

FOOPA

Review 2020



www.foopa.org.uk
Number 34





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We are happy to support FOOPA and welcome enquiries from members.



Note from the Chair

I'm sure this time last year we were basking in a mini heatwave, rather than battling the elements and getting soaked each time we step outdoors - but that might just be wishful thinking on my part. One of the benefits of living in a maritime climate is that as quickly as it turns stormy, the sun can shine again - so I live in hope.

There have been a few changes to the committee this year that I should mention. One of the most notable, and welcome, changes is the appointment of a Social Secretary who has already built up a healthy programme of talks and trips. Ann Wilson very kindly took up the challenge after there being no social programme for a year or so, and we thank her for doing that with such commitment and enthusiasm.

Janis Loose has stepped down as Treasurer after helping us out this last year so obligingly, and doing such a splendid job. Janis also organised the Christmas Lunch for the second year running, which was a huge success.

Alistair Wilson, our Membership Secretary for a number of years is also stepping down after the AGM. Alistair has been great, keeping the membership list up to date and getting most members to pay by standing order, making this role so much more straightforward. Currently we don't have a replacement for Alistair, so if anyone would like to take up the Membership role then please give us

a shout via the website.

Our thanks to both Janis and Alistair for their time, efforts and company – you will be much missed.

To keep FOOPA fresh and relevant we do need more committee members to take up some important key roles. Equally, if you would like to get involved in any other way then please let us know; it's not onerous, and is often quite fun!

Reports from the rest of the committee follow in this Review and should highlight some of the work that has been going on in 2019. Members of the committee include: Anna Koor, Secretary; Graeme Swinburne, Planning; Mike Dobson, Traffic; Bob Stewart, Spice Island rep; Ann Wilson, Social.

We hope you enjoy polar explorer and speaker, Alex Hibbert at the AGM and join us on our social programme for 2020. In the meantime do check the website, www.foopa.org.uk for updates and follow us on Facebook. Most of all we would love to hear from you with your contributions and comments.

Gail Baird, Chair

Excavations in Oyster Street 1968-1971

*Jennifer Macey, Historic Environment Record Assistant,
Portsmouth City Council*

Between 1968 and 1971 archaeologists from Portsmouth Museums investigated a site in Oyster Street now occupied by Oyster Mews. This was the first large scale archaeological excavation to take place in Old Portsmouth and revealed evidence of continuous occupation from the 12th or 13th century onwards.

The site was situated on the waterfront of the medieval harbour, and one significant discovery was a 14th and 15th century commercial complex with a dock, quay and warehouses. A large fresh water cistern which survived in a good state of preservation may have supplied ships visiting the dock. This commercial site became redundant around the early 16th century, by which time a larger quay was in use at the north end of the Camber.

The mid-late 16th century saw a change from commercial to

predominantly domestic activity, and by the late 17th century most of the earlier structures had been replaced by brick buildings. A large forge, possibly used as an open air smithy, was constructed during the Tudor period. Evidence of industrial activity during the late 17th and early 18th century, included the remains of four clay tobacco pipe



ARC.BB.119 - Medieval fresh water cistern



ARC.BB.157 - Clay tobacco pipe kiln c.1690

kilns, some of which still contained pipes from their last firing.

During the 18th and 19th centuries more substantial buildings were constructed and by the mid-1800s the area was occupied by housing, the John Pounds' Ragged School and a public house. Several of these buildings were demolished immediately prior to the excavation taking place.

The large collection of artefacts includes many well preserved pottery vessels and personal items such as combs, buckles, shoes and clay pipes. The excavation archive is held by Portsmouth Museums.

Oyster Street is one of the many sites recorded on the Portsmouth Historic Environment Record (HER). The HER is the

primary source of information for archaeology and historic sites within the city, including stray finds, historic buildings and monuments. Visit the HER Facebook page @ PortsmouthHER to discover more about our work.

*All Images reproduced by kind
permission of Portsmouth Museums*



ARC.BB.166 - 14th century dock, with the remains of wattle walls made of upright stakes with interwoven branches of hazel



1971/150/160 - 13th century glazed jug, recovered from a well



1971/150/223 & 1971/150/224 - 18th century bowling woods

Save our Stones

Celia Clark, local historian, author and campaigner



This beautiful expanse of limestone and granite blocks to the seaward of Long Curtain Moat will disappear when the new sea wall is constructed in front of the historic one. The engineers plan to build up a platform of shingle here on which to base their machinery – including pile drivers and cranes.

Like lots of people, I have always loved these stones, their shapes moulded over time by incessant tides. I used a detailed photograph of them in my book *White to Black* published by Tricorn Books of 131 High Street Old Portsmouth.

The City Archivist, John Stedman suggests that they may have been laid down when the walkway was created as part of the revamp and creation of public space there in the 1960s. “However, the erosion is dramatic, so perhaps they are even Georgian?” He suggests that the City Engineer’s photographic collection (DG/75A) may show the area in the 1950s, and so may historic maps - especially the 1:500 scale OS map of the 1860s. Has anyone time to research this?

Cllr. Steve Pitt, Cabinet Member for Culture and City Development & Deputy Leader, has assured us that the stones will be salvaged “as the project has assessments around ‘zero to waste’, so collecting the stones was always going to happen.

So we can all be directly connected with ensuring they have a future somewhere else, preferably on the seafront, how about a crowd-funding exercise and a design competition? In a project in Rotterdam, architects designed a web of timber bridges over the railway and parts of the city that were not connected well. They raised the money by Crowdfunding. 20 euros bought you a plank with your name carved on it: (<https://www.dezeen.com/2015/07/16/luchtsingel-elevated-pathways-bridges-rotterdam-cityscape-zus-architects/>).

We could each pay for a stone to be lifted, stored and perhaps our initials carved on it before reuse. We would have to set up a bank account to receive the money. Perhaps FOOPA or the Portsmouth Society could help with this? An estimate suggests that there are around 10,000 blocks of varying sizes, so if we contributed £20 each, this would raise £40,000.

Responses welcome to Celia Clark at: celiadeane.clark@btopenworld.com



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The Long and Winding Road ...

Ken Bailey and Anna Koor

A distinct sense of déjà vu has descended on our long-running campaign to get our established public right of way around the Camber water's edge recorded on the definitive map. Having won our case on Appeal to the Secretary of State back in February 2018, we all thought it would be plain sailing from thereon, because the Planning Inspectorate clearly directed Portsmouth City Council to raise an Order for a Restricted Byway around the route that we originally wanted recorded through our application in November 2014.

As we pass the fifth anniversary, what is heartening is hearing support from new voices, some of whom have brought new evidence to the table and are keen to join the fight, but also the tenacious enthusiasm of those supporters who, like all of us, are simply determined to make sure this Right of Way case proceeds to its rightful conclusion without any further delays.

The FOOPA Annual Review does at least give us an opportunity to remind ourselves of where we are in this long game. The Camber

Restricted Byway Order was published on 21 February 2019, a year after the Appeal directive. Following the required period of public consultation by PCC, which expired on 12 April 2019, we were advised that there had been 65 letters of support for the Order submitted to the Council, and 11 objections. The latter includes an objection by Portsmouth City Council itself. We were aware that Portsmouth City Council was intending to object to its own Order and the content of their objection remains on the PCC website.

Effectively this, and any other unresolved objections, mean that the Order cannot be adopted in law until it has been confirmed by the Secretary of State for the Environment (DEFRA), which will necessitate a public inquiry. All your letters of support for the Order are much appreciated and some have proved helpful in bringing to light more witnesses who will be able to give first-hand user evidence to the Inspector when we present our case. An appointed Inspector will review the evidence, hear from witnesses, and decide if

confirmation is appropriate.

Having then expected PCC to complete the next round of straightforward paperwork, another thorn in our side materialized in the form of a missing map. At the December 2018 local Neighbourhood Forum, residents were told that the delay was due to the mislaid absence of the original Definitive Map and Statement, to which the Order applies. Henceforth there began a process to create a re-constituted map, which required a public consultation, taking us up to 27 January 2019 when that ended. Councillors have regularly been asked for updates since then and responses from PCC have ranged from lack of human resources

in PCC's legal team to the large volumes of documentation in relation to the matter.

Portsmouth City Council Legal Services eventually invited Hampshire County Council (HCC) Legal Services to assist in September 2019, and a review and scoping exercise was undertaken to assess the way ahead. In January 2020 HCC were further engaged to set out a roadmap for the reconstitution of the city's lost Definitive Map and they will supply this roadmap by March 2020. At the time of writing, exactly when the Camber DMMO will be submitted to the Planning Inspectorate for confirmation is still completely unknown, but FOOPA will continue to press for the earliest resolution.



The Camber

Social Report

Ann Wilson, Social Secretary

I was appointed Social Secretary in March 2019 to organise four events during the year. This did not include the FOOPA Christmas party, which was again organised so well by Janis Loose.

The aims of the social programme are to have events that include a range of speakers, provide fun social activities, use local venues, keep costs low and provide a small income for FOOPA to continue. Part of my ambitions are to bring together members of FOOPA, residents of Gunwharf Quays and Friends of Portsmouth Cathedral to share their programmes of events and thus offer a broader spectrum to all residents.

Thirty residents, including some from FOOPA attended the Friends of Portsmouth Cathedral on their coach outing to The Vyne near Basingstoke on the 23rd July. A very interesting tour of the house was enjoyed and the splendid grounds provided a wonderful place for a picnic under spreading trees and the cooling river on one of the hottest dates of the year.

The Quiz Night at the Square Tower in September was the first event to be organised by FOOPA for the year. Sixty-two members and friends supported the evening, which demonstrates the value of our social programme.

Steve and Julia Hendry very generously donated the Square Tower venue for the evening and provided an excellent sandwich supper with tea or coffee - as well as a well-stocked bar.

Tickets were £10 per person and a small profit of £104.50 was donated to the EC Roberts Centre, a unique child focused charity in Portsmouth. It was a fun evening with the quiz provided by Quiz Master, Richard Wilson.

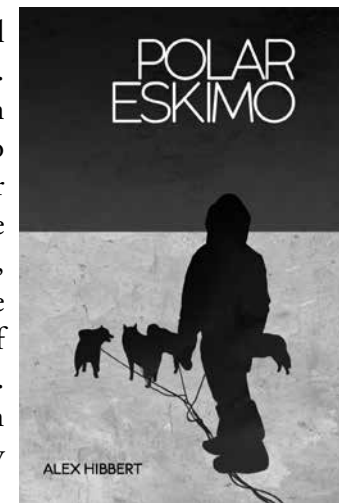
In October FOOPA members once again supported the Friends of Portsmouth Cathedral coach outing to Southampton to visit the Sea City Museum, Art Gallery and Tudor House. A rather wet day which sadly saw the Tudor house unexpectedly closed, and vast crowds from the cruise ships queueing for the Museum. Nevertheless the day was most enjoyable.

Another excellent evening was held on Tuesday 12 November at the Pembroke Gardens Bowling Club, Pembroke Road with Nigel Linger giving a very illuminating talk *A Moment in Time* on behalf of the Portsmouth Royal Dockyard Historic Trust (PRDHT). Fifty-one members and guests attended with the ticket price at only £5 per person.

The Bowling Club were very hospitable charging a modest fee and providing an excellent bar. Proceeds of £195 from the event were donated to the Portsmouth Royal Dockyard Historic Trust.

AGM 2020

Polar Eskimo. Illustrated talk at AGM by local chap turned Polar Explorer, Alex Hibbert. In December of 2013, Alex Hibbert led an international quartet of polar travellers to the extreme north of Arctic Greenland. After a huge storm destroyed their intended route to the North Pole in the darkness of winter, instead of retreating, they decided to explore the beautiful but unforgiving region of Avanerriag, the home of the Polar Eskimos. What followed was six months of harsh education, gripping adventure and ... twenty unruly sled dogs.



Further Events for 2020

The Triangle Girls

An exceptional illustrated talk about women who worked in the dockyard during the Second World War.

Tickets £5.00 per person.

Tuesday 12 May, 7.30pm

Pembroke Gardens bowling club.

Please send a cheque payable to

FOOPA to: Ann Wilson, 6 Perseus

Terrace, Gunwharf Quays, Portsmouth PO1 3TG. Please mark the back of the cheque with the event(s) and enclose your email & phone number.

Pay bar available



Running Fawlty Towers and Cooking for the rich and famous

An amusing talk.

Tuesday 15 September, 7.30pm

Pembroke Gardens Bowling Club

Ragtime and Jazz – a short history

A fascinating insight into this period of music interspersed with Chris Newman's magic hands on his keyboards.

Tuesday 3 November 7.30pm

Pembroke Gardens Bowling club

Further information on all these events will be sent out during the year, feature on our website <https://www.foopa.org.uk> and Facebook page <https://www.facebook.com/foopa.org.uk>. Trying to avoid dates that clash with other local clubs is sometimes not possible; suggestions for speakers or events are always welcome.

Your support is much appreciated and valued.

Traffic urban myths

In this new era of 'alternative facts' and 'false news' it is worth highlighting some of the urban myths that have become commonplace:

- High Street is part of an emergency exit route from Southsea and so speeding enforcement can't be done.
 - o *Incorrect.* PCC has 4 plans for priority traffic routes in the event of an emergency and not one includes High Street.

- High Street is a 20 mph zone and the speed limit can't be enforced.
 - o *Wrong.* High Street is a 20 mph limit (there are significant differences between zones and limits) and the 20 mph speed limit can and has been enforced. The police have discretion not to fine or prosecute drivers at speeds up to 35 mph but can and should prosecute drivers in excess of 35 mph (on average 129 drivers each day).



- High Street is a trunk road so it is OK to break the 20 mph limit.
 - o *Wrong.* The A3 is a trunk road for most of its length where it is managed by Highways England. In urban areas (e.g. London and Portsmouth) it is not a trunk road and is managed by the local highway authorities that are legally empowered to set the speed limits in accordance with DfT guidance. In 2007 PCC issued Traffic Regulation Order 03-2007 that legally made High Street and Broad Street 20 mph limits.
- Pembroke Road is a classified road so can't be made a 20 mph limit.
 - o *Misleading.* Almost all roads are 'classified' including High Street and Broad Street which are 20 mph limits. High Street and Broad Street form part of the A3 yet Pembroke Road isn't even a B road. If anyone can provide FOOPA with a cogent explanation as to why Pembroke Road was not made a 20 mph limit in 2007 it will be gratefully received.

Mike Dobson

Income and Expenditure

Year Ended 31/12/ >	2019	2018	2017
Income			
Membership Subscriptions	1,011.00	984.00	1,034.00
Social events	2,650.00	57.18	230.00
Advertising revenue	112.50	137.50	125.00
	3,773.50	1,178.68	1,389.00
Expenditure	2019	2018	2017
Secretarial & AGM	142.70	306.00	
Newsletters	297.00		
Committee Room Hire	279.00	384.00	280.30
Pre paid Web			150.00
Social Events	2,295.62		280.30
Web Site	288.00	240.00	692.00
Donations (1)	299.00		436.21
	3,061.32	930.00	1,839.26
Surplus/Deficit of Income over Expenditure	172.18	248.68	(450.26)
	2019	2018	2017
Balance Sheet			
Assets:			
Lloyds Current Account	8,344.06	8,171.90	7,932.22

Accounts prepared by Janis Loose. Independent Examiner Angus Ross.

Annual Accounts for year ending 31 December 2019

The adjacent table shows FOOPA's Income & Expenditure during 2019 and compares this with the 2 previous years. Overall there is a surplus of £172.18 representing good control of income and expenditure. FOOPA does not seek to make a profit as it has reserves of £8,344.

Membership income has increased from the previous year. Advertising income is slightly down. Running costs remain similar to previous years although hire costs of the room for committee meetings may increase in 2020. Social events have provided a surplus and resulted in us making donations to The Roberts Centre (£104) and the Portsmouth Royal Dockyard Historic Trust (£195).

FOOPA has a healthy balance to fund its activities and fulfil its responsibilities to members in the coming year.

Treasurer: Janis Loose FCCA

Membership report

Thank you all members - through 2019 we had a very healthy membership of 210, although down by five on last year's 215. We had a larger number of people than usual moving away which outweighed the 23 new joining members. Thank you to those who switched to paying by Standing Order – now 161. This helps a lot by giving us more time for instance to make deliveries to those without email and other tasks.

Reminders/information goes out by email or by hand and it would be helpful to have email addresses from any members who are now online but at present have to have printed sheets delivered.

Those members without email - we put minutes of committee meetings and any other helpful local information that we have room for in the notice board on the Co-op wall in Pembroke Road. This cannot unfortunately match the info on the FOOPA website:- www.foopa.org.uk and so it may be useful to go online at the library or if possible with family.

Wishing to join FOOPA? Annual membership is £5 per household. Please send your name, address & phone no. by email to: foopamembsec@outlook.com. Or drop a note to: FOOPA Memb. Secr., 1 A'Becket Court, St.Thomas's Street. PO1 2HG, (023) 92 821 665.

A. Wilson

Planning Matters

Graeme Swinburne

Having taken over the task of monitoring and occasionally objecting to planning applications in the Old Portsmouth area, I have no intention of trying to match the free-flowing style of my predecessor, “the Bard” Terry Halloran. However, I am enjoying my new role and it has increased my interest in our area and my awareness, when walking our dog.

When planning applications are being considered by the Council, it is essential they post street notices nearby to draw the attention of the local community to the application. The Council must also inform neighbours of the application. My role is to, where possible, look through the weekly planning application list and pick the Council up if the applications are not advertised correctly.

FOOPA also posts a monthly list of planning applications in Old Portsmouth on the notice board outside the Co-op. Of those, two have dominated.

The first is the application submitted by the Southsea Coastal Partnership (SCP) to progress the updating and improvement of the sea defences on Southsea seafront from Long Curtain Moat to Eastney. The Coastal Partnership



*Image from website where full details are available
<https://www.escp.org.uk/coastal-schemes/portsmouth/southsea-coastal-scheme>*

has a difficult task providing a robust civil engineering solution which will protect Portsea Island for the next 100 years and maintain and, if possible, improve the setting of the historic heritage of Portsmouth. SCP is also working with limited funding from central government with significant funding provided by Portsmouth City Council. Having looked through the hundreds of plans and documents, the FOOPA Committee understands the difficult position SCP is in, but the committee was disappointed that the plans, which were approved with small changes, didn't show a great deal of imagination in acknowledging the changes which will inevitably take place over the design life of the scheme. However, the Council did insist, when approving the application, that SCP needed to work with the

community and report back to the Council on those discussions, before final approval would be given. The discussions on the detail are ongoing and FOOPA is involved, to try and ensure the opportunities created by the flood defence works are maximised.

The planning application which caused the greatest interest in Old Portsmouth during last 12 months was Fontenoy House, which is on the corner of Grand Parade and High Street. In September 2019 the owner submitted an application to build two additional floors on the roof of the existing building. The application also included many improvements which would have significantly updated the fabric of the building and improved the conditions of the leaseholders living there.

The owner of the building already had approval for an additional floor, which was approved by a Planning Inspector in 2014, following rejection of the planning application by the Council. The Planning Inspectorate is a government agency who appoint specialist planning experts to independent review planning applications which have been rejected by the local planning authority, in this case Portsmouth City Council.



Fontenoy House

The application considered by the Council in September 2019 had many objections and had its supporters. The FOOPA Committee considered all the plans and supporting documentation and objected to the proposal as it did not conform with many of the Council's policies and the size of the proposal would have resulted in the building dominating the area.

The application was rejected by the Planning Committee. Since then and at the time of writing, the owner of Fontenoy House has:

- 1) Reapplied for the planning permission which was approved in 2014. This is a result of the current permission expiring in May 2020:
- 2) Appealed the decision taken by the Council in September 2019.
- 3) Applied for a modification to the current single storey planning permission.

Fontenoy House will continue to be an issue in 2020 and I suggest you all take the opportunity to look at the building as you may have your own views about the value, or otherwise, of the proposals being considered.

One thing which has struck me when looking through the list of over 200 planning applications in St Thomas Ward each year, whilst there are a steady flow of applications in the Old

Portsmouth area the vast majority of applications in St Thomas Ward are in the area to the east, centred around Elm Grove.

The majority of applications in the East St Thomas area are applications to change single dwelling houses, many of them substantial Victorian and Edwardian family homes, into houses of multiple occupancy. The consequence of these applications being successful is the subletting of these large family houses, the removal of many of the features, increased parking demand and pressure on local services. Whilst there is a demand for housing in Portsmouth is debatable if the accommodation being provided by the conversion of these houses will fill the vacuum. Certainly residents in the East St Thomas area do not think so and have worked with local councillors to curb the approval of a number of applications and have been successful in changing planning advice which has resulted in applications being rejected by the Council and by the planning inspector, when the applicant has appealed. This is a significant success and whilst there has only been one application which was tentatively promoted in Gunwharf, which was opposed by residents, if applications are received in Old Portsmouth the Council is better



*Artists impression of the new facility from the website below.
Courtesy of University of Portsmouth*

placed to oppose this type of development.

Finally, the new Ravelin Sports Centre will be opening in 2021, which can be used by students and staff from the University as well as the local community.

Some key facts:

The sports centre will include:

- 8 court sports hall
- 8 lane 25m swimming pool
- Fitness suite, multi-purpose studios and Squash courts
- Ski simulator and climbing wall
- Teaching facilities and offices
- Underground car park

This building aims to create new standards for sustainability and energy efficiency. The design has already received an "Outstanding" rating from BREEAM UK, the world's leading sustainability

assessment for buildings, because:

- Renewable energy will be generated from roof solar panels and internal heat recovery systems
- Pool water will be re-used for toilet flushing
- The roof will be biodiverse and grassed with beehives
- An Urban Orchard will be created

The building is designed to look like a pavilion and intended to integrate with the surrounding park and urban environment.

• Glazed ground floor to give users of dry sport activities views of the city landscape and for swimmers the feeling of open-air swimming in the park

• A giant climbing wall will rise up through the centre of the building."

The website page is <https://www.port.ac.uk/about-us/our-ambition/developing-our-campus>

Spring Storms Hit Old Portsmouth

It has already been a wild, windy and wet spring start to 2020 in Old Portsmouth with Storm Ciara quickly followed by Storm Dennis. Both considered rare and intense extratropical cyclones in their individual Wikipedia write-ups and like the proverbial buses, two turned up practically together.

As a resident of Grand Parade overlooking the saluting platform towards the Isle of Wight, I took the following pictures through our rain and sea sprayed windows of waves crashing over the walls and also as an interesting back-drop to our family Sunday roast gathering!

I must say having loud and nervous conversation over the howling wind shaken bay windows with crashing waves and rain splattering the same adds a different dynamic to the question 'how is your roast and Yorkshire pudding ... I SAID YOUR YORKSHIRE PUDDING!!'.
Cllr Rob Wood



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for further details please visit our website at www.hotwallsstudios.co.uk

Traffic News

Mike Dobson

Headlines

- In 2019, PCC declared a climate emergency and issued its draft Climate Change Strategy. The Council also submitted its plans to DEFRA on how the PCC plans to reduce the high levels of air pollution in the city.
- The long-awaited Old Portsmouth Area Traffic Study has yet to come. Meanwhile, widespread speeding remains an issue.
- Pembroke Road and High Street remain rush hour rat runs producing congestion and air pollution, as well as illegal parking on double yellow lines and on the pavements, sometimes with engines running unnecessarily adding to air pollution.
- PCC's new 'smart' parking system has been installed, meanwhile the sensors pose physical hazards and risk of injury to pedestrians and cyclists.
- Bus services remain infrequent and poorly marketed.
- PCC's commitment to green travel was undermined by the delay of several months in marking the single Electric Vehicle Charging Bay in High Street.

The following section may not give the most positive reflection on the efforts Portsmouth City Council is taking to improve air quality, reduce traffic speed and parking in Portsmouth and, in particular, Old Portsmouth. However, I can assure you the FOOPA Committee will continue to raise these matters with the Council and make suggestions as to how improve Old Portsmouth for everyone.

Traffic levels

- Rat-run. The number of private cars and good vehicles in Portsmouth increases relentlessly each year. Old Portsmouth is a convenient rat-run for Southsea commuters seeking to avoid congestion at the St. Michael's Gyratory junction. 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.
- Wightlink. The new and refitted Wightlink ferries with greater vehicle capacity have generated more traffic. At peak times, junctions are frequently over capacity with long queues tailing back. It could take only one major incident such as a serious accident or a major fire to create gridlock.

Road Safety

- Old Portsmouth Area Traffic Study. 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. PCC completed the draft of the long-awaited comprehensive review of all traffic issues and FOOPA and other resident organisations provided comments. Unfortunately, the report has not progressed owing to staff shortages in PCC Transport department.
- Safe Road Crossings. One of the highest priorities is a pedestrian crossing on High Street linking Peacock Lane and Highbury Street that will be of huge benefit to St. Jude's primary school children and their parents who need to cross the road at times when the traffic frequency is one vehicle every 6.5 seconds, and many of those drivers are speeding. Unfortunately, road safety culture tends to be reactive (wait until enough serious or fatal accidents have occurred to make the business case for improvements), in contrast to rail, air and maritime transportation where a proactive approach is taken.
- 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. Driver speed in excess of the speed limit and safe stopping distance in the restricted visibility seems to be an additional factor. Last summer PCC did well to install temporary high visibility barriers and we believe that no accidents occurred. However, a permanent solution is needed. Meanwhile, we value the work of Dave Gorman, the cheerful school crossing patrol officer who enhances the safety of pedestrians using this crossing point.

Speeding

- Speeding. High traffic volumes and high levels of speeding continue to jeopardise the safety of pedestrians. It is worth repeating last year's entry to emphasise the scale of the problem. The most recent traffic survey in November 2018 showed:
 - o Half of the drivers along High Street would be eligible for a fine, penalty points or a court summons.
 - o 16.5% of drivers observed the 20 mph speed limit.
 - o Over a third of drivers (34.3%) would have benefitted from usual police discretion not to take action against drivers doing up to 24 mph in a 20 limit.
 - o 2211 drivers each day (46.5%) go up to 35 mph and would warrant

a fine if there was any enforcement.

- o 129 drivers each day (2.7%) exceed 35 mph and would warrant a summons.

- o On average 1 driver each day exceeds 50 mph in the 20 mph limit.

- o The maximum speed recorded was 59 mph.

- FOOPA has given PCC evidence that the Council's method of assessing average vehicle speeds is not following national best practice. The issue is whether one should use overall average speeds (which includes traffic moving slowly in congestion) or free-flow average speeds recorded outside periods of known congestion. DfT reports of average speeds on the UK road network use free-flow speeds because this is the more meaningful measure. The Highways Agency guidance on assessing average speeds for determining speed limits recommends calculating both overall and free-flow speeds. Some local authorities have simple and clear procedures: if the average free-flow speed is higher than the police guidelines for enforcement against individual speeding drivers (24 mph in a 20 mph limit) then additional speed reduction measures (such as traffic calming) are needed. It is of concern that PCC uses only overall mean speed that gives lower speeds. This apparent disregard of best practice seems to discriminate against

pedestrians, especially children, the elderly and the disabled, even though PCC wants to encourage more walking and cycling.

- Hampshire Police remain obdurate in their refusal to do speed enforcement in High Street even though 20 mph roads have the greatest risk to Vulnerable Road Users. Unless the 20 mph limit is changed to a 20 mph zone, residents will continue to be intimidated and threatened by drivers who are able to flout the law with apparent impunity.
- Community SpeedWatch. There has been little CSW activity in the last year. New speed monitoring equipment obtained by local CSW teams has proved unwieldy and data recording problematic. Some stalwart volunteers have had to stand down from this community initiative and new volunteers are needed.



- Even when our own CSW team was fully equipped and staffed the speed checks averaged only 1 hour every 3 weeks, representing 0.2%

coverage. However, this did 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.

Bus services

- Following a determined campaign by local residents, First Bus restored a daytime Mon-Sat bus service to provide a much-needed direct link between OP and Southsea that is essential for residents without cars to do their shopping. This is funded by PCC thanks to the commitment of Cllr Lynne Stagg, Cabinet Member for Transport. The service is still not publicised adequately, a point which has been frequently made to the Council.

- The underlying problem is that Portsmouth has one of the lowest rates of bus usage in the region (a lot less than Southampton, Reading or Brighton). It will need a lot of effort by PCC to reverse the decline and persuade residents to use public transport and active travel instead of using private cars.

Parking

Too many cars. There is not enough parking space in Portsmouth for all the motor vehicles in the city.

The latest DfT statistics show over 104,000 cars, plus light and heavy goods vehicles are registered to owners in the city boundary. PCC twin track approach seems muddled:

1. Maximise road space available for parking and make it easier to park.
2. Incentivise people to use public transport, walk or cycle.

Pavement parking. Pavement parking seems to be getting worse. There is also an increase in drivers who park their cars on garage accesses and obstruct pedestrians on the footways, which is a big problem for those with pushchairs or wheelchairs. A dropped kerb over a pavement to a garage access conveys a right to drive over the pavement, but not to park on it. FOOPA hopes that PCC Parking Service will be conscientious in maintaining full access along pavements for pedestrians.

'Smart' parking. Last summer the PCC Parking Service laid a rash of black plastic parking sensors around the city as part of a 'smart' parking scheme. This seems to have been done without any public consultation on the safety of the system.



- Black domed discs on black road surfaces in roads without good street lighting is not good.
- Other commercial systems of road studs involve the sensor being installed in a recess in the road to be flush with the surface.
- The sensors are not approved by any extant Standards for Highways. PCC claim that they are analogous to being in a category of road studs up to 20 mm in height. However, road studs are required to be reflective. These parking sensors aren't reflective.
- PCC has misreported the height. The technical data sheet of the road studs produced by the manufacturer states that they are 21 mm high. Road studs higher than 20 mm should be retractable into sockets - which these aren't.
- FOOPA is unaware of any independent objective tests by accredited road safety authorities.
- PCC did not do a risk assessment on the potential dangers to pedestrians and cyclists.
- The sensors are a danger to pedestrians. Before the start of the Great South Run runners were warned to avoid them because of the hazard of tripping.
- The sensors are a danger to cyclists. The Portsmouth Cycle Forum has received several reports from cyclists either coming off or nearly falling off when they didn't see the studs and rode over them.

- PCC gave no consideration of installing these in a conservation area and admitted that PCC's conservation officer was not consulted on the matter.
- The dubious justification for this system is that it will reduce air pollution and congestion by making it quicker for drivers to park.

Electric Vehicle Charging

- Last summer PCC installed an Electric Vehicle Charging Point (EVCP) in High Street but did not mark out the parking bay needed for Battery Electric Vehicle (BEV) drivers to use it until several months later.
- A disincentive to buying BEVs is driver concern about lack of easy access to charging points. PCC needs to be proactive in providing easy access and so encourage BEV take up.

Air Pollution

- Portsmouth needs to do more to reduce Air Pollution. Following a High Court ruling in February 2018, all local authorities are under a legal obligation to reduce air pollution to be compliant with national limits in the shortest possible time. Nitrogen dioxide is heavier than air and emissions tend to be concentrated towards the ground. Regrettably, compliance is normally measured well above head height and potentially misleading.

- PCC's Air Quality Local Plan was submitted to the Joint Air Quality Unit (a government body run jointly DEFRA and DfT). By dint of ignoring contradictions between Planning and Traffic departments, some unrealistically optimistic assumptions and dubious data collection, PCC has made a flawed case to JAQU that a very limited area Class B charging Clean Air Zone will just achieve compliance by 2023. A Class B CAZ would charge non-compliant (heavily polluting) buses, coaches, taxis, minicabs and HGVs but not charge vans (light goods

vehicles) and cars. Many are sceptical that PCC's policy of planning to do the absolute minimum will work because there is no margin of error, no consideration of optimism bias in planning assumptions and no Plan B.

Ferry services

- Gunwharf Road congestion? Wightlink has completed the expansion of its Gunwharf vehicle ferry terminal. When the new larger capacity ferries commenced operation in the summer and at peak times disembark more vehicles to exit the city, there is the maximum

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demand 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.

Sustainable Travel

• Shipwrights' Way. The Shipwrights' Way <http://www3.hants.gov.uk/shipwrights> is a 50 mile official long distance path from the north of Hampshire to Portsmouth Historic Dockyard. The only section in Hampshire that is missing is in Old Portsmouth! We look forward to seeing it completed.



Storm Dennis pounding the Hot Walls this winter. Image taken by local photographer, Dan Bernard; shot on vintage Russian Lomo camera. www.danbernardphotography.com

Food Waste Recycling Initiative

Anna Koor

Many Old Portsmouth residents are proud owners of new food caddies for separate weekly disposal of food waste. This was one of the areas selected in the city to pilot the service for six months and it's been reported that over 22 tonnes of food waste was collected in the first 2 weeks alone. FOOPA committee members have been out monitoring local caddy converts to assess take-up. A preliminary assessment among eligible households in one geographical area of Old Portsmouth is suggesting an average 55% participation so far.

Portsmouth has introduced this because the Government recently launched plans to overhaul our waste system nationally to make sure Councils across the country offer residents similar waste disposal services and do what they can to increase recycling rates. Here's an informative summary of the national picture: <https://www.letsrecycle.com/news/latest-news/defra-food-waste-actions/>

Unfortunately, Portsmouth is one of the lowest performing local authorities in the region, recycling just 24.7% of our rubbish in the first quarter of 2019. This trial will hopefully start to see that figure shoot upwards, particularly as a Portsmouth Council survey found that 40% of our rubbish is food waste.

Apart from increased recycling, there are numerous benefits to using food waste caddies. The caddies have lockable lids, which means no more pavement mess made by pests, rodents and seagulls that costs the Council money to clear up every week. This is important to those of us who need to continue using bin bags instead of the new black plastic bins. For some households with food caddies, this now means only putting out a black bin or sack once a month at most.

Some of us either have garden composters or already pay for fortnightly brown bin garden waste collections. However both these are limited in what can be put in them, and many of us do not have the capacity or outdoor space. For a full list of what can go in the Food Caddies, please check here: <https://www.portsmouth.gov.uk/ext/recycling-and-rubbish/food-waste-trial> - items range from meat bones, bacon rinds and peelings to cut flowers and shredded paper.

Residents may remember when food disposal units were the must-have gadget in any modern kitchen, a few local authorities even encouraged their

use back in the 1980s. However putting food waste into the water sewer system has largely fallen out of favour for various legitimate reasons. While they may help reduce the amount of organic waste going into landfill, disposing of food waste in this way does have negative environmental impacts on water treatment management, but more importantly, food waste should be put to good use !

Our food waste is sent to an anaerobic digestion plant, where this natural process converts the waste into energy which can be fed back into the gas/electric grids, used as transport fuel and for agricultural fertilizer. Read more here: <http://adbioresources.org/about-ad/how-ad-benefits-everyone/the-public/> Government sources state that "... Anaerobic digestion (AD) represents the best environmental outcome for food waste that cannot be prevented ... or be redistributed to others or, if this is not possible, used as animal feed. It provides both low carbon renewable energy and digestate, which can be used as fertiliser, compost, or soil improver." <https://www.gov.uk/government/publications/resources-and-waste-strategy-for-england>

FOOPA expects the Council to do everything in its powers to promote the benefits of this scheme,

including the potential savings it could generate, and encourage take-up by residents. Unfortunately the scheme is not currently being offered to people in flats, but this should change in the long-term. This pilot scheme will enable the Council to assess where any collection problems lie and thus improve chances of success when it is rolled out city-wide. If you have any suggestions about how the collections could be improved or how to motivate neighbours to become caddy users, please feedback your thoughts to the Council at recyclingandrubbish@portsmouthcc.gov.uk or email Anna Koor at FOOPA on anna.koor@ntlworld.com who will forward your comments to officers and ward councillors.



Keep in touch


www.foopa.org.uk

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