

COURT LEET PRESENTMENTS 2013

No.	SUBJECT	LEAD OFFICER	LEAD MEMBER	PRESENTMENT
St. Monica Junior School				
1	Pedestrian crossing between Junior and Infant School	Frank Baxter	Councillor Rayment	<p>We are year six pupils representing St. Monica Junior School in Sholing. We are here to request a pedestrian crossing across the busy carriageway that separates the junior and infant school, especially as we will soon be joining together to form a primary school.</p> <p>Many of us have siblings in the infant school which means we already have a need to cross this carriageway at peak traffic times, with or without parents, but the need will be even greater when our two schools merge. Our junior school has a fantastic library that the infants will be coming to visit and use in the future. The infant site has a field that we would love to be able to access for PE, Games and sports events, without having to worry about crossing the road.</p> <p>We know that a survey has been done, which stated that the risk of accidents was low; however we feel that the risk of accidents is really high as road incidents have already happened. There have already been car accidents and near misses. We would really appreciate it if we could have some sort of pedestrian crossing to prevent any further incidents and help us and our families to feel safer.</p> <p>Also, since there no longer seems to be a lollypop person, it is becoming even more dangerous for young people to cross at that point, as there is no guidance to help us cross safely. Even a bigger sign, telling drivers to be aware and to slow down would be a help, or a speed bump with a zebra crossing painted over it would be extremely appreciated.</p> <p>We thank you for listening and hope something can be done.</p>
RESPONSE:				
<p>The survey which was carried out was to ascertain whether this site met the criteria for the implementation of a formal pedestrian crossing. This survey involved counting the number of pedestrians and vehicles on the road over a period of time (not just during school hours) and the outcome showed that a crossing would be subject to insufficient use, meaning that it could pose more of a risk to pedestrians than having no crossing at all. The level of risk would lie in the fact that drivers may not be expecting the crossing to be used and may not notice pedestrians crossing.</p>				

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<p>It is, indeed, unfortunate that the current School Crossing Patrol officer is off sick, but the Supervisor has been in touch with the schools to see whether someone would be willing to take on the role as a temporary measure.</p> <p>We will review the signing in the vicinity of the school to see whether any improvements can be made, but unfortunately there are regulations relating to the size of signs which can be used.</p> <p>Any decision relating to road safety spend is taken in conjunction with casualty data from the site, which has shown that, in the last five years, there have only been four slight casualties, none of which involved pedestrians. Funding is necessarily prioritised to areas where an existing casualty issue needs to be addressed; therefore, unfortunately, there is no funding available at present to install a road hump, which could cost anything from £15k - £60k. We will, however, bear the request in mind should any developer funding come forward and continue to monitor the situation at the site, as we do with all roads in the City.</p>				
Simon Hill				
2	Management of Southampton Common	Jon Dyer-Slade	Councillor Rayment	<p>Much of Southampton Common retained its open heath land character created by historic grazing and management until relatively recently into the 1960s. Over the last 20-30 years however, in parts there was a rapid over-run of vegetation resulting from the maturity of saplings tolerated since the cessation of grazing and prompted by active neglect of certain areas to favour biodiversity over public access.</p> <p>On the east of The Avenue (known locally as the Little Common) since 2008 community action, with the Council's cooperation, has succeeded in restoring parts to the open character and access to homo sapiens that many remember from the 1970s and 1980s.</p> <p>On the west – the main part of the Common – about 8 years ago mature oaks and other vegetation were cleared in the area north of the Ornamental Lake with the aim of restoring a wet heath land habitat. That also opened up historic views of the Ornamental lake from the north. However, apart from re-clearance of small parts, these areas have since become overrun with willow and other substantial growth. This calls into question the ecological purpose of the original clearance and has again cut off historic views.</p> <p>In other areas – such as the perimeter of the old Show Ground and the area between the Boating Lake and Ornamental Lake – where once regular grass cutting was withdrawn some years ago, there is now an unchecked</p>

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				<p>proliferation of sapling oaks and other forest trees. In a few more years these once upon areas will have become extensions to the forested areas of the Common which already account for about two thirds of its area.</p> <p>The once predominant openness of The Common is in danger of becoming permanently eroded. Effective action must be taken now just to restore The Common's openness and to stem the relentless march of forestation that will detract from its historic landscape and ecological character and public accessibility.</p>
RESPONSE:				
<p>The Council shares this vision for the Common and is actively working on expanding the various ways to resource clearance of saplings that help to restore heathland and open up historic views across the Common. We are currently writing/developing a 20 year plan for the Common in which many of these issues have been identified. We will be running a series of consultation meetings to explore how we manage and maintain the common over the next twenty years in November 2013 and we will ensure Mr Hill is aware of the events and receives an invitation.</p>				
Simon Hill				
3	Eastern Docks and City Centre Action Plan	Paul Nichols	Councillor Rayment	<p>Regency Southampton was open to the sea on three sides with public views from the walls and promenade below the Rivers Itchen and Test and down Southampton Water towards the Isle of Wight. From the late 1830s these public views were lost by reclamation for the Eastern Docks.</p> <p>Part became redundant in the early 1980s triggering the Ocean Village development. The areas facing the waterfront – Channel Way, Andes and Pacific Closes – comprise uncoordinated residential buildings of poor architectural quality wholly unsuited to the potential of their location. Their layout and bulk succeeded in perpetuating the deprivation of public views of the River Itchen and Southampton Water and they present a dead and ugly built façade facing the water. There is only token public access to views of the water in the form of an inhospitable narrow pathway hemmed in between private land and railings and a service road to residential garages.</p> <p>This was a lamentable disregard of an outstanding opportunity to create public waterside spaces and activities in stylish developments – this could</p>

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				<p>have been Southampton's Sydney harbour. Instead, it qualifies as one of the world's worst waterfront developments.</p> <p>How did this happen? Lack of foresight and ambition! There were no adequate statutory policies setting the public interest agenda for the area in the event of disposal by ABP. ABP thus sold to the highest bidders at a price that failed to reflect any public interest constraints. The price paid made maximum coverage by the most profitable uses, with privatised residential views of the waterside, the only viable development option.</p> <p>History is in danger of repeating itself. It would not be credible to assert that there is no chance whatsoever that ABP will dispose of any more land in the Eastern Docks in the next 30 years. But there are no statutory policies to say how future disposals should be used in public interest. The Eastern Docks is either outside the boundary of the City Centre Action Plan or within it but with no relevant planning policies. This is a serious omission. The boundary of the CCAP must include all of the Eastern Docks and the Plan must contain policies to ensure that waterside views and activities are put first to restore some of the relationship to Southampton Water and the City once had.</p>
RESPONSE:				
<p>Regency Southampton was fundamentally changed by the construction of the Eastern Docks. Whilst Ocean Village is a popular place in which to live there are significant aspects of the original 1980s design which do not meet current design expectations for a prominent city centre waterfront site. For example, the residential scheme takes a relatively low density form and has a suburban estate feel. The waterfront walkways are disconnected from main movement patterns, and do not create the public realm which would be expected of current schemes. In the 1980s national guidance indicated that design should not usually be a significant material planning consideration. It was therefore very difficult to influence the design of development. Today there is a much greater appreciation of what constitutes good urban design, and this is incorporated into planning policy. Both the National Planning Policy Framework (NPPF) and Southampton's city wide Core Strategy would apply should a further part of the Eastern Docks be released for development. One of the NPPF's 'Core Planning Principles' is "always seek to secure high quality design". It states the Government attaches great importance to design, establishing a strong sense of place with buildings and streetscape creating an attractive place which responds to local character, is visually attractive with good architecture. The Core Strategy continues these themes in respect to the local area. Its Strategic Objectives aim for excellence in design quality, an inspirational</p>				

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<p>and connected waterfront. These themes are carried into an overall design policy, and a policy to promote an accessible and attractive waterfront. These policies create a strong basis to promote ambitious new waterfront development. When a part of the Eastern Docks was released to create Ocean Village in the 1980s the port was experiencing a decline in trade. The opposite is true today. The Port is experiencing or anticipating major growth. The Port Master Plan predicts over a 25 year period around a doubling of container and cruise traffic, and an intensification of all existing port uses, including the vehicle trade. Southampton is a leading U.K. port in all these sectors. It is considered unlikely that a part of the Eastern Docks would be released within the City Centre Action Plan period (the next 13 years to 2026). The Port is of significant importance to the local, regional and national economy. The Government's National Policy Statement on Ports gives strong support to the maintenance of existing port capacity and further port expansion. It would be difficult to justify in this context policies that anticipated the release of a part of the existing nationally important Port. The Port is anticipating the need for future expansion at Dibden Bay. In the longer term this is of fundamental importance to maintain the Port's competitiveness and to meet economic needs. To be successful in planning terms a proposal at Dibden Bay will need to pass stringent environmental tests, including the absence of alternatives. It is of fundamental importance to the city to create a high quality waterfront and in this case it is considered the best approach at this time would be to rely on existing strategic planning policies, rather than extend the City Centre Action Plan's boundary or policies to specifically address the Eastern Docks. The City Centre Action Plan continues the Core Strategy's themes of reconnecting the city centre to a high quality waterfront, and promoting specific waterfront sites, including the Royal Pier Waterfront, completion of the current Ocean Village redevelopments and Town Depot.</p>				
<p>Arthur Jeffery</p>				
4	Vincent's Walk	Frank Baxter	Councillor Rayment	<p>The revamped children's play area in Houndwell Park is a great success. Both the City of Southampton Society and Southampton Commons and Parks Protection Society congratulate the City Council on this initiative. The children and their parents have found this facility a welcome break from the rigours of the shopping centres.</p> <p>However, there is still one problem for the park users there – an eye sore in more than one sense – that is the fumes and noise of the First Bus turn-round point in Vincent's Walk. At any one time some 12 to 15 buses are parked there, some with their engines running. The drivers, many of them smoking, congregate at the hut-com-office situated yards from the children's play area.</p> <p>Please bring the Vincent's Walk Garden Square <u>back</u> into the park. The buses can assemble elsewhere, perhaps at the Central Railway Station or,</p>

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				where they used to go, at the old Floating Bridge Quay under the Itchen Bridge.
RESPONSE:				
<p>The suggestion has many environmental benefits but the current central location for layover is ideal for all our bus operators and is likely to remain a requirement of bus operations in the city for the near future. This is because its locations keep vehicle miles down and the costs of operating buses lower. That said we are working in an effective partnership with bus operators and seek to devise a mechanism for reducing or managing the impact of the bus presence in this location. We are happy to involve the City of Southampton Society in these discussions.</p> <p>The future challenge for development and bus growth means that our Local Transport Plan needs to support a growth in bus patronage of around 50 to 100% from 20million journey per annum. We are currently developing proposals for allowing this to occur including the need to increase bus stop and layover capacity. Within this study we will also investigate how we can best meet the operational needs of operators whilst also minimising negative environmental impacts. We will develop our proposals with the City of Southampton Society.</p>				
Arthur Jeffery				
5	Future Commemorations	Mike Harris	Councillor Tucker	<p>At the Court Leet in May 1946 a presentment was made by Alderman Fred Woolley JP, that steps be taken by the Local Authority to celebrate the 500th Anniversary of the granting to Southampton by King Henry VI in 1447 of a Royal Charter constituting the town to be county in its own right and creating, Madam Sheriff, your post of Sheriff of Southampton.</p> <p>I now commend, in these times of economic cut backs, three reasons to be cheerful:</p> <ol style="list-style-type: none"> 1. 2015 – the 600th Anniversary of the Battle of Agincourt. Henry V's army set out from this town and Henry narrowly escaped assassination in Southampton by three traitors. 2. 2017 – Jane Austen live in Southampton between 1806 and 1809 at 2 Castle Square. Her Heritage Trail will need a boost 200 years after he death in July 1817, 3. 2020 – the 400th Anniversary⁶ of the sailing of the Pilgrim Fathers in the

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				"Mayflower" from Southampton to found in New England a successful colony, a forerunner of the United States of America.
RESPONSE:				
The three anniversaries are an excellent commentary on the rich heritage of the City. The City Council would welcome proposals as how to mark these events. We would welcome the opportunity to work with partners on marking these anniversaries, particularly where they are able to bring some resources to assist in delivering proposals. We are currently considering the potential for an Agincourt exhibition with the University of Southampton in 2016.				
Marian Hubble				
6	Evening Parking			This presentment was rejected by the Jury.
7	Visitor Information Centre	Mike Harris	Councillor Tucker	<p>This subject has been much discussed. The City is without a Visitor Information Centre.</p> <p>This is a matter of great regret. Our TIC was a tremendous asset to the City; it was very professionally run by highly competent, well informed pleasant people.</p> <p>The guide books, The Lonely Planet and The Rough Guide still refer to Southampton's TIC.</p> <p>This is not surprising given that the guides were published before the TIC was closed but visitor will be frustrated by incorrect information.</p> <p>I spent some time recently pretending or imagining that I was a tourist. I regret to say that availing myself of what purports to be an information agency was not a satisfactory experience. The dictionary definition for information is knowledge. This I did not receive.</p> <p>By chance, last Friday, I was outside God's House Tower. A lovely Chinese lady had followed the city map and found her way to what she expected to be the Archaeological museum. She was reluctant to believe me when I told her that the museum was closed. She pointed to her map and the sign</p>

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				<p>on the wall. She was mystified. Where can I go? She asked. We went to the Tudor House Garden and then I took her to a point on the outside of the walls and directed her back to West Quay and her bus to Portsmouth. I am aware that there is a definite upsurge in interest, amongst some councillors, in Southampton's heritage. For this interest to be translated into action we need a manned facility. We desperately need somewhere for visitors to obtain advice. There are lots of suitable sites. Maybe The Wool House or the Bargate or one of the many empty shop units.</p>
RESPONSE:				
<p>The closure of the TIC was regrettable, but necessary in the financial climate. The shift from face to face enquiries to digital interaction has been in train for some time, albeit there will always be an audience that prefer face to face interaction. The Council is seeking to work with local Hotels to provide some visitor information points that will contain information relevant to visitors, alongside the planned installation of information points in SeaCity Museum and the Northguild. A dedicated manned facility is not planned and in the economic climate not affordable.</p>				
Mr Trowbridge				
7	Saving Money			This presentment was rejected by the Jury.
8	Oatlands House Clinic Shirley	Nick Cross	Councillor Payne	Madam Sherriff and Jury of Court Leet. Would you respectively consider the property known as Oatlands House Shirley to be used for the arts project which was housed in the now disused maritime museum Bugle Street and has now since closed down to make way for a public house.
RESPONSE:				
<i>(Awaiting response)</i>				

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9	Modern Technology	Kim Day	Councillor Barnes-Andrews	Madam Sherriff and Jury of Court Leet I witnessed last year that presentments were presented on line to the Mayors office before Court Leet and even stated that these were included at Court Leet. It appears that Court Leet has taken on new technology. Having said that would Court Leet consider it being filmed and having it put on the Council's website or put on YouTube for all to see and also Council meetings so that the public can see local democracy in action.
RESPONSE:				
<p>The Court Leet is keen to utilise new technology where practical and cost effective to do so. The facility to film key council meetings and publish them on the Council's website was looked at a few years ago and a decision was made not to progress with the initiative. The main barrier was and continues to be the cost and resources needed to undertake this activity. At a time when the Council is looking to reduce its budget there are no additional funds to develop new discretionary areas of activity. The decision will be kept under review in case circumstances change.</p>				
Mr Hampton, Southampton Old Bowling Green				
10	Parking at Southampton Old Bowling Green	Frank Baxter	Councillor Rayment	<p>I am here to address Court Leet regarding our parking problems exacerbated by the work currently ongoing at the waterfront and the Council's intent to increase fees for night time parking. Southampton Old Bowling Green is the worlds oldest bowling green dating back to 1299 and is in fact 39 years older than the walls around the City.</p> <p>We accept the platform to prosperity project at the waterfront is absolutely necessary to facilitate traffic flow to the docks and beyond, but the fact is, we have lost 15 metered parking spaces. Thankfully, and with the valued assistance of Matthew Cheal of Platform to Prosperity, we have managed to negotiate some evening and weekend parking with ABP. Unfortunately this number plate recognition will not apply to visiting teams. We desperately need the Council not to increase the time limit on the single yellow line outside the club which currently permits parking after 6pm our membership is currently at a breakeven 70, if we had a car park we could treble that figure.</p> <p>To maintain the bowling green alone costs £10,000 per year. All work is voluntary – nobody is paid. As a tourist attraction we feel very undervalued</p>

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				by successive councils as we show people around the club and let them take photos taken on the green. The waterfront despite the original 'missed opportunity' at Ocean Village has the potential to become one of the most vibrant areas of the City with all the proposed development. The Old Bowling Green could form an important part of those plans i.e the old amongst the new. With no Council assistance I fear for our future.
RESPONSE:				
<p>The Council has advertised proposals to introduce evening car park charges within the City Centre and this matter will be determined on 21st October. The Southampton Old Bowling Green Club has submitted a response to the proposals and this will be considered together with all the other representations received when the decision is made</p> <p>At the time of writing this response, it is not possible to predetermine the decision. However, the recommendations include the creation of a £1 pass for use of the P&D bays from 6 to 8pm. These could assist the club to use the limited number of bays adjacent to their premises if they were considered eligible for these permits, the criteria for which has still to be determined. However, it is noted that the single yellow lines in Lower Canal Walk will, if the proposals are agreed, prevent parking until 8pm. This will obviously create some inconvenience for the Club members and their visitors who currently park in this narrow road after 6pm..</p> <p>The proposals being considered on 21st October do not include excluding Lower Canal Walk from the evening hours proposal as this would be difficult to sign, cause confusion, and create an anomaly within the City Centre that may undermine the integrity of the overall parking scheme and create conflict and congestion in this area as the facility becomes common knowledge. In addition, this would create a precedent that would be difficult to defend as others request a similar dispensation.</p> <p>It is noted that ABP are offering a concession on some spaces and Gloucester Square surface car park is a short walk away.</p>				
Mr Yardley				
11	Access to Deep Water			This presentment was rejected by the Jury.
Mr Linecar, Secretary, Southampton Commons & Parks Protection Society				
12	Central Parks	Jon Dyer-Slade	Councillor Rayment	I'm sure other residents share my concern that no enough is done to promote and celebrate Southampton's historic heritage. One of the City's greatest assets is the Central Parks. They give the City Centre its special and distinctive character. I don't think it an exaggeration

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				<p>to say they are the heart of the City Centre. They came into being because 170 years ago our predecessors had the foresight to resist the enclosure and development of the town's historic commons, and in the middle decades of the nineteenth century laid out there one of the earliest municipal parks.</p> <p>I fear that the City Council takes that legacy too much for granted and does not sufficiently recognise the importance of the Parks. English Heritage keeps a national register of parks and gardens of special historic significance and interest. The majority on the Register are Grade II and our Central Parks were initially registered Grade II. At the end of August, English Heritage wrote to say they had reviewed that grading and decided our Central parks were of more than special interest and should be up-graded to II* Their reasons were set out. They recognised them as a rare example of an early municipal park where the original design and layout survives substantially unaltered, enhanced by notable monuments associated with significant national events and personalities.</p> <p>My presentment asks the City Council to acknowledge and celebrate this recognition by English Heritage of the outstanding historical importance of our Central Parks. The City Council has so far given no public welcome to this national recognition of the importance of the Central Parks. There should be a public event and special exhibition to celebrate the up-grading. An exhibition should include the 1864 Brannon painting which English Heritage cite as showing how little the original layout of the Parks has changed. That painting and other archive prints and photographs show how the Parks and buildings facing them were conceived as a whole – how the surrounding development complemented and enhanced the Parks.</p> <p>SCAPPS' representations on the submission City Centre Action Plan will propose a specific policy requiring new development facing the Parks to help restore that previous relationship between Parks and surrounding buildings.</p>
RESPONSE:				
Southampton City Council share Mr Linecar's desire to more widely recognise the achievement of the Central Parks being				

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<p>upgraded by English Heritage to a Grade II* listed park. The Parks and Open Spaces team were already working with SCAPPS on a joint press release celebrating the enhanced grading from English Heritage and a press release was issued on 10th October 2013 after following up on a suggestion by SCAPPS to include historic pictures within it. Officers will review the resources available within the Parks budget, and discuss with our Leisure and Culture and Communications Teams how best to provide some kind of event in the parks, seeking assistance from Mr Linecar and SCAPPS in planning and supporting the event to ensure their aspirations are met.</p>				
<p>Mr Minto</p>				
13	Irresponsible Cyclists	Frank Baxter	Councillor Rayment	<p>My presentment concerns the behaviour of a minority, but a determined, selfish, and reckless minority of cyclists who ride their cycles on pavements which are not cycle lanes, and through pedestrian underpasses. These individuals show little or no concern for pedestrians whether they be disabled, or infirm, pushing prams or escorting their children or simply any members of the public who felt it was safe to use the pavement. Frequently when it is dark just to make matters even worse, they ride without lights pedalling furiously and on occasion seeming almost to be using their bike as an offensive weapon. Now if you sum up the courage to question their conduct and its dangers, you may well receive unwanted Anglo Saxon oaths and sometimes the offer of hand to hand combat. So my plea today is for the Council, the Police and other responsible agencies to pursue those who engage in this anti-social and potentially dangerous behaviour, with dare I say it some of the rigour given to pursuing parking regulation infringers. Now is the time to demonstrate some real solidarity with ordinary law abiding citizens who just want to get home safely.</p>
<p>RESPONSE:</p>				
<p>Southampton Council is committed to promoting road safety and encouraging people to travel sustainably with the My journey campaign. We have undertaken road safety campaigns in conjunction with the Police to encourage safer cycling and discourage cycling on pavements. We provide adult cycle training to those living and working in Southampton. The Police, who have the power to enforce this, frequently carry out street enforcement, and where necessary issue penalty tickets to offenders. Often these campaigns are as a result of issues raised at local community meetings. The police have erected signs at many of the local district</p>				

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	centres to remind cyclists that riding on the footway can lead to a fine.			<p>Over the last ten years our road safety data has recorded the following:</p> <ul style="list-style-type: none"> • 4% of the total number of cycle accidents, resulting in 7 cyclists being seriously injured and 43 cyclists being slightly injured, occurred on the pavement. • Of 49 pedestrian incidents occurring on the pavement; only 6 involved bicycles. • Of the total of 2770 cycle and pedestrian incidents, 13 were cycle versus pedestrian; this equates to about 1% of all cycle related incidents and less than 1% of all pedestrian related incidents. • 7 of the 13 incidents (54%) occurred in the road, 6 (46%) on the pavement. • Of the 6 cycle versus pedestrian incidents that occurred on the pavement, no pedestrian or cyclist was reported as being seriously injured; there were 6 slightly injured pedestrians and 1 slightly injured cyclist. This equates to about 0.5% of all cycle incidents, 0.08% of all cycle casualties and 0.3% of all pedestrian casualties. • More pedestrians are injured on the pavement by motor vehicles than by bicycles.