

COURT LEET PRESENTMENTS 2012

No.	SUBJECT	LEAD OFFICER	LEAD MEMBER	PRESENTMENT
Bitterne Park Junior School				
1	a) Riverside Park	Alison Alexander	Councillor Bogle	<p>We are year 6 school councillors and we are here to ask for the ownership and community access to the field behind our school. At the moment we have access to it during the school day, but so do the public which causes problems with dog mess, stranger danger and graffiti.</p> <p>Another issue is that we have to cross a public pathway to get into the field. We would love to be able to have a field that we can use for PE, sports, playtime and at lunch break without worry.</p> <p>We would appreciate it if we could have full ownership of the field and feel Riverside Park is so big that the public would not miss a small section of it. Thank you for listening and for your help in this matter.</p>
INITIAL OFFICER RESPONSE:				
<p>The Council has previously indicated its willingness to work with Bitterne Park Infant and Junior Schools to examine ways in which a portion of Riverside Park might be made available for school use, via the Town Planning process. The Cabinet Member for Children's Services and Learning, Cllr Sarah Bogle would welcome the opportunity to discuss these options directly with pupils, staff and parents from both schools to see how best this can be taken forward.</p>				
	b) Parking outside School	Alison Alexander	Councillor Bogle	<p>One way to improve the parking situation outside of our school would be to have 'zig zags' outside the school which would give our PCSO Sue Evans more power to move cars on. Also we could have a zebra or pelican crossing to help us cross the road safely.</p>
INITIAL OFFICER RESPONSE:				
<p>The Council would be willing to examine this proposal, alongside other options to reduce congestion around school sites, on a site-by-site basis. The Cabinet Member for Children's Services and Learning, Cllr Sarah Bogle would welcome the opportunity to discuss these options directly with pupils, staff and parents from schools to see how best this can be taken forward.</p>				

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Claire Faughey, Vice Chair, Friends of Southampton's Museums, Archives and Galleries (FoSMAG)				
2	Location of the Tourist Office	Mike Harris	Councillor Payne	<p>In our view the current location of the Tourist Office on the lower ground floor of the Central Library is a very poor choice. The office is far from public view and not obvious even to those who come to the Library looking for it. In Winchester and Salisbury, for example, the tourist offices are prominent and prominently signed, on a main thoroughfare and can easily fulfil their function as sources of local information. Such locations enable staff to promote their city and ensure that visitors are welcomed. The obscure location of Southampton's office is not likely to make a good impression on visitors and may mean that they do not find the information they need.</p> <p>Other possible locations that occur to us are the empty premises of the former Foundations Café on the ground floor of the Library or the Wool House, which is close to the cruise and ferry terminals.</p> <p>Better signage would also help, particularly by the coach and railway stations. At present, visitors arriving by coach or train are often at a loss as to which way to turn for the city centre and local information. The FoSMAG Committee hope that this matter can be put before the relevant Cabinet for consideration.</p>
INITIAL OFFICER RESPONSE:				
<p>Changing customer behaviour does mean that an ever increasing number of enquiries have been made via the web and email, and we are seeking to focus our efforts at providing the best digital service possible. This will seek to ensure visitors have the best information prior to arrival in the City. Information about other attractions in the city and the surrounding area are available in Tudor House Museum and SeaCity Museum and we will seek to enhance this. The provision of the Tourist Information Centre service does unfortunately not generate significant revenues and so placing the service in a shared location is an important factor when considering its future position.</p>				

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Dilys Gartside, Cyclewise				
3	Implementation of Total 20mph speed limit on our roads	Frances Martin	Councillor Thorpe	In December 2009 the Department for Transport issued revised guidance recommending 20mph limits for all roads which are primarily residential in nature and into town and city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets playgrounds and other areas which are not part of any major through route. <i>(Abridged version, please see full presentment attached as a separate document).</i>
INITIAL OFFICER RESPONSE:				
<p>The City Council has introduced a significant number of 20pmph schemes already, particularly around schools. Our experience is that they work best when targeted at locations with a quantifiable speed or casualty problem. They should also be delivered alongside physical traffic calming measures and not just signing. This is also evidenced by the Portsmouth scheme which was the first authority in the country to introduce a blanket wide approach to speed reduction but with few supporting measures other than signs. The results of this have shown that speeds went down only marginally and that casualties have actually increased since the scheme was implemented.</p> <p>In accordance with our stated Local Transport Plan policies we are examining the practicality of introducing targeted area speed reduction measures with appropriate calming measures in residential estates and district centres. With limited resources to undertake this work we are currently developing a list of locations where there is evidence of a need for speed reduction as evidenced by casualty statistics. In addition, we will be considering where we can gain added value by implementing them in association with other council investments such as the estates regeneration or neighbourhood improvement schemes.</p> <p>It is worth noting that most of SCC casualties are on main roads. We are therefore focusing our planned cycle network investment in these locations.</p>				
Graham Linecar, Secretary, Southampton Commons & Parks Protection Society				
4	Guildhall Square	Frances Martin	Councillor Thorpe	Unfortunately the level paved space attracts users of skateboards and stunt bikes, often in large numbers. My presentment asks the City Council to restore that balance between users of Guildhall Square. Can negotiation with skateboarders' organising groups not encourage a more responsible use of Guildhall Square? There's a purpose-built skate-park in Hoglands Park not far away. <i>(Abridged version, please see full presentment attached as a separate document).</i>

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INITIAL OFFICER RESPONSE:				
<p>The significance of protecting the high quality materials used in the construction of Guildhall Square is well recognised by the City Council. It is also acknowledged that over recent months there have been large numbers of skateboarders using this shared space and over time this is appearing to cause degradation of stone benches and wear and tear to other exposed surfaces of the Square. The Council has formed an action group with representatives from all relevant departments and following it's last meeting on 30 August 2012, is in the process of:</p> <ul style="list-style-type: none"> • Exploring further measures to make the exit of vehicles from the Guildhall safer. • Continuing to explore designs (and possible additions) that could discourage skateboarders from using the benches. • Engaging with Street Pastors and Youth Options to ask them to spend some time in the Square talking to the young people and understanding the drivers behind the skateboarders' use of the area and alternative sites that may exist. • Requesting the local PCSO's to spend some time patrolling the area, subject to availability. • Consideration of barriers in front of the Guildhall where trailers and Lorries park to unload. <p>It is also noted that there are other issues including litter and anti-social behaviour, that whilst not listed above, are also being addressed.</p> <p>West Marlands Road has been designed as a shared space street, including no carriageway designation through Guildhall Square itself. This results in low vehicle speeds, which is beneficial to road safety. Above Bar Street carries higher vehicle volumes than West Marlands Road and is an important bus route. Speed surveys were undertaken at the pedestrian crossing point in Guildhall Square in July 2012. These showed that the 85 percentile speed (the speed below which 85% of traffic is travelling) was 24 mph northbound and 21 mph southbound. Consideration will be given to introducing a 20 mph limit in this street. Both Above Bar Street and West Marlands Road have had a good road safety record, since the scheme was implemented.</p>				
Mrs Veronica Tippetts				
5	Community matters	Suki Sitaram	Councillor Rayment	2012 is a special year with Olympic games, Queen's Diamond Jubilee, Diamond Jubilee of Southampton City College and of Southampton University. 2012 is the tenth year of International Peace Day celebrated around the world by millions. The Founder of the Global True Peace Movement went to school in Portswood. His name is Jeremy Gilley. He should be honoured by the City. Following custom, Margaret Matthews this September welcomed our Sheriff at Queen's Peace Fountain this October

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				<p>or Civic Centre she will welcome our Mayor at annual UN flag raising ceremony. Margaret is the daughter of Sir James Matthews. For decades she has continued to offer the outstanding service of her father (see Mayor's Parlour, Solent and Southampton Universities). She should be honoured by the City.</p> <p>Following Matthews' tradition in the spring of 2013 we could use our cultural quarter for a first Health Matters 'gathering' for local citizens with a peace matters 'gathering' in the Autumn. Parks and gardens, Police, Fire, Red Cross, Ambulance representatives in Guildhall Square; education/training representatives in Guildhall supported by Central Library, Art Gallery offering 45 minute session by local poets, musicians, community activities, local groups offering information stalls in Solent University and Sir James Matthews building.</p>
INITIAL OFFICER RESPONSE:				
<p>Honouring two citizens - Jeremy Gilley and Margaret Matthews – for their service to the City. It is for the Group Leaders to consider awarding Freedom of the City to these residents to mark their contribution.</p> <p>Using the Cultural Quarter for two events – in the light of the continuing significant budget pressures on the Council and partner sector agencies, it is difficult to commit to such events. However, the administration's intention is to use the Guildhall Square area for a variety of events, so the concept of using this as public open space is already under discussion.</p>				
Patsy Harcus				
6	a) Government's rules on Secure Tenants			This presentment was rejected by the Jury.
	b) Dropped kerb	Frances Martin	Councillor Thorpe	Why are all the pavements and dropped kerbs up kept in the town centre, while the ones in outlying areas continue to degrade and be left to deteriorate?

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INITIAL OFFICER RESPONSE:				
<p>It is not the case that there are different repair standards for footways in different parts of the city. The current contractual arrangement with our Highways Service Provider, Balfour Beatty is such that a defect on any footway or kerb line greater than 40mm deep is classified as requiring urgent attention and should be permanently repaired within 24hours. The less serious defects (presenting a hazard between 20mm and 40mm deep) will be added to a programme of works to be completed within 6 months, but the vast majority are being dealt with within a month. What may be observed is the apparent reporting of defects in a more timely manner within City Centre environments and this can be explained through these footways being inspected more frequently (Once per month as opposed to once every 6 months for more outlying areas of the City). The rationale behind this is that the classification of footways is centred on their pedestrian use and therefore the more heavily trafficked inner city or shop-front routes for example, are likely to deteriorate more quickly and hence the inspections to intervene with repairs occur more often.</p>				
Claire Sivour				
7	Itchen Bridge	Frances Martin	Councillor Thorpe	Why is there still charges for the Itchen Bridge since it was promised that when its construction was complete and paid for it would be free? Now that it is becoming automated, surely the intention is that it will now never be free.
INITIAL OFFICER RESPONSE:				
<p>The tolls are used to manage traffic flows across the bridge as well as contributing to the ongoing maintenance of the structure. The expectation is that the toll will continue to be collected for the foreseeable future. If tolls are taken away, there would be traffic chaos around the bridge area with larger trucks using the bridge constantly (currently they pay a high price to dissuade them from using this route). Every household in the City would have to pay an additional 3.7% council tax to make up for the lost income and drivers from outside of the City would pay nothing to use the bridge at all.</p> <p>Local residents are able to obtain a discounted toll fee on production of proof of residence and this seems to be an equitable arrangement for the benefit the bridge undoubtedly brings to the Woolston area in particular. It also seems reasonable that people from outside of the City who use the bridge should contribute to the cost of its upkeep.</p>				
Ricky Yardley				
8	Public Quay and Landing Stage	Suki Sitaram	Councillor Williams	The City of Southampton is a major boating centre both for manufacturing and yachting activity. It hosts Europe's largest boat show, yet the City does not provide any public access to deep water. So it is not possible for any of our citizen's step on board a boat from the land.

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				<p>Southampton is well provided with slipways for launching small craft on trolleys, but lacks a public Quay, unlike Weymouth, Poole, Cowes or Hamble. Most of the water frontage is owned by Associated British Ports including Town Quay. Other access points are at private marinas with gated link spans onto pontoons, not available for public use. I lobbied SEEDA when the Woolston development was being drawn up but this did not produce an all tidal. Access.</p> <p>Would the Council consider providing a facility where the public can get on and off boats, be it a quay or a pontoon. People especially those not too athletic or disabled would appreciate a pick up and drop off point useable at low water. Those who use it would pay a berthing fee and if the commercial fishermen also used it for landing their catch that would be another revenue stream. An opportunity could arise when redeveloping the Chapel Wharf site. Public quays can be a focal point for those who enjoy being on water or just watching the comings and goings of boats.</p>
INITIAL OFFICER RESPONSE				
<p>Long standing objectives for the development of the Royal Pier Waterfront include the need for improved public access to the waterfront and to include boat related activities which fits with the suggestion for a public quay and landing stage.</p> <p>The City Council's selected developer for the Royal Pier Waterfront , Morgan Sindall Investments Ltd , have been approached and generally agree that this would fit in with their approach to the site and are prepared to consider this in developing their scheme.</p>				
Arthur Jeffrey				
9	Student Accommodation and the impact on the Central Parks	Mike Harris	Councillor Payne	<p>I present the Southampton City Council to save the Central Parks from the impact of much greater use by the dramatic increase in student accommodation in the immediate area. At present Solent University students residing in Fitzhugh and the Polygon HMOs already frequent Watts Park in large numbers. Some 1104 University of Southampton students will add to the "grazing effect" when the Mayflower Plaza development is built next year. The City's Green Team has been subject to staff cuts, as with all City Council departments and the pressure on them is growing. Two more substantial developments for students are in the pipeline. At Orion's Point</p>

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				<p>(the old British Gas offices) there will be 930 students and at Charlotte Place cum St. Marys Road another 675 students. Both these new developments are adjacent to East Park.</p> <p>Section 106 money and the new CIL levy should be ring-fenced and allocated to the City's Green Team so that the Park's gardeners can cope with the inevitable surge in the activity in our parks, allowing all of us to continue enjoying them.</p>
INITIAL OFFICER RESPONSE:				
<p>Central Parks are a tremendous asset to the City and it is estimated that over 1.6million people visitor the parks a year (based on pedestrian counts). The additional usage will have an impact on the parks and wherever possible parks staff work closely with Planning and Section 106 Officers to ensure that developer contributions are received to provide continual improvements that will sustain increased usage. It should be noted that Section 106 and Community Infrastructure Levy payments are limited to Capital only and can not be used for on going maintenance and currently there are no ring fenced commuted sums identified for the ongoing maintenance of these key green spaces.</p>				
Jean Velecky, Southampton Commons and Parks Protection Society				
10	A view of the ornamental lake on Southampton Common	Mike Harris	Councillor Payne	<p>After all the large trees on the north side of the Ornamental Lake were felled, there was a huge increase in undergrowth, mainly brambles, bracken and birch and willow scrub. The result was that the lake was no longer visible from this side, so walkers and wheelchair users on Pointout Path, which runs parallel with the north side of the lake, could no longer see it. We suggested at Court Leet 4 years ago in 2008 that a swathe about 10 metres wide should be cut through the scrub from Pointout Path down to the lake shore, to open up a vista of the lake. This suggestion was welcomed by the officers responsible and action was promised. Nothing happened, so we made a similar presentment in 2010. Still no action, in fact the situation has become worse. We would like an assurance that this scrub clearance will be brought about during this winter's work on the Common.</p>

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INITIAL OFFICER RESPONSE:				
<p>Staff based on the Common have been working with Mrs Velecky and the various Open Spaces Societies to develop effective maintenance and management plans in order to encourage the habitat in this area around the Ornamental Lake. The team have been developing a low level hedge along 'point out path' which will give views over it to the lake whilst protecting the habitat. Once this is sufficiently established the scrub beyond will be cleared providing more expansive views across to the lake. This work is scheduled for this winter, 2012 into 2013 and will be prioritised against other projects that need to be undertaken.</p>				
Mr C. Trowbridge				
11	a) Service Charge imbalance.			This presentment was rejected by the Jury.
	b) Memorial Plaque to the Firemen at Shirley Towers	Nick Cross	Councillor Payne	It is apparent to me that there is no plaque of remembrance to the two Firemen who lost their lives in Shirley Towers, I implore Southampton City Council to put two plaques on Shirley Towers one at the main entrance and the second one to be put on the end of the building opposite the Church Street entrance and this area to be grassed over.
INITIAL OFFICER RESPONSE:				
<p>The Council has been working with the Residents Association at Shirley Towers to consider an appropriate memorial and with them it has been agreed that a tree will be planted as part of the future Decent Neighbourhoods work as a mark of respect and thanks from the residents to the Fire Service.</p>				
	c) Duration Time allowed for Court Leet			This presentment was rejected by the Jury.
	d) Parking on the St. James Close estate Shirely, Southampton	Frances Martin	Councillor Thorpe	Over the past two years we the residents and tenants of St. James Close have suffered on a daily basis insufficient parking on the estate to park our cars due to St. James Park Road, Vinery Road, and St. Winifreds Road being made a parking permit area this increases the amount of car parking on the visiting relatives and friends at the Southampton General Hospital ridiculously parking on the corners of the estate. In the event of a fire on the estate the Firebrigade and other services would find it difficult to enter the

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				estate as well as refuge and recycling lorries who are aware of this problem a Mr L Little from the Cleansing Dept of Southampton City Council, so I ask that the roads I have talked about in my presentment today that the parking permit scheme be dissolved right away in the interest of safety.
INITIAL OFFICER RESPONSE:				
This is a location currently being looked at for development of an area wide transport improvement. This will seek to identify and quantify a range of local transport issues: undertake a holistic improvement, incorporate improvements to infrastructure with travel planning with local schools, businesses, and the hospital. The work will involve intensive community engagement and take a year or so to bring to a design stage. It is intended to complement other investments being made in the neighbourhood by SCC.				
	e) Thruxton Court Peatree Avenue Communal Door System	Nick Cross	Councillor Payne	Southampton City Council being the owner of Thruxton Court has failed to keep its tenants and residents safe as there is no security door systems in place at the entrances to the blocks of low rise flats, due to the nature of crime and theft and as we all know crime and theft can move from one area to another very quickly, I ask that this situation is corrected irrespective of what tenants and residents think before anything happens here.
	f) Tudor House/ Shirley Recreation Ground Lottery Funded	Mike Harris	Councillor Payne	Both Tudor House/Shirley Recreation Ground are lottery funded schemes in which to go into Tudor House you have to pay, but Shirley Recreation Ground we are not charged. I ask that the charge be dropped for Tudor House also I ask for lighting to be put up in Shirley Recreation Ground so youngsters have a place to go during the evenings.
INITIAL OFFICER RESPONSE:				
Entrance to Tudor House Museum does incur a charge, in line with many other venues. This approach was agreed with the Heritage Lottery Fund and seeks to limit the cost of operating the museum to the Council and subsequently the Council Tax payer. There are no plans to rescind the charge. At £4.75 for an adult and £12 for a family, we consider it to be excellent value for money. Lighting in St James Park: St James' Park has recently benefitted from a 1.5 million pounds improvement project largely financed by the Heritage Lottery fund. The priorities for improvement were identified through wide consultation with the Park's friends and users, local residents, and relevant agencies e.g. local Police. At the time, lighting of the park beyond the new café facility was discussed but not seen as a priority for investment, and there were in fact concerns from local residents and the Police that lighting the Park could generate problems with noise and anti-social behaviour that would impact on residents of neighbouring properties. There are no plans to introduce further lighting in the park at this time.				

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	g) Marriage Certificate			This presentment was rejected by the Jury.
Graham Chapman				
12	a) Sainsbury's Car Park, West End Road	Frances Martin	Councillor Thorpe	<p>In Bitterne on West End Road, there is a situation which I would contend has the potential for very serious injury, or worse, to any pedestrians who may be unaware of approaching vehicles and even those who are aware. Sainsbury's has its own roof top car park, but its main access/entrance is a narrow archway which requires vehicles to drive directly across the pathway of a constant stream of pedestrians. In doing this they must leave the highway and crossover very clear double yellow lines, which in my view renders them immediately illegal, or at the very least culpable if they should hit anyone. I believe it must be that pedestrians have the right of way, yet I frequently see cars turning into the entrance at reckless speed, seeming to expect people to stop for them, assuming they see and hear them. This is highly dangerous. There are no warning signs at all. So I am asking for very clear signs to be placed both sides of the entrance warning pedestrians to be aware and look out for vehicles and at the same time stating they have the right of way. Also there should be large signs cautioning drivers to drive slowly, with the obligatory instruction to sound their horns, while stating that pedestrians have the lawful right of way so they must halt and give way to pedestrians. However I have a secondary suggestion would it not be safer and far more satisfactory to close down this entrance and oblige Sainsbury customers to use only the other one at the rear which is larger, safer and already exists as an entrance and exit. It's hardly a slight inconvenience and would be safer all round and would save the cost of erecting signs at the front entrance although Sainsburys might be persuaded to pay this cost or a percentage as it serves them?</p>

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INITIAL OFFICER RESPONSE:				
<p>The Council's Highways Services Partnership (HSP) is aware of this entranceway into the Sainsbury's car park and the need for vehicles to cross an often busy pedestrian footway. There is a designated and authorised dropped crossing for this purpose and it is clarified that it is not an illegal action for vehicles to cross the adjoining double yellow lines as they are installed as a preventative measure against vehicles parking on the adjacent carriageway for a length of time that would lead to obstruction to the Sainsbury's access.</p> <p>The Highway code does indeed require vehicles to give way to pedestrians in such circumstances as this, but it is also accepted that it is the HSP's responsibility to ensure the Highway layout does not hinder visibility or exacerbate any hazard that may arise through the movement of vehicles turning in.</p> <p>The HSP will investigate the potential for signing or lining to make this accessway more prominent taking account of observations received. It is noted, however, that there is no legally enforceable highway signage that would oblige horns to be sounded in advance of crossing the footway. The HSP will also make an approach to Sainsbury's to enquire into their long-term view for use of this accessway / ramp into their car park. It is reiterated, however, that Sainsbury's are legally entitled to continue to use this route into their property.</p>				
	b) Guildhall Square	Frances Martin and/or Mike Harris	Councillor Thorpe and/or Councillor Payne	<p>I intended to discover, using the Freedom of Information Act, what the total cost was to create the new Guildhall Square as part of the Cultural Quarter – including the demolition and rebuild etc. May I ask – does anyone know roughly what it has cost?</p> <p>I think we all had so much hope for it. There's been previous little use of it for open air events, but it should also be a peaceful pleasant area – an oasis and retreat for weary shoppers. I do not think we spent so much money only to have hoards of skateboarders take it over. They are a persistent all day long noise. Also, they are a potential damage to the expensive new surface, but especially the Guildhall steps. They leap, jump and slam their boards all over the steps. They also skate on and off the stone seats (not that anyone wants to sit on them). I ask that they be banned from using it as their own private skate area. They already have their own designated skating feature in the park by Debenhams. I would also ask for the removal of those ridiculous stone bench seats and replacement with comfortable wooden ones with a back rest. Whoever conceived the stone ones couldn't have sat on one. The whole area is laid</p>

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				out and used as a pedestrian area – there are no mandatory road markings and I think it should stay that way. It should not be a thoroughfare, so I ask for a ban on all vehicles traversing through especially taxis. Excepting only for required Council vehicles and the large motor home types ones with Guildhall shows and they should be strict low speed limit and more larger trees would be nice.
INITIAL OFFICER RESPONSE:				
The cost of works to deliver the GHS project is circa £5m which included the entire Guildhall Square, West Marlands Road and Above Bar Street (between Civic Centre Road and Commercial Street). For a response to the remainder of this question see the reply to Q4 above.				
	c) Prolific weed growth			This presentment was rejected by the Jury.
	d) Bring back Trams to Southampton			This presentment was rejected by the Jury.
	e) Bus concessions			This presentment was rejected by the Jury.
	f) Motorbikes using designated bus lanes	Frances Martin	Councillor Thorpe	At least two, maybe three years ago, my presentment was accepted regarding allowing motorbikes to use bus lanes. My case was for the safety of bikers and getting them partially out of the mainstream. This would reduce congestion and contribute to the reduction in accidents. Bikes would be intelligent and no threat to cyclists buses or taxis. There has been zero progress on this matter, why? Can you please do something to get in motion. There is now new development on bikes. We are losing our few bike ramps. When London Road was redesigned, I asked the workmen if the existing ramp would be retained. They said yes, but it was lost. Now more recently, the bus stop outside Asda was revamped. There was a 6

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				bike ramp nearby. That has also been taken away. We have nowhere to park. There are a number of areas in the vicinity where the ramp could be restored, including the opposite side where the loss of one disabled bay wouldn't hurt they have several. Can you please examine this problem. More and more bikers are joining the ranks, which is great news.
INITIAL OFFICER REPOSE:				
<p>Since 1995, several authorities have made permanent a number of experimental Traffic Regulation Orders allowing motorcyclists to use bus lanes. Various monitoring and research projects have been carried out to determine the effects of these schemes on both motorcyclists and other road users. The research does not lead to clear conclusions, but suggests both potential benefits and disbenefits. In some cases motorcyclists and cyclists have been shown to become more vulnerable as a result of implementing such schemes.</p> <p>Officers of SCC recently met with a local motor cycle interest group and discussed several issues around motorcycling. Motorcycle parking and anti slip manhole covers were seen as a priority by the group rather than bus lanes. This is due to the relatively small number of bus lanes in the City and the relative short length of these bus lanes. As such we do not currently intend to promote a scheme allowing motorcycle access to bus lanes although we would be happy to review this situation as and when more compelling evidence of the benefits becomes available.</p>				
	g) Public toilets	Frances Martin	Councillor Thorpe	<p>Again about two years ago, my presentment was accepted on the abysmal provision of public loos, around the City. What did the Council do? They closed the one and only major loo behind the Bargate. I have written asking the Council to enlighten me and confirm how many and where they are. Not even the courtesy of an acknowledgement. It is appalling to expect the thousands of shoppers and visitors in town, to rely on the goodwill of shops or businesses to allow us to use their facilities and just how are we to know which premises are amenable. It is disgraceful, we have to spend a penny where are we to go? While the Titanic Museum was being built, all the hoardings around it proclaimed the benefits of thousands more visitors coming to Southampton. Then they take away public loos.</p> <p>Do you know how many there are and where they are? Where are the notices around town, telling the thousands of visitors where they can go? You have a civic duty to provide sufficient numbers of accessible public loos. You can start by bring the Bargate loo back into service instead of it sitting there idle and useless and we need more, several more, not less.</p>

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				Many people, especially the elderly are trapped in their homes, unable to visit town for fear of being caught short. Will you please help them become free to travel. More loos please.
INITIAL OFFICER RESPONSE:				
<p>A proposal to close the Bargate Public Toilets formed part of the 2011/12 budget programme that was approved by full Council on 15th February 2011. Following this approval, the Bargate Toilets were closed to the public in April that year.</p> <p>Over previous years, the Bargate Toilets had become increasingly expensive to keep open due to the increasing costs of repairs and maintenance. These costs were principally due to the age and poor design of the structure, and a high level of abuse and vandalism in this unsupervised location.</p> <p>For a number of months following closure a plan of the City Centre was displayed on the doors of the closed facility indicating to previous users the location of the significant number of toilets provided by either the City Council or the retail sector within the city centre that remained available to the public.</p> <p>It was also practice to include this information with any replies to correspondence on the subject of toilet provision within the City Centre. It is regrettable that this information does not appear to have been made available to Mr Chapman on his initial enquiry. The street cleansing team will ensure that this information is now provided to Mr Chapman, and will also look to make this information available through its web-page on Southampton Online.</p>				
Mr and Mrs Chalk				
13	Bandstand, Palmerston Park	Mike Harris	Councillor Payne	<p>Sheriff and members of the Jury I wish to make a presentment about the Bandstand which is located in the lower end of Palmerston Park.</p> <p>I with my husband campaigned for the provision of this Bandstand. After some six years and much toing and frowing between Southampton City Council and the Secretary of State at Westminster, the Bandstand was finally provided in the summer of the year 2000, within the central parks Heritage Lottery Scheme. The late Council officer Mike Spickett was the driving force behind the scheme.</p> <p>We campaigned for the Bandstand because we felt that it would become a popular amenity for citizens of Southampton, like brass bands, school music groups, drama groups, military bands, the list is endless. Also being an attraction for visitors to the City. There was at this time, a wish to make Southampton City a more tourist friendly city. A very worthy aim at the time and with the cruise industry that exists today an aim that should have a high</p>

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				<p>priority. Previous to this Southampton did have a bandstand in the parks, but was removed about 1930s due to the war effort.</p> <p>Currently there has been some success, but we consider that the time has come for an in depth review of the situation. We are of the opinion that the location and structure of the Bandstand should be radically revamped. With regard to the location, we think it could be re-sited more closely to the main thoroughfare. This would make it more accessible to Southampton citizens and tourists, especially since the City has a more open feel to it with the removable of premises in the area of the Guildhall.</p> <p>Also we believe the structure of the Bandstand could be considered possibly by raising it on staggered steps and to include storage space for seating and equipment – cases etc.</p> <p>We are after all a major City on the south coast and deserve to have buildings and structures that recognise our status and are pleasing to the eye.</p> <p>Finally in our initial campaign we did express the view that we hoped the amenity would be such that it would attract a wide range of users and organisations and this is the view that we still firmly believe in.</p> <p>We think the time is right for a review, we think it could be done at a reasonable cost and if we provide an attractive Bandstand in the right location it will be an asset to the City. Jury members I commend this presentment to you.</p>
INITIAL OFFICER RESPONSE:				
<p>Following public consultation through the Heritage Lottery Funding process a 50 year plan for Central Parks was drawn up and this included the positioning of the band stand in its current location. On average the Council puts on between 8 and 10 bands between May and September, with the bandstand being used most Sundays during end of July and August. However, there are very few requests from bands to use the bandstand and SCC has had to commission bands to play in the bandstand. There are currently no plans to re-locate the bandstand and there is currently no funding available to revamp or re-locate the bandstand.</p>				
Louise Owen on behalf of Southampton Woodcraft Folk and Alan Gibson on behalf of the Urban Forager Project				
14	The Community Orchard in	Mike Harris	Councillor	The Southampton Woodcraft Folk have been awarded a £500 grant to help promote care and awareness of the natural resources in our local

No.	SUBJECT	LEAD OFFICER	LEAD MEMBER	PRESENTMENT
	Mansbridge		Payne	<p>environment and encourage links within the community and local like-minded groups.</p> <p>We support the campaign for a Community Orchard and seek to encourage the young people in our group and in the wider community to nurture care for the fruit trees in our city and learn to understand how best to responsibly use and maintain this resource.</p> <p>A well organised and environmentally sensitive Apple Pressing Day would be the perfect opportunity to bring out diverse groups and their common aims together in a small scale, inclusive afternoon or orchard activities and games which we hope the Court Leet will agree is bound to be a beneficial event to support and allow.</p> <p><i>(Please see full presentment attached as a separate document).</i></p>
INITIAL OFFICER RESPONSE:				
<p>The Council (through the Parks and Open Spaces team) have been working with local residents to support a community orchard and would be happy to support an apple pressing event. If the 'Southampton Woodcraft Folk' would like to contact Nick Yeats at SCC then we can discuss the detail of such an event.</p>				
Lindsi Bluemel Secretary, Southampton Cycling Campaign				
15	Barriers on cycle paths	Frances Martin	Councillor Thorpe	<p>In Southampton we are fortunate in having a number of cycle paths making use of the parks, the shoreline and ancient routes through green areas. These routes are extremely busy and dangerous roads.</p> <p>Unfortunately some of these paths are made difficult or dangerous for cyclists to use by the erection of barriers, an example being Cutbush Lane. Here there are at least half a dozen barriers requiring cyclists to dismount and manoeuvre around causing considerable delay, If cyclists are carrying children in a trailer they would not be able to use Cutbush lane. Equally, a disabled cyclist riding a modified bicycle or two cyclists on a tandem would not be able to negotiate the barriers and therefore not use the route.</p> <p>An extra concern is whether the barriers on the bridleway section are usable by horse riders, we think not. Perhaps this should also be looked at.</p> <p><i>(Abridged version, please see full presentment attached as a separate document).</i></p>

No.	SUBJECT	LEAD OFFICER	LEAD MEMBER	PRESENTMENT
INITIAL OFFICER RESPONSE:				
<p>Southampton City Council is currently working on the regeneration of Townhill Park and this will look into transport and accessibility. Cutbush Lane is a long route that is in several sections with various classifications, e.g. bridle way and footpath. These classifications therefore currently restrict the use for some users including cyclists and horse riders. We have already asked our Highway Partner Balfour Beatty to undertake a full survey of the route - this will not only establish physical spaces, but also indentify the current status as to permitted use including any Traffic Regulation Orders and indentify land ownership. Some of the route is within Southampton and some links are within Eastleigh. Along the route some sections are managed by Highways whilst other sections are managed by Open Spaces.</p> <p>The reason that barriers have been installed over the years was to prevent anti social behaviour issues such illegal use of motor cycles. Upon completing the surveys the scheme will be designed to ensure that legitimate users will have uninterrupted access. Once a preliminary design is produced then this will be available for consultation to residents and users.</p>				

3. Implementation of Total 20mph speed limit on our roads

Dec 2009 Dept for Transport

issued revised guidance recommending 20mph limits for all roads which are primarily residential in nature and into town and city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas which are not part of any major through route.

WHY 20 mph?

In Britain more than half of road deaths and serious injuries occur on roads with 30mph limits

Britain has the highest percentage of pedestrian road fatalities in Europe (24%)

Britain has one of the lowest levels of children walking or cycling to school in Europe

Standard speed limits on Britain's urban roads are 60% higher than Europe (30mph cf 18.6mph)

So perhaps the question should be ***Why 30mph?***

THE TIMES 'Cities Fit for Cycling' CAMPAIGN was launched in Feb 2012 with an 8 point manifesto including 20mph should become the default speed limit in residential areas where there are no cycle lanes. This Campaign triggered a Parliamentary Debate in Westminster Hall later that month

Already over 8 million residents live in towns which are adopting or have adopted this policy. Most importantly, through democratic debate, those communities have decided that "20's Plenty Where People Live" and it is those same communities who have then changed their behaviour to drive slower in residential streets and where people walk and cycle.

To date the state of "**total 20**" implementations in local authorities is as follows :-

Portsmouth implemented "Total 20" on all its residential roads. (May 2008)

Oxford implemented "Total 20" on all its residential roads. (Sep 2009)

Islington implemented "Total 20" on all its residential roads. (March 2010)

Newcastle converting all its "advisory" speed limits on residential roads to mandatory 20mph limits

Bristol City Council implementing 20 mph speed limits on 2/3 of the city.

Warrington implemented 20mph limits on 190 roads and rolling this out across the whole town

Southwark "infilling" all of its residential roads at 20 mph to create "total 20" for the borough

Wirral announced a 3 year program to set 20mph limits for all residential roads.

Edinburgh announced a large 20mph limited area in the Southern part of the city.

Lancashire pledged all residential roads in the county to have a 20mph limit by 2013.

Brighton & Hove committed to 20mph for all residential streets

Sheffield rolling out area-wide 20mph limits as part a city-wide review of signage.

Liverpool committed to 20mph limits on 70% of its residential streets.
York planning the roll-out of 20mph limits across the whole town.

STATISTICS for 2010

24 Soton cyclists KSI. Cyclists killed across the country rose by 7% over previous year

Chance of pedestrian surviving at 40 mph: 15%

Chance of pedestrian surviving at 30 mph: 55%

Chance of pedestrian surviving at 20 mph: 95%

WILL IT WORK ?

In Mar 2012 **Watford Council** called for “a 20 mph limit on all residential roads excluding major routes” noting that, where this limit has been introduced elsewhere, it has:

- significantly reduced speeds in just the first year of operation;
- encouraged walking and cycling, especially for the elderly and younger children;
- benefited communities, with residents a quarter more likely to stop and talk on footpaths;
- increased the journey time of a 15 minute journey by just 1 minute;
- reduced vehicle emissions by 12% due to less acceleration and deceleration;

and been supported by 72% of drivers surveyed as part of the British Social Attitudes Survey

The latest statistics are from **Burnley** which has seen a massive reduction in casualties. Over all three pilot areas, the overall figures fell from 46 casualties a year, with 6 KSI, to 25, with 2 KSI, but no child KSI.

Bristol found of its 20mph limits, using a mean of a 23% increase in walking and a 20.5% increase in cycling that, for each £ spent, the return on investment for walking is £24.72 and for cycling is £7.47. The DfT states that any schemes that gives a return on investment of more than £2 for every pound spent gives high value.

SOUTHAMPTON COUNCILLORS AND OFFICERS are hereby petitioned to implement a 20mph limit on all primarily residential roads and into town and city streets where pedestrian and cyclist movements are high

WANT TO KNOW MORE ?

- 20's Plenty for Us (National Campaign) www.20splentyforus.org.uk
 - **University of the West of England - 20mph Research Findings**
 - <http://www1.uwe.ac.uk/bl/bbs/research/bsmc/researchprojects/20splenty.aspx>
 - **British Medical Journal** <http://www.bmj.com/content/345/bmj.e5580/rr/601213>
 - **Department for Transport** - <http://www.dft.gov.uk/topics/road-safety/speed-management>
- <http://www.dft.gov.uk/consultations/dft-2012-32/>

4. Guildhall Square

The new Guildhall Square is a well proportioned, elegant civic space. It is good to see it full of people for occasional performance events.

An important element giving it unity is the high quality paving sweeping from the Guildhall portico and steps through to where building of the new arts complex will soon start. Unfortunately, this level paved space attracts users of skateboards and stunt bikes, often in large numbers. There are times when they seem to take over the Square. This is neither intended purpose nor fair to other users.

The repeated clatters and bangs as skateboarders whizz past, suddenly jumping and turning, can seem intimidating to pedestrians and deter those who might otherwise want to relax on seats in the Square. It is apparent that the expensive seats in the Square have been damaged by skateboarders jumping onto them.

In all open spaces, users should have regard and respect one for another. My presentment asks the City Council to restore that balance between users of Guildhall Square. Can negotiation with skateboarders' organising groups not encourage a more responsible use of Guildhall Square? There's a purpose built skate park in Hoglands Park not far away.

The most effective counter would be more people in the Square. Unfortunately, unlike similar paved civic spaces in other towns, Guildhall Square is not a bustling space full of people throughout the day and evening. Revitalising retailing in the surrounding area would attract people and encourage them to stay in the Square. The new arts complex will bring in more people for more of the day, but sufficient to hinder and deter the skateboarders?

That raises a second issue. The unity of design of the paving means that it 'reads as a single pedestrian space. Pedestrians can be surprised by the unexpected approach of vehicles in West Marlands Road and, even more so, by buses and taxis going up and down Above Bar Street, sometimes at an inappropriate speed. Opening of the arts complex will exacerbate this conflict because people going to the new galleries and performance space will be crossing the path of the buses. Would the City Council please consider ways and means to slow the speed of buses and taxis crossing the pedestrian space of Guildhall Square.

14. Community Orchard in Mansbridge

Last year, with the help of the Court Leet, it was established that picking fruit and nuts with families was legal on Southampton Common and also the other Southampton parks, provided no unnecessary damage (such as digging up trees) was caused.

While exploring the Southampton parks we discovered a large number of apple trees in the Council owned park known as Octavia Road Open Space in Mansbridge. These mature trees lie in the parkland that borders the river Itchen on the opposite bank to the pitch and putt course, it is also bounded by the Monk's Path and runs through to the Monks Brook Greenway/Woodmill and some University owned land.

At the time we proposed to the Council that the fruit trees in this area should be officially designated as a Community Orchard. We have been given permission via Councillor Peter Baillie and Jonathon Dyer-Slade (Streetscene and Community Safety Senior Manager) to 'progress the idea' of a Community Orchard in Mansbridge. Although this area is already a public open frequented by footballing children and dog walkers; we are keen to work closely with the Southampton Parks and Open Spaces unit, in order to satisfy any ecological and environmental concerns.

What we need is full permission to establish the fruit trees in this area as an official Community Orchard. By doing this we would be more able to recruit volunteers to do work (such as pruning and ivy/bramble removal from the trees). At some point in the future we could also possibly apply for funding, in order to promote better tree health and improved fruit yield. We could also plan other fruit trees, such as plums or cherries, that produce fruit at different times of the year.

People are already keen to help us: we already have a busy mailing list and Facebook page.

<http://www.facebook.com/#!/groups/180486315362683/> Alan Gibson also runs a campaign page via his Urbane Forager blog <http://theurbaneforager.blogspot.co.uk/p/campaign.html>

We believe that establishing the Mansbridge Community Orchard we will be able to create a beautiful area that can be used for picnics, playing and walking. When the bloom arrives with spring, blossom walks can be organised. Orchards are the textbook place for outdoor celebration. Where children can play safely and adults can relax, immersed in nature.

When autumn arrives there will be a crop of apples and when everyone joins in with the harvest, the overall benefit to the community can be tremendous. An orchard for the community does not only supply free food, but encourages talking, meeting, walking and communicating. It can reunite the old and the young; it can enhance respect for other people and the land. Mutual respect, brought through public involvement is also an effective way of reducing crime and bigotry which can permeate in times of depression.

15. Barriers on Cycle Paths

In Southampton we are fortunate in having a number of cycle paths making use of the parks, the shoreline and ancient routes through green areas. These route are extremely useful for cyclists enabling them to take an attractive route avoiding sometimes extremely busy and dangerous roads.

Unfortunately some of these paths are made difficult or dangerous for cyclists to use by the erection of barriers, an example being Cutbush Lane. Here there are at least half a dozen barriers requiring cyclists to dismount and manoeuvre around causing considerable delay. If cyclists are carrying children in a trailer they would not be able to use Cutbush Lane. Equally, a disabled cyclist riding a modified bicycle or two cyclists on a tandem would not be able to negotiate the barriers and therefore not use the route.

Southampton Cycling Campaign has purchased a copy of the Dft publication Cycle Infrastructure Design and this has pictures and descriptions of cycle-friendly barriers which Councils are encouraged to erect where they are necessary – after considering whether, indeed, barriers are necessary at all.

Not only do barriers inconvenience cyclists and deter some from using a route, they make pleasant path is difficult for disabled people to use and sometimes they cannot use a path at all and this applies to wheelchairs as well as disability vehicles.

Earlier this year a complaint was made to West End Parish Council by a disabled person's carer as a barrier prevented her from using the section of Cutbush Lane from Meggeson Avenue to the A27 by Haskins – surely a route many would wish to be able to use. Notes from the Parish Council meeting in April state that the barrier is not compliant with the Disability Discrimination Act and must be altered. Here are many barriers on the section of Cutbush Lane from Meggeson Avenue to West End Road which would be equally difficult or impossible for disabled people to use.

As an aside, my maps show the section of Cutbush Lane clearly within Southampton, but maybe the boundary actually runs along Cutbush Lane.

I have done some research on this issue as it is of concern to so many cyclists and I have found that some local authorities have a policy of no barriers unless proved necessary (a perceived or potential need is not enough) and where absolutely essential they should be of a cycle friendly design. We would like Southampton City Council to adopt this policy when considering the erection of barriers on cycle paths and to remove some of those on Cutbush Lane.

An extra concern is whether the barriers on the bridleway section are usable by horseriders - we think not. Perhaps this should also be looked at.