



FOOPA

Review 2019



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articles about the area and its residents
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www.foopa.org.uk
Number 33





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Note from the Chair

From the frozen landscapes of February last year to sunbathing at the Hotwalls in February just gone, it's been a funny old year; full of extremes, uncertainty and change. During that time the FOOPA committee have been busy working on a range of local matters that include the Camber Right of Way, the No 1 bus replacement and SpeedWatch - to name a few.

The Camber Right of Way campaigners, led by Ken Bailey and FOOPA Secretary Anna Koor have, after monumental efforts, achieved some significant developments which are detailed in this Review. Well done, and thanks to them for their tenacity.

Planning guru Graeme Swinburne has been updating us regularly on local planning issues that have included the university's new sports facility on Museum Road, Fullers' plans for Point and the top extension of Fontenoy House. Graeme has agreed to also represent FOOPA on planning around the Southsea Sea Defences.

Mike Dobson, our expert on all things Traffic has been busy crunching numbers to challenge PCC's claim in the Annual Status Report that air quality in Air Quality Management Area 7 (which covers the High Street, St George's Road and Cambridge Road) is now below the legal limit. Mike has also been at work on SpeedWatch data to highlight the extent of speeding in the area.

A new SpeedWatch campaign will be starting shortly with equipment procured by PCC and shared with the Southsea team. We are looking for volunteers to help out so if you can

spare an hour a week every so often, please give us a shout.

Members of the committee have restarted the monthly walkabouts - with and without councillors - to report on the local environment. This will become particularly useful going into spring and summer when more people come down to enjoy the sea and beaches.

Laurie Higgins sadly resigned as treasurer, but has agreed to work with Alistair (Membership) on the books. As well as getting the membership in order, Alistair has also managed to organise a couple of trips, with another one planned to the Vyne in the summer.

The committee work hard for the Association but we really could do with some new members to share the load, relaunch a social programme and continue the good work. If you can help, please leave a message on the FOOPA Facebook page, have a chat to one of the committee or go through the website, www.foopa.org.uk.

In the meantime, many thanks to all the committee members, and especially Laurie - you will be missed.

Gail Baird, FOOPA Chair

The Royal Navy's First HMS *Invincible* (1747-58)

by Commander John M Bingeman, CEng, MIMechE, FSNR, RN (Ret'd)



74-gun *Invincible* stranded on the Horse Tail Sandbank, Sunday 19th February 1758
John R Terry

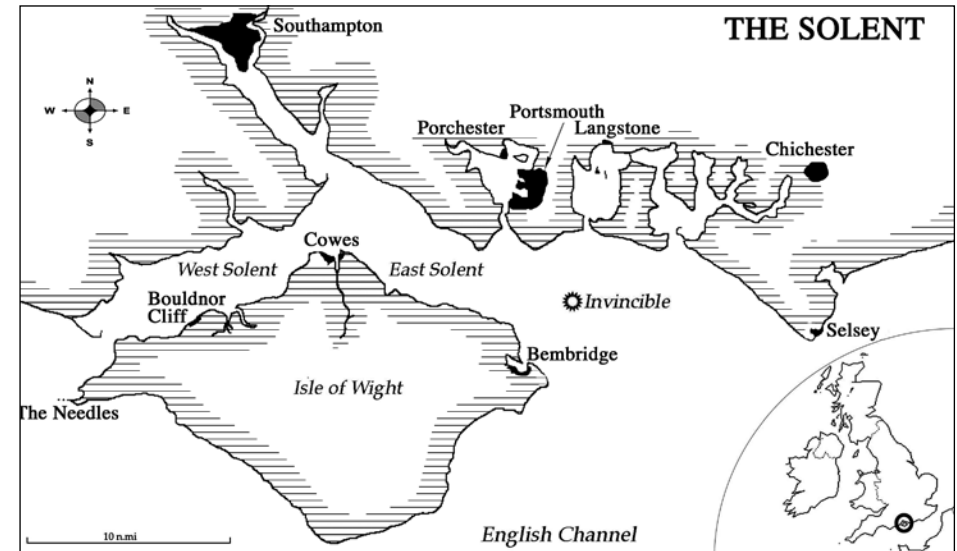
The Protection of Wrecks Act 1973 was passed by the United Kingdom's Parliament to preserve the country's underwater heritage. Today in 2019 the Act protects over 60 sites. In 1980 I applied for a Government protection order following the discovery of a wreck by local fisherman Arthur Mack. A licence was granted by the Under-Secretary of State for the Department of Trade following the recommendation of the Advisory Committee for Historic Wreck Sites (ACHWS). This was the twenty-second licence to be granted under the 1973 Act. I subsequently

identified the wreck as the Royal Navy's first *Invincible* (1747-58).

Invincible was a 74-gun warship that came to grief on Sunday the 19th February 1758 off Portsmouth. She was sailing as part of the Second Expedition to besiege the French Fortress of Louisbourg, Nova Scotia. This was the beginning of a progressive series of military operations leading to the eventual colonisation of Canada.

My commitment as the Government Licensee for thirty years was to excavate the wreck site, evaluate its historical importance, as well as conserve and identify the artefacts. My research included: *Invincible's* building as a French warship launched in 1744, her capture in 1747 by the Royal Navy, her foundering in the Solent in 1758, and our 1979-1991 excavations of the wreck site. Particular attention is paid to the artefacts recovered, which form a unique time capsule of a British ship-of-the-line of the mid-18th century. The research following the unexpected recovery of Army uniform buttons is of considerable historical interest.

After the initial tasks of conducting a pre-disturbance survey and successfully convincing the United Kingdom Advisory Committee on Historic Wreck Sites of the need to award a Government protection order, it has been a mammoth



Location of the Wreck of the *Invincible*, John P. Bethell

undertaking running the Project and keeping abreast of further stringent regulations that came into force during the excavations. My thanks are due to a hundred or so helpers who have given their support without financial reward during the 11 years of excavations. While the costs of the underwater excavations were comparatively small, that of our private conservation laboratory tasked with the conservation and recording of many thousands of artefacts was considerable.

The site is historically important for two reasons: the significance of the hull itself, and its contents. Firstly, the ship herself was the first newly designed 74-gun warship to be captured from the French. Her design represented a significant step forward in ship construction and was to become the prototype for a new

generation of British men-of-war. After repair, she was commissioned as a flagship of the Royal Navy, which indicates what a fine ship the French had built.

Secondly, in 1758 when *Invincible* foundered, her contents were those of a fully equipped British ship-of-the-line leaving for an expedition abroad. Although her guns and much of her major equipment were salvaged at the time, she was subsequently abandoned with a considerable amount of other equipment still onboard. The 20th century salvaging of the site's artefacts has provided naval archaeologists and historians with a time capsule of equipment onboard a warship in the mid-18th century. Although her loss happened during the Seven Years' War, it was less than 40 years before the French Revolutionary and Napoleonic Wars



L'Invincible's Captain, Chevalier de St Georges surrenders his sword to Admiral Lord Anson on 14th May 1747 onboard the Prince George following the capture of L'Invincible at the First Battle of Finisterre

when British warships frequently had similar equipment on board.

HMS *Victory*, Admiral Lord Nelson's flagship at the Battle of Trafalgar in 1805, has now been restored to her condition at the time of the battle with the help of a number of original or replica *Invincible* artefacts. *Invincible's* artefacts also create a historical link between *Victory* and the *Mary Rose*, whose recovery provides a time capsule of the earlier mid-16th century.

In addition, because *Invincible* was carrying troops in transit and to Canada, the wreck site contained regimental equipment, including army buttons that pre-dated previously accepted dates about the introduction of numbered buttons and are of significance to army historians.

Since 2010, Dan Pascoe a qualified marine archaeologist has taken over my Licence while working in conjunction with the *Maritime Archaeology Sea Trust*, *Bournemouth University* and the *National Museum of the Royal Navy* that acquired £2m from LIBOR fines to reopen further excavation of this at risk historic wreck site. Their first excavations took place in June 2017, and were continued during May and June last year with plans for a final year's excavations this summer. The project has chartered a 26 metre diving platform for their professional archaeologically trained diving team that includes an underwater filming unit. To conserve the recovered artefacts, a new Conservation Laboratory has been established at Poole.



*Display of artefacts recovered in the 1980s from John Bingeman's collection. (These are duplicates to the main *Invincible* collection at Chatham Historic Dockyard.)*

Excavations on this scale are costly. Bournemouth University had a fund raising event at Trinity House, London to continue the excavations for a further two years seen necessary to complete the archaeological task ahead. The University invited me to

put on a display of fully conserved artefacts from the 1980s since it takes time to conserve recent recoveries. This is an example of the many ways the current organisation keeps me involved.



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A truly well-trodden path

Four years have gone by since our original application to add the Right of Way route around the Camber quaysides to the city's definitive map. At times it has felt like the road to nowhere, until this past year when our Appeal was upheld by the direction in February 2018 from the Secretary of State's Planning Inspectorate for Portsmouth City Council to raise an order for a Restricted Byway around the Camber.

port duty, despite the applicants and witnesses attesting that their public rights over this route had co-existed with port activities without historical evidence of any conflict. Our most recent appeal against the Council's refusal concluded with the direction to raise the order on 21 February 2018, thereby moving the Camber quaysides a 'step' closer to being officially recorded as a public right of way.

Below: The Camber



FOOPA members will recall that following our discussions with Council officers in an effort to get the route protected for public use, we hit a brick wall and in November 2014 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 this and a subsequent application, in part because it considered the use of the right of way would interfere with the use of Camber Dock for statutory

The drama continues to unfold. Our hope was that PCC would comply with Secretary of State's instruction in the manner that the law requires – "as soon as practically reasonable". Despite a number of letters in the local press, social media comments and radio interviews expressing public support and urging action, nothing occurred. FOOPA questioned Councillors about a meeting that PCC had held with Camber businesses in April, requesting that consultation should properly include all users of

the Camber. When FOOPA had no response from PCC, they requested assistance from our MP. He offered help and both raised the issue in a letter to the Portsmouth News and brought the matter to the attention of the Government via a formal Parliamentary Question to the Secretary of State. He also kindly arranged a meeting between the FOOPA Chair and PCC to establish the reason for such a protracted delay.

However the real cliff-hanger came at the Neighbourhood Forum meeting in December 2018, when residents were eventually given a reason for not publishing the required Right of Way order. The City Solicitor apologised for the inappropriate delay, but explained that there was a problem in that the City Council had 'lost' the sealed and official version of the Definitive Map and Statement to which the required Modification Order would apply. PCC did not believe that they could raise the Order, object and take the business to public inquiry until they had an official Definitive Map and Statement to hand. They therefore began a process to 're-construct' the official Definitive Map and Statement version from their digital records. An open consultation was held so that members of the public and other interested bodies could check the 'reconstituted' Official Map and Statement and offer comments on potential missing information if necessary. This lost map consultation



Camber Right of Way campaigners, Ken Bailey and Anna Koor supported by MP Stephen Morgan and FOOPA Chair, Gail Baird

was completed on 27th January 2019.

That brings us to the next very recent instalment — the Camber Restricted Byway Order was raised and publicised on 21 February 2019. Before the published Order can be confirmed and thereby enacted in law, opportunity has to be given for objections or representations to be raised and formally considered. The notice publishing the Order states that any such statements need to be received by 12 April 2019. It is, of course, important for residents to take this opportunity to register support for this Public Right of Way, so we would encourage FOOPA members to do so because it could make a huge difference. If you are a supporter who has not previously provided evidence of use of this right of way but has experience or

knowledge of its use, then it would be helpful to state that you are a previous or current user of this route and now input such appropriate evidence. A copy of the Notice and the Order are linked to the FOOPA website for ease of reference.

Following completion of the period for objection/ representation in regard to the Order, the law then requires that the Council confirms the Order. However if objections remain unresolved the Council must forward the Order to the Secretary of State for confirmation. The latter will appoint an Inspector to review the evidence and decide if confirmation is appropriate. This could take place via written representation, informal

hearing, or a more formal Public Inquiry. Portsmouth City Council has already stated that its intention is to object to its own Order regarding this Camber Public Right of Way; it is their determination not to admit that the public has rights that they are not able to disregard just as and when they please. Should PCC carry out this intent, then the appointed Inspector is legally required to conduct a review by Public Inquiry.

So this Right of Way affair with all its twists and turns marches onward; by next year's FOOPA Review we hope to bring you the final positive conclusion. To be continued ...

Ken Bailey and Anna Koor

Obituary - John Holland



Early this year Portsmouth lost one of the city's most active community campaigners: civic planning, sustainable travel, community cinema and environmental stewardship. John Holland was engaged in many citizen projects and initiatives to help make Portsmouth a better place to live. An engineer by training, John worked for IBM and took voluntary redundancy at age 50. Many people would use their pay-offs for personal pleasure, but John committed

himself to a wealth of community initiatives.

He was one of the stalwarts of the Portsmouth Society which he joined shortly after leaving IBM. He volunteered to edit the Society's newsletter and set up their website. He organised and ran the Society's planning committee that scrutinises key planning applications and he regularly made deputations

at PCC's Planning Committee, putting the case clearly for what the Portsmouth Society believes is best for the city's environment and people.

Passionate about supporting public transport and making it a practical and attractive alternative to private cars, John was a tireless advocate of better bus and rail services and he was the treasurer of the Wessex branch of Rail Future.

John was also a keen cyclist, being one of the founder members of the independent Portsmouth Cycle Forum. For many years John was the Chair which he carried out in his characteristic warm, open and consensual style; and applying his customary quiet persuasion and good humour to press PCC to construct cycle facilities that meet highway regulations and government design standards.

John understood that the small stuff really matters. He was one of the regular workers at the Community Cycle Centre that refurbishes old bikes for people who can't afford to buy one. One by one, hundreds of people have been given access to cycling to help them travel in a healthy and environmentally sustainable mode.

From its early days John was involved in the No.6 Cinema in the Historic Dockyard and became Chair of the management committee. It was another time-consuming and often little-thanked community role which he undertook selflessly as he steered the Cinema to its current thriving state.

John was always focussed on helping the city's decision makers make the best choices, but never on the petty politics of personal advancement. His gentle yet determined approach won him the admiration of those who worked with him and respect too from people who opposed his arguments. John was never aggressive but neither could he easily be silenced. With calmness and patience he got his message across.

John was diagnosed with leukaemia late last summer and appeared to be responding well to treatment. Unfortunately secondary cancers were identified early in the New Year and John moved to the Rowan's Hospice, where he passed away on the 24th January.

It was a delight to know that just before he died he was presented with a Civic Pride award from Portsmouth City Council, proposed by Cllr Suzy Horton and presented by Leader of the Council Councillor Gerald Vernon-Jackson. John had given so much to so many and his giving had been truly selfless. He deserved that award and, as one of the many community organisations that benefited directly or indirectly from his help, we thank him for his dedication to doing the right things.

*Mike Dobson, FOOPA Traffic matters
(My thanks to Jon Spencer of the Portsmouth Cycle Forum for permission to use the photograph and some of his words)*

Exploring Salisbury

Despite the recent adverse publicity concerning the city of Salisbury, on a sunny April morning 29 stalwart characters climbed aboard a coach when it drew up outside Portsmouth Cathedral. Some of the group were members of FOOPA and others were from the Friends of Portsmouth Cathedral. This combination of persons promised a lively day out with plenty of opportunity for exploration and learning.

On arrival in Salisbury, those wishing to visit Mompesson House wandered through the Cathedral Close, passing Sarum College along the North Walk to the house entrance. There we split into two groups: the first party keen to discover the treasures within, and those forming the second contingent more in need of sustenance (coffee and cake in the tea room) before venturing inside the property. It would have been easy to spend far longer than the time allotted viewing the delights of this exquisite property, described in the NT leaflet as 'a homely and welcoming town house in Salisbury's Cathedral Close and one of the city's best kept secrets'. Many of us found ourselves imagining living here as we explored



each charming room with its diverse contents; the Turnbull collection of eighteenth century English drinking glasses, the magnificent plasterwork and oak staircase, the stumpwork in the Green Room, the delightful library and the charmingly tranquil garden.

Lunch followed, each member of the party being free to make their own arrangements. This posed no problem as there are a variety of eating places within easy reach of



the Cathedral Close. Dodging the heavy rain showers however proved slightly more difficult for some, as evidenced by the number of damp persons gathered in the entrance to the Cathedral, as we began our tour of this magnificent medieval edifice.

From laying the foundation stone to consecration, this building was completed in 38 years - something of a speed record for thirteenth century stone masons! The guides took us around the building in two groups, explaining some of its highlights: the Chapter House, the Magna Carta, the Medieval Clock, the Font (almost everyone's favourite gem), the Spire Crossing, the Morning Chapel, the Quire, High Altar, the Prisoners of Conscience Window in the East End installed

in 1980, and finally the Cloisters – arguably the largest complete cloisters in Europe.

After that mammoth treat, we were all in need of refreshment and were welcomed by the Chairman of the Friends of Salisbury Cathedral to a delicious cream tea in the refectory. This was followed by a brief visit to the shop before wandering back to our coach for the trip back to Old Portsmouth. Although we were slightly delayed on the return journey by heavy traffic on the M27, we alighted from the coach outside Portsmouth Cathedral happy and full of appreciation for all who had worked hard to make the day so enjoyable and memorable.

Mrs Frances Kay, 25 April 2018

FOOPA Annual Accounts

FOOPA continues to control its income and expenditure and more importantly runs its activities so they do not run at a loss.

The Key Factors relating to the year are:

Bank Balance	£8,172
Membership Income	£984
Web Site Costs	£240
Other Income & Expenditure	£495
Income over Expenditure	£249

As you can see the Association has a healthy bank balance and as such can afford to run activities, even if they may create a loss. If you have any suggestions for activities or events please do mention them to any committee member.

Unfortunately I have had to resign as treasurer and as such FOOPA is looking for someone to take over this position. If anyone is willing to take over this function (it is not too hard a task) or knows of someone who maybe interested please contact Gail, Anna or Alistair. *Accounts prepared by LP Higgins, FCCA Accounts audited by B Green*

Membership report

There are 136 members paying by standing order and going forward into 2019 this number has increased to 150. By requesting that each January is the date for subscription renewal, and notifying the 51 cash/cheque members, this has helped folk remember and only a dozen went a bit beyond this.

We went into 2018 with 22 new members and 1 more was added during the year but this number was outweighed by the number of lost members, all but 1 through deaths or moving away.

Reminders/information goes out by email or by hand and it would be helpful to have email address from any members who are now online.

For those not online, minutes of committee meetings and any other helpful local information is put on the Co-op notice board in Pembroke Road. This cannot unfortunately match the info on the FOOPA website so it may be useful to go online at the library or if possible with family.

Anyone reading this Review wishing to join FOOPA (£5 per household) please see details below.

Send an email or drop a note to address below with name address & 'phone no. to: foopamembsec@outlook.com or a note to FOOPA, 1 A'Becket Court, St.Thomas's Street. PO1 2HG (023) 821 665.

Year Ended	2018	2017	2016	2015	2014
Income					
Membership Subscriptions	984.00	1,034.00	1,127.00	1,127.00	905.00
Bank Interest Receivable			0.64	4.23	4.58
Social Events	57.18	230.00	1,301.00	6,846.50	2,331.00
Advertising Income	137.50	125.00	160.00		150.00
Xmas Lunch			1,122.00		
	1,178.68	1,389.00	3,710.64	7,977.73	3,390.58
Expenditure					
Secretarial/AGM	306.00		524.00	50.66	47.66
Newsletters				275.00	227.50
Room Hire - Committee	384.00	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	
Xmas Lunch			1,122.00		
Website	240.00	692.00	180.00	180.00	727.00
Other	0.00	436.21	3.68		
	930.00	1,839.26	3,658.78	8,906.86	4,356.85
Surplus/Deficit of Income over Expenditure	248.68	-450.26	51.86	-929.13	-966.27
Balance Sheet as at 31/12/		2017	2016	2015	2014
Assets					
Lloyds Current Account	8,171.90	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		
	8,171.90	7,923.22	8,373.48	8,321.62	9,250.75
Represented by :-					
Opening Reserve	7,923.22	8,373.48	8,321.62	9,250.75	10,217.02
Surplus / (Deficit) for Year to Date	248.68	-450.26	51.86	-929.13	-966.27
Closing Reserve	8,171.90	7,923.22	8,373.48	8,321.62	9,250.75

If you need help - keep it brief

Two successful wartime communications

1) John F. Kennedy to Allied Forces, August 1943

NAURU ISL
COMMANDER
NATIVE KNOWS POS'IT
HE CAN PILOT 11 ALIVE
NEED SMALL BOAT

Unlike poor-sighted young Kipling whose imperialist father Rudyard used his position to get John Kipling accepted for duty in WWI, (who then tragically died in his first battle), John F. Kennedy wanted to participate in WWII, and used the influence of his father, Joe

Kennedy, to assist him.

In 1940, the U.S. Army's Officer Candidate School had rejected John as 4-F (along way from 1-A), for his bad back, ulcers and asthma. Kennedy's father persuaded a private Boston doctor to certify his son's good health and he was accepted.

On 2 August 1943 Lieutenant Junior Grade John F. Kennedy, aged 26, was the commander of a US torpedo boat PT-109 based on Tulagi just north of Guadalcanal. These boats were big beasts of 40 tons and capable of 40 knots but not very successful with only a primitive or no radar. Put this together with a cloudy, moonless night and you can understand why PT 109 was rammed and cut in two by a Japanese destroyer with two crew killed. After a four hour swim using part of their boat as a float and without disturbing resident sharks and crocodiles, the crew managed to get to one of the smaller Solomon Islands.

Kennedy carved the above desperate short message on a coconut shell. He asked two locals to take it to the nearest Allied base some 35 miles away. Amazingly they avoided local Japanese forces and managed this by canoe and after six days Kennedy and his crew were rescued. (JFK had the coconut shell, encased in plastic, and used as a paperweight in the Oval office during his Presidency.)

A film starring Cliff Robertson was made called unsurprisingly 'PT 109' which was the first commercial film about a United States President while he was still in office. It was released in June 1963, five months before JFK was assassinated.



2) Buang-Ly to USS Midway, 30 April 1975

The USS Midway aircraft carrier was launched days after the end of WWII, the largest ship in the world at the time and was named after the major naval battle which took place a year before, in 1942, and not far from Kennedy's Solomon island events.

On this day in 1975 it was the end of the Vietnam war with the 'Fall of Saigon' to North Vietnamese forces. Shortly before this happened the US airforce rescued by helicopter as many American civilians as possible and took many to the giant USS Midway anchored just offshore.



Towards the end of this activity, crew aboard the USS Midway were surprised to see overhead a two seat Cessna light plane approach with its landing lights on and start circling the carrier, Flying the plane was South Vietnamese Major Buang having escaped with his wife and five children. With fuel running low he tried to communicate with the carrier by dropping messages on screwed up pieces of paper - which failed repeatedly.

Can you move the Helicopter to the other side, I can land on your runway, I can fly 1 hour more, we have enough time to move. Please rescue me. Major Bung wife and 5 child.

This note (left) made it to the crowded deck attached to a heavy pistol. The carrier's captain immediately

ordered arrest wires to be removed and all available crew to push a number of the many Huey helicopters off the flight deck and into the South China Sea. Buang-Ly then landed the Cessna perfectly, without a tail-hook, to huge applause. (The first time he or any South Vietnamese had ever landed on an aircraft carrier).

The crew of USS Midway were so impressed that they established a fund to help him and his family get settled in the United States. The Cessna, that Major Buang landed, is now on display at the National Aviation Museum in Pensacola, Florida.

Terry Halloran

No 6 bus route: The Hard, Old Portsmouth -Southsea shops

Monday - Friday from 06/01/2019 until further notice

6 The Hard - Old Portsmouth - Southsea Shops

Service No.:	6	6	6	6	6	6	6	6	6	6	6
Notes:											
The Hard/Gunwharf	0945	1015	1045	1115	1145	1215	1245	1315	1345	1415	1445
Old Portsmouth Cathedral	0949	1019	1049	1119	1149	1219	1249	1319	1349	1419	1449
Southsea Shops	0953	1023	1053	1123	1153	1223	1253	1323	1353	1423	1453
The Strand	0956	1026	1056	1126	1156	1226	1256	1326	1356	1426	1456

6 Southsea Shops - Old Portsmouth - The Hard

Service No.:	6	6	6	6	6	6	6	6	6	6	
Notes:											
The Strand	0957	1027	1057	1127	1157	1227	1257	1327	1357	1427	1457
Southsea Shops	1000	1030	1100	1130	1200	1230	1300	1330	1400	1430	1500
Old Portsmouth Cathedral	1004	1034	1104	1134	1204	1234	1304	1334	1404	1434	1504
The Hard/Gunwharf	1008	1038	1108	1138	1208	1238	1308	1338	1408	1438	1508

Saturday from 06/01/2019 until further notice

6 The Hard - Old Portsmouth - Southsea Shops

Service No.:	6	6	6	6	6	6	6
Notes:							
The Hard/Gunwharf	0945	1015	1045	1115	1145	1215	1245
Old Portsmouth Cathedral	0949	1019	1049	1119	1149	1219	1249
Southsea Shops	0953	1023	1053	1123	1153	1223	1253
The Strand	0956	1026	1056	1126	1156	1226	1256

6 Southsea Shops - Old Portsmouth - The Hard

Service No.:	6	6	6	6	6	6	6
Notes:							
The Strand	0957	1027	1057	1127	1157	1227	1257
Southsea Shops	1000	1030	1100	1130	1200	1230	1300
Old Portsmouth Cathedral	1004	1034	1104	1134	1204	1234	1304
The Hard/Gunwharf	1008	1038	1108	1138	1208	1238	1308

*It's a case
of use it
or lose it!*



hotwalls STUDIOS

The Hotwalls Studios brings artists and designer-makers together in an exceptional heritage location, to start and grow their creative ventures in an environment of mutual support, creativity and innovation.

The Hotwalls Studios showcases some of the city's brightest creative talent. With a range of artists and designer-makers working in our studios, you will be able to watch artists and makers at work and purchase and commission professional pieces. Opening times of individual studios vary depending on the working hours of our creatives.

Point Battery & Barracks, Broad Street, Old Portsmouth, PO1 2FS
for further details please visit our website at www.hotwallsstudios.co.uk

Traffic report

In this report: • Traffic levels • Road safety • Speeding • Bus services • Parking • Sustainable travel • Air pollution

Traffic levels

- Pembroke Road and High Street continue to be a rat-run for Southsea commuters seeking to avoid congestion at the St. Michael's Gyratory junction (the 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.
- Traffic levels have reduced since the last reliable survey in June 2015, some of this may be due to seasonal variations between summer and winter. However, traffic numbers are higher than in autumn 2013. Worryingly, speeding has got a lot, lot worse.
- The Wightlink Gunwharf ferry terminal expansion is designed to accommodate the larger volumes of island-bound traffic expected with the new higher capacity ferries. At the planning stage Wightlink failed to do a thorough assessment of the impact on the road network of the increased numbers of inbound traffic, with four lanes of disembarking motor vehicles having to funnel into one lane in Gunwharf Road and St. George's Road. The road network is already near capacity and is vulnerable to congestion in the event of even one blockage. Peak holiday periods this summer will show if Wightlink and PCC's confidence was justified.

Road Safety

- Old Portsmouth Area Traffic Study. PCC has been working to complete the long-awaited traffic study that is intended to produce a comprehensive review of all traffic issues, recognising that traffic issues in OP are complex and inter-connected and individual 'sticking plaster' measures to address individual symptoms of road traffic problems often create other problems.
- The initial traffic survey in February 2018 was invalidated by inaccurate data recording e.g. more buses than cars! PCC conducted another survey for one week in November and those results are credible.
- Safe Road Crossings. Anecdotal evidence is that residents have been asking for more zebra crossings and traffic islands for some time. High on the priority list is a zebra crossing on High Street linking Peacock Lane and Highbury Street which will be of huge benefit to St. Jude's primary school children and their parents who need to cross the road when the

traffic volume is high. FOOPA urgently asks PCC and Hampshire Police to reconsider their approaches to improving road safety in our community.

- Pembroke Road traffic island. There is a significant risk to pedestrians using the traffic island refuge with the relatively high number of westbound vehicles driving into and over the traffic island for two weeks in midsummer when they are dazzled by the late afternoon sun as it shines directly along Pembroke Road. Driving in excess of the speed limit and safe stopping distance in the restricted visibility seems to be an additional factor. Local resident Andrew Williams has been campaigning about this for a long time and last summer FOOPA submitted an 8 page report to PCC analysing the situation and assessing the 'alternative arrangements'. Copies of the report can be obtained by emailing foopattraffic@gmail.com. Meanwhile, we would like to record our appreciation of the efforts of Dave, the cheerful school crossing attendant who enhances the safety of pedestrians using this crossing.
- 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, not just drivers. FOOPA makes considerable efforts to check that these instructions are complied with.

Speeding

- High traffic volumes and high levels of speeding continue to jeopardise the safety of pedestrians. The most recent traffic survey in November 2018 showed:
 - Half of the drivers along High Street would be eligible for a fine, penalty points or a court summons.
 - Only 16.5% of drivers observed the 20 mph speed limit.
 - Over a third of drivers (34.3%) would have benefitted from usual police discretion not to take action against drivers doing up to 24mph in a 20 limit.
 - 2211 drivers each day (46.5%) go up to 35 mph and would warrant a fine if there was any enforcement.
 - 129 drivers each day (2.7%) exceed 35 mph and would warrant a summons if there was any enforcement.
 - On average 1 driver each day exceeds 50 mph in the 20 mph limit.
 - The maximum speed recorded was 59 mph.
- Hampshire Police remain obdurate in their refusal to do speed enforcement in High Street even though 20 mph roads are where there is

the greatest risk to vulnerable road users.

- **Community SpeedWatch.** Our CSW volunteers were unable to do any speed checks in 2018 owing to a shortage of equipment. The council have procured some new equipment and it has been agreed that this will be shared by both the Southsea and Old Portsmouth teams. Even when our own CSW team is fully equipped and staffed the speed checks average only 1 hour every 3 weeks, representing 0.2% coverage. However, this does not stop the police informing councillors that “Speedwatch is the ideal tool to manage vehicle speed.” The best way of reducing speeding and making our streets safe for pedestrians, the disabled and cyclists is by physical traffic calming.



Police speed camera van in Anglesea Road (30 mph limit)

- A police mobile speed camera van could detect or deter some of the 4000 speeding drivers each day in our 20 mph streets. Despite this, the police refuse to do any more speed

enforcement in OP and refuse to engage with us about permanent physical measures to curtail this threat.

Bus services

- In August, First Bus withdrew the No.1 bus service that provides a direct link between OP and Southsea. This was an inconvenient and daunting prospect for the many residents of OP who depend on the bus service, especially those who no longer drive or are frail and unable to walk the distance. The alternative would have been more reliance on minicabs and added congestion, traffic noise and air pollution.
- Following a determined campaign by many residents, FOOPA committee members and our ward councillors; the community was able to persuade PCC's Cabinet Member for Transport, Councillor Lynne Stagg, to find the extra funds to maintain the bus service.
- The issue highlights the enormous challenge that PCC face in trying to persuade residents to use active travel and public transport instead of using private cars.
- The new service is not as comprehensive as the Number 1, but hopefully

it is a start and all of us need to use it to show both the Council and First Bus that the bus service is needed in OP. (See timetable p.16)

Parking

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

- **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. Locally, residents no longer can check themselves if a vehicle has a residents' parking permit or has obtained a visitor's permit. 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. FOOPA intends to seek reassurance from the PCC Parking Service that there has not been an increase in parking evasion and concomitant reduction in precious road space for residents' parking.
- **More demand for on-street parking on Spice Island.** We remain concerned that the planners seem to regard OP as a sponge of unlimited capacity to absorb extra demand for on-street parking. This has happened with Ben Ainslie Racing, Ken Brown Boats and there is a rumour that Fullers have enquired about obtaining exclusive use of off-street car parking on Spice Island for their planned luxury hotel at Point on the site of the old Wightlink workshops.
- **School parking.** Both PGS and St. Jude's C of E Primary School generate a lot of extra traffic.
 - 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 of parents who continue to disregard these efforts.
 - 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 works hard to control these offences with camera enforcement of yellow zig-zags, investigation of suspected abuse of 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, there remains a hard core of irresponsible and selfish parents.

Sustainable Travel

- Shipwrights' Way (www3.hants.gov.uk/shipwrightsway) is a 50 mile official long distance path from the north of Hampshire to Portsmouth Historic Dockyard. The only section in all of Hampshire that is missing is in Old Portsmouth! The intended route lacks any signs, marker posts or road crossings and creates the risk that well-intentioned cyclists ride on paths that may (or may not) have been legally designated for cyclist use.
- Planning to complete the Shipwrights' Way is currently on hold.

Air Pollution

- Portsmouth needs to do more to reduce Air Pollution. PCC seems to be in denial about the inadequacy of its measures to reduce air pollution. The Annual Status Report made the inaccurate claim that air quality in Air Quality Management Area 7 (which covers the High Street, St George's Road and Cambridge Road) is now below the legal limit. FOOPA challenged PCC's inaccurate data collection and flawed statistical analysis.
- The High Court ruled in February 2018 that local authorities must reduce air pollution to legal limits as quickly as possible. DEFRA has increased the pressure on PCC to reduce air pollution and the last 6 months have seen publication of the Targeted Feasibility Study and now the Air Quality Plan (not yet released for public scrutiny). Private cars account for well over half of Portsmouth's air pollution from traffic but PCC does not plan any curbs on private car use. PCC's plans have three main elements:
 - Bus retrofit. Buses belonging to First and Stagecoach will have their engines modified with less-polluting technology. However, this will not affect major operators such as National Express, Lockett's or the many private tour companies.
 - Workplace Travel Plans. PCC hopes to persuade businesses to encourage their employees to forgo the private car and instead to walk, cycle or use public transport.
 - Unnecessary/illegal engine idling. The Highway Code states in Rule 123: *You MUST NOT leave a parked vehicle unattended with the engine running or leave a vehicle engine running unnecessarily while that vehicle is stationary on a public road. Generally, if the vehicle is stationary and is likely to remain so for more than a couple of minutes, you should apply the parking brake and switch off the engine to reduce emissions and noise pollution. However it is permissible to leave the engine running if the vehicle is stationary in traffic or for diagnosing faults.* Law CUR regs 98 & 107

- Special purpose vehicles such as refrigerated lorries are permitted to leave engines running, but it is unacceptable for a driver to leave the engine running when stationary simply to run the heating or air conditioning. FOOPA members are encouraged to note when passing queues of vehicles at traffic lights, at the IoW ferry, school run pick-up and at taxi ranks how many or few drivers are heeding PCC's request to turn off their engines when stationary. If concerned please email AirQuality@Portsmouthcc.gov.uk with a description of the vehicle and the circumstances.
- Unfortunately PCC seems to have no plan to assess quantitatively the effectiveness of this anti-pollution measure nor capacity to enforce it.

Mike Dobson

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All change at Portsmouth Cathedral

The new Dean of Portsmouth is the Very Revd Dr Anthony Cane (right) who was installed at the Cathedral on Saturday 16th March.

Anthony was previously Chancellor at Chichester Cathedral, where he led its work in the areas of education, the arts, visitor engagement, and external partnerships. During a varied career, he has also worked with the homeless and drug addicts before becoming a Church of England priest. His new role will see him leading the clergy and lay team at the Cathedral, working alongside leaders in the city, and enhancing its role in the local community.

Anthony said: "I am thrilled to be joining the cathedral and diocese what a privilege to have the chance to live and pray at the heart of a vibrant, diverse city and diocese.

"I look forward to working closely with the cathedral staff, worshipping community and volunteers, in furthering the ministry of the cathedral as a sign of God's deep compassion and grace for every corner of the city and diocese. While there are challenges to face, the cathedral is well placed to go from strength to strength, and I am excited to be arriving at this point in its history."

As Chancellor of Chichester Cathedral, he delivered an acclaimed annual series of public lectures, introduced five series of films with spiritual themes in a local cinema,



and was a founder member of three charities. He has served as a governor of the University of Chichester and chaired the Diocese of Chichester Academy Trust from its inception.

"I enjoy cathedral worship and pastoral care. I look forward to getting to know the people who live and work in Old Portsmouth ensuring that St Thomas' as a parish church develops as a focal point for all.

"I'm always very happy to work in partnership with other organisations, and sometimes the best ideas come organically through working with others. Cathedrals are well placed to be creative. I intend to be out and about in Portsmouth, looking for opportunities to build partnerships."

Anthony is married to Clare, a teacher, and they have three grown-up children.



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