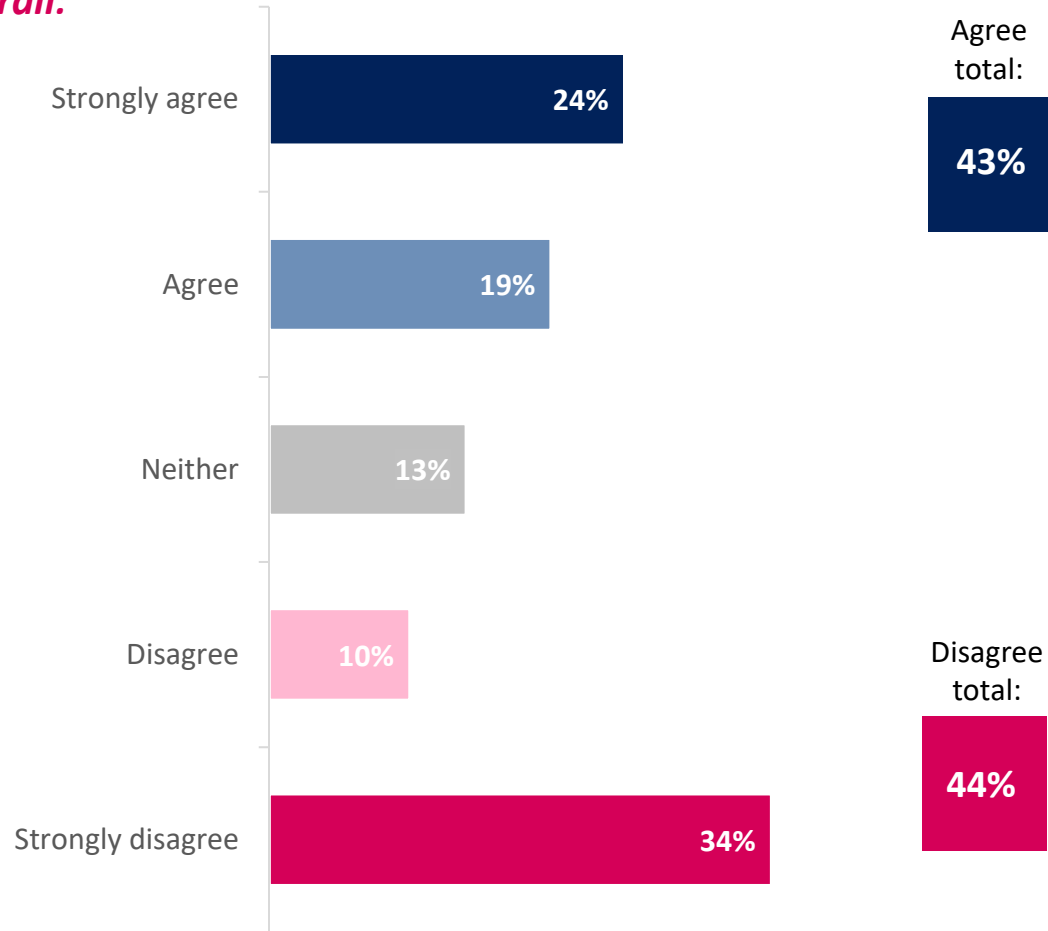
Base respondents: 262



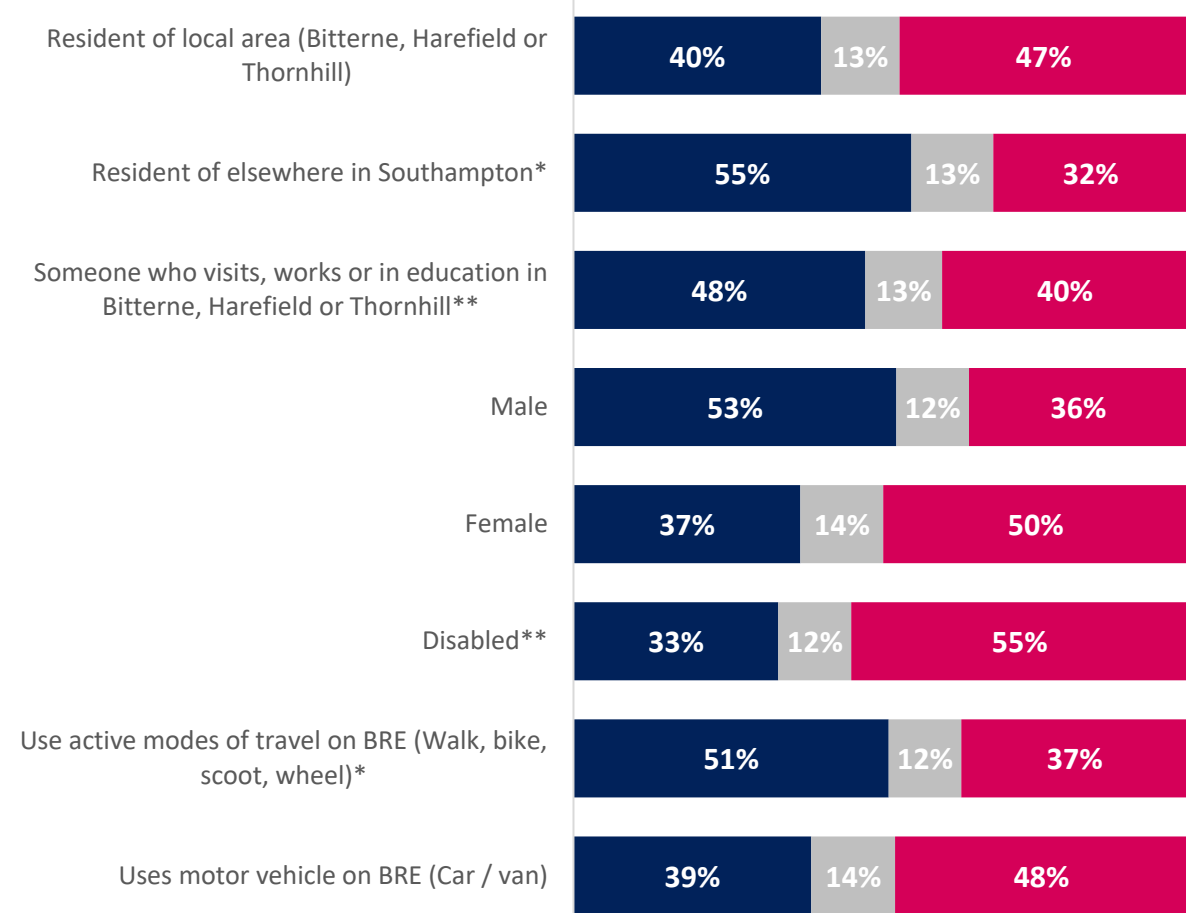
Agreement levels with proposal 4

Question: What extent do you agree or disagree with the following proposals? 4. Protected two-way off carriageway cycle lane between Bath Road and the access to Milbury Crescent

Overall:



Breakdowns:



■ Agree total ■ Neither ■ Disagree total

*Small sample – less than 100

**Small sample – less than 50

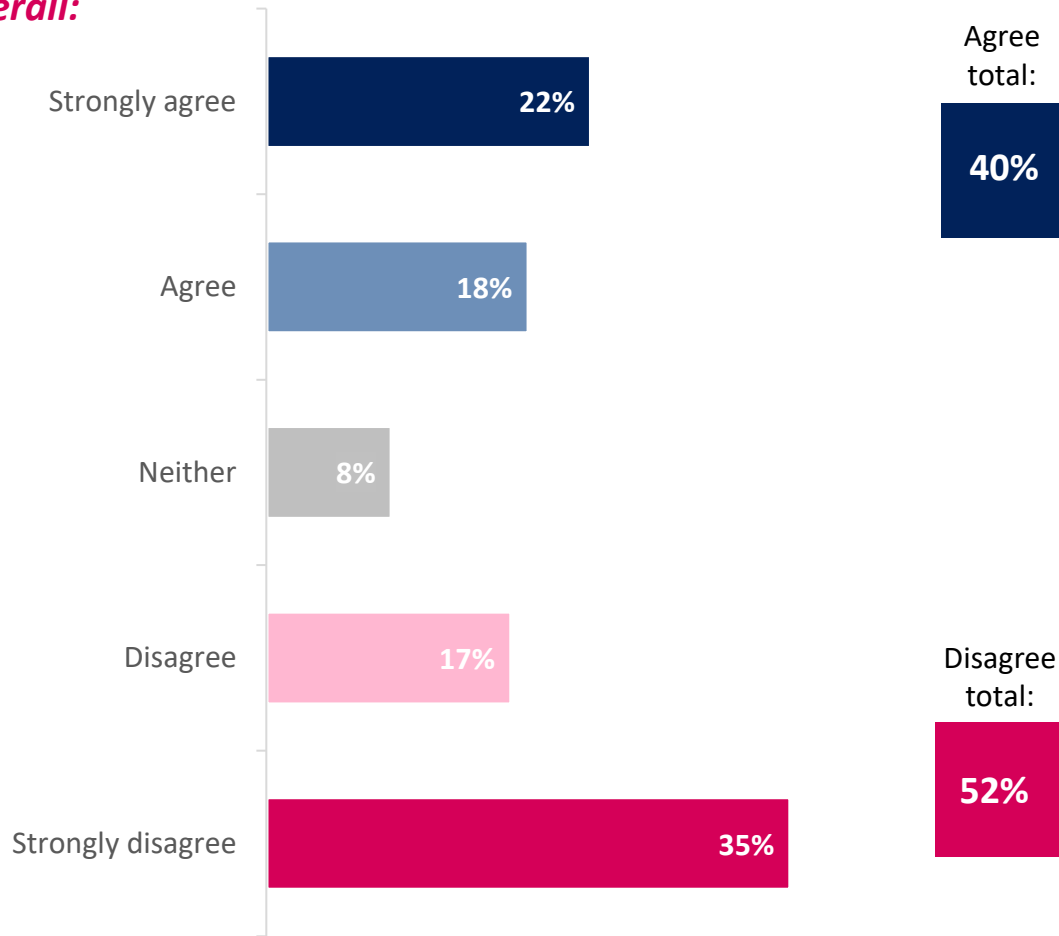
Base respondents: 262



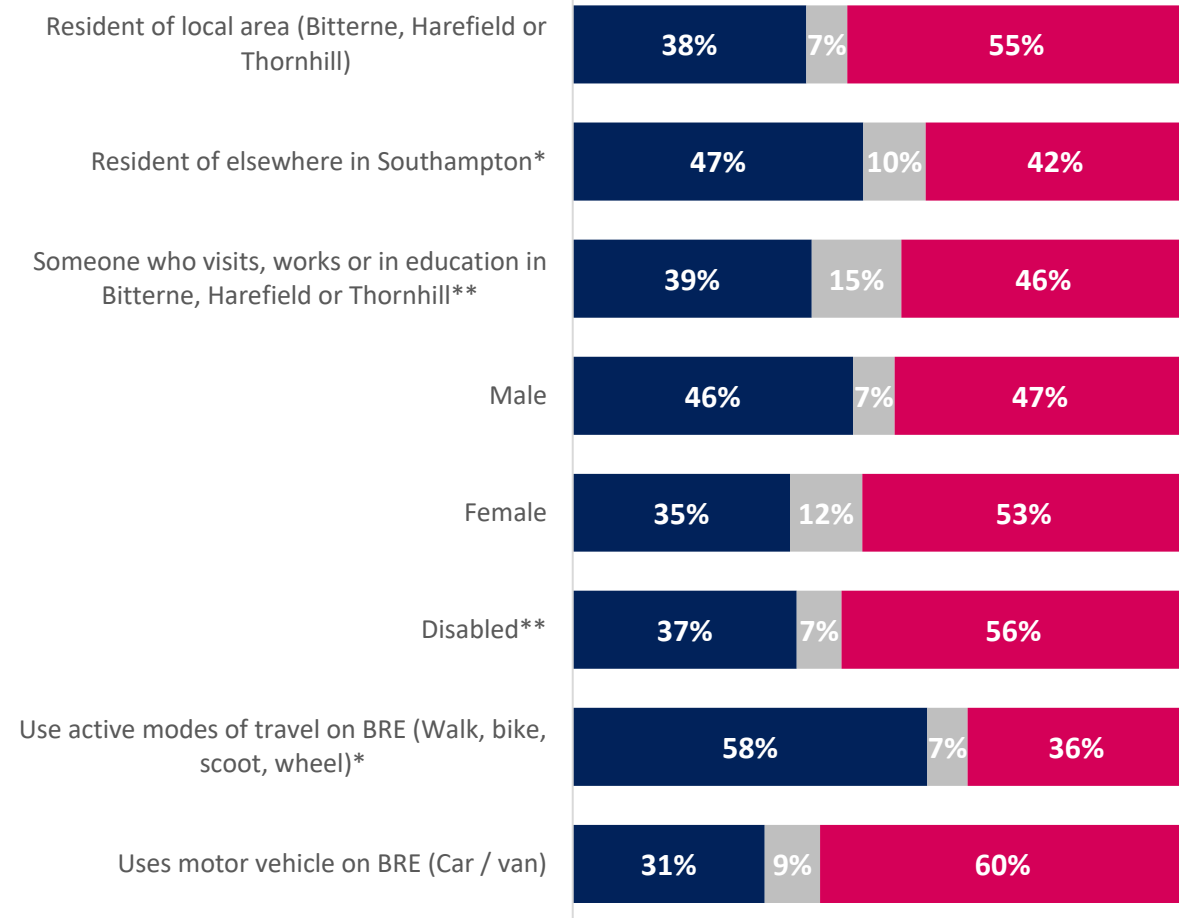
Agreement levels with proposal 5

Question: What extent do you agree or disagree with the following proposals? 5. Changes to the Bath Road junction

Overall:



Breakdowns:



Legend: Agree total (dark blue), Neither (grey), Disagree total (magenta)

*Small sample – less than 100

**Small sample – less than 50

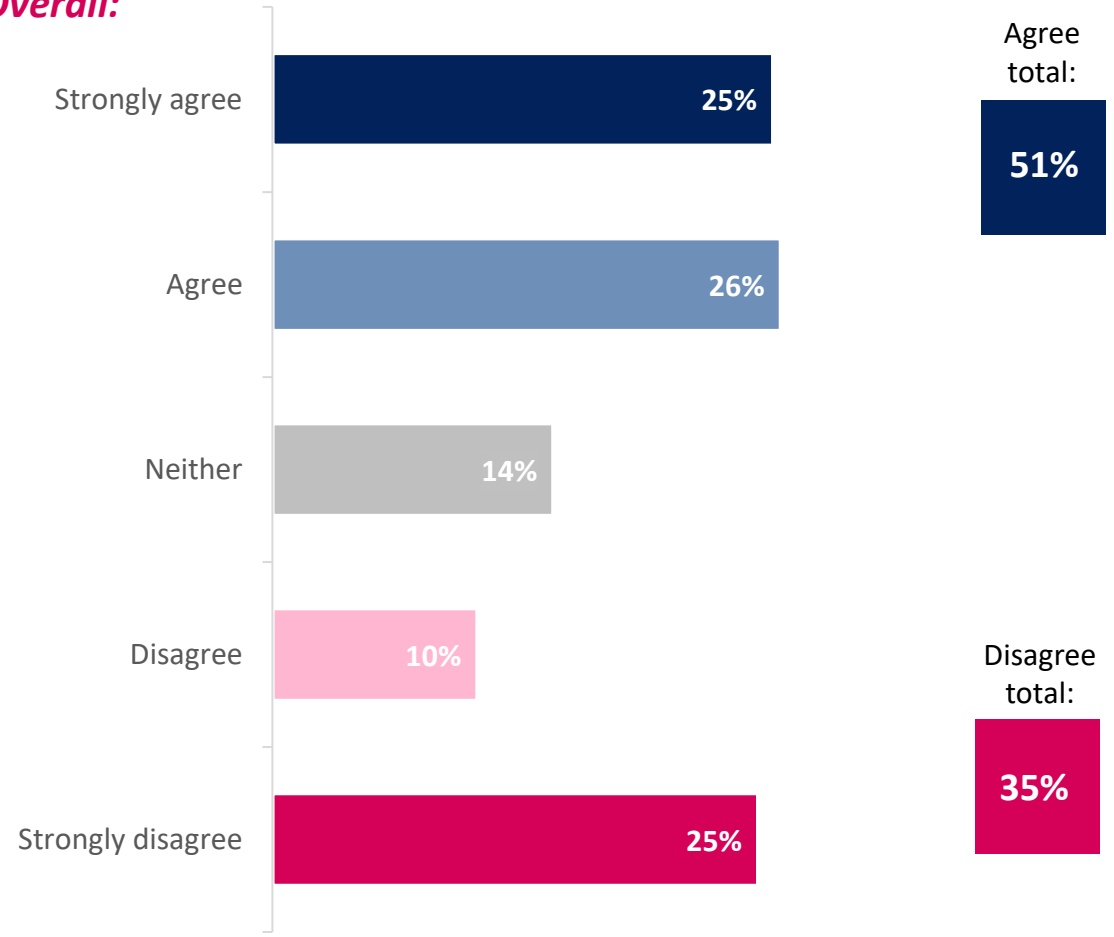
Base respondents: 260



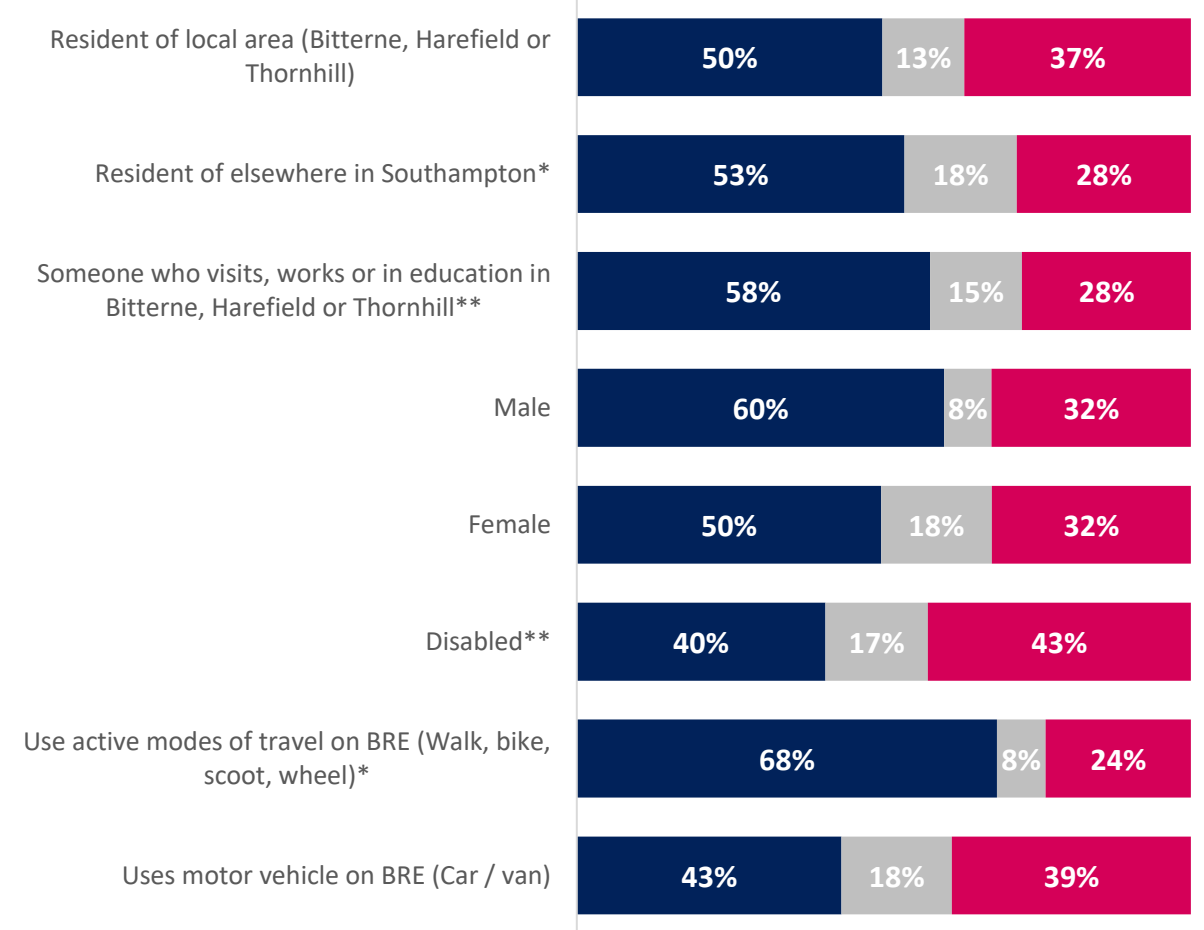
Agreement levels with proposal 6

Question: What extent do you agree or disagree with the following proposals? 6. Improvements to alternative pedestrian route on the Bitterne Road East service road (between Bath Road and Milbury Crescent)

Overall:



Breakdowns:



■ Agree total ■ Neither ■ Disagree total

Base respondents: 261

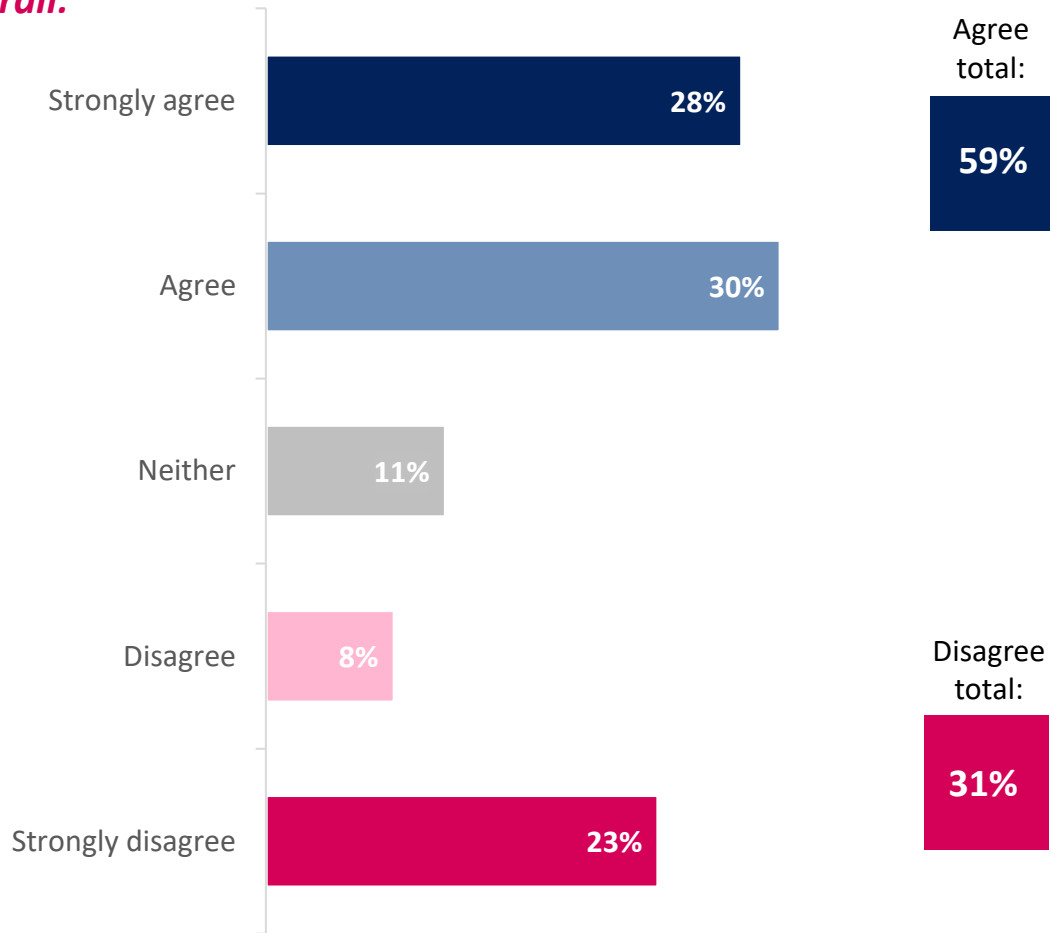
*Small sample – less than 100
**Small sample – less than 50



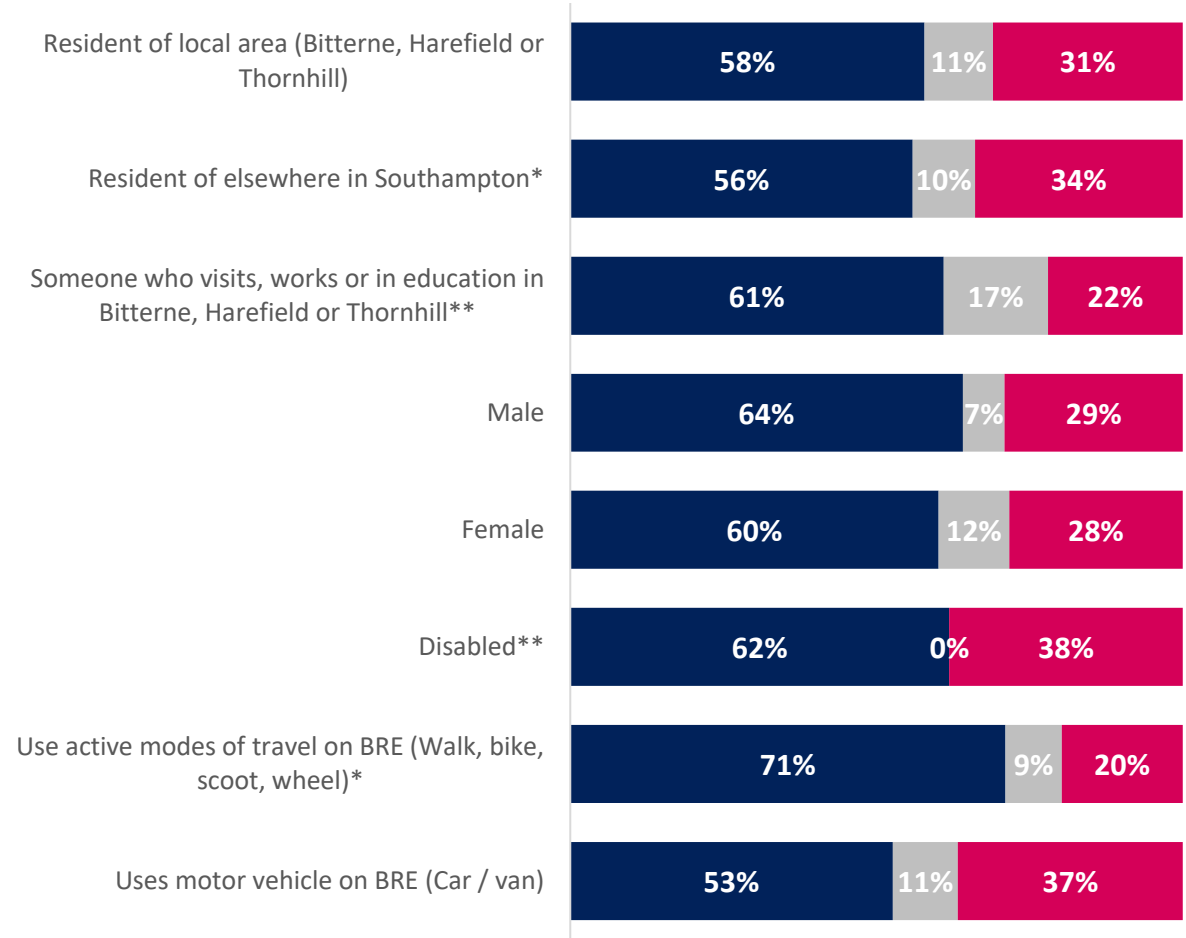
Agreement levels with proposal 7

Question: What extent do you agree or disagree with the following proposals? 7. Proposed upgrade to existing signalised crossing to toucan at Commercial Street and continuous crossing across Commercial Street to link to Bitterne Library

Overall:



Breakdowns:



■ Agree total ■ Neither ■ Disagree total

*Small sample – less than 100
**Small sample – less than 50

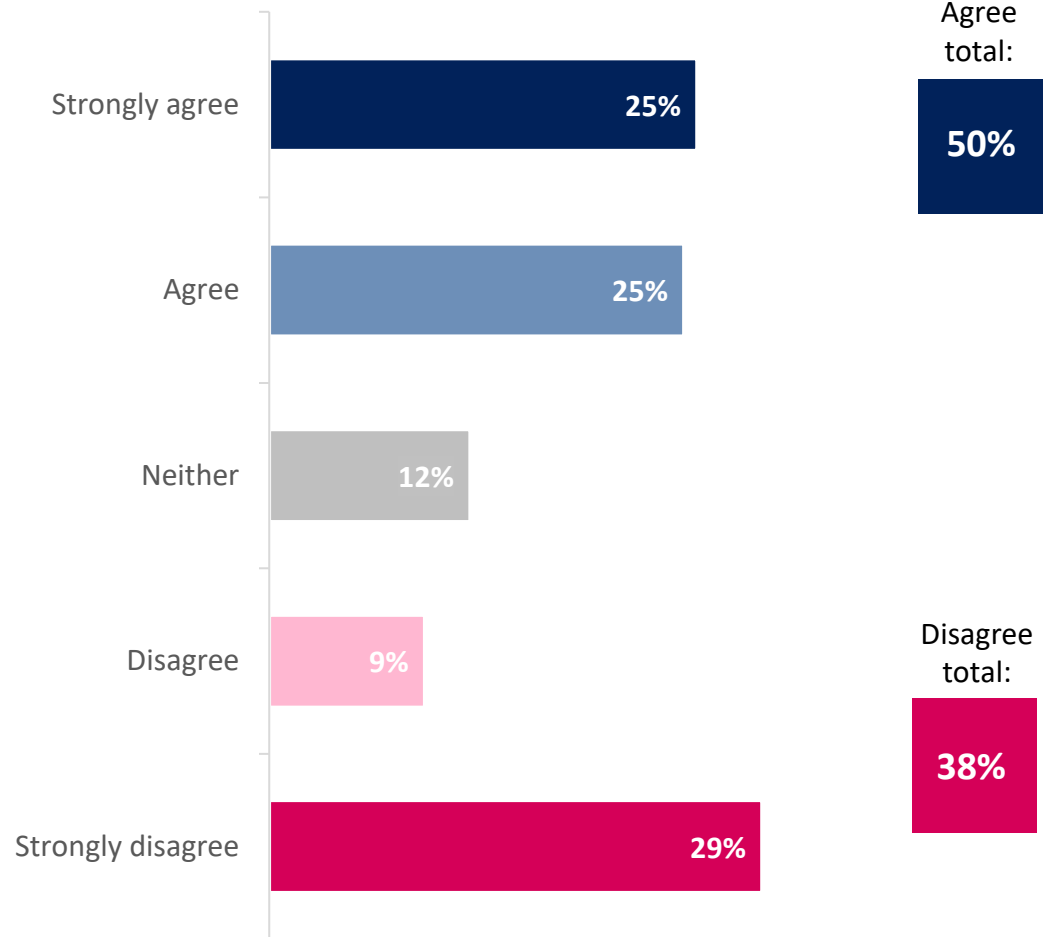
Base respondents: 263



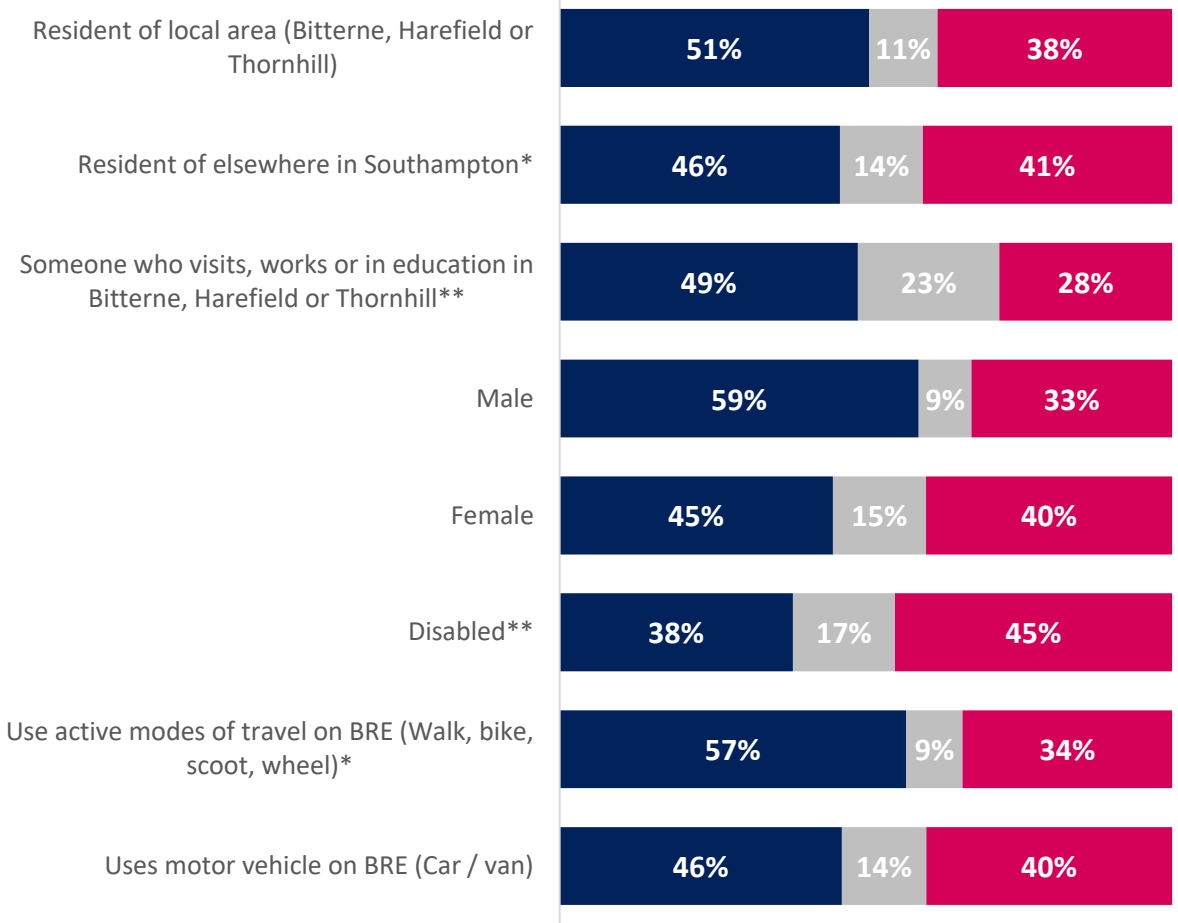
Agreement levels with proposal 8

Question: What extent do you agree or disagree with the following proposals? 8. Widened shared use path to Bitterne Precinct

Overall:



Breakdowns:



■ Agree total ■ Neither ■ Disagree total

*Small sample – less than 100
**Small sample – less than 50

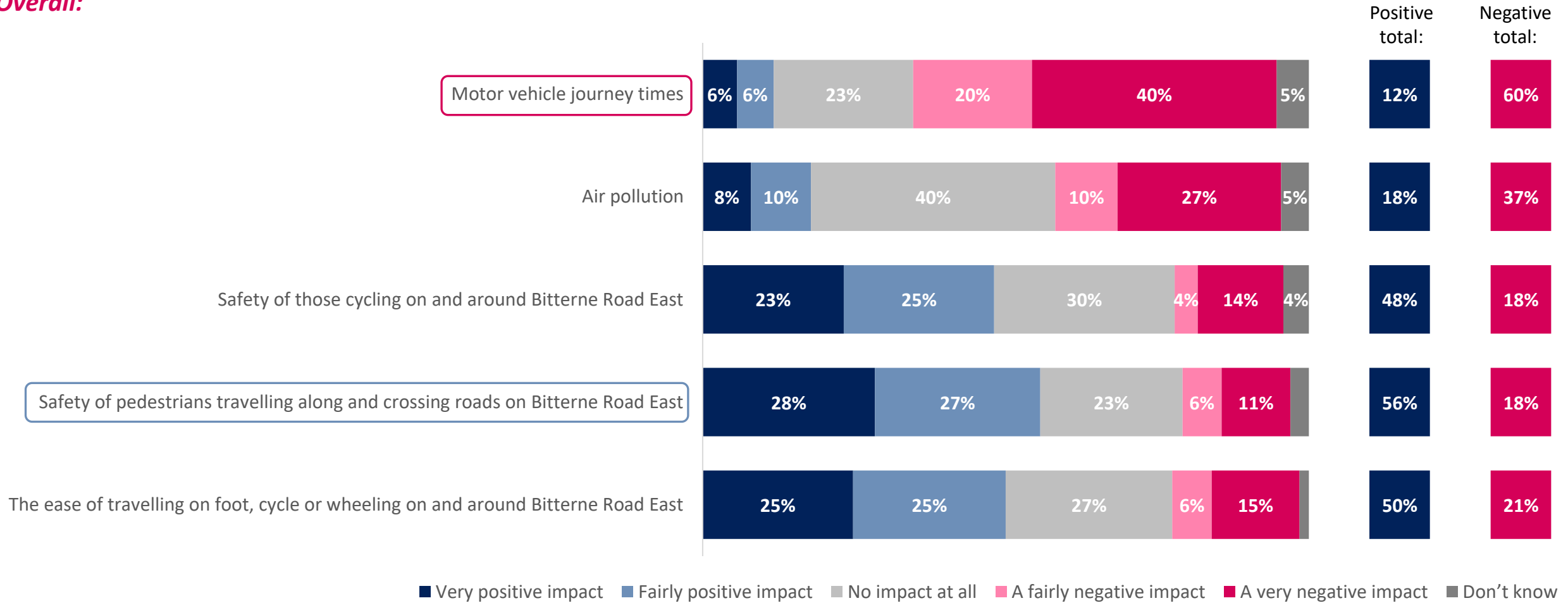
Base respondents: 261



Impact of proposals

Question: If these proposals were to go ahead, what impact do you feel it would have on the following?

Overall:



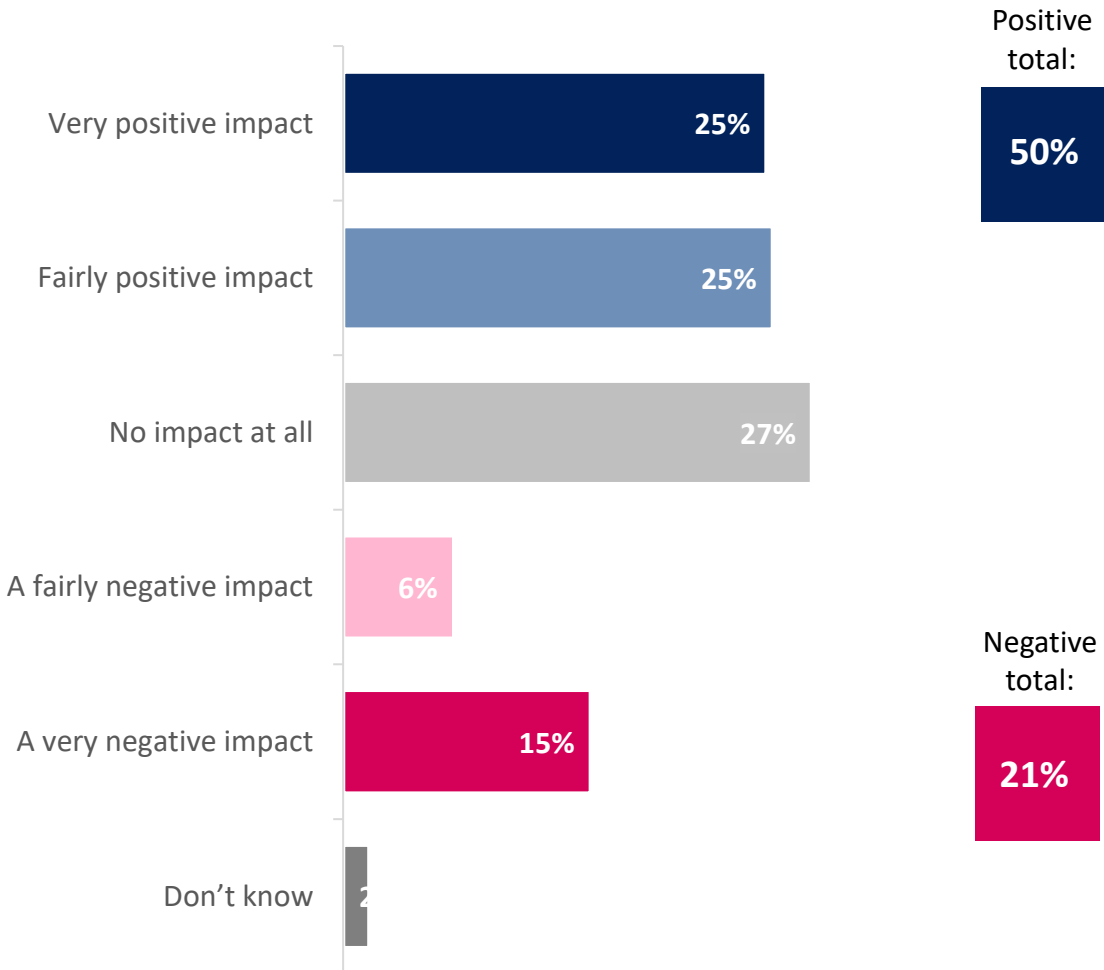
- 60% of respondents told us that the proposals may have a negative impact on motor vehicle journey times. Over half of respondents (56%) also told us that the proposals may have positive impact on the safety of pedestrians travelling along and crossing roads on Bitterne Road East.
- Those who use active modes of travel on BRE agree selected that these proposals would have a positive impact more, compared to who use motor vehicles throughout.



Impact of proposals

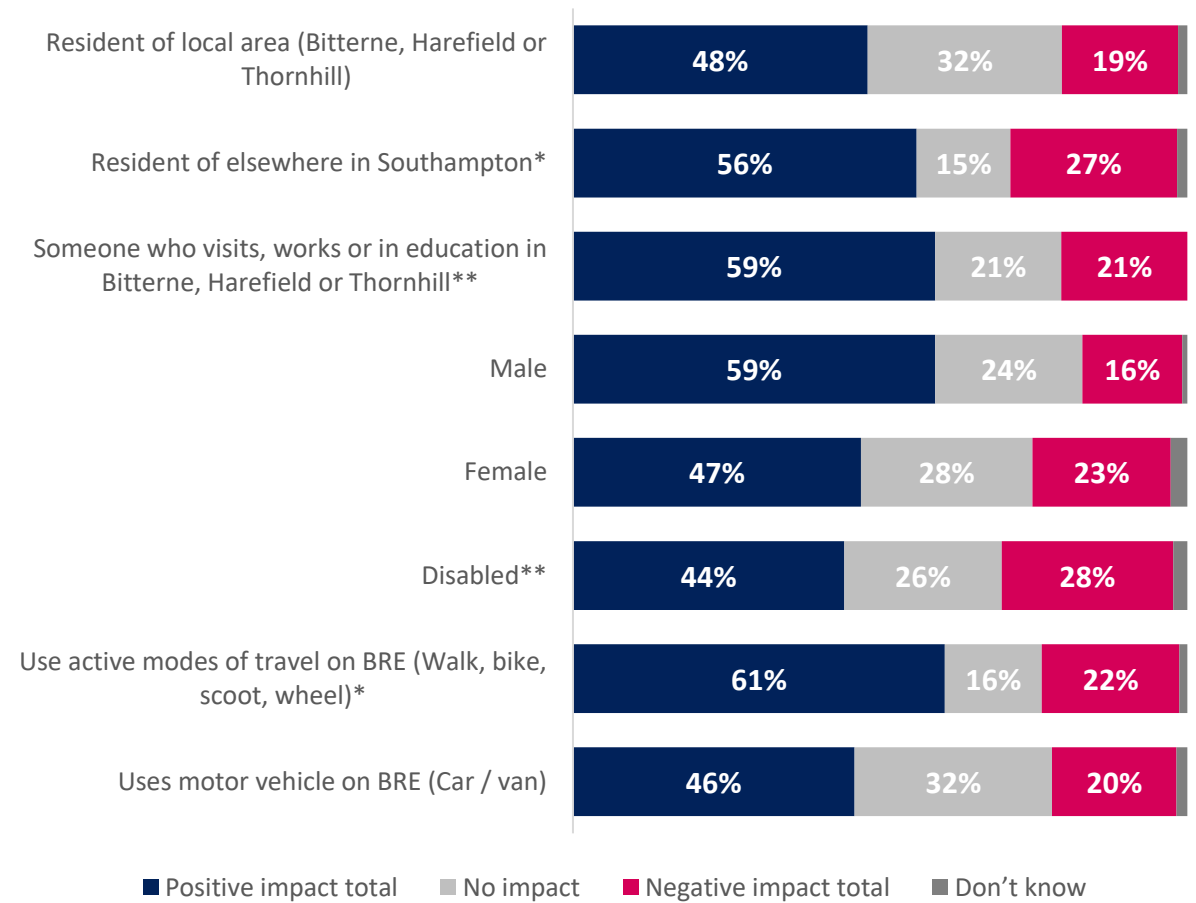
Question: If these proposals were to go ahead, what impact do you feel it would have on the following? The ease of travelling on foot, cycle or wheeling on and around Bitterne Road East

Overall:



Base respondents: 262

Breakdowns:



*Small sample – less than 100

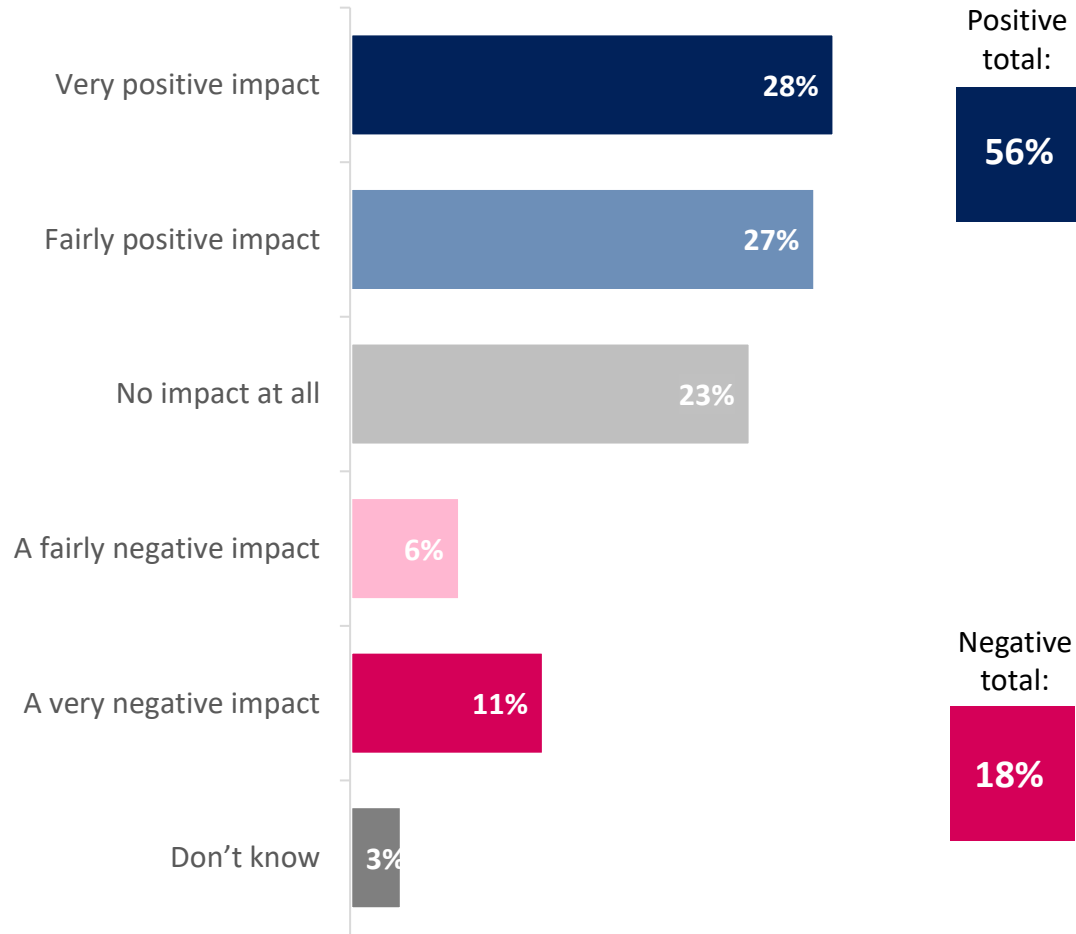
**Small sample – less than 50



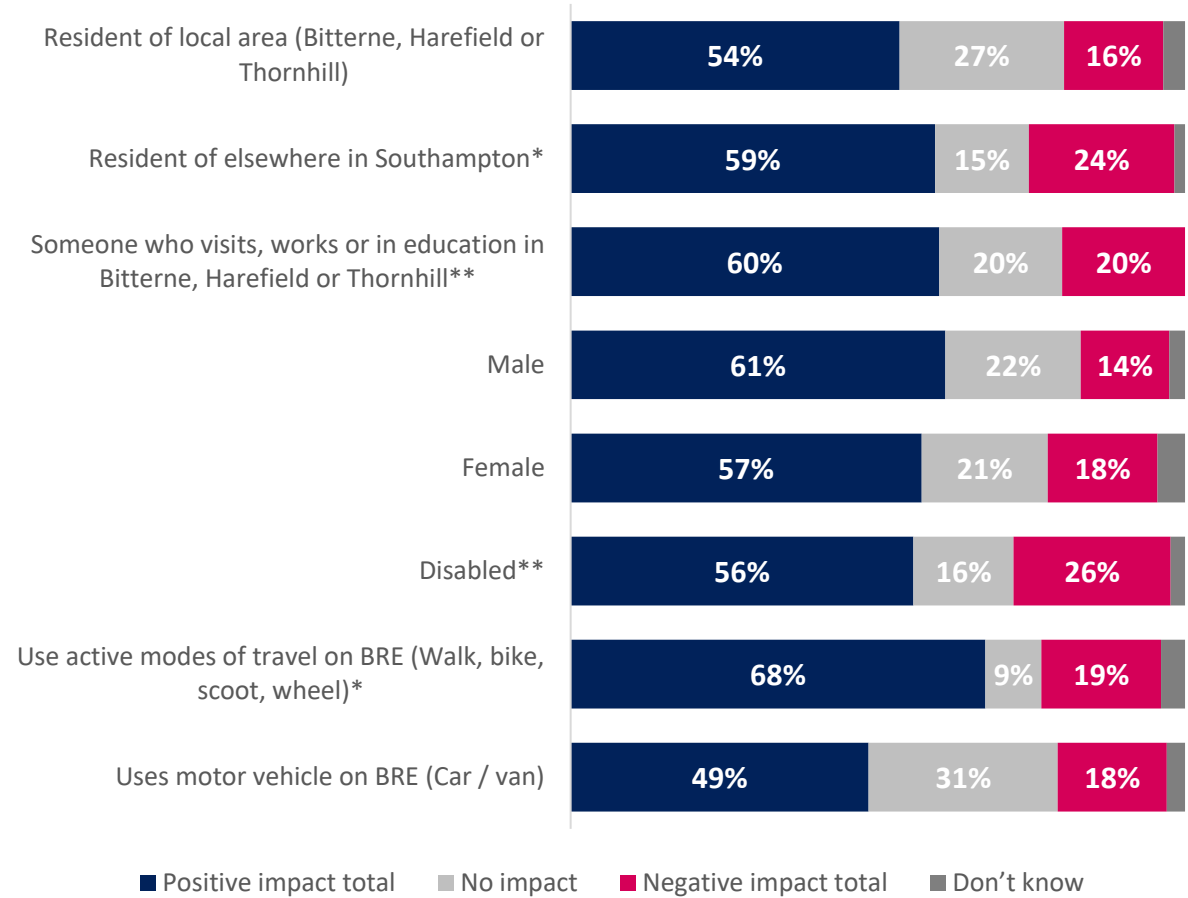
Impact of proposals

Question: If these proposals were to go ahead, what impact do you feel it would have on the following? Safety of pedestrians travelling along and crossing roads on Bitterne Road East

Overall:



Breakdowns:



*Small sample – less than 100

**Small sample – less than 50

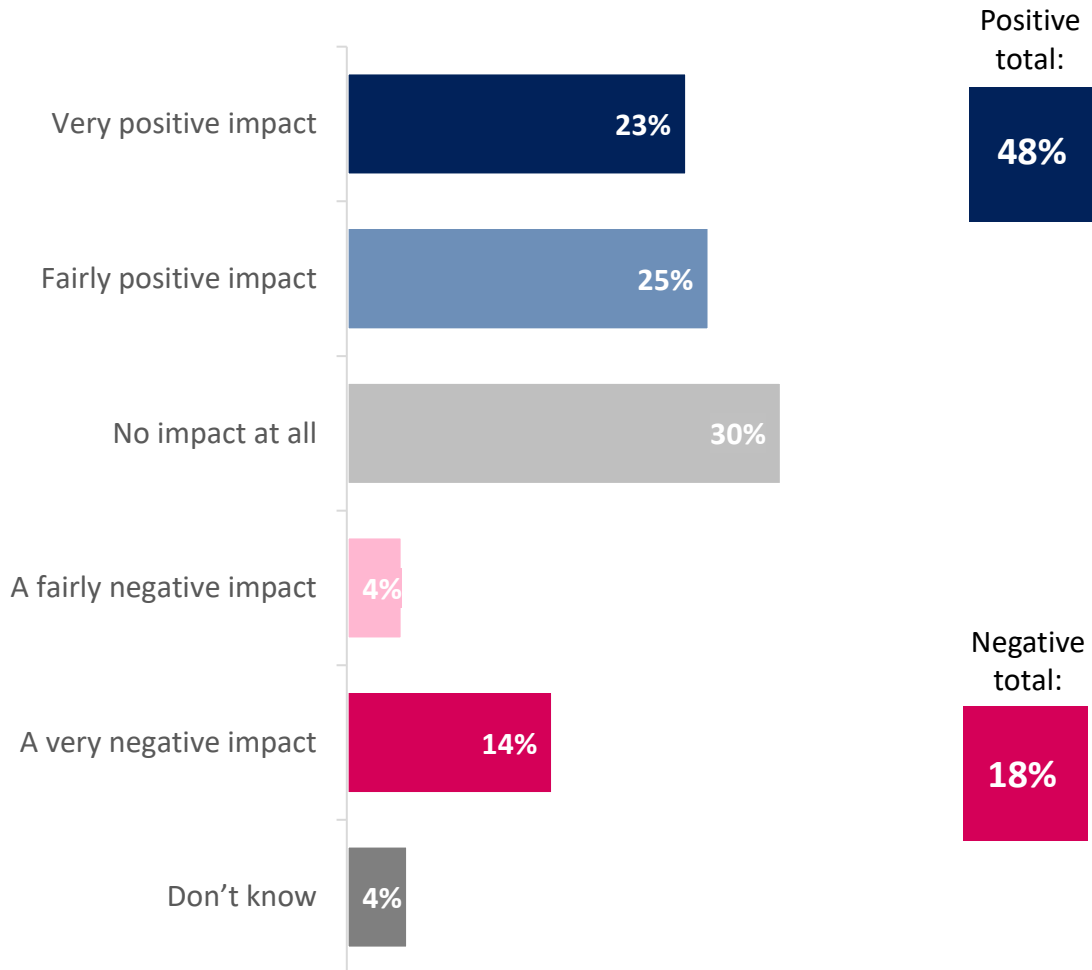
Base respondents: 264



Impact of proposals

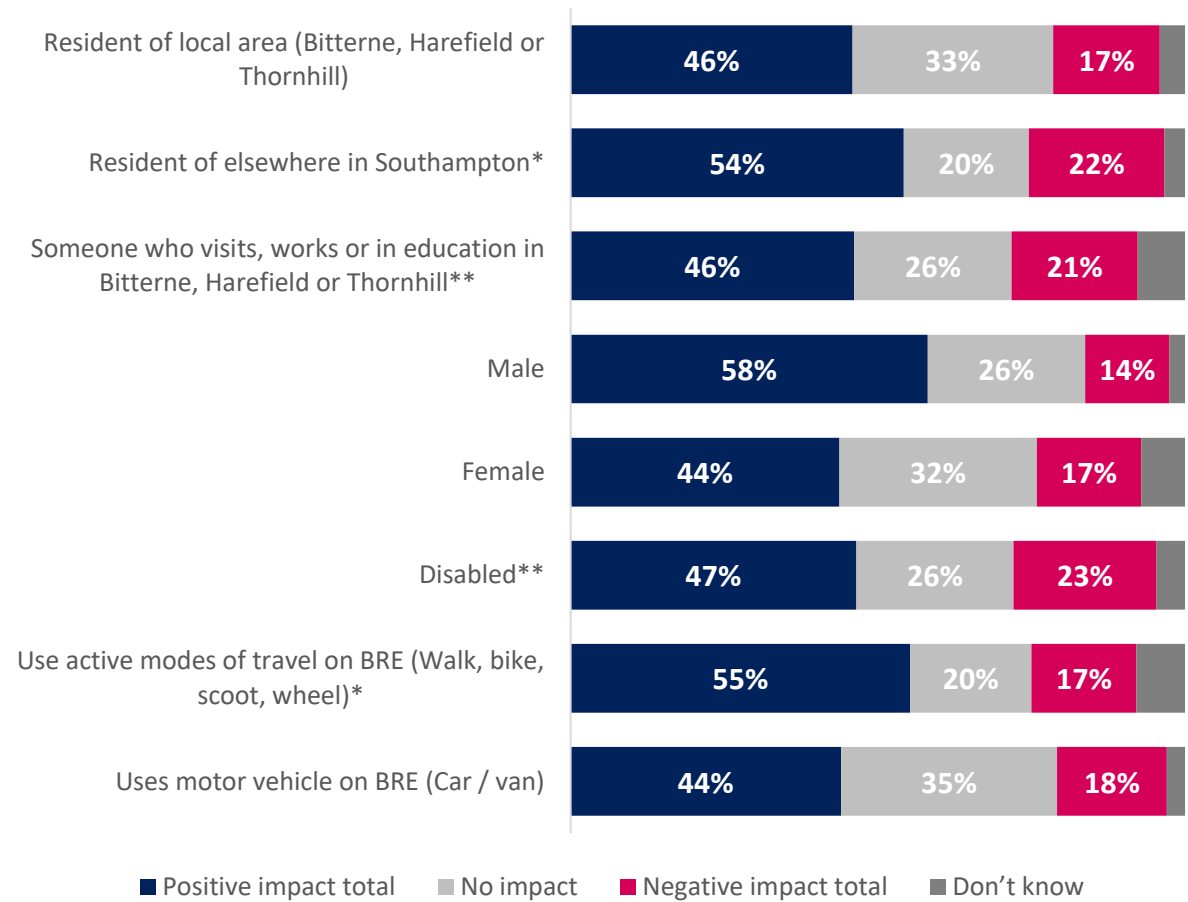
Question: If these proposals were to go ahead, what impact do you feel it would have on the following? Safety of those cycling on and around Bitterne Road East

Overall:



Base respondents: 262

Breakdowns:



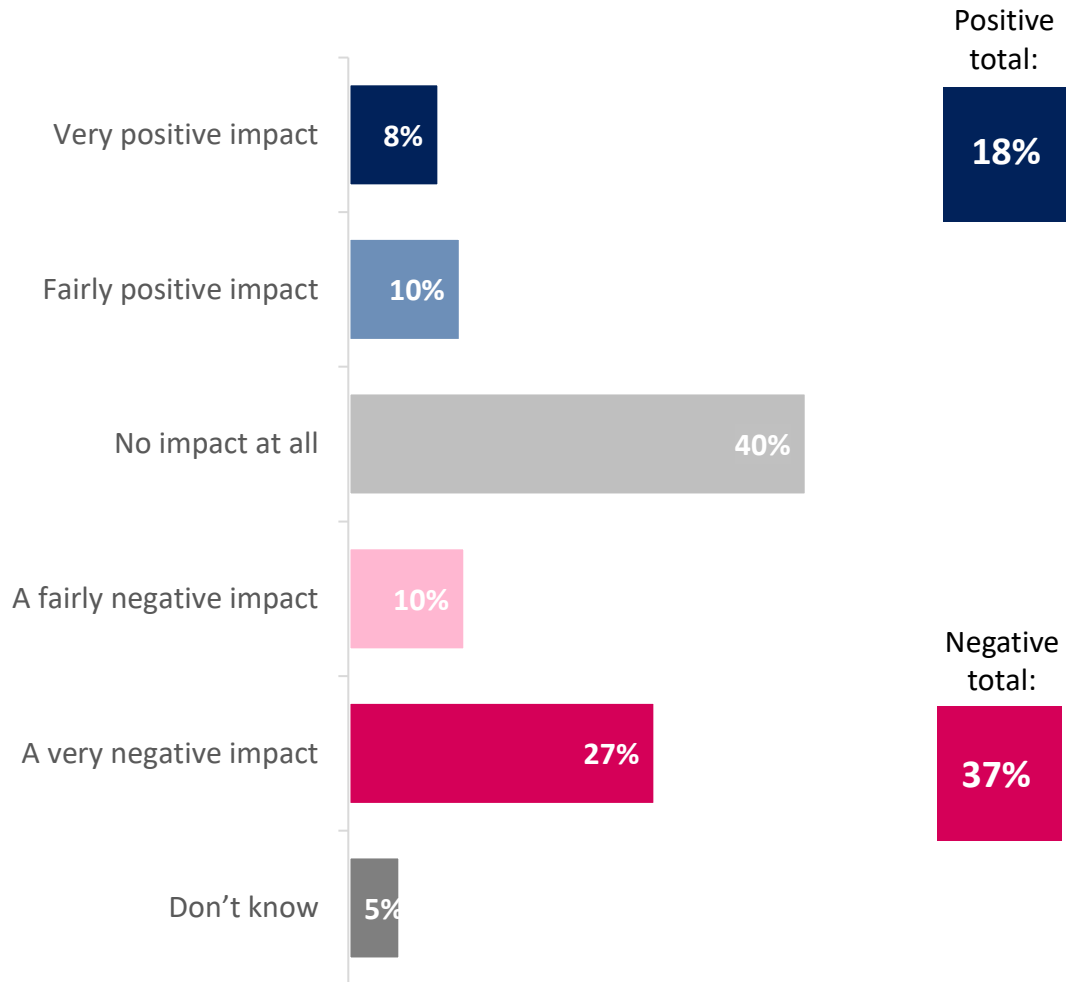
*Small sample – less than 100

**Small sample – less than 50

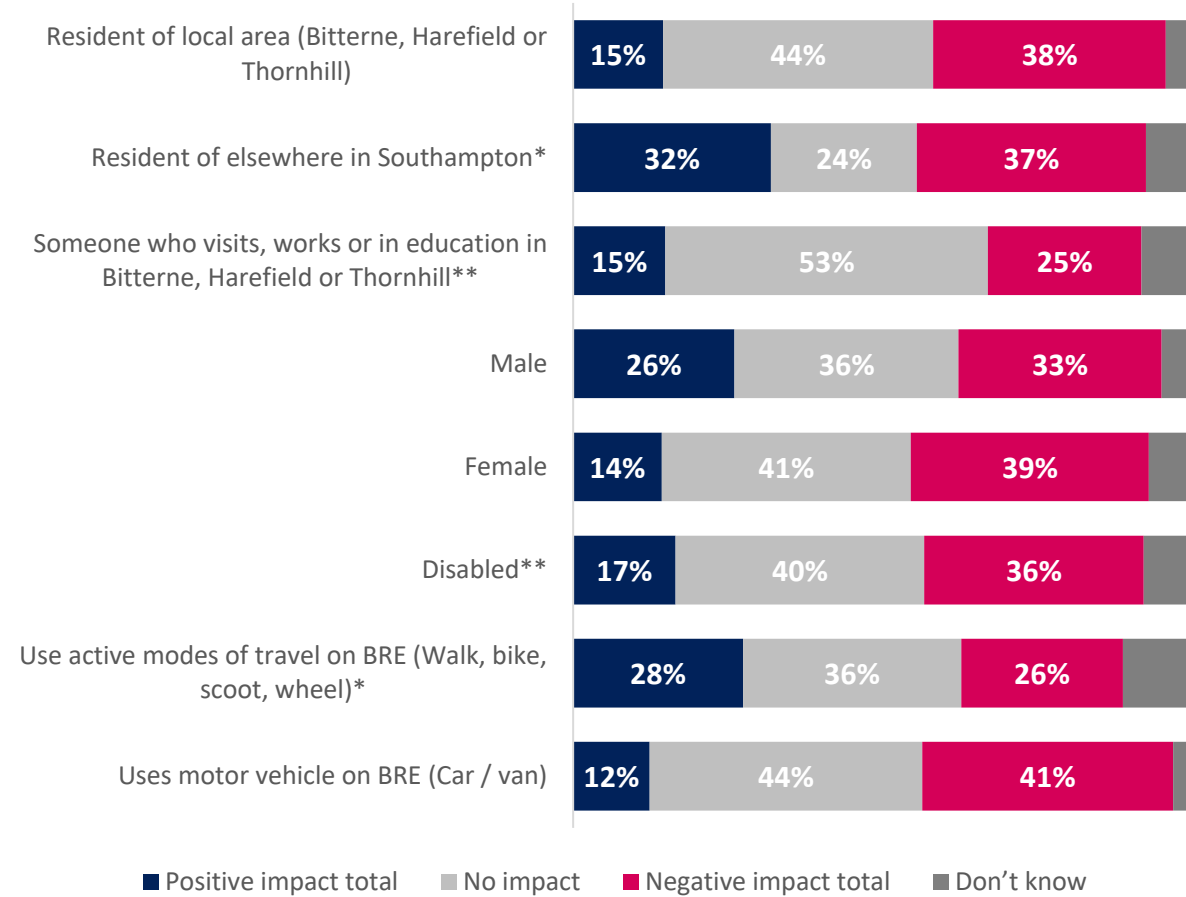


Question: If these proposals were to go ahead, what impact do you feel it would have on the following? Air pollution

Overall:



Breakdowns:



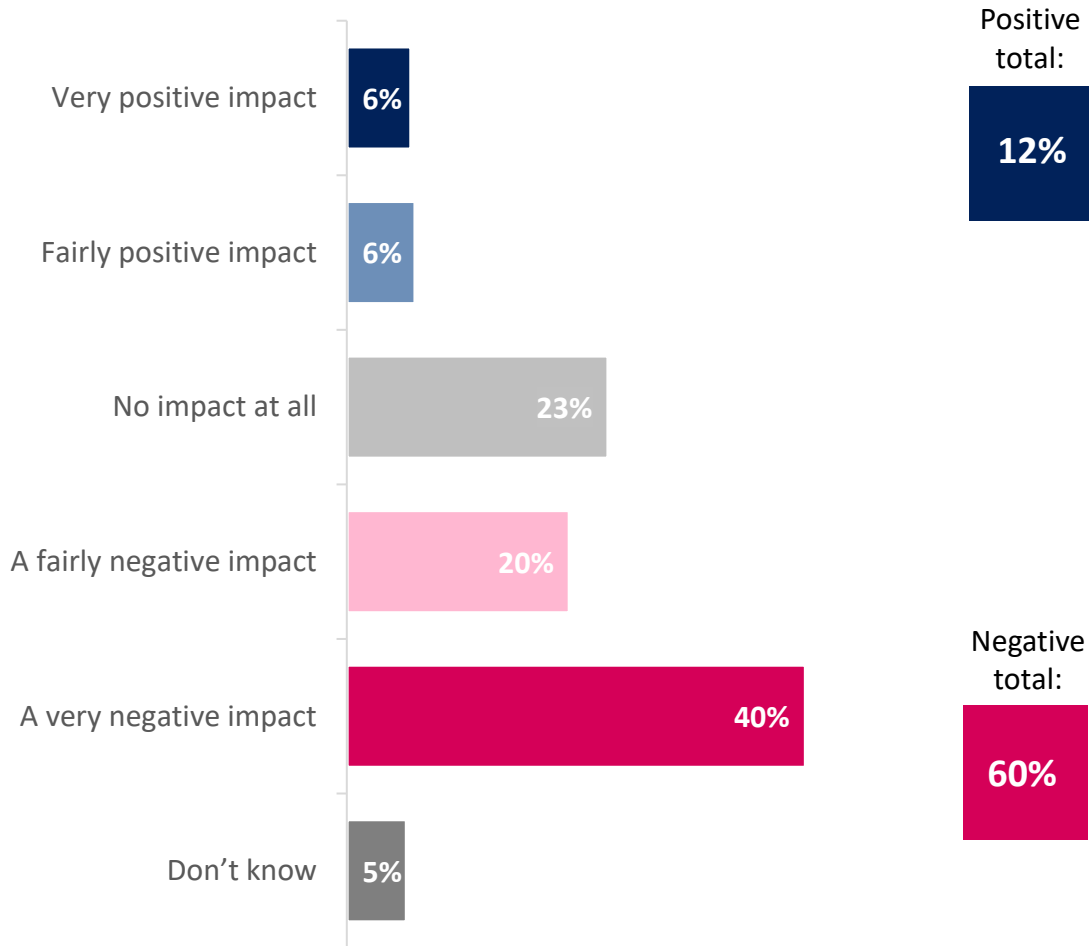
*Small sample – less than 100
 **Small sample – less than 50

Base respondents: 263

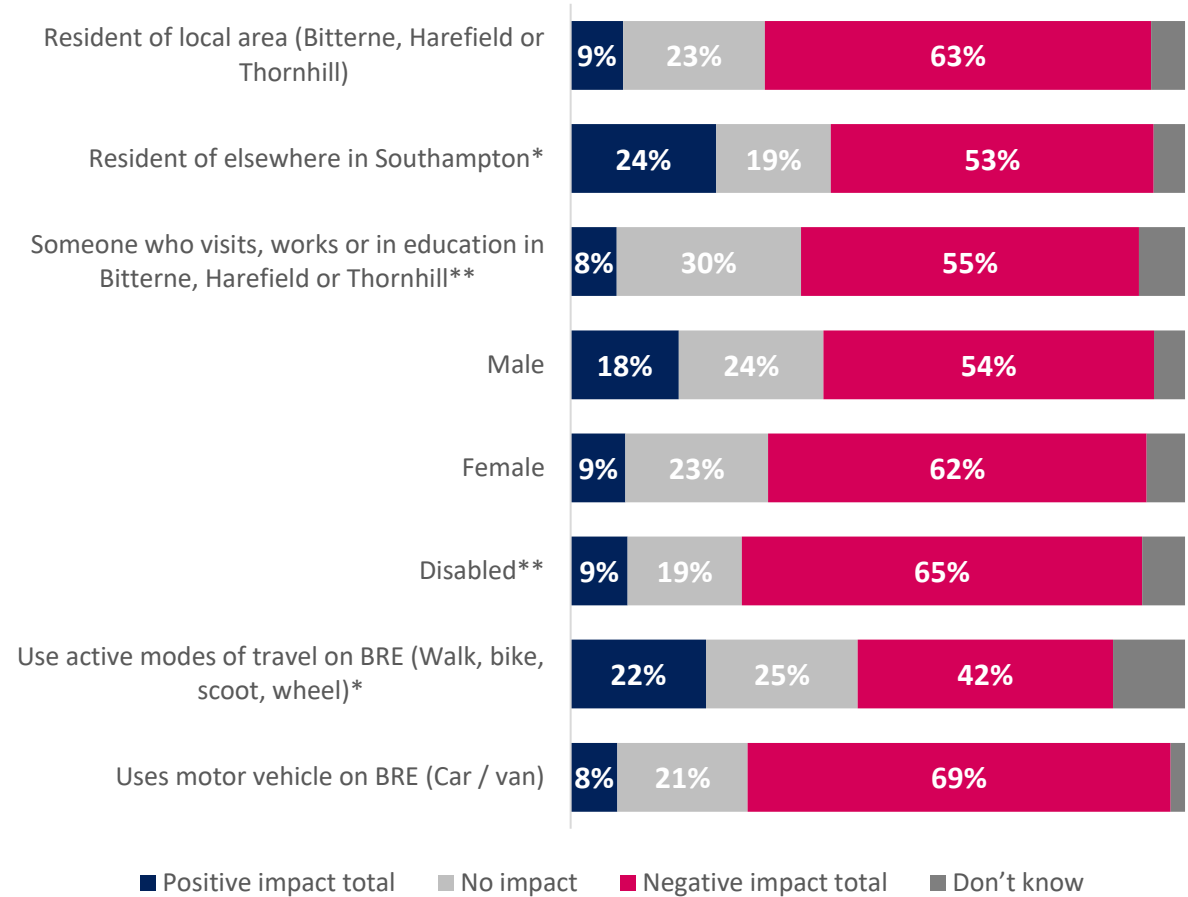


Question: If these proposals were to go ahead, what impact do you feel it would have on the following? Motor vehicle journey times

Overall:



Breakdowns:



*Small sample – less than 100

**Small sample – less than 50

Base respondents: 265



Bitterne Road East Proposals – Free text responses.

Within the questionnaire, respondents were given the opportunity to provide their own free text comments. Any email or letter responses were also analysed alongside free-text responses in the questionnaire.

The following graphs show the total number of respondents by each theme of comment.

These graphs are in respondent count, rather than percentage.

Comments, impacts, suggests or alternatives:

