

FOOPA Review

Friends of Old Portsmouth Association

2018



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Introduction from the new(ish) Chair Gail Baird

As the new chair of FOOPA, I would like to introduce myself and say hello to all our members. Replacing Hilary Tyler, who had done such a splendid, if sometimes reluctant job for the last 10 years was always going to be a hard act to follow but with the support of the committee members, it hasn't been too onerous – so far.

Since moving to Old P twelve years ago, I have always been an active member of FOOPA, initially working with Keith Feltham on the Review.

After a couple of years, I was fortunate in that my husband, Dan and I set up a publishing business from our home in High Street. This gave me the brilliant opportunity to get to know the area and local community particularly well, and quite quickly.

Having a touch of committee-phobia, I had always avoided joining FOOPA's, preferring to stay in a marginal role as editor and producer of the annual Review. However, a couple of years ago several of FOOPA's long-serving committee members decided, quite rightly, they had made their contribution to the local community and that it was time for them to move on.

Since I believe that residents' associations can be positive forces in local areas, I decided to overcome my phobia and offered my services to the committee. I do think it is important for residents to come together to address issues within their area, be that on any level –

locally, nationally or global – and where possible take those issues forwards.

Originally the Friends of Old Portsmouth Association aimed to: *"... co-ordinate the views of residents and friends in respect of the re-building of Old Portsmouth (after the devastation of WWII) and to engender neighbourliness and community spirit."*

We are still an independent group of volunteers with the same aims. We are not a forum for discussion – we do things. Going forwards, it would be heartening if more residents volunteered to help and to keep FOOPA relevant.

Some of what we got up to in the last year is recorded in the following pages by members of the committee and more details can be seen at www.foopa.org.uk. Take a minute to have a look at FOOPA's Facebook page – follow us, like us or write something!

Please, please contribute and if you're a sufferer like me, get over your phobia and join us – you will be most welcome, and we hope, pleasantly surprised.

(If we think we've had a busy year then read this extract from the 3rd annual FOOPA newsletter).

Chairman's Report for 1987/88

This year has been an eventful one for Old Portsmouth. The celebrations in connection with the sailing of The First Fleet from Portsmouth and its subsequent arrival in Australia have provided a series of events to keep all interested parties busy.

- The Queen's visit to open the exhibition in the Square Tower was the most notable event and your Chairman represented the association at the festivities in the Guildhall Square.
- Broad Street was host to representatives from Carolina who came to celebrate the 400th Anniversary of the sailing of the Virginian First Colony. A plaque was unveiled in the presence of the Lord Mayor of Portsmouth and the Deputy Governor of Carolina.
- HMS Warrior was welcomed back to her home port by a spectacular display of fireworks and balloons from HMS Dolphin.
- The Australian fleet of sailing vessels left the harbour and showed more emotion than did their convict ancestors at the original event.
- For those who have a taste for costumes, the Australia Live event was a golden opportunity to display themselves in all their glory. In about two hours of biting cold and rain, enough action was filmed to fill over two minutes in the Australian New Year's Day TV Broadcast !

Peter Stewart, Chairman at the time

Committee members March 2018

Gail Baird - Chair; Website
Anita Stepnitz - Vice Chair
Anna Koor - Secretary
Laurie Higgins - Treasurer
Planning - Graeme Swinburne

Mike Dobson - Traffic; Environment
Alistair Wilson - Membership
Bob Stewart - Spice Island rep
Social - vacancy

Membership report *Alistair Wilson*

Thank you to so many members who have adjusted their payments in response to our request for the £5 annual subscription (per household) to be paid in January. We hope that you will find it easier to remember this fixed date and be happy to support the work of the Committee by continuing your membership.

This fixed date will allow me to send out a reminder to members in November and I shall attach a Standing Order form in the hope that you might consider using this as it helps maximise the time available to spend on other FOOPA work. Payment into our account before the AGM (usually 3rd week March) helps us to quote accurate membership numbers. Members who paid in autumn - we have carried these subs forward into January and this includes 22 new members which is helping us build to a healthy total in 2018. This autumn we will carry forward in the same way for anyone paying slightly ahead of January 2019.

Many thanks for your support. Anyone reading this and wishing to join kindly see details below.

Send emails with name, address & 'phone no to: foopamembsec@outlook.com requesting a S.O. form OR send a cheque for £5 made out to FOOPA to 1 A'Becket Court, St. Thomas's Street, PO1 2HG. (023) 92 821 665 AW



Thanks to Cllr Rob Wood for this photo of HMS Queen Elizabeth arriving in Portsmouth for the first time.

Alex Naylor R.I.P.



Old Portsmouth prematurely lost one of its characters this January when Alex Naylor, best known as 'the man who played Nelson', died aged 59. He was one of the fittest men in Portsmouth and had worked hard to emulate the physique of his Greek warrior heroes. Sadly this doesn't seem to matter in life's lottery and as an ex-Royal Marine he put up a brave fight for a year but the cancers spread from kidneys to lungs, brain and spine.

He was born in Essex and schooled in Bognor Regis where he became head boy at the 2,300 pupil largest mixed comprehensive in the country. This surprised him as although very intelligent he admitted to being argumentative and not a team player.

It was at school when he first discovered his skill, and lack of

nerves, as an orator when as a 15-year-old, he gave a speech to a few thousand Russians in Leningrad, in Russian, at the start of a school trip!

He passed the entrance exam for Oxford University but admits probably mistakenly decided instead to join the elite Royal Marines. He completed his Commission but realised that he was not made to follow orders and instead built on his Russian 'A' level and obtained a degree in Russian and Soviet Studies at the then Portsmouth Polytechnic. He added a PhD from Exeter University and made a living as a peripatetic lecturer at mainly Northern Universities.

During the 2001 Festival of the Sea in Portsmouth as part of the street theatre he took the part of Admiral Lord Nelson and was spotted by a TV producer who was looking for a Nelson look-a-like. This was a pivotal moment, as Horatio was his hero.

Over the following years, together with making a number of TV films on and around Nelson, Alex and his wife, Finni, became the 'official' look-a-likes of Admiral Lord Nelson and Lady Hamilton. They appeared

at many events throughout the country and in Northern Ireland, Minorca and Nevis in the West Indies.

Probably his busiest year was in 2005, the 200th anniversary of the Battle of Trafalgar. Over the course of the year he met members of the Royal family and attended many functions with royalty present to give short rousing speeches. The third International Festival of the Sea had as its centre-piece a re-enactment of the Battle of Trafalgar, with tall ships in the Solent and Alex, playing Nelson, as the 'star of the show'. The battle was narrated by the actor Robert Hardy and shown on large screens for the thousands of spectators on shore.

His wife Finni describes Alex as "having an incredibly loyal and noble spirit with an outstanding knowledge of worldwide history - able to recall not only what took place, when and where, but crucially why."

In the last few years Alex had been developing his understanding of Anthroposophy and running study groups on aspects of Rudolf Steiner's work. He combined this with a good sense of humour,

putting up with those who had little idea of what he was talking about. He was passionate about his causes be they Portsmouth, Nelson or real ale.

A man you wanted on your side.
He will be sorely missed.

[A memorial service will be held at 2pm on Friday 23 March at St. Mary's Church, Fratton. All are welcome].



In full regalia

Reach for the Scars

I was thinking of writing some smart epitaph on some of the things I've achieved in my days as your Planning Representative. Fortunately before commencing on what I thought would be an opus I started reading Bill Bryson's *The Short History of Nearly Everything* which is not an easy read but it is very informative and it made me realise what little I've done compared to others, and if you didn't know what great people achieve then consider these two men:

Edmund Halley (1656 - 1742) was an English astronomer, who I'd heard of but thought it was Haley, like daily not dally. Anyway I knew they'd named a Comet after him - I missed seeing it in 1986 and won't see it next time either - in 2061. Halley was the first to realise that it came around regularly and in an elliptical orbit. If that discovery wasn't enough he was also a sea captain, a cartographer, a professor of Geometry at Oxford University, deputy controller of the Royal Mint, Astronomer Royal and inventor of the deep sea diving bell.

Phew !! And I wondered what he did in his spare time - and then I came across another man that I'd heard of, and knew they'd named something after him, but not much else:

Edwin Hubble (1889 - 1953) was also an astronomer, but an American one, and I knew they'd named a telescope after him that could see for ... a long way. Now I may be showing even more of my ignorance here but I thought

the Hubble Space Telescope was probably in Hawaii where there's not much pollution and you could go and visit it, like the Herstmonceux Observatory.

However the clue is in the name and the Hubble Space Telescope was launched in 1990 and is actually a satellite orbiting us. (You probably knew that).

Edwin had a lot going for him. He was born into a reasonably well-off family, he was good looking and by his own account "he'd rescued drowning swimmers, lead frightened men to safety across the battlefields of France and embarrassed world champion boxers in exhibition bouts". If this seems too good to be true - it's because it is - as despite all his talents he was an inveterate liar.

Why he did this I can't comprehend as he'd no need to exaggerate his achievements. He became famous by discovering that there were many more galaxies than the only one known at the time - the one we're in the Milky

Way. Not only that, but that the Universe is expanding and the other galaxies are moving away from us !! At this stage my brain starts to hurt as I realise my knowledge of Space is limited, as I must have a lot of it in my head, and I can see the Starship Enterprise whooshing off into the distance.

But, and this is what really made me feel inferior to these greats, he wasn't just a very clever chap - evidenced by three years at Oxford as a Rhodes Scholar. When aged 17 at a single high school track meeting (and this isn't a lie), he won the pole vault, shot-put, discus, hammer throw, standing high jump

and running high jump and was on the winning mile relay team !! He failed in the long jump - only coming third but in the same year he set a state record for the high jump in Illinois. I can just imagine his parents saying, "Look Ed I think you need to sharpen up on your long jump next year."

So, having read about these truly great people, it is with great regret that I put away my Cycling Proficiency Medal and relinquish my post as your Planning Representative.

My epitaph: At least he tried.

Terry Halloran

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Portsmouth Point

Spice Island, or Portsmouth Point as many residents will know, has had a fascinating history since fortifications were first built there in the fifteenth century.

Gower Lloyd, a local resident who lives on Point, published a book two years ago entitled *A History of Point - Portsmouth's Spice Island* and recently published his second book about Point entitled *Portsmouth Point - A Commercial & Cultural History*, has written the following short article providing an insight into this unique part of Portsmouth.

The area has always been of strategic importance and the Round Tower was built in the early fifteenth century to protect the harbour entrance. During the reign of Queen Elizabeth I, a strong stone wall was constructed across the neck of Point, with a gate known as Poynt Gate. This gate was located at the site where King James's Gate was later built in 1687 in order to control access in and out of Point via a bridge across a moat, meaning that at high water Point was effectively an island and "outside" the town of Portsmouth

Spice Island was almost uninhabited in the sixteenth century but was largely built up by the 1670s and was soon known throughout the world for its numerous pubs, taverns and hotels and its other attractions. Indeed, by 1716 nearly half of the entire refreshment houses (public houses, brandy shops and coffee houses) in the old town were on Point.

The Camber, being a natural harbour, flourished; a ship building industry began to be established and businesses developed to provide services and trade with the Royal Navy, Merchant Navy, East India Company and foreign vessels. Coal was a major import and fruit and vegetables were regularly offloaded at the quays and a fishing fleet has always existed here and even today is still active.

Coaching inns were established in the area as Portsmouth grew and travel by sea was expanding during the eighteenth and nineteenth centuries with voyages available both locally and to various ports along the coast and abroad. It was not unusual to see press gangs operating on Point at this time as they would often come ashore at the Sally Port and then head onto Point effectively trapping their prey.

A “Floating Bridge” chain ferry was introduced between Point and Gosport in 1840 which was very successful for many years, carrying foot passengers, carriages, carts and military traffic before closing down in the late 1950s.

Car ferries to the Isle of Wight started from Point in the early twentieth century, first travelling from the beach on the Point, then from a new slipway adjacent to East street, and finally from the current berth on the east side of the Camber



A Floating bridge

Many of the inhabitants of Point were poor and living conditions very unhealthy with open sewers in the streets, livestock roaming free and a lack of fresh water, coupled with damp conditions caused by regular tidal flooding resulted in diseases being rife.

In more recent times the firms of W.G.Lucas & Son (sailmakers), Fraser & White (coal merchants) and Pickford & Co (transporters of goods by sea to and from the Isle of Wight) each operated on Point for more than 100 years and are still remembered by many today.

Two organisations that have existed for the best part of 100 years and are still going strong on Point are the Portsmouth Sailing Club, formed in 1920 and the 1st Portsmouth Sea Scouts formed circa 1907.



Vosper's wharf with Fraser & White's coal bunker in the background circa 1960s

Today, the Point and Camber is a very different place compared to yesteryear when it was a very working class area with streets filled by men working on the many marine related jobs of the day, be they stevedores, shipwrights, watermen, ship chandlers, sailmakers etc. Point still continues to be a busy vibrant place, but in a much different way to the past and hopefully it will add to its colourful history throughout the twenty first century and beyond.

For further information about Gower's books please email him at gower@gowerlloyd.com or phone him on 07975978177.

Well Done! Queen's Birthday Honours List 2017

B.E.M. for Jenny Johns



FOOPA members Jenny & Robin Johns (left of picture) with their loyal team of helpers at the Portsmouth Welfare premises where mainly clothes, kitchen utensils & food are collected & distributed.

Starting in Primary School collecting for UNICEF, Jenny has enjoyed charity work ever since, even in Chile with her naval husband Robin, she learned enough Spanish to be able to organise help for a local Children's Home in a poor area of Santiago. She has worked at Portsmouth Welfare for 21 years, and in charge since 1999.

Jenny has organised many a successful fund-raising Hog Roast – the 2018 event is a BarBQ Garden Party at the *Rose in June* - on Sunday July 1st.

If you think you can help or would like tickets please contact Jenny on 92 814 520.

Word from the Treasurer

FOOPA's income, within a thousand pounds, has matched its expenditure for the last four years. It has a healthy bank balance which means social events can, and have been, subsidised over the last few years.

The costs are relatively small as FOOPA's committee do not charge for their time or expenditure.

The creation of a new website has created a one off expenditure blip but hopefully members will see an improved method of communication and one which will hopefully continue to improve.

If any member has an idea of additional events please let a committee know your thoughts. The funds are there for members to use!

As a newcomer I have tried to tighten up the controls and wish to congratulate the rest of the committee on how they managed to cope without a treasurer for some time.

GS

The Hotwalls Studios - 18 months on

A poster for Hotwalls Studios Open Studios. The background is a dark, textured image of a building's facade. The text is in a serif font. At the top, 'hotwalls' is in a large, bold font, with 'STUDIOS' in a smaller, spaced-out font below it. Below that, 'OPEN STUDIOS' is in a large, bold font. Further down, 'Every 3rd Sunday of the month 11-4pm' is in a large, bold font. At the bottom, there is a paragraph of text: 'An opportunity to visit our creative studios, see all our artists and makers at work and buy or commission professional pieces.' and the website 'www.hotwallsstudios.co.uk'.

The Hotwalls Studios creative quarter has been a landmark development for Old Portsmouth. The design and execution of the project has brought the much-loved historic Point Barracks into use with a new purpose. The studios provide artists and makers the opportunity to start and grow their businesses in an environment of mutual support, creativity and innovation.

Open Studios on the third Sunday of each month are proving very popular:
March 18th; August 19th
April 15th; September 16th
May 20th; October 21st
June 17th; November 18th
July 15th; December 16th

FOOPA Audited Accounts Y/E 2017

Year Ended 31/12/xx	2017	2016	2015	2014
Income				
Membership Subscriptions	1,034.00	1,127.00	1,127.00	905.00
Bank Interest Receivable		0.64	4.23	4.58
Social Events	230.00	1,301.00	6,846.50	2,331.00
Advertising Income	125.00	160.00		150.00
Xmas Meal		1,122.00		
	1,389.00	3,710.64	7,977.73	3,390.58
Expenditure				
Secretarial/ AGM		524.00	50.66	47.66
Newsletters			275.00	227.50
Room Hire - Committee	280.30	317.00	350.66	357.60
Pre Paid Web EX W/Off	150.00			
Social Events	280.75	1,512.10	8,004.70	2,997.09
Bank Charges			45.84	
Website	692.00	180.00	180.00	727.00
Xmas Meal		1,122.00		
Other	436.21	3.68		
	1,839.26	3,658.78	8,906.86	4,356.85
Surplus/Deficit of Income over Expenditure	-450.26	51.86	-929.13	-966.27

Balance Sheet as at 31/12/	2017	2016	2015	2014
Assets				
Lloyds Current Account	7,923.22	8,273.48	550.02	993.38
Lloyds Deposit Account			7,617.92	8,103.69
Petty Cash			3.68	3.68
Prepaid Ex - Website		150.00	150.00	150.00
Liabilities				
Accrual		-50.00		
	7,923.22	8,373.48	8,321.62	9,250.75
Represented by :-				
Opening Reserve	8,373.48	8,321.62	9,250.75	10,217.02
Surplus / (Deficit) for Year to Date	-450.26	51.86	-929.13	-966.27
Closing Reserve	7,923.22	8,373.48	8,321.62	9,250.75
	0.00			

Prepared by Mr L P Higgins FCCA

2017 Accounts Audited by Mr B Green

2016 Accounts Audited by Mrs J Loose FCCA and David Clark

Right of Way strides forth for Camber Campaigners

This time last year we advised FOOPA members that fresh Right of Way applications had been made to Portsmouth City Council in July 2016 for a Restricted Byway or Footpath around the Camber quays, following the dismissal of our Appeal to the Secretary of State for a Byway Open to All Traffic.

A year is no time at all when it comes to Right of Way matters, as we've discovered. However, we are pleased, and relieved, to announce that the tables have finally turned and we have entered a new chapter following news we received on 23 February 2018 that our second Appeal was successful!

This means that the Camber quaysides are a 'step' closer to being officially recorded as a public right of way. The Secretary of State's Planning Inspectorate has directed Portsmouth City Council to raise an order for a Restricted Byway encompassing the entire 575 metre long road that had benefitted from established public rights over centuries until it was blocked in 2014.

There are lots of people to thank – not least the many of you who lent your support, encouragement and donations, as well as contributing vital evidence to us and the Council during the investigation periods. It has finally

paid off, with help from the Open Spaces Society and our legal expert who gave advice and insights, not forgetting the wonderful team at Portsmouth History Centre who assisted us in unearthing archived material that we submitted to reinforce our case. Equally important are the other volunteers who, like us, sat for hours in the Library sifting through mountains of dusty annals.

In case any of you have forgotten as it's so long, this all started in May 2014 when the Camber right of way was obstructed by site construction for the Ben Ainslie Racing headquarters and the consequential relocation of other Camber users. At the time, we talked to Council officers in an effort to get the route protected for public use, but by November 2014 we hit a brick wall and submitted a Right of Way application, demonstrating that the route had been used by the public for 20 years without challenge or interruption.

The council refused the application, in part because it considered the use of the right of way would interfere with the use of Camber Dock for statutory port duty, despite the applicants and witnesses attesting that their public rights over this route had co-



The Camber

existed with port activities without historical evidence of any conflict. Our fresh applications in 2016 were again refused by the council, so in 2017 we submitted a second appeal to the Secretary of State for Environment, Food and Rural Affairs to direct the council to make an order.

The Planning Inspector carried out a thorough re-examination of the evidence and grounds of appeal submitted. From his report, dated 21 Feb 2018, it is clear that the Inspector has judged the PCC decision to be incorrect both in terms of their understanding of the application of the law and their analysis of the evidence provided. The Inspector has therefore allowed

the appeal and directed that the Council should raise an order to amend the Definitive Map of public rights of way by the addition of a Restricted Byway over the route as proposed in the application. The Inspector stated that the width of this ROW along its route would be determined by the evidence of what width was available and used prior to obstructions following the building of the Land Rover BAR Headquarters building in May 2014.

The Council is able to challenge the Inspector's decision by judicial review in the High Court if they wish — they have three months to decide. However we cannot see anything in the Inspector's reasoning that would indicate any



possibility of success by such action, which would also give rise to considerable expense to Council taxpayers.

Like you, we hope the Council will consult widely with local residents without further delay and publish a formal Order that accords with the law and everyone is happy with. We trust our local Councillors are taking positive action to encourage this approach. Our campaign needs to continue until this is achieved and the Rights of Way Definitive Map consequently amended.

Ken Bailey and Anna Koor

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Traffic report - Mike Dobson

In this report:

- Traffic levels
- Road safety
- Speeding
- Parking
- Sustainable travel
- Air pollution
- Area Study
- Ferry services
- Community Speed Watch (CSW)

Traffic levels

Unfortunately Pembroke Road and High Street have become a favourite rat-run for Southsea commuters seeking to avoid congestion at the St. Michael's Gyratory junction (northern end of Hampshire Terrace). Every weekday morning in term time sees long queues in Pembroke Road, sometimes stretching back as far as the Holiday Inn, as drivers wait to turn right into High Street. The most recent reliable radar box survey counted 406 vehicles northbound on a Monday morning 0800-0900 - that is one every 9 seconds, many of which are speeding bringing extra air pollution and noise. At the weekends we are bedevilled by high levels of vehicle traffic whose occupants eschew sustainable travel as they come to enjoy Old Portsmouth's charm.

Road Safety

Old Portsmouth Area Traffic Study.

FOOPA worked with other local community groups to persuade PCC to undertake a comprehensive review of all traffic issues, recognising that traffic issues in OP are complex and inter-connected. The inaugural meeting was in October and PCC is collecting data on key topics such as speeding and air pollution. It is apparent that there are different interpretations and perspectives of the same data sets, policy documents and highways specifications, and we continue a close dialogue with PCC officers.

Safe Road Crossings

FOOPA and OPGQNf continue to press PCC for safer road crossings such as more traffic islands and an extra zebra crossing on High Street linking Peacock Lane and Highbury Street which will be of inestimable benefit to St. Jude's primary school children and their parents. Anecdotal evidence is that residents have been asking for this for at least three decades! This issue is included in the traffic review.

Safety at Roadworks

The Department for Transport (DfT) and Highways Agency (HA) publish clear instructions to highway authorities, utility companies and contractors about the management and signage of roadworks to ensure safety for all road users. FOOPA makes considerable efforts to check that these instructions are complied with. Successes this year include:

- Influencing PCC to improve the signage and written instructions in Temporary Traffic Regulation Orders (TTROs) to include cyclists and disabled people.
- Bringing about behaviour change in how Scottish and Southern Electric Networks provide safe alternative routes for pedestrians when closing footways for repair work.

Speeding

High traffic volumes and high levels of speeding continue to jeopardise the safety of pedestrians. Hampshire Police remain obdurate in their refusal to do speed enforcement in 20 mph limit streets even though these roads are where the greatest risk exists to vulnerable road users.

Community Speed Watch.

Volunteers continue to give selfless service in educate errant drivers of the dangers of speeding. It is worrying that many drivers deliberately defy these overt warnings and the CSW team regularly measure speeds of up to 40 mph in the 20 mph limits, with up to a third of drivers exceeding the police enforcement threshold of 24 mph. CSW averages an hour every 3 weeks, representing 0.2% coverage, despite this the police describe CSW as the “ideal tool to manage vehicle speed”! However, the police seem to use CSW activity as a token substitute for effective permanent speed reduction measures. Hampshire Roads Policing Unit refused to meet the local community to discuss road safety concerns, so with increasing concern about the lack of action by the authorities to tackle speeding, last summer the CSW team gave evidence to the Hampshire Police and Crime Panel scrutiny session on the Impact of Traffic Crime and Nuisance. The



SpeedWatch volunteers

minutes can be read here <http://democracy.hants.gov.uk/ieListDocuments.aspx?CId=185&MId=3177&Ver=4>

Parking

Parking remains one of the most contentious topics affecting traffic matters.

- *Free Visitor Parking reduced.* In response to strong resident support, PCC reduced the period of free visitor parking from 2 to one hour. This measure reduces the attractiveness of OP as an overflow car park for some Gunwharf shoppers and Wightlink passengers that disadvantages residents. The shorter period should enable the PCC Parking Service to be more effective in enforcement patrols.

- *No more paper residents' permits.* The Parking Service no longer issues paper residents parking permits and relies instead on a central database accessed in real time by parking attendants. This efficiency measure saves administrative effort but relies entirely on there being sufficient enforcement patrols. The DfT has reported that Vehicle Excise Duty evasion has tripled since 2013 costing the Treasury over £100m and this is attributed to the removal of paper tax disks.

- *More demand for on-street parking on Spice Island.* Plans by Fullers for a new luxury hotel at Point on the site of the old Wightlink workshops with over 40 guest rooms yet only 18 off-road parking spaces is of concern.

- *School parking.* PGS senior management are to be commended for their proactive approach to influence parents of pupils not to drive illegally (avoid pavement parking, setting down and picking up on zebra crossing zig-zag lines, leaving engines running when stopped, blocking private driveways etc.) but there remains a worryingly high number who ignore this message.

St. Jude's. Residents of St. Nicholas St and Poynings Place continue to suffer from blatant illegal parking on double yellow lines, parking on yellow zig-zags, across and sometimes on private driveways; or driving round and

round Poynings Place. PCC work hard to control these offences with camera enforcement of yellow zig-zags, investigation of suspected abuse of



Cars parked in the bus lane, on zig zags & on a dropped pavement

disabled blue badge privileges and regular Parking Service patrols of streets at school start and end times, plus provision of parking concessions in Pembroke Road. However, as with PGS, there remains a hard core of parents who continue to drive as close as possible to the school and disregard Highway Code requirements.

Sustainable Travel

Shipwrights' Way. With PCC's focus on motor traffic issues, the contribution of active sustainable travel tends to be forgotten. The Shipwrights' Way <http://www3.hants.gov.uk/shipwrightsway> is a 50 mile official long distance path from the north of Hampshire to Portsmouth Historic Dockyard. Last year the Army completed the Bordon section and now there is only one missing section in all of Hampshire - Old Portsmouth! We wait for PCC to meet its commitments to Hampshire and mark a safe, attractive and practical route for the Shipwrights' Way through OP.

Air Pollution

- In February 2018 the environmental pressure group ClientEarth won its third legal action in the High Court against the government. The judge ruled that DEFRA's plans are 'inadequate' and 'unlawful' and directed that DEFRA must compel 33 local authorities to achieve legal limits as soon as possible. Portsmouth is at the top of that list. PCC is now urgently reviewing its plans and will be obliged to introduce quantifiable measures to ensure that air pollution is reduced below legal limits as soon as possible.

- *Deaths from air pollution.* In 2016 Portsmouth's former Director of Public Health estimated that 600 early deaths occur in Portsmouth each year linked to air pollution. In PCC's Air Quality Strategy published in 2017 PCC stated that the number of deaths was 95. FOOPA identified that the cause of the massive difference between 600 and 95 is that **95 is the number of deaths attributed by Public Health England solely to small particulates (PM2.5)** such as from diesel engines and PCC had wrongly conflated this into a total number. PCC had omitted to consider the mortality from nitrogen oxides (NOX). We have asked Dr Jason Horsley, the current Director of Public Health, to ensure that all future PCC reports make this clear.

- *Engine Idling.* Unnecessary engine idling is illegal and it is common to see car drivers parked by the side of the road with engines running and HGVs waiting for an IoW ferry to have its engine running. However, PCC prefers to limit itself to polite persuasion to drivers to desist and refuses to consider enforcement.

Ferry services

Gunwharf congestion? Wightlink has completed the expansion of its Gunwharf vehicle ferry terminal. When the new larger capacity ferries commence operation in the summer and at peak times disembark more vehicles to exit the city there will be the maximum demands on the road network. FOOPA remains concerned that Wightlink failed to conduct adequate computer modelling of the traffic flows and that the high volume and short duration of outbound traffic will result in heavy congestion with a risk of gridlock together with more air pollution and traffic noise.

Planning and Related Matters

Developments from last year or earlier

I usually start this section down at the Point and despite not much having happened (yet) down there I'll give some support to our friends from BAR who didn't do too well overseas. I blame that triangle.

It was however nice to see the Kiwis guile, triumph over the Yanks Gucci and we look forward to the next series and hope Portsmouth holds at least one of the preliminary regattas in 2019/20.

Something has been stirring for a while at the tip of the Point - the old Wightlink workshop-cum-Westmark site. It's been gratifying that Fullers, who now own the site, have had a couple of meetings with us before developing their plans and have revised the look of their proposed 4* hotel. The site is arguably the best in Portsmouth (with more than its fair share of foundation problems) and the last I heard was that they had heeded our message to create

a bolder sea-ward elevation but I assume they are wrestling with the problem of how to make the site profitable on a limited footprint. We await further update.

Further up Broad Street I think the Hot Walls Studios and the

Hotwalls studios



Canteen are accepted by most people as a welcome addition to the area; they recently celebrated their first anniversary. I walked past just before Christmas and it was nice to see the festive tree and even enjoy the smell of roasted coffee.

The Spotted Dogge on the High Street continues its chequered past into the present. Having completed the refurbishment with great care and considerable cost the Dogge opened for drinks and then just as the bedrooms were completed it went up for sale. I'm not sure of its present status but as I write this it seems to be functioning to rave reviews as an up market hotel. Visitors love its unique 'private members' feel. (For the second year running they had a New Year's Eve dinner celebrating Midnight in Moscow at 9pm)! An opportunity for an early night or to challenge mind and body later elsewhere.

The extra car parking storey at the Wightlink terminal was completed in the summer and is in use for the stretched St. Clare ferry. Backed up traffic has been a problem during construction and we await to see the impact of the larger ferry. The new ship should be working this summer and I'm surprised to hear it will be named *Victoria of Wight*! Wightlink promised there would be a naming competition but I'm told that this was restricted to staff only. I realised

that *Boaty McBoatface* would be a wasted vote and would have preferred *St. Thomas* to continue the Saint theme.

Consultations

We must all take more time and put more effort into the consultations which have been coming thick and fast and which cover major issues that will affect how the City is shaped and its effects on our lives and those of our children.

My point here is that the Council under the banner of the East Solent Coastal Partnership now quote that 80%+ of those consulted in 2014 were in favour of the proposed Flood Defences. (When in fact we were only shown three variations on the same theme of *hold the line*).

The architect Walter Menteth caused a stir with his *out of the box* thinking and ideas to use *soft-engineering* techniques and this has raised the profile of the project and should ensure that the, currently underway, design stage is an inclusive one of all good ideas.

The new Portsmouth Plan came out for consultation (with IMHO little mention of the key issue of flood defences). It also failed to grasp the nettle that the Commercial Road and Southsea shopping centres are in danger of tumble-weed rolling into the Coffee Houses and Charity Shops. The results of the consultation are available on-line

with a further consultation planned for July 2018.

The City Centre Road proposals were also up for consultation (albeit only for two weeks). I think the rationale is to make the City more attractive to developers and the major retailers we lack.

Planning Applications of note

Not really in our bailiwick, but I'm sure of interest, is the latest on the saga of Brunel House at the Hard.



Proposal for Brunel House

Although the previous *shard-like* application was 40-storeys high and was turned down, I must admit I liked it. Current planning law under Permitted Development rights allows the owner to squeeze 153 dwellings into the shell of the old offices.

The Planning Officer has given Conditional Permission but as I write this a decision on the toned down green version with full length windows (pictured) has been deferred for the second time. This is in parallel with the applicant

appealing to the Planning Inspector for Non-Determination (a worrying trend to by-pass local planners). Let's hope the place gets smartened up and used in 2018.

As late as August the Sally Port Inn finally got an application approved albeit not the comprehensive 5* hotel that owner Mark Smith initially wanted. Work was coming along swimmingly and then stopped in October and with scaffolding removed, rumours spread as to why. Certainly the exterior looks good and with a new roof the property won't deteriorate for some time further. Mark told me his builders were working on another property and would return when they had finished there, hopefully in April.

Most people in the area knew that the 100 year anniversary of the Women's Royal Naval Service (WRNS) was to be marked with a memorial outside the Cathedral. When it



The Princess Royal @ WRNS memorial service

became clear that there was an invitation only sell out service then you didn't need to be Sherlock Holmes to deduce it was someone important to do the unveiling.

The Princess Royal did a great job and whilst there was plenty of security we were quite close to her at the ceremony. I'm sure she'd have come in for a cup of tea but I wasn't allowed to invite her in as the house was a mess.

It's a lovely memorial topped with the different WRNS hats through the ages. A shame our good friend Ros Watson couldn't be there



Top: *Fontenoy house now*

Below: *One of the proposed plans*



as she was very proud of being able to wear the tricorn hat when she was promoted to Petty Officer.

Now almost at the Planning Application stage are the proposed changes to Fontenoy House. You may recall in 2014 that FOOPA objected to a plan to add one storey for two penthouse flats which was granted on appeal. The new owner of the freehold (Jason Phillips) has discussed his outline plans with FOOPA and local residents and as he wants to create one large flat to live in, has been selling his idea and listening to feedback as a potential good neighbour should. He plans to make significant improvements to the rather run down exterior including new windows, balconies and cladding and also provide a lift for all residents to use. The big issue for non-residents of Fontenoy House will be that the proposed plans require two, rather than one extra storey. Further changes may be arise so comment when you can.

Good luck to my successor - Graeme Swinburne.

Terry Halloran - January 2018

Note from all: We would like to thank Terry for his long and uncomplaining contribution to FOOPA, the local area and community; we wish you well. Don't be a stranger, Terry - keep your stories coming.

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