

Fratton

The Heart of Portsmouth



Fratton Rd LTZ

(Low Traffic Zone)



FRATTON
THE HEART OF
PORTSMOUTH

Fratton Road LTZ

This report prepared by Walter Menteth and Deniz Beck presents a proposal for the adoption of a Low Traffic Zone (LTZ) in the heart of Portsmouth, focused around Fratton Road.

The proposal addresses the need to improve Covid 19 public health provisions for users of commercial premises on Fratton Rd. to enable those premises to re-open safely while offering improved public

space assets and instilling public confidence in use of the area.

Adoption of a temporary LTZ might also open opportunity for long term improvements, by testing.

The full impact upon high streets of Covid 19 are yet to be appreciated, but improving measures for future recovery, however, remains an imperative.



fig. 1.
Proposed Low
Traffic Zone (LTZ)
on Fratton Rd.

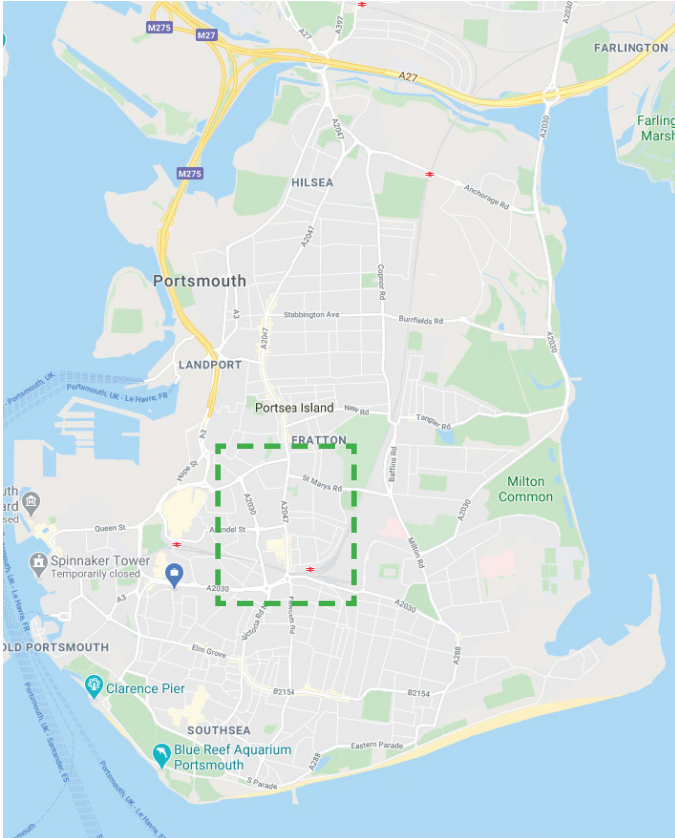
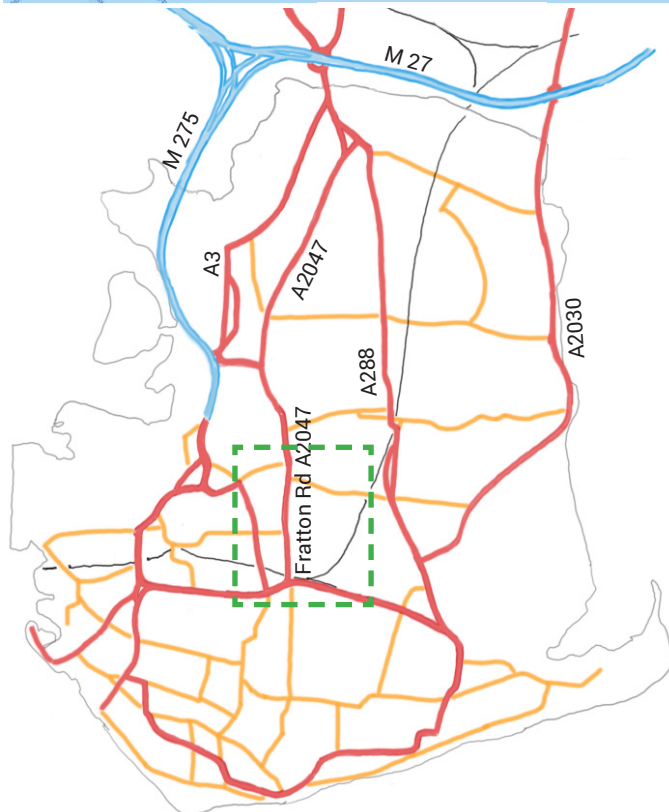


fig. 2
Location of the proposed Fratton Rd. Low Traffic Zone (LTZ).



Through traffic on Fratton Road can be by-passed readily between Lang Rd. (B.2152) / St Marys Rd., to the north, and Victoria Rd. North / Winston Churchill Avenue, to the south via on Holbrooke Rd. (A2030) which lies only 475m to the west,

Traffic circulating to and from the south east of the island can equally divert to the east via the A288 / A303.

fig. 3
The Portsmouth primary road network showing Fratton Rd. proposed Low Traffic Zone (LTZ).



FRATTON
THE HEART OF
PORTSMOUTH

fig. 4

Detail of the proposed
Fratton Low Traffic
Zone (LTZ).



Public transport in the locality is well provided with Fratton railway station to the south, a range of bus routes along Fratton Rd. and round the areas perimeter.

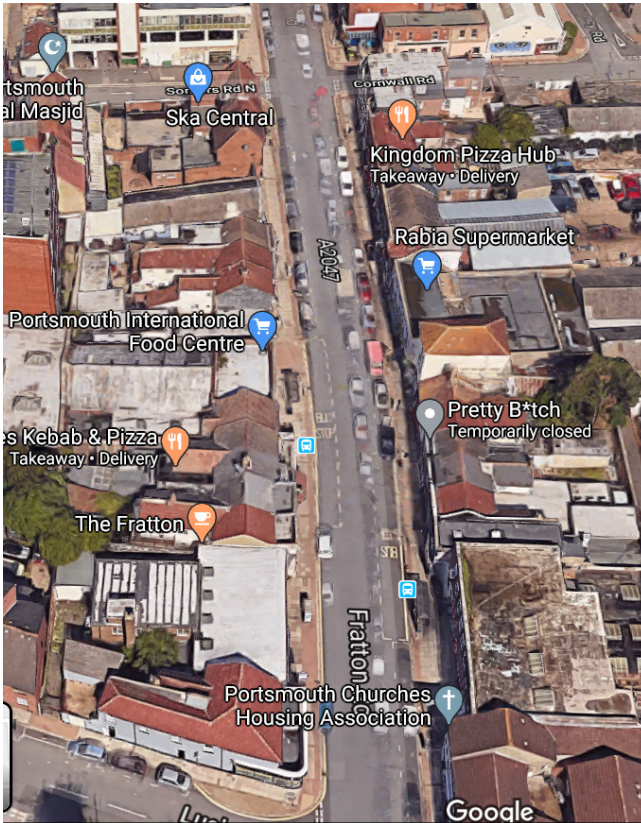


fig. 5
The narrow pavement widths and normally congested road make social distancing difficult for the commercial premises on Fratton Rd.

The pavements on Fratton Rd. are narrow and normally congested.

Additional space is needed for external retail, queuing for shops, and space for pedestrians to pass, to ensure as many of the commercial premises there can re-open as safely as possible. Improving the public realm will offer shoppers greater confidence to return to using the street.

This report proposes removing street parking and traffic, reducing the road width and allowing additional space as a temporary measure to allow pedestrian users the confidence to return to use the commercial premises safely.



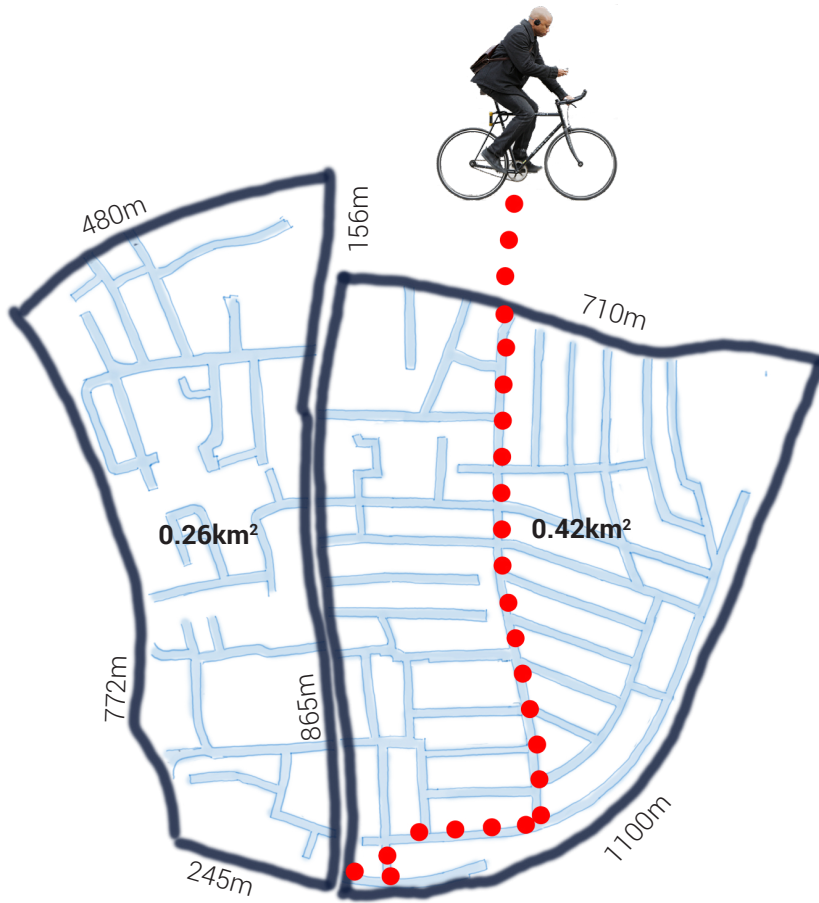
fig. 6
Fratton Rd. - existing public health and commercial issues. Photo - May 2020, collaged.



FRATTON
THE HEART OF
PORTSMOUTH

fig. 7

The proposed extent of the Fratton LTZ and showing the route of the 'Heart of Portsmouth' cycle highway.



The areas to the east and west of Fratton Rd. in the location of the proposed LTZ are distinct.

A 1060m long stretch of the 'Heart of Portsmouth' cycle highway, a proposal identified within the 'Portsmouth Inspiration Study 2018' that lies within this proposed LTZ, is incorporated within this proposal.

The total area of the LTZ identified by the black perimeter outline above is 0.68 km², with the west sector comprising 0.26km² and the east 0.42km²





Vehicular traffic on Fratton Rd. can bye-pass to the east on existing arterial routes, via St. Marys Rd., the A288 and the A2030.

fig. 8.

Sketch plan of the east sides of Fratton Rd. showing existing traffic management.

The residential quarter to the east of Fratton Rd. has an existing traffic management scheme as shown, which it is proposed to augment.

KEY

-  No entry - Existing
-  Existing Road block
(with emergency access only)

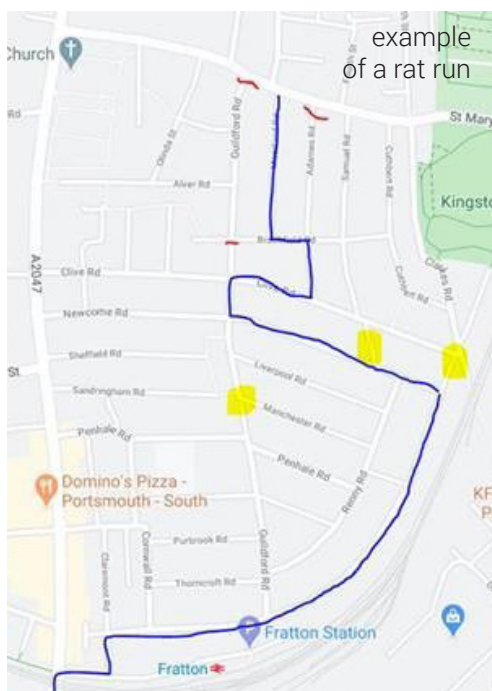


fig. 9

Example of a potential rat run through the eastern section of the proposed LTZ.

In the proposed LTZ, if the existing traffic management scheme is not augmented there is a risk of additional rat running between St Marys Rd. down to Walmer Rd.

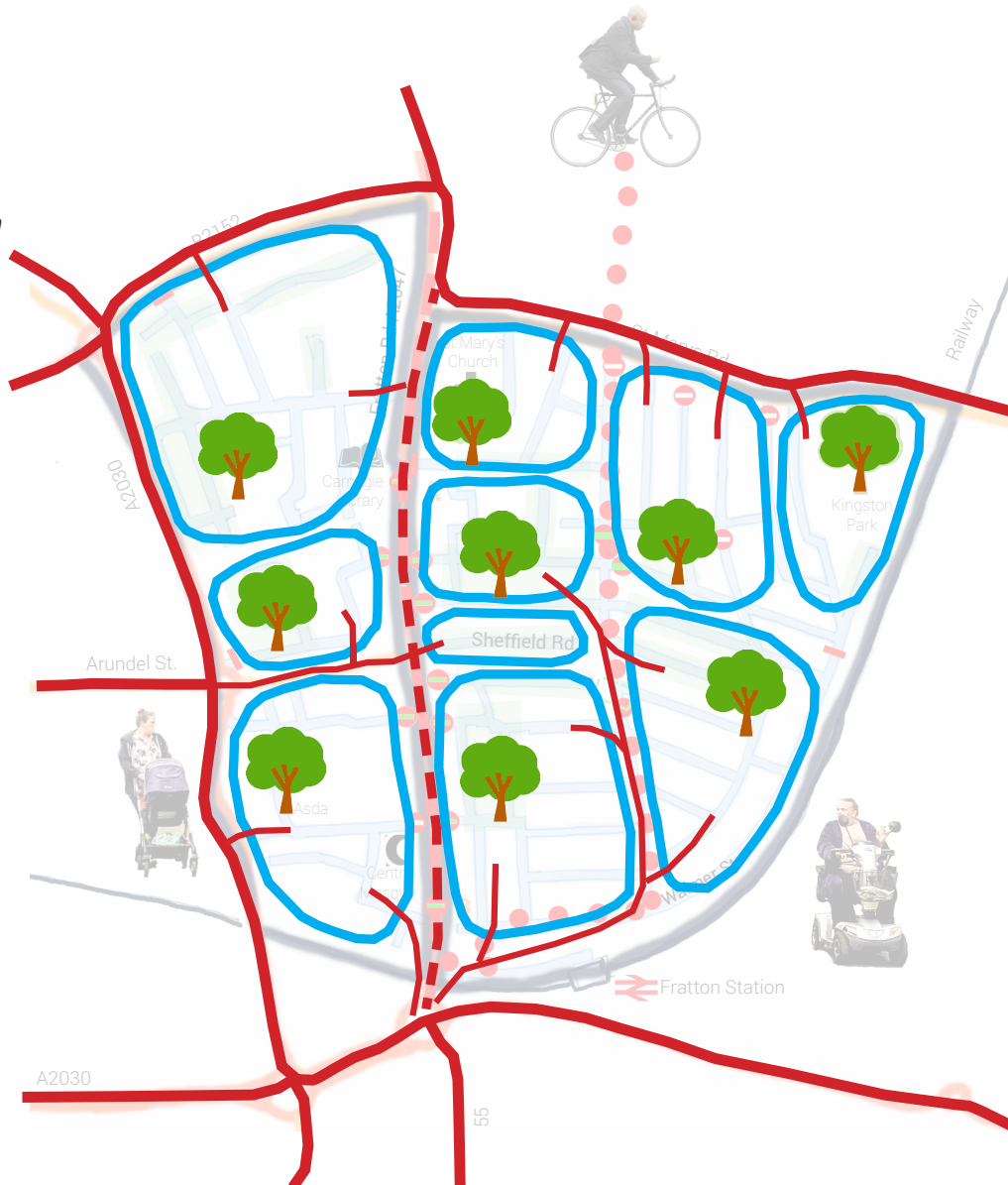
The residential roads in this location are unsuitable and have insufficient capacity for additional dispersed traffic in the short or long term.

Without addressing the potential rat running it is unlikely that the proposed LTZ would be as favourable for the significant residential community in this quarter of Fratton.

By precluding rat running, opportunity for 'Homezones' and urban 'SUDS' resilience strategies might in future be adopted extensively (subject to local initiatives & public resources)

fig. 10

Strategic plan of the proposed Fratton Rd. LTZ, showing the indicative composition of environmental cells that lie within it.



The strategy proposed is planned around a sequence of environmental cells which each retain full vehicular access. But there is no rat running, and it is anticipated that within each cell one way systems will be adopted wherever possible to release ground surface for public uses and environmental enhancements.

This would enable environmental, landscape, public realm, health and wellbeing improvements at community/neighbourhood level.

The cells are organic, indicative and subject to how each neighbourhood may best identify.



fig. 11

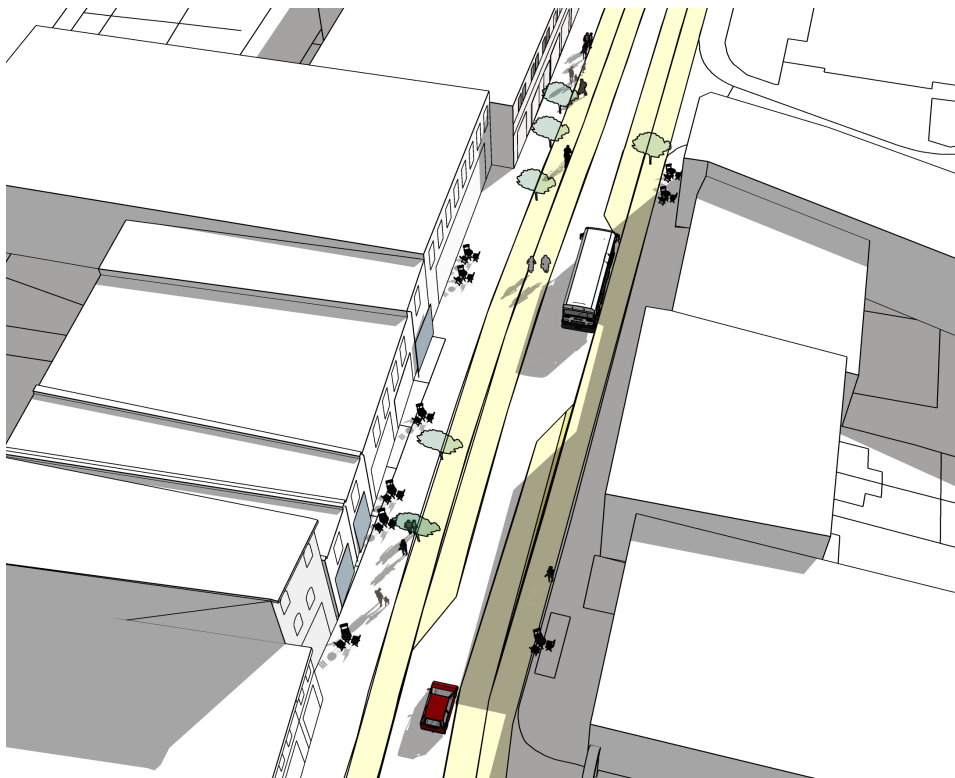
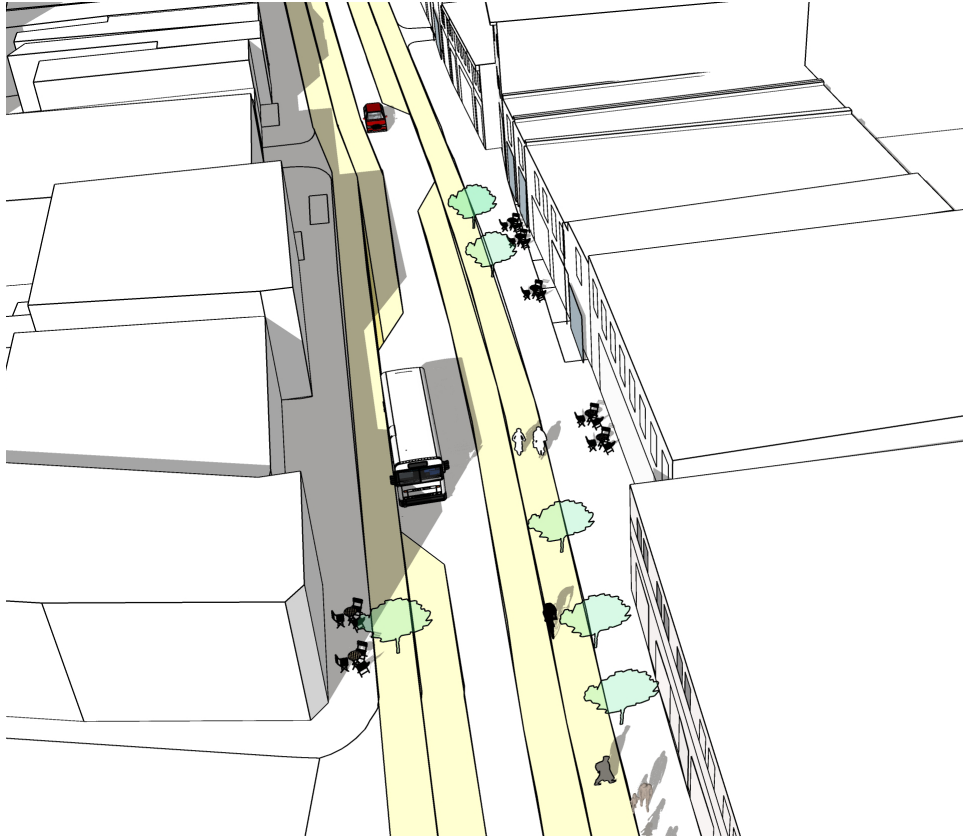
Strategic plan of the proposed Fratton Rd. LTZ, showing the indicative composition of environmental cells that lie within it.

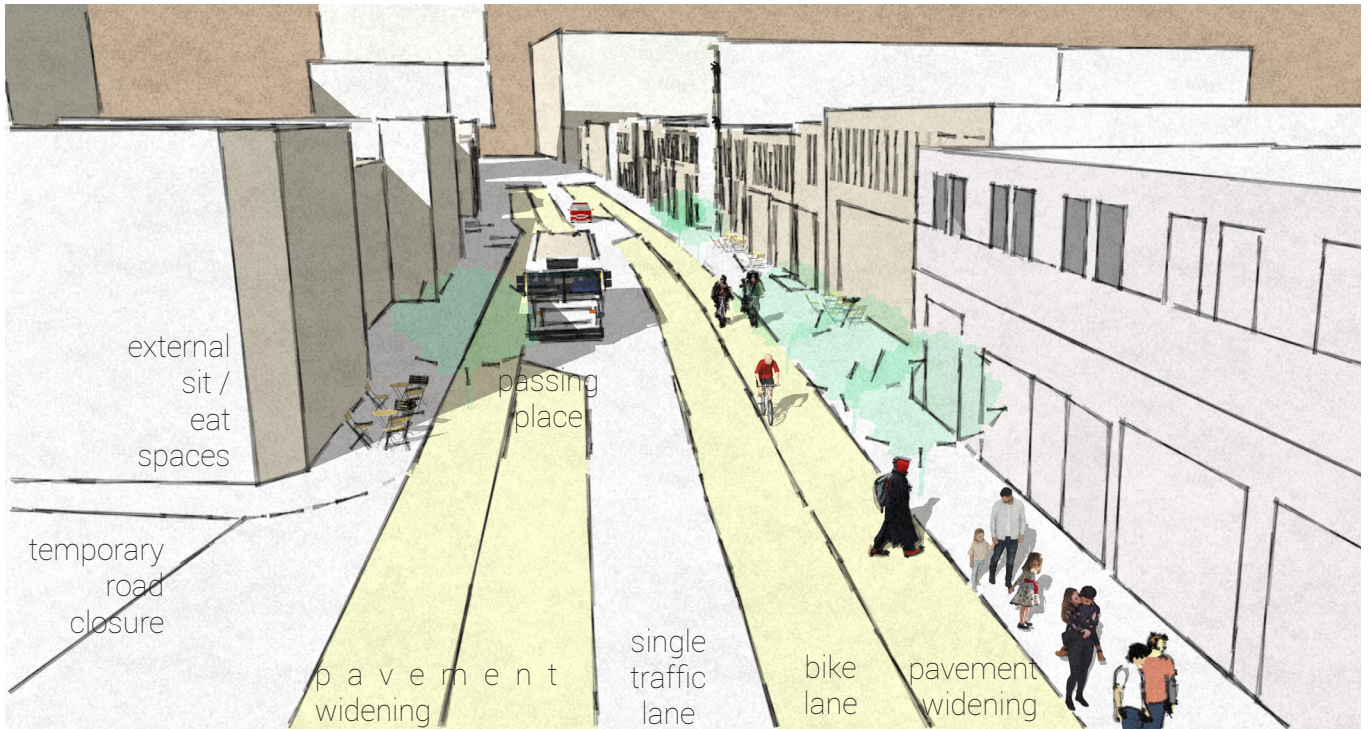
The city and neighbourhood focus on the commercial and civic activities along Fratton Road is retained. It is served by public transport, motability cars, bikes with night servicing along with enhanced pedestrian safety, accessibility and amenity.



FRATTON
THE HEART OF
PORTSMOUTH

**fig. 12 (top) &
13 (below)**
*Aerial views of the
proposed Fratton
Rd. LTZ, looking
north and south*





It is proposed that Fratton Rd. has a single carriageway, regular bus passing places, extended stops and bike lanes while providing significant pavement widening.

fig. 14.
*Proposed street view
of Fratton Rd. LTZ*

This offers:

- Greater space for pedestrians on the street
- Opportunity for safe social distancing.
- Additional external space for use by commercial premises and for street trading.
- Opportunity to improve the street amenity.

This also allows the commercial premises to feel confident about re-open safely following the Covid lockdown.

Improving the Public realm increases commercial footfall and public health by offering amenity and provisions that will also afford shoppers greater confidence to return to the street, in the short and long term ([Five Years of Waltham Forest](#))

fig. 15
Proposed single lane carriageway

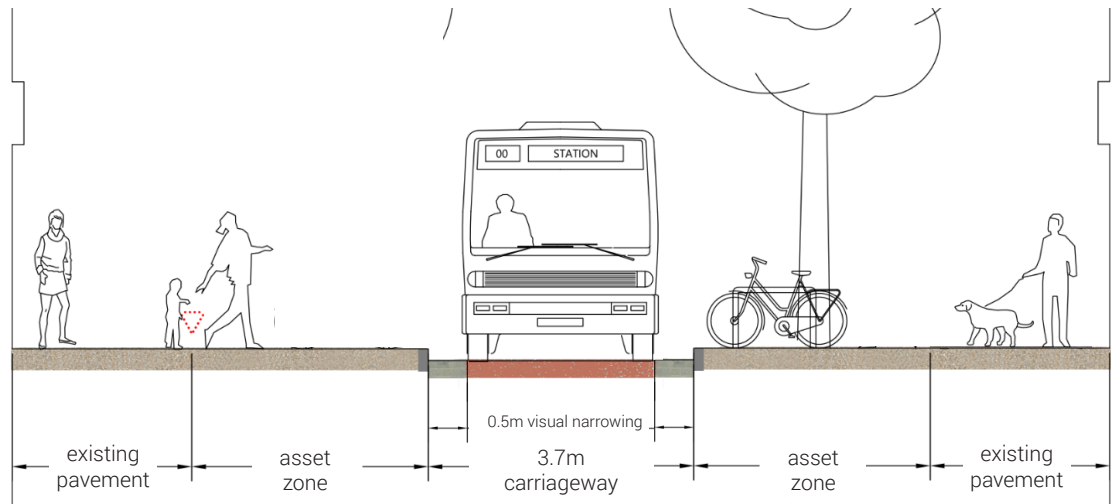
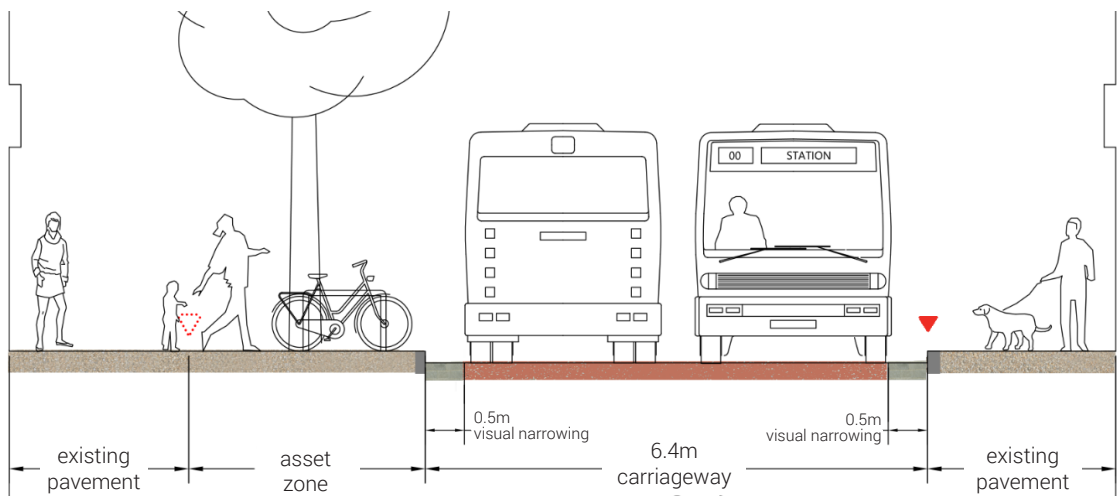


fig. 16.
Proposed single lane carriageway showing width at passing places and bus stop
Image: © Witteveen+Bos 'Portsmouth Inspiration Study' for Cycling UK. Oct 2018



Although of variable width, Fratton Road typically has a four lane carriageway.

The indicative section diagrams illustrate opportunities to improve public realm assets with new facilities for pedestrians and cyclists, by reduction of the carriageway width.

The additional asset zones allow pedestrian users greater space to circulate, can accommodate queuing and seating externally to premises, external bike facilities, street trading and landscape amenity on a temporary, or permanent basis.

**fig. 17 (top) &
18 (bottom)**
Views of Fratton
Road, during Covid
19 lock-down.












FRATTON
THE HEART OF
PORTSMOUTH

fig. 19

Accessibility to Fratton LTZ, the heart of Portsmouth.



KEY

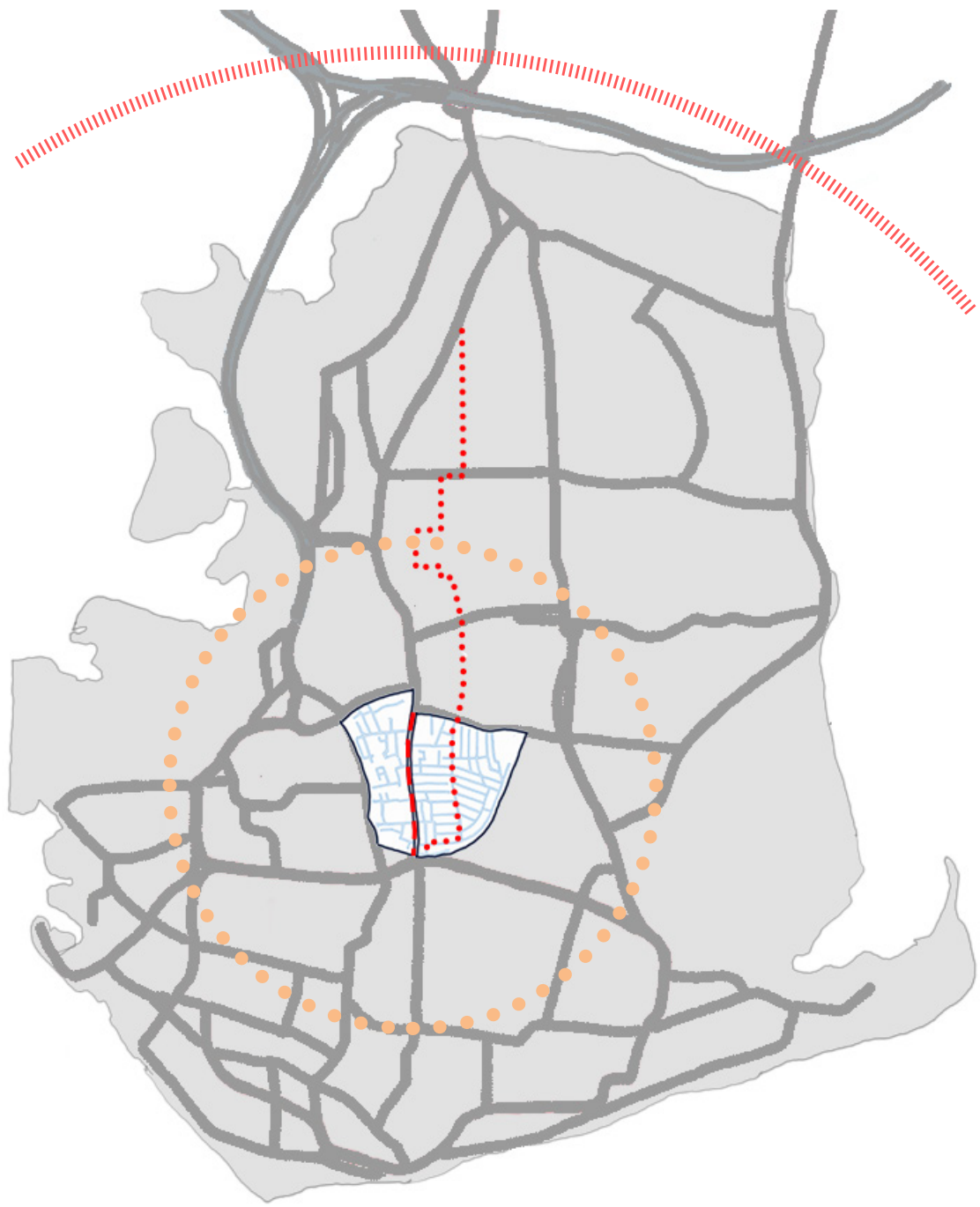
-  No entry - Existing
-  Existing Road block
(with emergency access only)
-  No entry - Proposed temporary LTZ
-  Road Block - Proposed temporary LTZ
-  Existing road block - temporarily re-opened
(currently providing emergency access only)
-  Fratton Road - access for buses, bikes and motability cars.
(with night time servicing)
-  Proposed - 'Heart of Portsmouth' cycle highway
-  Residential areas having identified future opportunity to adopt 'Homezones' and 'suds' resilience strategies

NOTES:





A + B - Fratton Rd. is closed to through traffic with access provided only for buses, bikes, motability cars, service and emergency vehicles (with night time servicing).

Access to Sheffield Rd. is retained from Arundel St., with no right or left turns onto Fratton Rd.

fig. 20
Accessibility to
Fratton LTZ, the heart
of Portsmouth



KEY

-  Access for bus, bike and motability car.
(with night time servicing)
-  'Heart of Portsmouth' cycle highway
(Portsmouth Inspiration Study, Oct 2018)
-  3 mile radius, 15 mins indicative by bike.
-  1 mile radius, 20 mins indicative walking distance.

Authors:

Walter Menteth, B.A.(Arch). Dip Arch. RIBA. ARB. FRIAS.

Walter is an architecture, planning and design practitioner, writer, researcher and educator. He is a director of Walter Menteth Architects, Project Compass CIC, and senior architecture lecturer at Portsmouth University.

Walter's received the inaugural RIBA President's Medal for Research (2015), RIBA Presidents Award for practice-located research (2015), eighteen national architectural awards and he was a nominee for the Mies van der Rohe European (2000) Architecture Prize.

Deniz Beck BA (Hons). Dip Arch. ARB. RIBA. CA.

Deniz is a Chartered Conservation Architect and founder of Deniz Beck Partners. She works on master planning and development of residential and conversion projects, specialising in heritage project, while supporting local organisations assisting on Heritage Lottery Fund bids. She is a part-time architecture tutor at the University of Portsmouth.

Deniz's has received eight architectural awards, in recognition of the excellence of her work and has been a contributor to ICOMOS.

Her works include: various works within Fort Cumberland, Portsmouth, a Grade II* listed Scheduled ancient monument (SAM), a planning application for a residential development and conversion of the Fraser Range (ongoing) and The conversion of Hot Walls in Old Portsmouth.

References:

Portsmouth Inspiration Study, Witteveen + Bos for Cycling UK. Oct 2018

Five Years of Enjoy Waltham Forest. 26 March 2019. www.youtube.com/watch?v=KvVI3X-jpsn4&feature=youtu.be (accessed 6 June 2020)

Images:

Fig. 14, Portsmouth Inspiration Study, Witteveen + Bos for Cycling UK. Oct 2018

All images ©Walter Menteth and Deniz Beck otherwise.

Portsmouth - The Island City papers

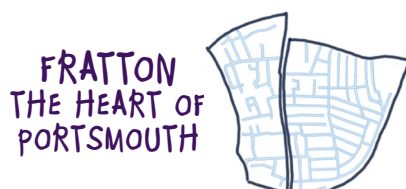
www.portsmouthisland.uk/

creative commons licence CC-BY-ND

1st ed. June 2020 (R.3)

2nd Ed July 2020 (R.4)

(new figs. 10 & 11 inserted)



Fratton Rd LTZ
(Low Traffic Zone)