

# FOOPA Review 2026



*Featuring articles about the local area and  
its residents. Details of how to join inside.*

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



## Note from the Chair

In reviewing the past year for FOOPA, we have continued to work with dedication and a genuine passion for this historic community. The committee has been an engine room of activity, from detailed discussions over planning applications, traffic and environmental issues, to the co-ordination of events and strengthening ties with local partners.

One of the year's standouts has been traffic and road safety, where FOOPA has been pressing for improved pedestrian safety, advocating for safer crossings, active travel initiatives and the effectiveness of School Streets. Speeding issues, congestion and illegal parking remain high on the agenda. The committee's ongoing involvement reflects our commitment to creating a safer, more walkable Old Portsmouth. Our traffic rep Mike continues to reiterate that our island city cannot tolerate higher and higher numbers of vehicles year on year.

On the planning and heritage front, Sharon has rigorously reviewed and contributed to local planning applications, particularly where the unique character and historical value of Old Portsmouth are threatened, and where living standards are compromised for the sake of maximising housing unit numbers. She has provided thoughtful responses to developments affecting local neighbours as well as demands on our strained infrastructure.

We continue to forge alliances with other community groups and networks, such as the recently resurrected Neighbourhood Forum, which is represented by people from Spice Island Association, Gunwharf Quays Residents' Association, and Gunwharf Gate residents. This has amplified our voice and impact, and has proven vital to addressing anti-social behaviour, supporting environmental projects, and advocating for solutions that reflect a broad consensus of local opinion.

Despite the absence of a social secretary, the committee successfully organised three social events. These gatherings provide informal and relaxed occasions for members to connect. From talks on naval history to environmental activities, these events remind us of the importance of community spirit in a world that often feels increasingly fragmented.

Environmental engagement remains high on the agenda. In discussions about local seagrass projects and broader environmental improvements such as pushing for a way forward with the Fuller's site at Point, FOOPA has sought to ensure Old Portsmouth not only thrives culturally and socially but remains an attractive and ecologically mindful place to live.

*Cover picture: Clipper 2025 Round the World Race - Parade of Sail, 31 August 2025, Anna Koor*

In terms of governance, the committee demonstrated sound stewardship of resources and transparent decision-making. We have navigated changes in roles and responsibilities, and I'd like to reiterate our appreciation to outgoing treasurer, membership and social secretary Mary Tollow who stood down in March last year. We have since had invaluable help and advice from Ann Wakelin and, since September, Bob Nield, who kindly came forward to serve as Treasurer. I look forward to his position being endorsed by members at this AGM.

Looking ahead, the challenges remain significant — from traffic and planning pressures to sustaining volunteer involvement and membership growth. However, the commitment shown by this year's committee gives me every confidence in FOOPA's ability to continue as a strong, positive voice for Old Portsmouth. I thank every committee member and volunteer for their hard work, and every resident for their ongoing support. Together, we can build on this year's achievements and look forward to another productive year ahead.

*Gail Baird, Chair*



*Clue to one of the questions opposite, as well as a well-loved and interesting feature of Old Portsmouth*

## FOOPA Annual Quiz

In 2026 Portsmouth celebrates 100 years of city status. Here are a few quiz questions, most, but not all, Portsmouth orientated, to test you on that period:

1. Which monarch's declaration, via letters patent, made the county borough of Portsmouth become a city?
2. How many times had Portsmouth previously applied to achieve city status?
3. In what periodical was the news formally announced?
4. Who was the first Lord Mayor of Portsmouth?
5. What did Portsmouth Football Club achieve in the 1926-27 season?
6. What invention did John Logie Baird demonstrate for the first time in January 1926?
7. Which future UK monarch was born in 1926?
8. Which Spanish artist/architect dies in 1926 after being hit by a tram?
9. What colourful traffic control system was implemented in Piccadilly Circus, London in 1926?
10. What classic children's book featuring a bear was published in 1926?
11. Which character which is also an eponymous film title, first appears in print in 1926?
12. What nationwide work-related event happened in 1926?
13. When and where did the first British Motor Racing Grand Prix take place?
14. In 1926, which novelist disappeared, to be discovered some days later in Harrogate?
15. What 'Great Lover' died in 1926?
16. Who wrote *The History of Spiritualism*, published in 1926?
17. In 1926 the ownership of which local landmark was transferred to what became English Heritage?
18. What 'green' leisure facility opened in Portsmouth in 1926?
19. Which Portsmouth school has occupied the Cambridge Barracks since 1926?
20. Who composed Portsmouth Point – which had its first public performance in 1926?

*Answers on page 31*

## Royal Naval Club / Royal Albert Yacht Club, Pembroke Road

I doubt there are many reading this piece who won't have visited the Club for a wedding, lunch, an exhibition or a meeting, or not looked across at the building from the seafront or the footpath around the Garrison Church.

The Royal Naval Club and Royal Albert Yacht Club premises were originally formed from three separate properties. In April 1868 the premises of the Hampshire Banking Company were purchased for £900 and form the western half of the building. At a meeting in June 1871, it was resolved to buy the property adjoining the Club, the Fitzclarence Tavern and the private residence attached for £1,400. Joining together the three buildings was completed in 1875 and the central tower was extended simultaneously. The tower was used to signal to ships at Spithead.

The building is Grade II listed. In 1971 the Royal Naval Club merged with the Royal Albert Yacht Club, hence the full name.

2012 saw the first significant change to the appearance of the clubhouse building for almost 140 years with the development of two penthouse apartments. This completed the unification of the facade with a common mansard roof line.



Visually, this is an important building occupying a prominent position in Pembroke Road overlooking the Governor's Green on a busy pedestrian and vehicle route.

The first time I visited the Club, perhaps 30 years or more ago, I was blown away by the views from the first-floor function rooms across the Green to the Solent beyond; a lovely setting for a special occasion.

Although there were several initiatives to save it, the Club didn't make it beyond Covid and the contents auctioned, the building sold and the clubs' insignia removed. According to Companies House, the Clubs are currently going through liquidation procedures.

Over recent years there have been many planning applications for the building while it was still an active Club and since the sale. Keeping up to date on the potential changes, the cumulative effect of the various proposals and the impact on its neighbours has been a regular topic at FOOPA committee meetings.

Following is a list of key (not all) planning applications. A full list and more details of all these planning applications are available online. See references that follow.

- **2025: 25/01185/FUL and 25/01130/LBC** - Internal alterations including conversion of ballroom and ancillary spaces to form 4no. self-contained apartments. External alterations including replacement windows to west elevation and construction of bin and bicycle storage.

- **2025: 25/00666/LBC** - Internal alterations including conversion of ground floor into beauty therapy rooms and cold food café.

*Historic Buildings and Places comment on this application: The client is reminded that a heritage listing includes both the exterior and the interior of the building, even if the interior is not mentioned in the list description.*

The heritage statement does not provide an assessment of the rooms to be altered and should provide details of any features of historic interest that are present and describe how the subdivision of rooms and insertion of partitions will affect those historic features.

- **Late 2023: 23/01407/FUL and 23/01408/LBC** - Removal and addition of internal walls and addition of bathrooms to facilitate the conversion to form 3no. 2 bedroom apartments.

This application was granted even though the first floor function rooms, featured as being significant in earlier applications, will be compromised by the works. One of the documents submitted said that the first floor was offices and used the description of the second floor rooms as applying to the first floor function rooms. Historic England expressed concerns on heritage grounds.

- **Late 2021: 21/01340/FUL and 21/01341/LBC** - Conversion of second floor offices to form 9-bedroom hotel; external alterations to include replacement windows to rear, blocking up of Ino. window to west elevation; internal alterations include removal of walls, doors/doorways and staircases. This application was withdrawn.
- **Late 2020: 20/01330/FUL and 20/01331/LBC** - Change of use of second floor from offices to 3no. two-bedroom apartments with associated cycle and refuse storage. This was granted. These words accompany the application: 'The conversion of the second floor to residential use would assist in securing the club's future by providing a significant injection of funds and therefore allowing the important parts of the listed building to be properly maintained. Furthermore, the alterations proposed would not, it is considered, result in any material harm to the significant parts of the listed building that have been highlighted in this statement.'  
This application was granted noting: 'having particular regard to the economic imperatives which have driven the submission - the need for the club to develop novel and ongoing sources of revenue to help ensure the building's long term maintenance and repair'.
- **Late 2008: 08/02142/FUL and 08/02163/LBC** - Construction of third floor addition to allow formation of two penthouse flats and three storey rear extension over existing flat roof to house staircase. There were comments from neighbours concerning the availability, or not, of parking spaces at the back, and the location of the rubbish bins. Not dissimilar to comments concerning the more recent planning applications.  
I was told that the creation of the two penthouse flats was intended to raise funds for the Club. I watched this development closely and probably have the estate agents' details somewhere as this was a possibility for my move to Old Portsmouth.

#### References:

Portsmouth City Council Planning: <https://publicaccess.portsmouth.gov.uk/online-applications/>

Heritage Listing entry: <https://historicengland.org.uk/listing/the-list/list-entry/1103858>

RNC/RAYC website and property sales particulars

Companies House

Sharon Morris

## New life is breathed into Sea Scout Hut

1st Portsmouth Sea Scouts are delighted to announce that they secured a 100-year lease for their Grade II listed Scout Hut and adjoining beach in Bath Square from Portsmouth City Council earlier this summer. The 1st Portsmouth is one of the oldest Sea Scout Group in the country, and can trace its roots back further than the beginning of Scouting itself.

They are now setting sail on an ambitious £300,000 restoration project to transform the building into a safe, modern, and inspiring space for generations of young people to come.

Their fundraising received an amazing boost with a £100k donation from the Wyllie Trust, especially meaningful as it was established in memory of Peggy Wyllie a descendant of eminent Victorian marine artist W. L. Wyllie, who founded the Sea Scout group in 1907.

The group aims to complete the restoration in the next two years and local residents can find out more about the project as it progresses at [www.1stscouts.co.uk](http://www.1stscouts.co.uk) and via updates through FOOPA and the local Neighbourhood Forum. *Clare Seek, Project Co-ordinator*



## Environmental Report

Having endured a month-long drought in 2025, our two little gardens have been drowning in a month of rain as we begin 2026. In 2024 we planted a 'historical' garden, based on the plants found in our area by a Mrs Tate, over a hundred years ago. Mrs Tate's album of pressed flowers and plants was made available to us by the staff of Portsmouth Museum. In return our FOOPA historian researched Mrs Tate and her family, donating her findings to the Museum. We chose samphire, comfrey, skirret, herb benet, Danish scurvy grass, mashua, oca, salty fingers, wild carrots and leeks. Of these, only samphire and salty fingers thrived - unsurprisingly as they both love salty water and they hunker down low under the wind. This year we are concentrating on bringing in some colour with sea thrift and cyclamen which both seem to manage to grow happily in our adverse conditions.

The H&loW Wildlife Trust have been working on our suggestion that Long Curtain Moat be used as a sea grass nursery. While surveying the Moat it was found to already contain *Ruppia* sp., another sea grass which hopefully, means that planted seedlings will also survive well there. Last April while surveying the moat other interesting species such as Snakelocks anemones were found thriving. They are also known as Sunflower anemones as they remain static, but their tendrils follow the sun. Tim Ferrero from the Wildlife Trust and his team will be doing some trial plantings in March /April this year. Watch our website for dates.

Our lovely bank above the Moat will be seeded with wild flowers in May, by the PCC's Parks team thanks to Doug Gray, Parks Operation Manager. We are hoping for a better showing than last year, but of course so much depends on the weather.



As usual we have written to Fullers Brewery, who own the derelict pub site at the Point, to ask for their plans for the coming year. In the past FOOPA has proposed temporarily planting the site with a garden so that it is not such a dismal greeting to our famous harbour, but we were told that the site would not be safe until PCC had strengthened the substructure of the whole area.



This year we have suggested that it would be a generous gesture to donate the site to the people of the City in our 100 year celebration. (We appreciate that the City would have to develop the site for the Public Good and not for commercial use.) This would give PCC time to plan and build something wonderful in time for our City of Culture proposal.

Our sterling group of gardeners work at Nelson's statue on a Monday morning, weather permitting, so do come and join us - just for a chat if you are not a gardening person.  
*Eileen Measey*



Volunteers meet on Monday mornings for a spot of weeding and maintenance. If you're interested in joining them, contact [eileenmeasey@gmail.com](mailto:eileenmeasey@gmail.com)

## Transport: Three Core Contradictions

Local transport policy is caught in a tangle of contradictions. On paper, the Government champions 'active travel'; walking, cycling, and a shift toward low-carbon mobility. In practice, it pours energy into making private electric vehicles affordable, while allowing the home-delivery economy to expand without restraint. The result is a system that cannot deliver its own promises.

The first paradox lies in the fixation on electric cars. EVs may cut exhaust emissions, but they do nothing to reduce congestion, road danger, or the vast urban space consumed by private vehicles. A street full of electric cars is still a street full of cars. Yet policy continues to treat technological substitution as the primary route to net zero, preserving the very model of mobility that 'active travel' strategies are supposed to challenge.

The second paradox is the chronic neglect of public transport. Urban buses (and trams) offer the highest-impact decarbonisation per pound spent, but they remain underfunded, unreliable, and in many places shrinking. Without dependable, efficient, frequent, affordable public transport, people are pushed back toward their own cars - EV or otherwise - undermining the modal shift that both any Local Cycling & Walking Infrastructure Plan and the net-zero strategy depend.

The third, and least acknowledged, paradox is the addiction to home delivery. The promise of "everything, anywhere, now" has unleashed a constant churn of vans, mopeds, and rapid-fulfilment fleets on to urban streets. These vehicles erode bus reliability, block pavements and cycle lanes, and consume the kerbside space that cities need for safer walking and cycling. Even if every delivery van were electric, the spatial and congestion impacts would remain. The delivery economy locks in the very traffic growth that other policies claim to reverse.

Taken together, these forces form a structural contradiction: Britain is trying to decarbonise transport without reducing the number of motorised trips, redesigning streets, or shifting travel behaviour. It is attempting to build cities for mass EV ownership, mass home delivery, and mass active travel simultaneously - an impossible geometry.

Until policy confronts the reality that space, and not just emissions, is the defining constraint of urban mobility, the country will continue to chase incompatible goals. The path to net zero is not paved with batteries alone. It requires fewer vehicles, better public transport, and streets designed for people rather than perpetual circulation. Only then will the paradoxes begin to resolve. This is especially critical in our densely packed island city.

The last edition of Flagship stated that there was an aspiration for 1 in 7 cars to be electric by 2030 (compared with 1 in 25 now). It didn't say if these numbers refer to Portsmouth or across the UK. Nothing was said about reducing the total number of vehicles which will, no doubt, significantly increase by 2030; the increase in vehicle numbers in Portsmouth is around 2.5%pa. Perhaps this target for EV is simply achieved by the normal churn of replacing cars every three to five years, and the lack of availability of new petrol models. Portsmouth's streets of terraced houses are particularly unsuitable for private electric car ownership. Cables across pavements serve as trip hazards for pedestrians, especially at night. Private cars are now considerably larger than they were, even 10 years ago, so take-up even more space; EV or not, bigger is not better.

Being an island city with limited roads in and out you would think that Portsmouth has more opportunities than most for innovative solutions to these issues. *An opinion piece, not necessarily the views of FOOPA. Sharon Morris*

## Portsmouth Wellbeing Walks

Wellbeing Walks are free, friendly walks led by trained volunteers. They are run by Portsmouth City Council and the Ramblers Association.

- Every walk has an experienced leader who welcomes and joins you.
- Join if you want to get fitter, feel better or just enjoy walking again.
- Walk to stay healthy, manage health problems or boost mood.
- Walking together makes it easier and more fun.

Find the weekly list of walks and more info at <https://www.ramblers.org.uk/go-walking/wellbeing-walks-groups/ramblers-wellbeing-walks-portsmouth>. Call 023 9284 1762 or email [iwt@portsmouthcc.gov.uk](mailto:iwt@portsmouthcc.gov.uk)



## Old Portsmouth - Brownfield Sites

Sharon Morris explains

Every council should have a current Local Plan. The Local Plan identifies the land and buildings that are candidates for (re)development or reuse and the type of development acceptable.

The Government defines brownfield land as developed land, that is, or was previously, occupied by a permanent structure. By comparison, greenfield land will often be countryside, untouched by development and (potentially) teeming with wildlife, whereas by contrast, brownfield land is often associated with ex-industrial sites and urban areas.

The Local Plan identifies how the land should be used going forwards, and, importantly, if an area is for housing or employment, and, if for housing, the number of units, and the type of housing that should be on the site, which can be reported against target housing numbers set by government.

Portsmouth, being an island, has little opportunity to expand, so often arrangements may be made with neighbouring councils or boroughs over numbers.

A brownfield site may be more expensive to build on because of the clean-up required to remove any contamination from previous use such as pollution from hazardous wastes, for instance if it was a factory site. If there have been years of disuse, there may be wildlife inhabiting these areas. Then again, the site will probably already have utilities and have some roads or access in place so saving that cost.

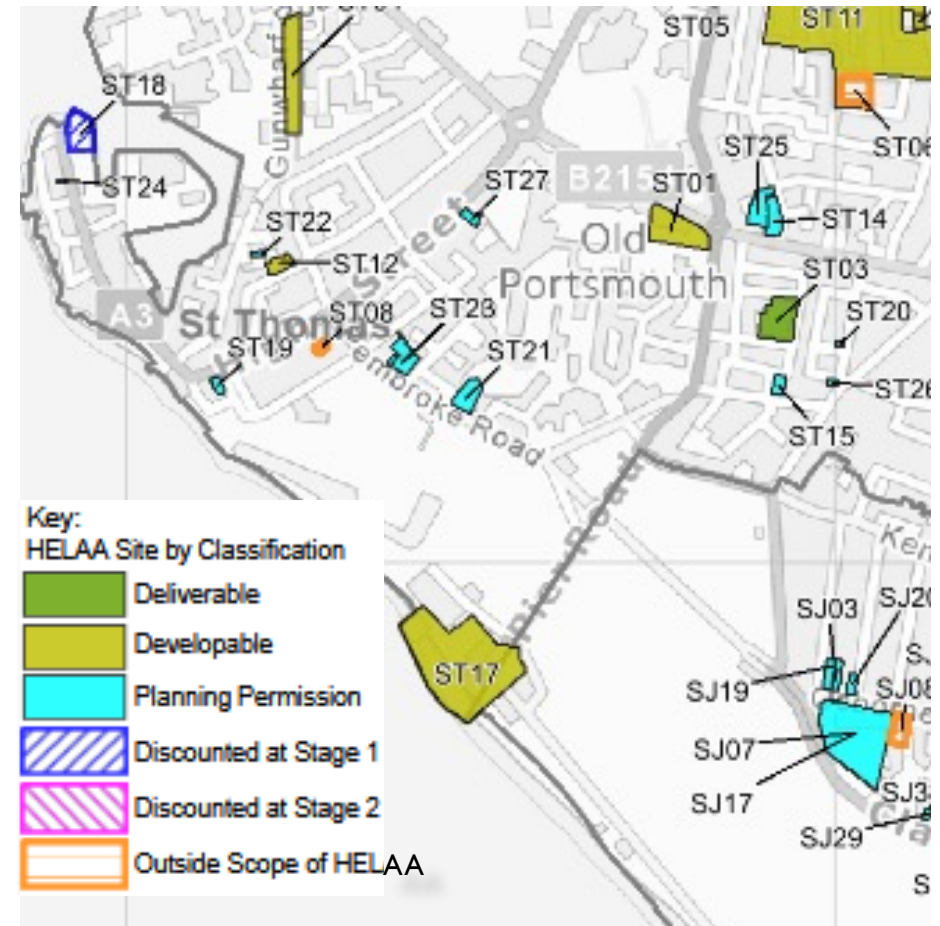
Brownfield development is more sustainable as it re-uses existing developed land, and expansion is curbed as the site is already within the city. This stops the loss of countryside and farmland (often land producing food) and, in theory, reduces travel/journey times as the city area is more compact.

The Council regularly puts out a call for candidate brownfield sites and owners and developers can submit their sites for consideration. There is also a call out for 'greening' sites; small areas which could become mini parks.

These lists can be viewed and commented on by anyone. FOOPA reviews these lists when they are issued and often queries submissions and provides input and comment. Any proposed development will still have to go through the normal planning process, but if the site has already been identified for a particular use, this may help its journey through the planning system and the council can monitor housing numbers against plan targets and need.

Naming conventions used, here STnn or SJnn, is taken from the name of the council ward. i.e., SJ = St Jude and ST = St Thomas. St Thomas ward covers a wide area, therefore FOOPA has just focused on the sites in Old Portsmouth.

Map showing brownfield sites in Old Portsmouth taken from Local Plan Addendum documentation, Portsmouth City Council, dated November 2025 and Housing and Economic Land Availability Assessment details (HELAA).



- |      |  |      |                               |
|------|--|------|-------------------------------|
| ST01 | City Records Office                      | ST19 | Fontenoy House                |
| ST04 | Wightlink Car Park                       | ST21 | 35 Pembroke Road              |
| ST08 | High Street Garages                      | ST22 | Workshop, 6 Oyster Mews       |
| ST12 | Cathedral House                          | ST23 | 17 Pembroke Road, First Floor |
| ST17 | Clarence Pier                            | ST24 | 45 Broad Street               |
| ST18 | Wightlink Workshops,<br>102 Broad Street | ST27 | Buckingham House, 11 High St  |
|      |  | ST28 | RNC/RAYC, 17 Pembroke Rd      |

**Picking out some from this list:**

**ST04** the old Wightlink car park site is allocated for 60 homes, which is a concern as the car park is heavily used.

**ST12** an application was submitted and withdrawn a few years ago to add a new floor to Cathedral House to provide extra living accommodation. Since then, one of the existing flats was refurbished and listed for sale/rent. Cathedral House was included within the scope of the recent Cathedral Reimagining activities.

**ST17** the latest update for Clarence Pier classes this site as 'developable'. The Council's paperwork suggests that 200 homes could be built here. This covers the whole of the funfair area so would be a considerable project.

**ST18** FOOPA has contacted Fullers (owners of the fenced off land at the end of Broad Street) regularly concerning the state of the site. We understand that a lot of preparatory work is needed to enable building on the site. However, a fenced-off rubbish store surrounded by weeds is not the best view for those living nearby, visitors exploring Old Portsmouth, from a ferry or looking across from Gunwharf. FOOPA had also suggested that this could be a greening site (appropriately fenced) as that would, at least, be more attractive until development can go ahead.

As the Review went to print, For Sale signs appeared at the site. The details cite the 2007 planning application and suggest that as at 2012, works had started.

**ST21** is MoD property and was used as officer accommodation. Planning approval has been granted for its conversion to office space for VIVO – the company that manages and maintains MoD properties.

**ST22** planning was approved for conversion of the workshop into a single property. A new planning application is in progress.



ST17



ST04



ST18



ST18



ST18

*Pictures by Anna Koor show various brownfield sites in and around Old Portsmouth*

**ST23** and **ST28** – there have been many planning applications submitted by the new owners for what was the Royal Naval Club/Royal Albert Yacht Club (RNC/RAYC) in Pembroke Road. See separate article.

**ST24** planning was approved in 2024 to convert back from a B&B to a dwelling house (C1 to C3). Similarly, for **ST27**, from a hotel to a dwelling house (C1 to C3) approved in 2025. Both changes are likely to be a net-zero change to housing numbers as there was already owner accommodation.

Other developments are raised and approved without appearing on these lists. A recent example is the approval for the conversion of The Duke of Buckingham/Florio's into eight apartments.

Everyone can get involved and comment on the Council's documents/plans as well as on any planning application. It's always interesting to find out what is being planned for your doorstep.

#### References:

<https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan/>

<https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/portsmouth-local-plan-evidence/homes/>

<https://www.portsmouth.gov.uk/services/development-and-planning/planning-policy/housing-and-economic-land-availability-assessment/>

Portsmouth City Council Planning: <https://publicaccess.portsmouth.gov.uk/online-applications/>

Cathedral Reimagining: <https://www.portsmouthcathedral.org.uk/development>

<https://buttruss.net/journal/2025/02/28/buttruss-appointed-develop-portsmouth-cathedral-masterplan>

Sales particulars for ST18, 102 Broad Street: <https://www.vailwilliams.com/property/camber-point-102-old-broad-street-old-portsmouth/>



## Portsmouth 100

*Councillor Chris Attwell*

On 21st April 1926, Letters Patent, issued under the Great Seal of the United Kingdom, ordained that "...the County Borough of Portsmouth shall be a city and styled "The City of Portsmouth"...". The 21st April 1926 also saw the birth of Her late Majesty Queen Elizabeth II.

And so, the city's history and the life of Queen Elizabeth II are inextricably linked (as home of the Royal Navy, she visited Portsmouth many, many times).

The following year, on 1st May 1927, the Anglican Diocese of Portsmouth was officially created, and St. Thomas's Church became Portsmouth Cathedral. Councillors Mark Jeffery, Ian Holder and I am proud to serve St Thomas ward and its long association with our area's parish church. St Thomas ward, itself, predates Portsmouth's city status by some time, having been formed in 1837.

Between 21st April 1926 and 10th July 1928, when further Letters Patent were issued, Portsmouth had a Mayor; we have since 1928 been a Lord Mayoralty - one of only 23 in England.

If you feel so inclined to write a letter to the current Lord Mayor, the envelope should be addressed to: The Right Worshipful the Lord Mayor of Portsmouth Councillor Gerald Vernon-Jackson CBE (for which you may need a large envelope or very small handwriting!).

Following the elevation to city status, the Town Hall was renamed the Guildhall. As you may be aware, the Guildhall suffered enormous fire damage on 10th January 1941 during the Blitz. The re-built Guildhall was re-opened by HM The Queen on 8th June 1959. It is home to the city's Civic Plate (one of the most significant collections of Civic Silver outside London) and the Council Chamber.

The 1970s marked a major turning point in Portsmouth's local governance when the Local Government Act 1972 came into effect. As a result, on 1st April 1974, the County Borough of Portsmouth became a district council within the administrative county of Hampshire and the new, larger Hampshire County Council.



This arrangement continued until 1997, when on 1st April the city became a unitary authority, breaking away from Hampshire County Council to become an independent council. Portsmouth City Council remains a unitary authority, although there are plans by the government to reorganise Local Government. This might mean Portsmouth is abolished in 2028 and replaced by a new authority covering a much larger geographic area.

Earlier in this article I noted the inextricable link between the City of Portsmouth and the late Queen - both having been born on the same day, 21st April 1926. A recent report, received and agreed by the city's Cabinet, about progress in working towards a memorial statue of Queen Elizabeth II mentioned that Pembroke Gardens (where the Nelson statue was, prior to its relocation to Grand Parade) is being considered for the Memorial's location. Portsmouth City Council will be making a further announcement in the "springtime" - April 21st would seem to be an appropriate date, to keep in mind, for more information.

Under the Portsmouth100 banner, the city is marking its centenary with a vibrant, year-long programme of cultural events, exhibitions, performances, heritage projects and community-led activities designed to bring people together. The celebration highlights local history, creativity, and community spirit, shining a spotlight on the stories, people and places that have shaped Portsmouth over the past century while looking ahead to its future.

Residents can expect a varied calendar featuring everything from civic ceremonies and historical displays to neighbourhood festivals, art installations, workshops and family-friendly events. Many activities are being created in partnership with local groups, giving communities the chance to share their own experiences, traditions and ideas as part of the wider celebration. Schools, artists, historians and volunteers are all playing a role, ensuring the programme reflects the diversity and character of the city itself.

Whether you've lived here for decades or have only recently joined the community, Portsmouth100 offers a unique opportunity to explore local heritage, discover new cultural experiences, and connect with neighbours. It's not just a celebration of the past 100 years, but also a chance for residents to contribute to a shared vision for the next century.

Full details can be found at [www.portsmouth100.co.uk](http://www.portsmouth100.co.uk) — do check the site regularly for updates, featured events and ways to get involved.

Happy Birthday to the  
City of Portsmouth!

## Membership

If you have friends, neighbours or relatives who would like to join FOOPA there are various options of how to join on our website at <https://www.foopa.org.uk/how-to-join>: you can submit an online New Members Form; download, print, complete and send a New Members Form to Gail Baird at the address below; contact Gail Baird via email [foopamembsec@outlook.com](mailto:foopamembsec@outlook.com) or on 07809 558474 for details or fill out the form below and send to Gail at the address below. Membership is £5 p.a. per household with annual subs payable on 1 January.

### Membership statistics for 2026 are:

No. of member households	152
Honorary members	1
Number of people	233

## New Members Form

Name	Signed	Date
Address		
Post Code		
Phone no		
Email		

### Subscription

The annual membership fee is only £5 per household payable on joining, then £5.00 annually on 1 January. Details of how to pay will be sent to you when your membership form is received.

Kindly sign, scan and email to: [foopamembsec@outlook.com](mailto:foopamembsec@outlook.com) or post to: Gail Baird, 19 Taswell Road, Southsea, PO5 2RG

**FOOPA Income and Expenditure Year Ended 31 December**

Income	2025	2024	2023	2022	2021
Membership Subscriptions	760.00	835.00	860.00	950.00	988.00
Social Events	492.00	714.50	724.00	2,414.00	1,447.00
Advertising income	50.00	0.00	50.00	50.00	0.00
Donations	20.00	16.00	31.00	33.05	
Interest from Savings account	40.54	59.98	35.25		
	<b>1,362.54</b>	<b>1,625.48</b>	<b>1,700.75</b>	<b>3,447.05</b>	<b>2,435.00</b>
<b>Expenditure</b>					
AGM	129.00	206.70	142.60	130.00	0.00
Stationery/Postage/Printing	128.89	142.59	106.85	218.67	8.00
Committee Room Hire	270.00	325.00	200.00	150.00	30.00
Zoom sub	0.00		0.00	0.00	143.88
Social Events	345.00	429.12	653.60	1,779.26	1,225.00
Web Site	288.00	288.00	288.00	288.00	288.00
Gift for ex-committee members	50.00	0.00	100.00	50.00	50.00
Public Liability Insurance	0.00	0.00	88.66	88.66	-
Donations to charity	97.00	400.00	100.00	546.00	500.00
Lloyds Bank Charges	44.76	146.04	403.77		
Other	4.85				
	<b>1,357.50</b>	<b>1,937.45</b>	<b>2,083.48</b>	<b>3,250.59</b>	<b>2,244.88</b>
Surplus/Deficit of I over E	5.04	(311.97)	(382.73)	196.46	190.12
<b>Balance Sheet</b>					
Assets: Lloyds Current Account	3,587.73	3,623.23	3,995.18	9413.16	9,216.70
Lloyds Savings Account	5,135.77	5,095.23	5,035.25		
	<b>8,723.50</b>	<b>8,718.46</b>	<b>9,030.43</b>	<b>9,413.16</b>	<b>9,216.70</b>
<b>Represented by:-</b>					
Opening Reserve	8,718.46	9,030.43	9,413.16	9,216.70	9,026.58
Years Movement	5.04	(311.97)	(382.73)	196.46	190.12
Closing Reserve	<b>8,723.50</b>	<b>8,718.46</b>	<b>9,030.43</b>	<b>9,413.16</b>	<b>9,216.70</b>

**Treasurer's Report***Annual accounts year ending 31 December 2025*

The figures for Income and Expenditure for FOOPA, during the last year, in comparison with the four previous years, are published here. These 2025 figures are provisional, pending review by an independent examiner.

The closing balance of the accounts on 31 December 2025 was £8723.50, an increase of £5.04 on the previous year's balance.

A donation of £97 was made to the Rowans Hospice in October, being the profits from FOOPA social event talk by Gower Lloyd in May. It was also agreed to make a gift of £50 to outgoing treasurer/membership/social officer Mary Tollow.

Otherwise, FOOPA's finances remain stable. Despite the recent introduction of monthly bank charges by Lloyds, this extra expense has fortunately been mitigated by savings interest. It should be noted that membership income has been decreasing - mainly due to people moving away, or sadly passing away - and FOOPA might want to consider initiatives over the coming year that will boost numbers.

*Rob Nield, acting treasurer*

## Return to Portsmouth



January 1947 in Southsea and the wider Hampshire area was marked by the beginning of one of the most severe winters in British history, characterised by a transition from mild, wet weather to intense cold and heavy snowfall. The weather turned drastically around 20th/22nd January, as high pressure over Scandinavia brought cold air from Siberia. I was delivered at a nursing home on Southsea seafront on the 25th. Not the most auspicious of starts but one must be grateful for small mercies. First, I get to celebrate my birthday on Burns Night given my lifelong love of haggis.

Second, and probably more relevant, my father had survived the sinking by torpedoes of his ship HMS Penelope (the "Pepperpot") near Naples on 18th February 1944; almost 82 years to the day this is written.

But for that minor miracle my start may never have happened. Infant and junior school were at Wimborne Road. In those days a boys' school, I recall. I never realised until a visit some 50 years later that there was also a girls' school, on the first floor with a separate entrance and playground. Never the two to mix!

Many years later I was exiting Portsmouth Magistrates Court, by chance alongside Mr Richards, who that day had retired from the bench. I offered my congratulations and mentioned he had been a master when I was at Wimborne Road. Amazingly he remembered me; sadly, not for my composition but my playing left half in the football team. My education was completed aged 16 at the then Southern Grammar on Eastern Road, where I did rather better at Rugby Football and Cricket than Physics, Chemistry and Maths. I had lived in Liss Road and St Augustine Road during my formative years. No university or higher education in those days for me. So off then to be an office boy with a solicitor in Gosport, over on the ferry every day. Itchy feet resulted in stints at other occupations finishing with 5 years in the Hants Police. Along the way I picked up some qualifications as well as a wife and 2 children! Aged 27 I left the police, returned to the law, and later qualified.

Forty-plus years of private practice followed, in and around Portsmouth but living outside the city. In 2020 we decided to downsize and look for somewhere to live in the city. Teapot Row looked a nice location but then a house much in need of renovation came up in Pembroke Road. With views over to the Garrison Church and even a small backyard, it was no contest. It took 6 months plus the skill, knowledge and contacts of an old friend, experienced in rescuing properties in need, to get the job done but it was what we wanted. And, we were lucky to have understanding neighbours because we sure did create some noise! By 2022 my professional work had come to an end so with the house done I was very happy to offer my services to FOOPA as temporary treasurer pending the 2026 AGM. If wanted I shall be happy to continue in the role. *Bob Nield*

## 'Old Portsmouth Living'

Luna and Nigel have been living in Old Portsmouth for only a year. They have 3 grown up children who are now working and living away from home. When they lived in north west London, Nigel helped a family friend to produce a local magazine. He then realised that he could do the same thing one day, when the children are much older.

Nigel usually fits bathrooms/kitchens and general home improvements. He used to swim competitively on a national/international level. Luna is a qualified language teacher, who taught for over 20 years in various schools in London, Chichester, and Portsmouth and is now a private language tutor. She enjoys socialising, reading and keeping fit.

As their children are now independent, Nigel and Luna decided a year ago to start a local magazine. Living in Old Portsmouth has inspired them to start a community based magazine. They have been supported by the likes

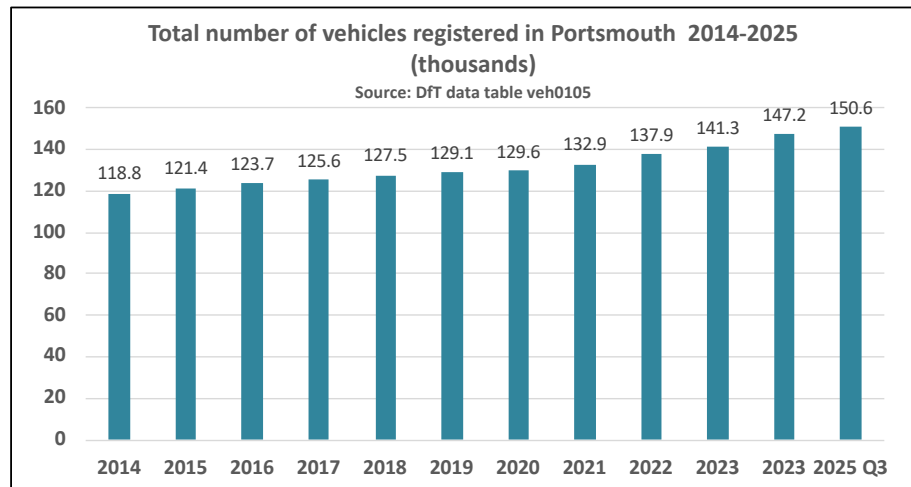


of PC Dan Carter, who is the local bobby for Old Portsmouth; and FOOPA. The purpose of the magazine is essentially to help harvest a community spirit within Old Portsmouth, to publicise events such as the local neighbourhood forum and above all else to give local residents something interesting to read, that is not dominated by adverts. Old Portsmouth Living magazine can be contacted by email at [oldportsmouthliving@gmail.com](mailto:oldportsmouthliving@gmail.com). *Luna & Nigel*

## Safer Roads – Mike Dobson assesses progress

### Congestion and Parking

**Almost 3000 more motor vehicles in Portsmouth every year.** The number of motor vehicles registered to individuals and businesses in Portsmouth grows on average by 2916 each year. This creates more congestion, more air pollution, more delays to public transport, more competition for on-street parking, more illegal parking, more driver frustration, more dangers for pedestrians and cyclists, and increased perception that the car is the only practical and safe way to move around the city.



FOOPA does not have data on the distribution by ward, but for the purpose of illustration we can assume St Thomas Ward has an equal share of those additional vehicles, amounting to 208 vehicles per annum. Assuming there is roughly equal distribution between Old Portsmouth and Portsea, that's 104 extra vehicles each year just in Old Portsmouth. Furthermore, cars are now larger and many unable to fit into domestic garages. The effect of over 1000 additional vehicles in Old Portsmouth over the last decade is evident with the increased parking congestion.

**BAR Building business parking permits.** PCC has issued 60 car parking permits for on-street parking to one of the businesses in the former BAR building. This is despite the BAR building having a huge area fenced off in front of the building and priority use of the Camber car park that was for public use until 2014. At a reported cost of £734 per permit this is welcome

income for the Council, but this decision appears to have been made with no consideration for residents.

**BAR Building needs a new travel plan.** When PCC gave planning permission to Ben Ainslie Racing in 2014, the transport assessment assured the Council and the public that: *IV. It is anticipated that 33% of staff journeys to and from the site will be made using more sustainable modes (walking, cycling and public transport) and that a further 7% will be made by those car sharing.*

Parking congestion is compounded in that the businesses occupying the BAR Building appear to be unaware or unconcerned about the pledges for sustainable transport made in 2014. FOOPA's view is that PCC should insist on these businesses producing updated travel plans with even more ambitious targets for sustainable travel and provide annual reports to the Council for scrutiny.

**PCC's Network Management Duty.** (<https://www.legislation.gov.uk/ukpga/2004/18/section/16>) This places a requirement on traffic authorities to "manage their road network with a view to achieving the more efficient use of their road network; the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network". The inherent subjectivity of the Network Management Duty allows wide interpretations of what should be done. Nevertheless, it is apparent that PCC is increasing road congestion both by facilitating more workers to drive instead of using sustainable travel and by making it more difficult for residents on Spice Island to park close to their homes.

A useful measure would be for PCC to withdraw the on-street business parking permits so that BAR building staff instead use the space in front of the BAR building.

### Road Safety

**Speeding.** FOOPA is concerned that PCC Traffic department seems to use a method of assessing speeding that is inconsistent with Dept for Transport guidance but seems reluctant to provide clarity on how PCC measures speeding on roads in Portsmouth and what criteria it uses to decide where traffic calming measures are needed.

**Zebra crossing in High Street.** This crossing is very well used and welcomed by residents and especially by parents and children of St Jude's C of E Primary school. The raised table provides essential traffic calming to curb endemic speeding. Many drivers continue to speed along High Street but must slow to cross the raised table. However it is not totally effective - some SUV drivers evidently treat it as no more than a bump that they would encounter if driving off-road, but for most vehicles it works well and demonstrates that physical traffic calming is the most cost-effective long-term solution to speeding.

Of huge concern is the continuing tendency of some selfish and/or ignorant drivers to park on the white zig-zag lines on the north-eastern corner of the crossing, something that is common during the school run. This is a road traffic offence (*Rule 191 You must not park on a crossing or in the area covered by the zig-zag lines*) and blocks the view of oncoming traffic for drivers waiting to turn out of Peacock Lane.

Portsmouth City Council's Parking Service has assured FOOPA that the Parking Service will prioritise reported incidents where parking violations significantly reduce road safety. This does not mean that every report to the Council's Traffic Management Centre (TMC) will result in an immediate response - parking attendants have to cover all of the city - but such cases will be prioritised.

**Illegal parking.** Every day we see cars parked on double yellow lines (DYL) that increase road dangers by obstructing clear lines of sight at junctions, pavement parking (most prevalent during school runs) where drivers assume it is acceptable to break the law by driving onto footways and obstruct pedestrians, and drivers who assume they can park on shared access driveways and so force wheelchair users and parents with buggies off the pavement and into the road.

### **School Streets**

St Jude's C of E Primary School was one of two schools in Portsmouth to trial the school streets initiative to improve children's safety, physical activity and health by walking to school and to reduce congestion. Following a successful trial, the scheme was introduced in adjacent streets, limiting access to the roads closest to the school to residents and authorised vehicles. Parents of pupils can park in Pembroke Road and have only 200m to walk to the school. Residents and authorised visitors to this part of OP during school run hours were issued with distinctive School Streets passes to stick on their windscreens. Unfortunately, the initial success of the scheme has been lost. Many drivers simply ignore the scheme, compounded by a new pupil intake and a perceived lack of communications to parents by the school. The overriding obstacle is the absence of enforcement by PCC and the Council's response is now to pin hopes on local authorities being given the green light by mid-2027 to use Automatic Number Plate Recognition penalty systems.

### **Sustainable transport**

In recent years there has been a welcome increase in bus travel in the city. Stagecoach service 25 from The Hard through Southsea to the Hayling Ferry

is an essential service for those who don't have access to a car. Our ward councillors deserve credit for maintaining the subsidy for these services. PCC's strategy for increasing the take-up of **electric vehicles** depends on the steady increase in EV charging points. This requires reallocating space from general parking to EV charging bays. A major drawback for residents wanting to cycle is that they have nowhere secure to store their bikes (Portsmouth is usually one of the worst cities in the UK for bike thefts). **Bike hangars** - green metal lockers with curved roofs - have been installed around the city. However, locating these is controversial. The easy solution is to place them on pavements where they reduce space for pedestrians, wheelchair users etc. and it seems odd to promote one mode of active travel at the expense of another group of active travel users. The sustainable solution is to repurpose either an on-road car parking space or an off-road car park such as on the Camber for a bike hangar. The Council has contracted with Voi for the provision of e-bike and e-scooter hire in Portsmouth, see <https://travel.portsmouth.gov.uk/schemes/rental-e-scooters-and-e-bikes/> and <https://www.voi.com/city/portsmouth>

Similar schemes exist in most cities. These non-polluting and nimble modes reduce road congestion and air pollution, but residents are rightly concerned when they see irresponsible behaviour such as bikes and scooters abandoned on pavements and most will have seen two riders clinging precariously to the handlebars, riders zooming along pavements and weaving through traffic.

### **Action in event of seeing road traffic offences**

A frequent justification given by the authorities for inaction is "We have had very few complaints". So...

- If you see blatant speeding, try to note the registration number, vehicle make and colour (and for taxis and minicabs the licence plate number) and report it to the Police by ringing 101 and email [roadsafety@portsmouthcc.gov.uk](mailto:roadsafety@portsmouthcc.gov.uk)
- If you see unnecessary engine idling (check it is not a vehicle that needs to keep the engine running e.g. a refrigerated delivery van) note the make, VRN, location and circumstances (e.g. driver stopped whilst making a phone call, coach driver waiting for passengers), either
  - email [airquality@portsmouthcc.gov.uk](mailto:airquality@portsmouthcc.gov.uk) or
  - phone City Help Desk on 023 9283 4092 or email [cityhelpdesk@portsmouthcc.gov.uk](mailto:cityhelpdesk@portsmouthcc.gov.uk)
- If you see illegal pavement cycling report to the Police by ringing 101 and email [roadsafety@portsmouthcc.gov.uk](mailto:roadsafety@portsmouthcc.gov.uk)

## Scams

I've been listening to a BBC Radio 4 podcast series about how to avoid being scammed, called Scam Secrets (still available on BBC sounds). It's chilling to learn how people are vulnerable to a combination of IT trickery and psychological manipulation.

All the episodes are worth listening to, but a simple take-away is to know of the national phone line to contact one's bank to be able to get through ASAP to report suspected fraud or hacking. Run by **StopScamsUK** it is **159**.

It can connect customers of more than 99% of the UK's retail bank current accounts safely and directly with their bank. Unlike many long-form numbers, 159 cannot be spoofed or impersonated. The organisation is described here <https://stopscamsuk.org.uk/campaign/get-help-now/>

It reminds me of how I nearly fell for a phishing scam a couple of years ago. In brief, I was anxiously awaiting a parcel to be delivered by Royal Mail but it didn't come on the expected day. The next day when we were away from home I got a text message saying Royal Mail had tried to deliver a package and I needed to pay online a redelivery fee of £1.49. I was in a rush and stressed and foolishly completed the details. Later that day I was phoned by someone purporting to be from my bank saying that my current account had been compromised and he could help to secure it, which would mean sharing the log-on details and password. I was suspicious so ended the call, then rang my bank and the helpful genuine bank staff were able to secure my account. I didn't lose anything, not even the £1.49.

Everyone is used to getting obviously bogus messages e.g. claiming to be from a bank one doesn't have an account with, but this was an example of the principle that the scammers need to get lucky only once, but we have to be lucky all the time.

I decided to share my close escape with family and friends explaining how my usual wariness was absent. In response to my email, several friends replied, some with tales of how they had also been targeted in plausible scam attempts and a few admitted to having lost money. It can happen so easily.

**Stay safe, be cautious, and as StopScamsUK advises, STOP, HANG UP, CALL 159**

*Mike Dobson*

## Quiz answers:

1. King George V.
2. Twice – 1901 and 1911. The main reason was not having the requisite population of over 300,000.
3. The London Gazette. Letters Patent, 21 April, published in The London Gazette, 23 April 1926.
4. Frank J. Privett.
5. Promotion to the First Division. Competing in the Football League Third Division, Portsmouth claimed the title in the 1923–24 season. Debuting in the Second Division for the first time, they finished in fourth place. Portsmouth won promotion to the First Division by finishing runners-up in the 1926–27 season.
6. The television.
7. Queen Elizabeth II.
8. Antoni Gaudi.
9. Traffic lights come into use at Piccadilly Circus, London.
10. A.A. Milne's children's book Winnie-the-Pooh published by Methuen & Co. in London.
11. P. L. Travers' short story Mary Poppins and the Match Man appears in The Christchurch Sun in New Zealand, marking the first published appearance of the character, this is about eight years before the first book was published.
12. The General Strike.
13. Brooklands, Surrey, 1926. The first ever British Grand Prix (officially known as the Grand Prix of the Royal Automobile Club) was held at Brooklands on 7 August 1926 and was won by Robert Sénéchal and Louis Wagner driving a Delage 15 S 8.
14. Agatha Christie.
15. Rudolph Valentino.
16. Sir Arthur Conan-Doyle's two-volume book The History of Spiritualism was published in 1926.
17. Portchester Castle - In 1926 it was put into the care of the Office of Works, the successor to which, English Heritage, still looks after it.
18. Opened on 14th July 1926, Great Salterns Golf Course is an 'inland links' course.
19. Portsmouth Grammar School. Reference the blue plaque on the wall near the gates.
20. William Walton's work, the overture Portsmouth Point, inspired by the well-known painting of the same name by Thomas Rowlandson was first heard as an entr'acte at a performance in Diaghilev's 1926 ballet season. Sir Henry Wood programmed the work at the Proms the following year.

*Quiz created by Sharon Morris*

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