

COURT LEET PRESENTMENTS 2017

No.	LEAD OFFICER	LEAD MEMBER	PRESENTMENT
1.	Mr Andrew Fidler		
	<i>Parish Councils</i>		
	Richard Ivory	Councillor Letts	<p>I'm sure that there are many people who will agree with the proposition that how the democratic process occurs in Southampton is far from perfect. There is a low participation rate (when measured by voter turnout) and the Civic Centre can seem to be a distant building. In addition to this there are some local affairs that are not of interest to anyone outside of the ward in which they occur.</p> <p>I would like to offer you a solution to some or all of these problems: Parish Councils. It's possible to set up Parish Councils in city areas (there is one operating in Central London) and they have the power to transform communities.</p> <p>Imagine a Parish Council for Portswood, say. The Councillors would work in the area they support, perhaps holding meetings in Portswood's library. They would be recognisable pillars of the community rather than people who commute to the Civic Centre each day. And they could <i>really</i> support the community they serve. Parish Councils can, if they wish, raise their own Council Tax, and raise money by other means, and spend it on projects in their Parish. In time, they could take over running parks or allotments in their area or arrange special events for their community.</p>
<p>RESPONSE: It is true that some urban areas around the country have parish councils, there are not that many though. Parish Councils elect their own councillors, can be delegated powers by the City Council and hold their own budget for which they charge a separate precept which is added to Council Tax bills. They cannot, however, just be set up; first and foremost there must be a desire from the local population to do so. As one would expect there is a statutory process in order to consider any proposal. Ordinarily a valid petition needs to be organised and submitted with a minimum number of signatures depending on the area of the proposed parish. For example, if they were to be proposed covering the whole city then circa 15,000 city voters would need to sign. Once received a full public consultation takes place through a "community governance review". This is then referred to full Council for a decision within a year.</p>			

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2.	Mr Adrian Ford		
	Air Quality and the Port of Southampton		
	Mitch Sanders	Councillor Hammond	<p>Southampton has been reported as being one of the most polluted cities in Europe. One way in which pollution in the city could be cut is by introducing portside electric power so that cruise liners can use electrical power instead of running their diesel engines . Almost 70% of ship emissions, heavy in nitrogen oxides, sulphur oxides and particulates, are released within 400km of land, posing a serious health risk to populations along the coastlines. Shore-side energy has the potential to eliminate ship engine emissions in port waters, reducing each pollutant by about 90% and greenhouse gas emissions by 50%,</p> <p>In California, vessels fitted with shore connection capabilities have been required to use them while at berth since 2010, while ships without the technology have not been allowed to berth in the state's ports unless they turn off their engines or use "another anti-pollution technology", according to a Schneider Electric report. By 2020, at least 80% of Californian berths have to be equipped with shore connection technology, while five years ago the Port of Los Angeles became the first in the world to offer alternative marine power (AMP) to three cruise lines: Disney Cruises, Princess Cruise Lines and Norwegian</p> <p>When Princess Cruises ships dock in Juneau, Alaska, each summer, the vessels tap in to the city's surplus hydroelectric power – a technology since rolled out in Seattle, Vancouver, Los Angeles, San Diego, San Francisco and Halifax.</p> <p>The line has retrofitted 14 of its ships with a custom-built electrical connection and Holland America Line has followed suit.</p> <p>In New York, the Economic Development Corporation, which manages the city's cruise terminals, agreed to subsidize some of the cost of the power, as did the New York Power Authority. The remainder of the cost was picked up by the Carnival Corporation, whose ships Queen Mary 2 and Caribbean Princess utilize the Brooklyn homeport. Carnival have also committed to retrofitting the two ships so they could plug in to the shoreside power source.</p>

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			<p>In Europe in the Port of Amsterdam it is compulsory for cruise vessels to use a power-ready berth where available. Gothenberg in Sweden (where emissions have been cut by up to 97 per cent) and the Port of Rotterdam follow similar guidelines.</p> <p>However Southampton, the UK's biggest passenger port, does not offer shore-power facilities - and air quality for the port city breaches WHO guidelines.</p> <p>I ask the Council to liaise with Associated British Ports and the Cruise companies to promote the introduction of portside power to Southampton.</p> <p>Not only would this make a significant contribution to reducing pollution and improving our city's air quality, but it would at the same time enhance the image of Southampton as a world class-port.</p>
<p>RESPONSE: Southampton City Council recognises the impact that port activities can have on the city's air quality and the opportunities demonstrated by other ports to deliver improvements. The council has been in dialogue with the port community for some time concerning how port emissions might be reduced. Associated British Ports have recently established an Air Quality Working Group with representation from across the port community and SCC is committed to supporting this group and any of its members in achieving its goal of reduced emissions. This concerns both shore-side and portside activities. With regard to shore-side operations the port is already introducing measures including the electrification of its shore-side fleet and exploring how retrofit technologies might be applied to its straddle carriers to reduce emissions. With regard to shipping, operators including the cruise industry have been making efforts to reduce their emissions and we are seeing a new generation of ships coming to the port equipped with abatement technology and operating on cleaner fuels like gas. This will deliver significant improvements but we recognise there is scope for more to be done. The introduction of shore-side power presents significant obstacles including capital cost, electrical supply and capacity, and ship compatibility. Those ports which have introduced shore-side power have typically done so because authorities have statutory powers that can require it or because they have a direct role in its operation. SCC has neither but is making efforts to identify if shore-side power is viable and how we might facilitate its introduction. We have also been lobbying government for assistance in this respect and liaising with other authorities with similar concerns, like Greenwich. The political administration believes that Shore-Power should be mandatory for all ports in the UK, backed up with appropriate legislation from National Government. We will continue to lobby stakeholders to see how we can support both shore-side power and other measures to reduce the ports emissions.</p>			

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3.	Mr Adrian Ford		
	Pothole Standards and Cycling		
	Mike Harris	Councillor Rayment	<p>The state of Southampton’s road surfaces continues to deteriorate at an alarming rate, with increasing numbers of potholes left unrepaired under the current stringent standards.</p> <p>These standards are bad enough for motorists. But they represent an especially major hazard for the city’s cyclists and a discouragement to the desirable model shift from cars to cycling.</p> <p>My presentment is to urge the City Council to review its standards for pothole repairs to take account of smaller bicycle tyres and improve safety for cyclists.</p> <p>Priority could and should be given to the introduction and enforcement of improved standards for cycle lanes in the first instance.</p>
<p>RESPONSE: The Council is committed to improving the cycle network in Southampton, reinforced by the recently approved Cycle Strategy. Whilst the intervention levels for general road and footway maintenance do not cater specifically for the needs and comfort of cyclists, the Council is taking this matter seriously and has committed additional funding for the current year 2017/18 and 2018/19 of £750k per year to be spent on cycle improvement works across the city that focuses specifically on enhanced maintenance of existing cycle ways and on popular road routes.</p> <p>In line with national best practice, we do review these annually based on feedback such as yours and in fact are about to embark on a trial of a change to our intervention levels, including a change from 40mm to 30mm for Category 2 defects on the carriageway.</p>			


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4.	Mr Arthur Jeffery		
Reducing the impact of Public Events on Southampton Common			
	Emma Lewis	Councillor Kaur	<p>Many Sotonians enjoy the music concerts on Southampton Common. These events also earn money for the City. However, because the “Common People” event takes place at the end of May each year and “lets Rock” follows only four weeks later, there is insufficient time for the grass to recover where the events take place.</p> <p>The very heavy staging facility is positioned on the same site on the Flats near Cemetery Lake for both event. The metal boarding and supports create severe damage to the Grassed area – it needs a year to recover, not four weeks.</p> <p>Can consideration be given to locating the stage for the second event (Let’s Rock) further away across the Flats near the Bellemoor Path?</p>
<p>RESPONSE:</p> <p>The Common is the most popular event location for event organisers and the Council strives to achieve a balance between the thousands of people who visit specifically for events and the many other residents and visitors who enjoy the area throughout the year. One of the ways it seeks to do this is to broadly concentrate event activities within the area of the Common known as the Flats, which generally leaves other areas of the Common unaffected. However, because it is used extensively for these events and other recreational activities, it has been subject to damage and the Council recognises that more needs to be done to properly reinstate the affected areas.</p> <p>Consideration has been given to working with the organisers of Let’s Rock to relocate the stage but it was not thought to be advantageous primarily because:</p> <ul style="list-style-type: none"> - It would mean that another area within the Flats was subjected to more intense use rather than concentrating in areas which had already been subject to damage. - It is likely to mean that any reinstatement required would be more expensive due to a larger area requiring attention. - The access and egress routes which vehicles use would need to be re-assessed. Both Common People and Let’s Rock utilise Cemetery Road extensively and the current stage position enables the shortest amount of driving distance from outside of the Common to where heavy equipment is positioned. <p>Fees charged by the Council cover any mitigation for minor damage and that any excessive damage is also covered by the event</p>			

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holders as required.			
5.	Marian Hubble		
	Southampton's bus services need to be sorted out		
	Mike Harris	Councillor Rayment	<p>The current arrangements of roadside parking create problems for both pedestrians and traffic movements.</p> <p>There is an over supply of buses in some areas and under provision in others; a central organised timetabled system is the answer.</p> <p>You will be aware that the global company TOY'S R US is currently experiencing financial problems.. The Company may want to withdraw from Southampton.</p> <p>Should this happen, PLEASE Southampton City Council, consider developing this space as a transport interchange.</p>
<p>RESPONSE: The City currently benefits from two Bus companies seeking to provide a quality service to customers, on a commercial basis. The Council supports a limited number of routes that are not viable on a commercial footing. In our Devolution bid to government we sought Bus Franchising powers which would provide greater level of control over this sector, but unfortunately that bid has yet to be determined.</p> <p>We are not aware that Toy's R us are looking to leave the City, they are a valuable employer and service provider in Southampton. An affordable and sustainable transport hub would be a welcome addition to the City.</p>			

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6.	Mr C A Trowbridge		
	Mitch Sanders	Councillor Rayment	<p>Mr Sherriff, Ladies and Gentlemen of the Jury and all who are gathered here Today. I often walk through and visit a family member's grave in which I attend in Hollybrook Cemetery. I the past year the Council has put parking bays complete with notices. The notices give the impression that the interned people there have cars. Surely the notices could have been worded properly! P.S. please see the photo</p> 
<p>RESPONSE: This is standard wording which applies to those visiting the cemetery. The restrictions were put in place to prevent</p>			

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those visiting or working at Southampton General Hospital from parking in the cemetery all day and restricting access for visitors and burial parties. I don't see how these signs can be misinterpreted as applying to those interned in the cemetery (unless I am missing something!)			
7.	Mr C A Trowbridge		
Crossroads at Dunkirk Road , Dale Valley Road and Lordswood Road signage required			
	Mike Harris	Councillor Rayment	<p>Mr Sherriff ladies and gentlemen of the jury and all who are gathered here today. I wish to bring to attention of Court Leet of the dangerous crossroad between traffic wishing to cross from Dunkirk Road into Dale Valley Road, also crossing Lordswood Road. At the Junction of Dunkirk Road if you wish to cross to Dale Valley Road obviously you would look to the right in which there is an incline in which is a reasonably straight Road.</p> <p>But if you look to the left you cannot see due to bushes by the bridge over growing the pavement also compounded by a double sharp twisty bend in the road in which are close together and goes up hill to the sports centre roundabout.</p> <p>By the time you are crossing and your eyes are fixed on crossing and look to your left again before you know it a Collison has occurred because of the Road Layout.</p> <p>Could I ask that suitable signage be installed so that when you are at the junction of Dunkirk Road looking over Dale Valley Road to say that you cannot go across into Dale Valley Road. If this is not done I can see a fatal car, motorbike or Cyclist accident happening here. P.S. please act before it's too late and do not use the stock answer we haven't got any money.</p>
<p>RESPONSE: Thank you for raising concerns regarding the cross road junction between Dunkirk Road / Dale Valley Road / Lordswood Road. Every year the Council assess injury accident stats across the city to prioritise significant financial investment into a road safety measures at those sites where a road safety record is identified. This junction does not have an injury accident trend and as such has not been flagged as a site to be addressed under the road safety programme in recent years. It is possible that the perception of the junction as dangerous results in drivers being more cautious and vigilant when moving through it.</p> <p>As you will be aware there are 'SLOW' markings and sharp bend warning signs on Lordswood Road approaching the junction from the east as well as many residential properties which take access from Lordswood Road meaning drivers should be aware of likely turning manoeuvres occurring. The combination of these would be expected to contribute towards drivers retaining a suitable speed approaching the junction with Dunkirk Road but I appreciate this may not always be the case. I have therefore requested speed</p>			

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<p>surveys to be undertaken to inform what if anything additional can be put in place here.</p>			
<p>You have mentioned banning the ahead movement between Dale Valley Road and Dunkirk Road however right turns at this junction also require crossing both lanes of traffic. Banning these manoeuvres would require consultation and support of local residents who would be also be dis benefitted, needing to find an alternative route or contravene the banned manoeuvres likely creating a more dangerous situation. Alternative options would be signage on Lordswood Road to alert drivers of the cross roads or using vehicle activated '30mph SLOW' signage' which are triggered by speeding vehicles. This will of course be informed by the speed survey which officers will provide to you, but please allow three weeks for data to be gathered.</p>			
8.	Mr C A Trowbridge		
The Grenfell Tower Disaster			
	Stephanie Ramsey	Councillor Payne	<p>Mr Sherriff ladies and gentlemen of the jury and all who are gathered here today. I wish to bring to attention of Court Lett the terrible disaster of Grenfell Tower London. I understand that high rise blocks of flats are to be fitted with sprinkler systems.</p> <p>Having said that Southampton City Council has a duty of care to elderly residents in which having passed through the Council Housing System and due to poor health and suffering from dementia etc. are now finding themselves in care homes i.e. converted old houses and the alike and are staying there subsidised by the Council, also by their pension, savings and possibly help with monetary contributing from family and alike. .</p> <p>I am sure these places meet with meet with Council, fire brigade and quality care commission approval but I respectfully as for the Council to make it compulsory that sprinkler systems to be added to these premises to make them safer.</p> <p>P.S. please act before it's too late and do not use the stock answer we haven't got any money.</p>
<p>RESPONSE: Since the Grenfell Tower disaster, the council has been working closely with Hampshire Fire and Rescue service to review fire safety in all of its high rise residential blocks and a programme to install sprinkler systems is underway. Hampshire Fire and Rescue Service has responsibility for enforcing fire safety standards in care homes. However, all care homes, both internally provided and externally commissioned are also regularly inspected by the Care Quality Commission and the council's Quality and Safeguarding Team to ensure residents are safeguarded from risks, including fire, and that good quality care and support is provided. The council will work with residential and nursing care providers, Hampshire Fire and Rescue Service and others, as</p>			

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appropriate, to implement any recommendations arising from the Grenfell Tower Inquiry.			
9.	Graham Linecar		
Southampton Common: Market Traders on August Bank Holiday Monday			
	Emma Lewis	Councillor Kaur	<p>Twice a year the funfair comes to Southampton Common, at Easter and at the end of August. The August fair extends into the Bank Holiday weekend and on Bank Holiday Monday large numbers of market traders pitch-up in white vans, drive onto The Common parallel to the path across The Flats and present a miscellany of goods for sale. There is a disruption to normal park use from vehicles driving from Northlands Road past The Hawthorns, the whole scene becomes an unsightly mess of goods being traded and widespread litter. Admittedly, the fair operator makes a good job of litter clearance but how and why has this tradition of allowing market trading on The Common on August Bank Holiday Monday originated and been perpetuated? Does the City Council receive the fees paid by the traders or is an extra perk pocketed by the fair operator with no financial benefit to the City Council? Is there a fixed limit on the number of individual traders.</p> <p>These are not local traders. They are not selling local produce or locally made goods. Traders clearly come from elsewhere in the Country, some from considerable distance. Why is what can only be described as a street market allowed to take-over part of an important amenity and recreation area on a Bank Holiday, a day when given good weather, The Common can be at its busiest? It is a completely inappropriate use of a park, a registered common and a SSSI.</p>
<p>RESPONSE:</p> <p>The market has always been part of the funfair, which has its origins on Southampton Common going back more than one hundred years. When it originally started it was a one day event which featured both elements. Over time the event has evolved which has resulted in the fair operating for more days while the market has been confined to the Bank Holiday Monday.</p> <p>As the two elements have always, and continue to be, combined the Council receives a fee from the fairground operator for the entire event which includes both parts.</p> <p>The funfair and market used to occupy a much larger area of the Common than it does now. Historically, the market and funfair also occupied the grass area up to the Cowherds. In order to minimise the impact of the market and funfair, the area which it occupied was reduced and now the entire event is contained within a smaller footprint. The number of stalls which are able to trade is limited</p>			

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<p>to the space available that the fairground is permitted to utilise.</p> <p>It is quite correct that not all of the traders are local or selling local goods but it is also true that local traders are present and that the goods and produce on offer appeal to the city's diverse community.</p> <p>Vehicles are permitted to enter the Common from 6am until 9.30am when the Common is generally less busy, after which time there is a vehicle curfew in place until after 6pm when the vehicles are permitted to leave.</p>			