

## COURT LEET PRESENTMENTS 2015

No.	SUBJECT	LEAD OFFICER	LEAD MEMBER	PRESENTMENT
1.	<b>Adrian Ford - Failed to attend - For Info only</b>			
	Fly tipping and Street Rubbish	Colin Rowland	Councillor Rayment	There is currently a big problem in the City with fly tipping and littering. Will the Council bring back the City Patrol and allow landlords and small businesses to access the City's recycling centres for free in order to alleviate the problem?
2.	<b>Adrian Ford - Failed to attend - For Info only</b>			
	Irresponsible Landlords	Mitch Sanders	Councillor Payne	There is currently a problem in the City with irresponsible landlords. Will the Council extend the current landlord scheme to include a requirement for all landlords to register and make it an offence not to do so?
3.	<b>Peter Galton</b>			
	Request for a Pedestrian Crossing in St James Road	John Harvey	Councillor Rayment	Having moved into the area eighteen months ago I have seen just how busy St James Road can be. I have driven along St James Road many times over the years, but now that I am living in the area I am more aware of this. I would like to ask the Court Leet if they will give full consideration to my request to see if a new pedestrian crossing can be installed in the area of the Methodist church in St James Road. The fact that there are already pedestrian crossings both ends of St James Road must show that there is a need for a crossing near to the Methodist church.
3.	<b>RESPONSE:</b>			
	The Council receives a high number of requests for highway improvements and with the increasing pressures on funding, we are obliged to prioritise available funds to those that provide the highest benefits relative to their cost. For pedestrian crossings, we have an established investigation procedure, whereby we undertake an initial assessment based on a short count of pedestrian and vehicle traffic at the busiest times of the day. The results are then weighted by other site factors. The initial assessment indicates whether a full study of the site is justified to establish if the Department for			

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	<p>Transport guidelines for the provision of these crossings would be met.</p> <p>Sites where the full study meet the criteria are then added to a future Environment and Transport Capital Programme or funded through external funding opportunities as these become available.</p> <p>I have instructed officers to undertake the initial assessment of this site to see whether the location is suitable. They will contact Mr Galton to establish when would be the best time to do this.</p>			
<b>4.</b>	<b>Mr Graham Linecar, Secretary, Southampton Commons and Parks Protection Society</b>			
	Provision of a fenced, surfaced, multi-sports facility in Central Parks	Mike Harris	Councillor Kaur	<p>I make this presentment on behalf of Southampton Commons and Parks Protection Society (SCAPPS) asking the City Council to expedite provision of a purpose built area for kick-about and casual ball games in the Central Parks.</p> <p>There is insufficient provision for informal active recreation in the City Centre. The largest open grass area for informal ball games is in Hoglands Park. It is much used by students and young people from neighbouring housing. It's fine in dry weather but less than satisfactory in wet ground conditions. There is no equivalent provision in the north of the Central Parks, adjacent to Nicholstown and Newtown with a large population of young people.</p> <p>The City Council has in the past few years granted planning permissions for purpose-built student accommodation around the Central Parks. Solent University has had student accommodation at the southern end of the Parks for some years. The University of Southampton opened its Mayflower Halls next to Watts Park 12 months ago. A large block of student accommodation is nearing completion at Charlotte Place and another by conversion from offices in Brunswick Place. All bring large numbers of active young persons to live next to the Parks.</p> <p>Watts Park, Andrews Park and much of Palmerston Park are laid out with ornamental planting – ideal for passive recreation and relaxation but vulnerable to damage from casual, informal ball games. The solution, recognised by the City Council, is to provide a surfaced and fenced area for ball games. Considerable sums have accumulated from Section 106 payments attached to various planning permissions but little progress</p>

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				<p>made in planning and providing this much-needed recreation facility. Please expedite the process of finding a suitable site for a multi-use games area because continuing delay risks damage to attractive planted areas as pressure of use increases. To achieve that diversionary purpose it is no good tucking it away in a remote corner of Hoglands. It needs to be located so it will be used by the increasing number of students resident around Watts and Andrews Parks. SCAPPS would willingly engage with officers to evaluate possible sites.</p>	
<b>4.</b>	<b>RESPONSE:</b>				
	<p>The parks team are currently consulting to establish the key development and improvement priorities for the City's Central Parks from the point of view of both current and potential park users, and relevant organisations and stakeholder groups, to ensure the sums available from developer contributions are spent to the best public advantage. An early emerging priority from consultations to date is a proposal for the development of a multi-use game area (MUGA) or similar facility, for the reasons set out in the Secretary of SCAPPS' presentment.</p> <p>Previous policy has tended to orientate sports and more active leisure provision to Hoglands Park, where there is a history of sports provision dating back to the establishment of the cricket wickets, and more recently supplemented by a skate park, and an informal kick around area. As the presentment makes clear, new student accommodation adjacent to Watts Park and Andrews Park now means that these more formal and ornamental parks areas will in future become the nearest available recreational green spaces for a sizeable student population, in addition to the communities living in Newtown and Nicholstown. The parks team recognises the need to expedite the development of the clear priorities for improvement arising from user consultations, including identifying the sourcing for the additional project management resources necessary to successfully and economically deliver larger infrastructure items. As an early part of the development process, the parks team would welcome the opportunity to engage with SCAPPS and any other relevant stake-holders to identify the optimum location for a potential MUGA development within the City's Central Parks.</p>				
<b>5.</b>	<b>Veronica Tippetts</b>				
	Promoting Southampton: i) Charles Dibden's Spinet	Mike Harris	Councillor Kaur	i) Charles Dibden was born in Southampton in 1745. His father was parish clerk in Holy Rood Church, our City's Merchant Navy Memorial. High over the doorway is	ii) Since 2009 Southampton City Council has supported International Peace Day on 21 <sup>st</sup> September. A flag is raised at the Civic Centre; our Mayor attends ceremony at Queen's

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	<p>ii) Jeremy Gilley – Founder of International Peace Day</p>			<p>a stone plaque which records Dibden’s fame as composer, dramatist and poet. His songs were the solace of sailors on long voyages, in storms and in battles. Not quite jokingly it was said they brought more men in wartime into the Navy than all the press gangs put together.</p> <p>At the annual memorial service this year, our Mayor read his best known song written in honour of his beloved brother who was struck, when at sea, by lightening.</p> <p>Dibden’s spinet used to be on view in Tudor House. There was a time when most junior schools in Southampton took pupils to sing his songs in Tudor House while teachers played the spinet. Captain David Parsons (Chief Exec, Merchant Navy Welfare Board) would surely be pleased if the spinet could be brought out of store.</p>	<p>Peace Fountain.</p> <p>Jeremy Gilley (UNA member) went to school in Portswood. He is founder member of International Peace Day – now supported by 189 nations.</p> <p>2015 is the tenth birthday of Solent University and the 70<sup>th</sup> birthday of UNA. This was founded after World War 2 by five countries to encourage nations to UNITE FOR PEACE. The current chair of the local group is Parvin Damani; current secretary is Margaret Matthews (daughter of Sir James after whom Solent University building is named). The first chair of local group, Herbert Collins, we recognise as architect of peace – think of our “Flower Roads”.</p> <p>There is a plaque in Watts Park, near the Cenotaph to remind us of the 10<sup>th</sup> century leper hospital on this site, with a lectern on COMPASSION.</p> <p>To promote what is best in our City it would be good to have a UNA peace plaque to accompany it, with a lectern on our City’s coat of arms.</p> <p>Elizabeth 1<sup>st</sup> saw Southampton as a gateway to peace. She gave our town the unprecedented right to have Supporters in our Arms. These are two Tudor ships (Trade and Defence), with two gold lions</p>

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				<p>symbolising respect and loyalty to queen and country and legendary peacekeeper Josian (wife of legendary 1<sup>st</sup> Earl, Sir Bevois). Elizabeth 1<sup>st</sup> loved the fact that Southampton did not engage in the Wars of the Roses. In our Arms we have red and white roses.</p> <p>She loved the Queen holding the Sword of Justice and the Scales of Equality.</p>
<b>5.</b>	<b>RESPONSE:</b>			
	<p>i) The Spinnet is currently in storage and not in a condition suitable for display. It would be possible to display it in the Art Gallery, but it is currently not a priority for Council resources to get into a better condition.</p> <p>ii) The Council encourages the presenter to work with interested parties to raise the appropriate funding to progress this idea.</p>			
<b>6.</b>	<b>Mr Arthur Jeffery</b>			
	Our Lady of Grace Chapel	Barbara Compton	Councillor Payne	<p>It has been announced that “Inland Homes” are about to develop the Old Town Depot site beside the River Itchen.</p> <p>On this site, at this end of Chapel Road (once a causeway) are the remains of Our Lady of Grace Chapel. This chapel was once a place of pilgrimage for many Christians up to the English Reformation of 1536. Indeed, King Henry VIII was received there as a pilgrim early in his reign (1510) by my namesake, William Jeffrey, the Town Hermit.</p> <p>I charge the City Council to actively seek with Inland Homes a means of preserving this heritage site, along with the medieval grain store nearby. Remember the district of Chapel is named after this historic place.</p>

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6	<b>RESPONSE:</b>			
	<p>Inland Homes recognise there is significant archaeology on the site including Our Lady of Grace Chapel. Inland Homes have employed CGMS Planning and Heritage Consultants to investigate on their behalf. This has been done in conjunction with the Council's Heritage Team. This development opportunity is at an early stage and so the detail of how it will be developed is currently not established. The Chapel and other remains on the site are undesignated heritage assets, and currently covered over as they stand, however the developer will be required to carry out an archaeological evaluation and excavate them. The land will need to be raised to provide flood defences so it will not be possible to leave them exposed, however we will be discussing with the developer how these assets can be adequately interpreted and contribute to the design and layout of the development. Plans will be subject to public consultation.</p>			
7.	<b>Martin Brisland</b>			
	SEE Southampton 400 <sup>th</sup> Anniversary for Boats of USA	Mike Harris	Councillor Kaur	<p><b>Who we are</b> My name is Martin Brisland and I am representing SEE Southampton a recently formed Tourist Guild in Southampton. As tourist guides we promote the rich and varied history of the City to an international audience.</p> <p><b>The Presentment</b> With the 400<sup>th</sup> anniversary in 2020 of the departure of the Mayflower and Speedwell ships for America, I am here today to make a presentment on two specific, low cost and easy to achieve actions related to this anniversary.</p> <p>Firstly, SEE Southampton would like to rectify an oversight on the information plaque on the wall at The Westgate. Currently this plaque acknowledges that the Mayflower sailed from here but omits to mention that the Speedwell also departed from The Westgate. As far as we know the Speedwell was a Southampton built ship.</p> <p>SEE Southampton is asking the Court Leet to either add Speedwell to the existing plaque or to produce a new one informing people that the Speedwell set sail from Southampton and was a locally built ship.</p> <p>Secondly, SEE Southampton would like to propose the establishment of a Mayflower and Speedwell flower bed close to the Mayflower Monument.</p> <p>There are just three species of mayflower and over 500 varieties of</p>

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				<p>speedwell plants. They can be easily grown throughout the year and require minimal maintenance.</p> <p>The plants are relatively inexpensive in the region of £6.00 and in order to be well established for 2020 work on the flower bed would need to start as soon as possible.</p> <p>SEE Southampton believes such a flower bed would be a fitting commemoration of this significant anniversary which is certain to generate interest from around the world, particularly from visiting Americans with an interest in or connection to the story of The Mayflower. On landing the Pilgrims found an abundance of a small flower near Plymouth Rock which they named Mayflower for their ship. The mayflower is now the state flower of Massachusetts.</p> <p>The flower bed should also contain an information plaque supplementing that which is already on the Westgate sign. This could also make mention of John Alden the only known Sotonian to make the voyage.</p>
<b>7.</b>	<b>RESPONSE:</b>			
	<p>The Council would be happy to erect a replacement plaque – we would encourage the presenter to raise the funds for a replacement plaque, which the City Council would be pleased to install.</p> <p>The development of a flower bed may be well placed on Old Town Quay Park – the presenter could liaise with the Friends of Old Town Quay Park to consider and progress this idea.</p>			
<b>8.</b>	<b>Laurence Hardy - Failed to attend – no presentment supplied</b>			
<b>9.</b>	<b>Becky Lonergan - Failed to attend – no presentment supplied</b>			
<b>10.</b>	<b>Harefield Campaign</b>			
	Harefield Campaign for Bus Service	Paul Walker	Councillor Rayment	<p>We are residents of Harefield. We come here to ask for your help to get a <u>proper</u> bus service for Harefield.</p> <p>In July we heard that our bus, the First number 13, was changing from every 20 minutes, to just once an hour, and the evening service was axed. The change started in September, just as the schools were going back.</p>

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				<p>Such is the local concern that over 100 people came to a public meeting held at Woodlands Community College.</p> <p><b>Why it's such a problem?</b></p> <ul style="list-style-type: none"> <li>• Isolation they say is worse for your health than smoking. But these bus changes are driving isolation. People used to be able to 'pop' to Bitterne and beyond for bits of shopping, to meet friends, to go to the library, or to attend groups, organisations and appointments. Now it is a significant journey requiring planning. Buses are randomly late or suddenly early, people miss them for example because the shop keeper in Bitterne was a little slower giving their change, and they miss the bus and are left in the precinct for an hour. Next time they think, unless that journey is crucial, I'll stay at home.</li> <li>• Harefield is very hilly. For older people or people with a disability, walking out of the area to find another service just isn't an option. Older people used to use the bus within the estate, to go to the social afternoons at Meon Court for example, but this now doesn't work with the hourly bus.</li> <li>• Woodlands Community College pupils are hugely affected, many were unaware at the start of term, and the school had 22 children late. Now pupils either arrive 15 minutes late, or have to get up at 6am to catch the earlier bus and then are at school three quarters of an hour too early. In addition, they can't do after school clubs as they can't get home, for example a young woman in Year 11 told us she can't go to the Maths Club that would help with her GCSE's.</li> <li>• Work is impacted too: people have told us they have lost their job as a result of the changes. People can't do overtime as they can't get home in the evening. Young people can't do evening jobs in town because they can't get back, and Sunday workers have no service.</li> <li>• The bus misery is compounded by the bus shelters at three stops being on the wrong side of the road for the route. When it's raining it's too risky to wait in the shelter at the wrong side of the road, waiting to dash back when you see the bus approaching.</li> </ul>



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				<ul style="list-style-type: none"> <li data-bbox="996 248 2063 687">The impact is not just on residents, it's on the wider community. We're encouraged to support our families and friends, and people are carers for their relations. We (were) part of the rest of Southampton, with family and friends living in other parts of the City. But now grandmothers can't help out with fetching their grandchildren from school, as they're faced with impossible bus journeys, they can't visit on a Sunday, and families can't get out of Harefield to support their relatives who live on other estates. Agencies are affected, a worker at the RSH said Harefield people were cancelling appointments as it was too difficult to get there. The economy's affected as Harefield people can't get out, like to leisure activities in the evening, as they can't get home.</li> </ul> <p data-bbox="996 715 2047 895">This text we got on Saturday sums it up "we used to use the 13 even several times a day to get our children to and from school and to go to Bitterne shops and town without a problem. The changes and times mean it is very difficult for us to do this now: a really big inconvenience for our family."</p> <p data-bbox="996 903 2007 970"><b>So, what do First Bus have to say about this?</b> They said the change was to do with 'economic viability'.</p> <p data-bbox="996 994 2056 1209">But, on the same day that the 13 to Harefield was cut, First started a new service, number 10, to Thornhill ('up to every 7 minutes') running the same route as the existing Blue Star number 18 (which is every 7-8 mins). Residents see many of these buses running empty, whilst the 13 coming out of town in the afternoon and early evening is now so full it is dangerous, and similar morning issues.</p> <p data-bbox="996 1233 2056 1445">"This is what happened to me last Tuesday. The bus (15.34) was absolutely packed once it arrived in Woolston. A few of us got on, standing room only. A poor old gent had to stand up, one hand holding on and the other hand holding his walking stick. I stood at the very front as it was the only space, dodging the doors every time they opened and shut for the passengers, holding on tight as every corner was so dangerous. The</p>

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				<p>hourly service means elderly people having to stand behind others already standing so no one who's sat down can see him to offer him a seat. Thankfully on this occasion he was unharmed. Next time not so lucky. I got to Bentley Green where there was a huge crowd of Woodlands kids waiting to catch the bus home, who had to stand there for nearly an hour. The situation was frustrating, but more so dangerous".</p> <p>How can First justify cutting the Number 13 when it is now dangerously overcrowded, and at the same time starting the new lightly used service 10 in Thornhill, duplicating an existing route?</p> <p><b>To sum up:</b>  Harefield is part of Southampton. We're not a village. Our two neighbouring estates (Thornhill and Townhill Park) each have a <u>really</u> regular service. No wonder we feel a forgotten community.</p> <p>What's happened to our bus service is completely at odds with Southampton's Local Transport Strategy, which says that good transport provides positive benefits for society, the economy, the environment and the individual. We know that, we're suffering all the opposites!</p> <p><b>What we are asking the Court Leet:</b>  Please ask Southampton City Council to use all the influence it can bring to bear to follow its Transport Strategy and get First Bus to reinstate the 13 as a regular service, or find another bus company who can provide a <u>proper</u> service.</p> <p>Please can you accept this petition of names collected over the summer, and ensure it is passed to the appropriate people?  <i>(NB Petition supplied)</i></p>
10.	<b>RESPONSE:</b>			
	The City Council has been working with local bus companies to improve bus services across the City. Funding from central government has been secured to improve bus stop infrastructure, Wi-Fi on buses, next bus announcement and the roll out of			

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	<p>the Solent Go smartcard across south Hampshire. Along with this investment all bus companies have invested large amounts to improve the vehicles used which are more modern and less polluting.</p> <p>Bus companies continue to review and develop their networks to ensure that they grow bus ridership and cover their operating costs. Following a review of services this Summer, First identified service 13 as one of the routes that was not covering its operating costs. Following this it was decided that the frequency of bus service 13 would be reduced as this would meet current passengers demand and cover its operating costs. The evening service was carrying few passengers so this was withdrawn as it was not covering its operating costs. With regards to the Sunday service this was withdrawn around a year ago so not a change following the latest service review.</p> <p>Following this service change the City Council has been working with First and other bus operators to see what enhancements may be possible to make the service in Harefield commercially viable but so far it has not been possible to achieve any enhancement. Ongoing discussions are taking place with First and they have agreed to review usage regularly.</p>			
<b>11</b>	<b>Mr Clive Trowbridge</b>			
	Signage at St James Close, Shirley	Nick Cross	Councillor Payne	<p>On many occasions I have been in contact with the managers of the Shirley Housing Office for extra signage at the beginning of the estate such as seen when entering on an industrial estate. The reason being that in the past when an ambulance or emergency vehicle is called it is directed to the estate by satellite navigation and then the driver has to make a guess where to go which in the event of an emergency could mean precious time is lost.</p> <p>If this situation persists any longer without the necessary signage put up and results in a loss of life as a human being I feel obliged to let the immediate family know what I have done in the past. Having said that I implore you to rectify this situation as Southampton City Council has a legal responsibility as landlord to do the right thing. Remember prevention better than cure!</p>
<b>11.</b>	<b>RESPONSE:</b>			
	<p>The Council has recently upgraded the block signage in St James Close following consultation with residents. This included clearer signage on the block numbers to aid people finding the right property. It is not felt that adding a large sign at the entrance is necessary to aid navigation.</p>			

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<b>12.</b>	<b>Mr Clive Trowbridge</b>			
	Signage at Civic Centre for Disabled	Rodger Hawkyard	Councillor Letts	<p>On many occasions I have entered the Civic Centre by the main steps and it is obvious to me that at the base of the steps there is only a handrail which goes from the bottom of the steps to the top of the steps and no signage at the base of the stairs, also there is no bell to push or telephone number to ring for assistance for the disabled or wheel chair bound. However, by my observation an entrance is nearby but there is no signage to navigate the disabled or wheel chair bound to it from the base of the stairs. Having got to the door there is no button to push for the electric door to open from the outside only relying on passers-by and using their good nature to open from the inside. Clearly this is no joke when it is pouring with rain and nobody is near to open the electric door. I respectfully ask for this to be rectified for the benefit of the wheel chair bound and disabled.</p>
<b>12.</b>	<b>RESPONSE:</b>			
	<p>Signage will be reviewed to better guide members of the public to the two accessible entrances either side of the car park, east and west. These doors are automatic and open when approached on either side i.e. entering or leaving the Civic Centre. However, the east door has had some operation issues and does not always work. This has been investigated and an order has been placed to replace the entire door.</p>			
<b>13.</b>	<b>Mr Clive Trowbridge</b>			
	Housing for the Disabled	Nick Cross	Councillor Payne	<p>On many occasions I have witnessed every year on the nearest Sunday to the 11<sup>th</sup> of November of the year Southampton City Council as a whole pays respect and tribute to the dead and disabled at the Cenotaph through war and conflicts throughout the years.</p> <p>Having said that it would show respect to the disabled service men and women if and when the new ground floor flats at St James Close, Shirley along with other disabled people, were to take over the flats on a permanent basis when the people there have found suitable accommodation as they have helped to protect us in the past.</p>

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13.	<b>RESPONSE:</b>			
	The Council developed the ground floor flats at St James Close following agreement by Cabinet in 2014 to develop more homes as temporary accommodation and there is no proposal to change this accommodation at this time.			
14.	<b>Mr Clive Trowbridge</b>			
	Temporary Housing Department	Nick Cross	Councillor Payne	Would the Council consider amalgamating the temporary housing unit into the housing department in the bid to save money!
14.	<b>RESPONSE:</b>			
	The Council's Homelessness section is already part of the Housing Services Department.			
15.	<b>Marian Hubble</b>			
	Telephone Reception at Civic Centre	Chez Stewart	Councillor Letts	<p>Please could we have a manned telephone reception system re-installed at the Civic Centre?</p> <p>When a call is made to the City Council a disembodied voice asks for the name or number or department required.</p> <p>On many occasions one doesn't know who, what or where is the appropriate destination for one's query. Until recently a kindly receptionist would guide one to a person who would be able to assist the caller. Please may we have our receptionist back?</p>
15.	<b>RESPONSE:</b>			
	<p>The automated switchboard was implemented alongside a number of projects in 2013. There are approximately 7000 calls to the switchboard each month and around 70% of these calls are successfully routed through the automated switchboard. However, if a caller's request isn't recognised, they will be automatically passed through to a Customer Services agent to assist with the enquiry – currently this is typically answered within 19 seconds. The move to the automated switchboard is part of a range of measures designed to reduce the cost to service and enable customers to self-serve across a range of services. Where customers are unclear who to ask for they should still be able to get assistance from a Customer Services agent if their request on the automated service isn't recognised.</p> <p>We have recently refreshed the website and working to make it even easier for customers to find out information, apply for and pay for services online without the need to telephone. This is also reducing the number of calls to the automated service.</p>			

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16.	<b>Marian Hubble</b>			
	Bus Station in City	Paul Walker	Councillor Rayment	<p>Southampton City needs a bus station. We have been told many times by the Council that one is not required but this is not the case.</p> <p>The University Interchange is an easy and convenient place for passengers to use. Vincent's Walk is inappropriate for an interchange situated as it is right next to a children's play area. Large numbers of buses lumber through in both directions, sometimes they are double parked.</p> <p>There is no designated crossing; it is necessary to pass between, sometimes moving, buses in order to reach the bus one needs.</p> <p>Information is not clearly available.</p> <p>West Quay host a multitude of buses. They are, from time to time, double stopped because of the concentration of vehicles. Although there is a crossing, people and passengers frequently dodge through the traffic.</p> <p>Information is difficult to find.</p> <p>It must be a nightmare for strangers to our City to try to find their way around by bus. It is often difficult for a dedicated bus user to locate the correct bus stop.</p> <p>Is it not possible to make available land to the south of the station for use as a public transport hub so that an integrated system for trains, buses and coaches might be developed?</p> <p>We need to consider the safety and convenience of our travelling residents if we wish them to use public transport and reduce the number of cars coming into the City.</p>
16.	<b>RESPONSE:</b>			
	<p>Southampton did have a bus station which was located where the Marlands shopping centre now stands. This was used by out of City buses but not those that currently use Vincent's Walk which is mainly the City services. Following various changes to the City Centre the shopping destination has moved further south of the old location.</p> <p>Considerable changes are planned for the City Centre as part of the City Centre Masterplan. Bus interchange arrangements will be reviewed as a result of the need to provide greater capacity in the future. The bus will however play an even larger</p>			

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role than it does now as a result of the anticipated increased demand for travel. On some corridors into the City the bus already carries as much as 37% of all City travellers. This illustrates just how big a role the bus already plays in supporting the vitality and viability of the City Centre.

As part of the City Centre Masterplan an improved interchange arrangement will be identified creating a focus for services within a viable City Centre. It is likely that this provision will concentrate around the Vincent's Walk/Pound Tree Road area which will need to be remodelled to allow for the additional buses the City Centre will need to accommodate. Increased capacity at this location will enable the number of ad-hoc bus layover areas in the City Centre to be reduced.

In terms of the future, demand for bus services is forecast to increase by 60% by 2026. Table 1 summarises the City Council's modelled forecast increase in demand for the AM peak period.

Corridor	2006	2026		Long Term	
	Demand	Demand	Increase	Demand	Increase
Waterloo Road	344	624	81%	736	114%
Shirley Road	695	917	32%	1,082	56%
Carlton Road	83	111	34%	131	58%
The Avenue	446	617	38%	729	63%
Bevois Valley Road	275	590	115%	697	153%
Northam Road	657	1,218	85%	1,437	119%
Itchen Bridge	874	1,265	45%	1,493	71%
Internal	35	90	157%	106	203%
Total	3409	5432	59%	6,411	88%

Table 1: Estimated Growth in Bus Demand, 0800-0900

To cope with the forecast growth in demand, bus operators will clearly need to increase the capacity offered; this can be by the use of higher capacity vehicles, by increasing frequencies, by introducing new services or by a combination of these measures. Where it is envisaged that service frequencies will be increased or new services introduced, this will impact on the City Centre stop capacity requirements.

Our analysis of current bus stand requirements indicates that if consolidation of existing bus movements and stand time in the City Centre were to take place (i.e. if services on similar corridors departed from similar stops, and some rationalisation in the number of stops required took place) then the existing services could be accommodated into 22 City Centre bus stands, with a small requirement for dedicated layover and no double-heading at stops being necessary. At present there are 26 bus stops in the City Centre suitable for bus layover, located around Bargate/Portland Terrace and Vincent's Walk/Pound Tree Road.

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	<p>Discussions have taken place with the major operators in the City, First and Go South Coast, and each operator has provided their best estimates of the number of buses they would operate to meet the demand forecasts for 2026 and the longer term. This data is commercially confidential and is therefore not reproduced in this report; we have however, modelled the source data to determine future bus stop requirements in the City Centre and this information is shown in Table 2.</p>																																											
	<table border="1" data-bbox="297 408 981 799"> <thead> <tr> <th data-bbox="297 408 584 448">Corridor</th> <th data-bbox="584 408 707 448">Now</th> <th data-bbox="707 408 831 448">2026</th> <th data-bbox="831 408 981 448">Long Term</th> </tr> </thead> <tbody> <tr> <td data-bbox="297 448 584 488">Millbrook</td> <td data-bbox="584 448 707 488">4</td> <td data-bbox="707 448 831 488">4</td> <td data-bbox="831 448 981 488">4</td> </tr> <tr> <td data-bbox="297 488 584 528">Shirley</td> <td data-bbox="584 488 707 528">3</td> <td data-bbox="707 488 831 528">3</td> <td data-bbox="831 488 981 528">3</td> </tr> <tr> <td data-bbox="297 528 584 568">Hill Lane</td> <td data-bbox="584 528 707 568">1</td> <td data-bbox="707 528 831 568">1</td> <td data-bbox="831 528 981 568">1</td> </tr> <tr> <td data-bbox="297 568 584 608">Bassett</td> <td data-bbox="584 568 707 608">2</td> <td data-bbox="707 568 831 608">3</td> <td data-bbox="831 568 981 608">3</td> </tr> <tr> <td data-bbox="297 608 584 647">Portswood</td> <td data-bbox="584 608 707 647">3</td> <td data-bbox="707 608 831 647">4</td> <td data-bbox="831 608 981 647">4</td> </tr> <tr> <td data-bbox="297 647 584 687">Bitterne</td> <td data-bbox="584 647 707 687">2</td> <td data-bbox="707 647 831 687">4</td> <td data-bbox="831 647 981 687">5</td> </tr> <tr> <td data-bbox="297 687 584 727">Woolston</td> <td data-bbox="584 687 707 727">4</td> <td data-bbox="707 687 831 727">5</td> <td data-bbox="831 687 981 727">6</td> </tr> <tr> <td data-bbox="297 727 584 767">Other</td> <td data-bbox="584 727 707 767">3</td> <td data-bbox="707 727 831 767">3</td> <td data-bbox="831 727 981 767">3</td> </tr> <tr> <td data-bbox="297 767 584 799">Total</td> <td data-bbox="584 767 707 799">22</td> <td data-bbox="707 767 831 799">27</td> <td data-bbox="831 767 981 799">29</td> </tr> </tbody> </table> <p data-bbox="297 804 853 831">Table 2: Estimated Future City Centre Bus Stand Requirements</p> <p data-bbox="297 868 2040 975">As Table 2 shows, there will be a requirement for an additional five stops in 2026 and seven in the longer term. Reorganisation of the stop patterns and capacity will be necessary to accommodate this expected growth, and the key challenge may be the ability to consolidate buses with common destinations at adjacent City Centre stands.</p> <p data-bbox="297 986 2040 1093">The City Council is embarking on the development of Super Stops - a high quality upgraded bus stop with superior facilities that might be expected on a high quality bus corridor, such as a bus rapid transit system or a tram stop. It is assumed that when specifying a Super Stop there is scope to apply preferred, rather than minimum, design standards.</p> <p data-bbox="297 1104 943 1134">A typical Super Stop should be provided with:</p> <ul data-bbox="327 1150 2040 1422" style="list-style-type: none"> <li data-bbox="327 1150 2040 1222">■ Bus stop design to Southampton Legible City standard including real time passenger information display, printed timetable and service information, local map and way finding.</li> <li data-bbox="327 1233 1469 1264">■ High visibility bus stop flag and pole with appropriate and consistent branding.</li> <li data-bbox="327 1278 2040 1422">■ Superior passenger waiting facilities including shelter with seating and litter bin. The shelter size should reflect typical peak demand – the minimum recommended length based on Transport for London (TfL) standards for their Landmark shelter is three panels, each of 1.3m (i.e. 3.9m) with a 1.3m full width roof. At the design stage a minimum footprint of approximately 4m by 1.5m should therefore be considered.</li> </ul>				Corridor	Now	2026	Long Term	Millbrook	4	4	4	Shirley	3	3	3	Hill Lane	1	1	1	Bassett	2	3	3	Portswood	3	4	4	Bitterne	2	4	5	Woolston	4	5	6	Other	3	3	3	Total	22	27	29
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				<ul style="list-style-type: none"> <li>■ Interactive audio help points to replicate similar such facilities at tram stops and railway stations.</li> <li>■ A Wi-Fi hotspot if public transport bus stop departure times can be accessed via mobile phones.</li> <li>■ Strong pedestrian links to key attractors.</li> <li>■ An enhanced maintenance regime to maintain the quality feel of infrastructure investment.</li> <li>■ A wider footway to reduce pedestrian congestion around the bus stop waiting area. Dept of Transport (DfT) inclusive mobility guidance recommends 4.5 to 5m, with an absolute minimum of 3m. In a City Centre location where pedestrian flows are high the recommended width of around 4.7m should be adopted as the basis for good design.</li> <li>■ Sufficient pedestrian movement space adjacent to aid unobstructed movement of high pedestrian flows.</li> <li>■ A higher kerb to reduce the step height between the bus and the footway, minimum 125mm.</li> <li>■ Higher quality footway and carriageway paving materials.</li> <li>■ A clearly defined carriageway area – a bus stop cage marking of sufficient length to enable buses access close to the kerb. Minimum of 15m per bus if unobstructed (to cater for maximum likely vehicle lengths); where parking regularly occurs on entry to the stop a taper length of 13m should be provided, and to protect the exit there should be an exit taper of 9m.</li> <li>■ An “at any time” 24 hour Monday to Sunday bus stop clearway with an appropriate enforcement regime.</li> </ul>
17.	<b>Jean Velecky</b>			
	Ditches and Paths on Southampton Common	John Horton	Councillor Rayment	<p>I have noticed that vegetation is no longer being cut back from ditches on Southampton Common. As a result they have become very overgrown, and orchids which used to grow along the ditches have disappeared.</p> <p>In addition, some of the narrower tarmac paths such as the one called Pointout Path, are being further narrowed by the adjacent vegetation.</p> <p>I realise that there is a manpower shortage, but Common users would appreciate it if these matters could be attended to.</p>
17.	<b>RESPONSE:</b>			
	It is current practice to leave the vegetation on the sides of the ditches on Southampton Common to slow down the water flow so wider and deeper channels are not cut through. This practice also helps with providing a benign habitat for			

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	<p>amphibians. Some years ago, all ditches on the Common were regularly cut back on either side and cleaned out along the bottom. Current resource levels would no longer allow a systematic cutting and clearing out of all Common ditches to take place on an annual basis. On the whole vegetation does not grow from the bottom of the ditches as the water suppresses this. Vegetative growth is monitored and cut back as required if found to be causing blockages.</p> <p>Orchids are a valued part of the Common's flora, and in those areas where the maintenance programmes applicable to ditches and adjacent areas can be modified to encourage their presence, such modifications will be incorporated into the Common's routine maintenance programmes.</p> <p>The current general maintenance principle for tarmac paths on Southampton Common is that (allowing for occasional deviations due to adjacent ditches and tree boles) at least one mower width (1.4m) of cut grass will be maintained at the path edge. There is an exception to this practice in some path areas that directly abut one of the ten principal wildlife conservation areas designated within the original Common 20 year plan. This plan was produced as a requirement of the Common's status as a Site of Special Scientific Interest (SSSI). Some path areas adjacent to these principal conservation areas are maintained more sensitively by manually pruning back adjacent vegetation to ensure it does not obstruct any areas of the tarmac pathway, or interfere with the free access and movement of members of the public. Any areas of path edging that do not currently comply with the above principles will be attended to by the end of November.</p>			
18.	<b>Lindsi Bluemel, Secretary of Southampton Cycling Campaign</b>			
	Upgrading of Cycling Path	Dale Bostock	Councillor Rayment	<p>This presentment is made on behalf of local cyclists.</p> <p>At the top of Hill Lane there is a mini roundabout at the junction with Burgess Road followed by a major roundabout at the junction with Winchester Road. Cyclists from the west travelling up Winchester Road and wishing to access the University, Cantell School, St Anne's School or the City Centre will undoubtedly do so via the Common. In order to access the Common they currently have to negotiate the major and mini roundabouts.</p> <p>However, there is an alternative. There is a turning point on the south side of Winchester Road just before the roundabout which is a part of the original Burgess Road and it joins Hill Lane just south of the mini roundabout by the pedestrian crossing. Currently cyclists cannot use this route legally as a short section of the road behind the garage (now</p>

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				<p>Sainsbury's Local, I think) is paved over and vehicles of any sort, including bicycles, are prohibited.</p> <p>I am here this morning to request that this section of path be upgraded to a shared pedestrian / cycle route to enable cyclists to access the Common and Hill Lane without negotiating the two roundabouts. This is a route to school for some children and we have a duty to make it as safe for them as possible. This matter was raised several years ago with the Cycling Officer and Highways Team and initially their response was positive. We were subsequently told that one resident objected and therefore the upgrading of the path has never taken place. However, I am sure that if you were a parent with a child cycling to Cantell or St Anne's schools, this is the route you would advise them to take and undoubtedly many of them, along with some adult cyclists, do take this route, I do not therefore believe that the number of cyclists using this route would significantly increase; it would simply mean that they are able to use it legally.</p>
<b>18.</b>	<b>RESPONSE:</b>			
	<p>The section of footway referred to currently is for pedestrian use only and provides a link between Hill Lane and the Common with Burgess Road. This would also benefit cyclists wishing to avoid the two roundabouts. A proposal was considered several years ago and was not proceeded due to objections from a resident on the grounds of the width, visibility, and close proximity to dwellings.</p> <p>We will add this proposal to our Transport Scheme List for future consideration for a scheme feasibility proposal as and when funding is available.</p>			