

Palmerston Rd LTZ

(Low Traffic Zone)



SOUTHSEA CENTRAL

Palmerston Road LTZ

This report prepared by Deniz Beck and Walter Menteth proposes the adoption of a Low Traffic Zone (LTZ), focused around Palmerston Road, in central Southsea.

The proposal addresses the need to improve the public realm and the public health provisions for users of commercial premises on Palmerston Rd. and instilling public confidence in use of the area by allowing those premises to re-open

safely by offering improved public space assets.

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

The full impact upon high streets of Covid 19 are yet to be appreciated, but improving long term measures for the future is an imperative.

fig. 1.

Palmerston Rd. (June 2020) showing part elements of its modest and unambitious traffic constraint design and impoverished public realm



fig. 2.

Proposed Low Traffic Zone (LTZ) on Palmerston Rd.

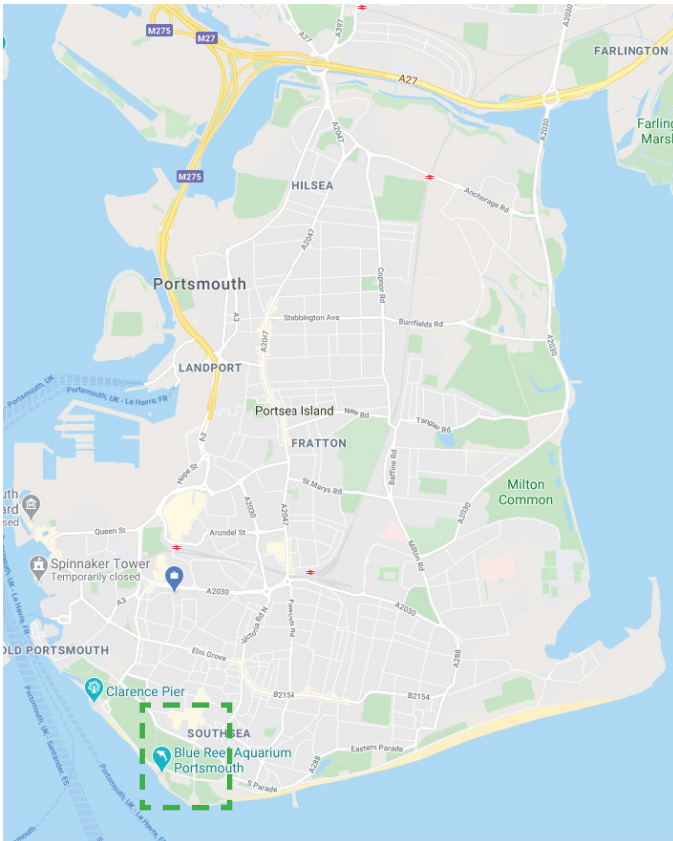


fig. 3
Location of the proposed Palmerston Rd. Low Traffic Zone (LTZ).

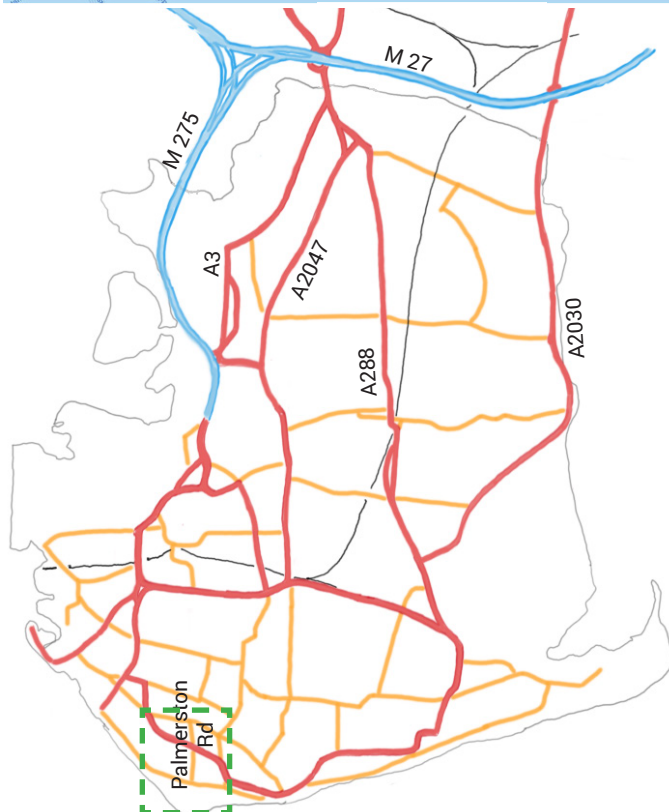


fig. 4
The Portsmouth primary road network showing Palmerston Rd. proposed Low Traffic Zone (LTZ).

Palmerston Road can be easily by-passed by Clarence Parade (A288) to the south and Clarendon Road to the north.

This proposal for the southern section of Palmerston Road between Clarence Parade and Clarendon Road continues the existing pedestrian scheme on Palmerston Road between Clarendon Road and Kent Road/Grove Road South, improving the public realm of the entire street while providing better and safer pedestrian access to Southsea common for residents through out the central Southsea area.

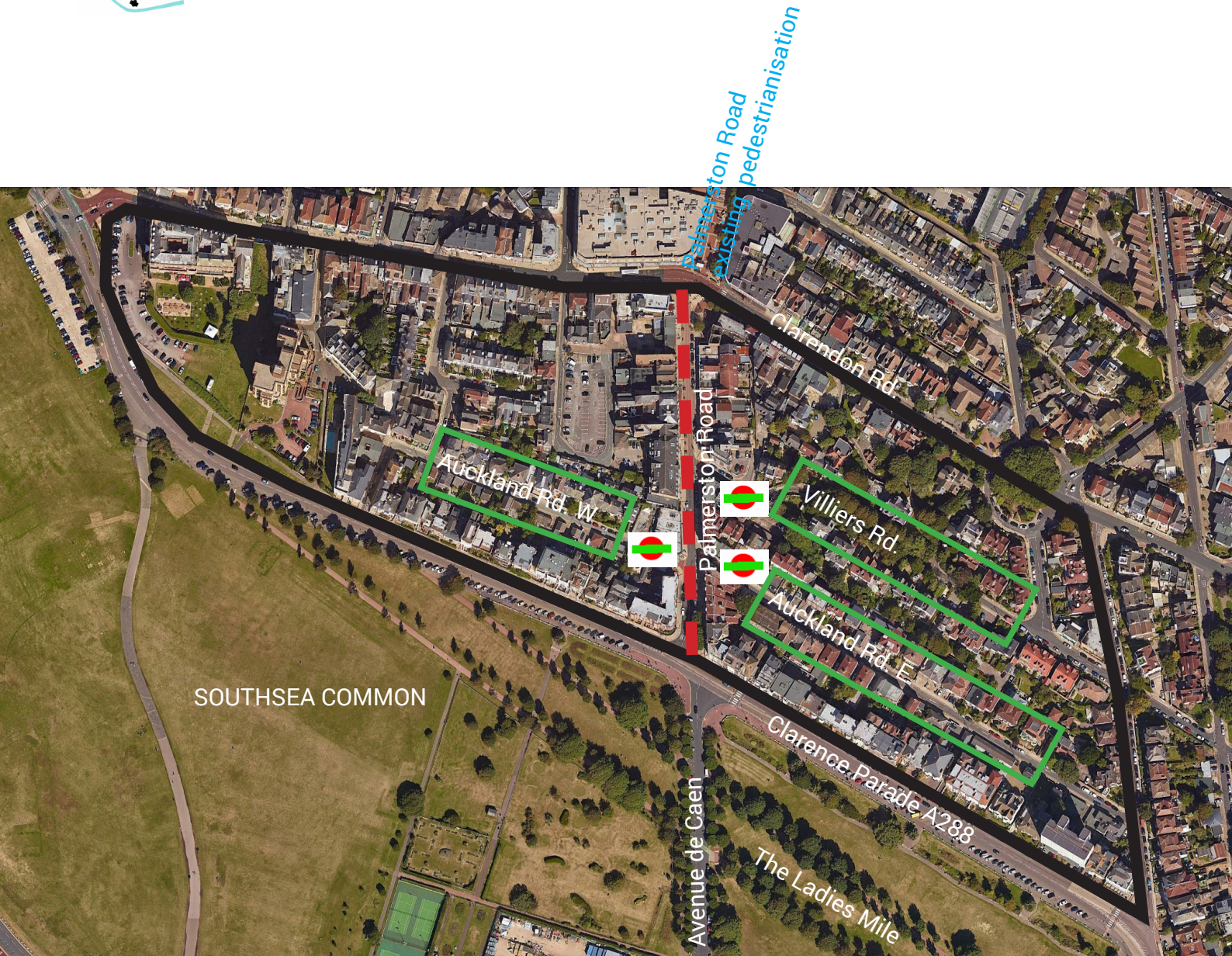






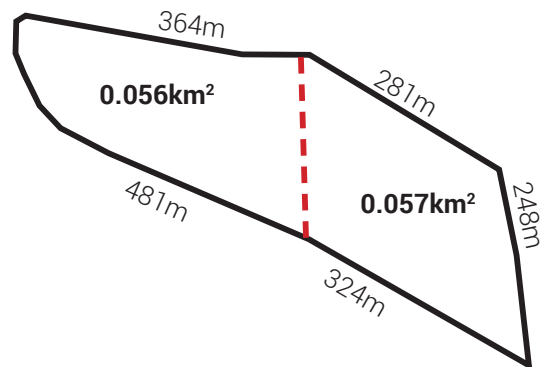
fig. 5 (above)

fig. 6 (right)

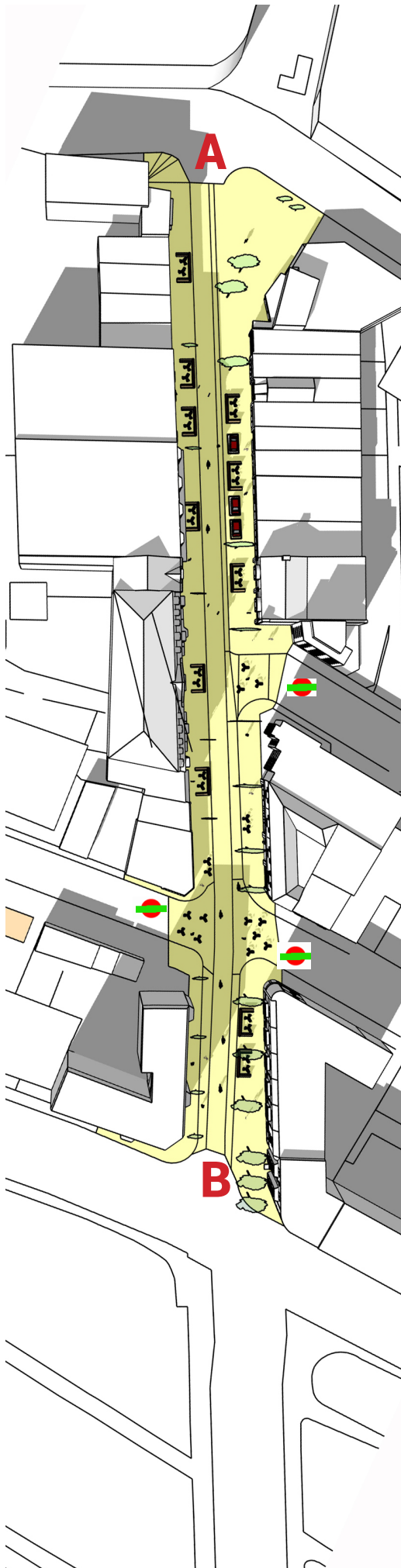
The proposed
0.113km² Palmerston
Road Low Traffic
Zone (LTZ) .

KEY

-  No vehicle entry - Excepting buses, mobility vehicles, night servicing and emergency vehicles
-  Road Block - Proposed LTZ
-  Palmerston Road - access for bikes and motability cars. (with night time servicing)
-  Residential areas having identified future opportunity to adopt 'Homezones' and 'suds' resilience strategies



Public transport in the locality is well provided by a range of bus routes (3, 18, 23, 7A)



Plan of Palmerston Road in the area of the LTZ showing: -

fig. 7

Plan of Palmerston Road in the LTZ

Between A + B - Palmerston Rd. is closed to private cars. Through traffic on a single carriageway is provided for motability cars, service and emergency vehicles (with night time servicing) beside a bike lane.

Additional street space is made available for pedestrians, cyclists, landscape improvements and external activities associated with the commercial premises.

After closing the side streets additional external space becomes available in the location of these three road heads. Designated turning heads for the residents of Auckland Road East and West, and Villiers Rd. are provided at each blocking point.

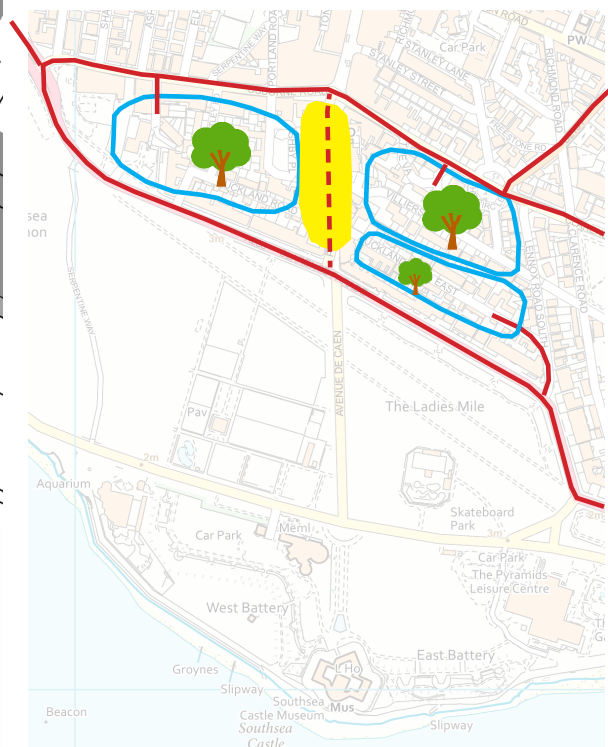


fig. 8

Indicative planning strategy of the LTZ, showing the environmental cells around Palmerston Rd.

fig. 9
 Ariel view of Palmerston Rd LTZ showing pavement widening, bike lane, planting, disabled parking, and additional facilities for external seating for existing commercial premises.



fig. 10
 View of Palmerston Rd LTZ showing pavement widening, bike lane, planting, and additional facilities for external seating for existing commercial premises.



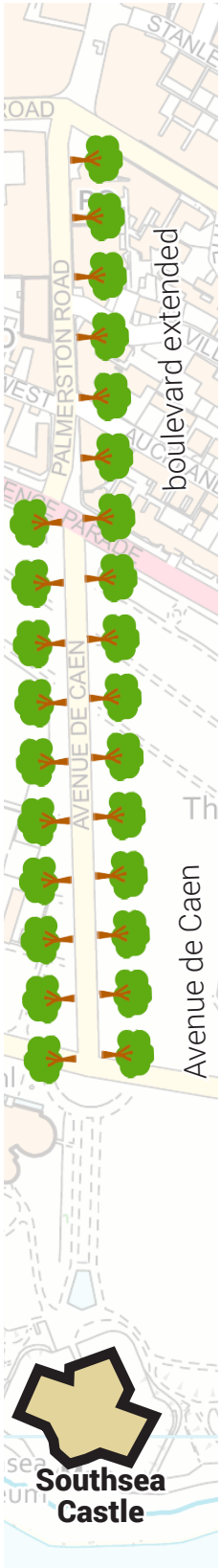


fig. 11. (left)
Tree planting extends the Avenue de Caen Boulevard to provide shade for external spaces and pedestrians

fig. 12 (right)
Aerial view of proposed Palmerston Rd.

Palmerston Road LTZ - Street Furniture

fig. 13

Example of the simple low cost street furniture that may be all that's needed to start a Low Traffic Zone



fig. 14

Example of simple low cost street furniture providing landscape amenity and seating that may be all that's initially needed in a Low Traffic Zone



Low cost elements may be used to initially implement Low Traffic Zones, (fig. 13 above) to include simple street signage and sustainably sourced relocatable road blocks.

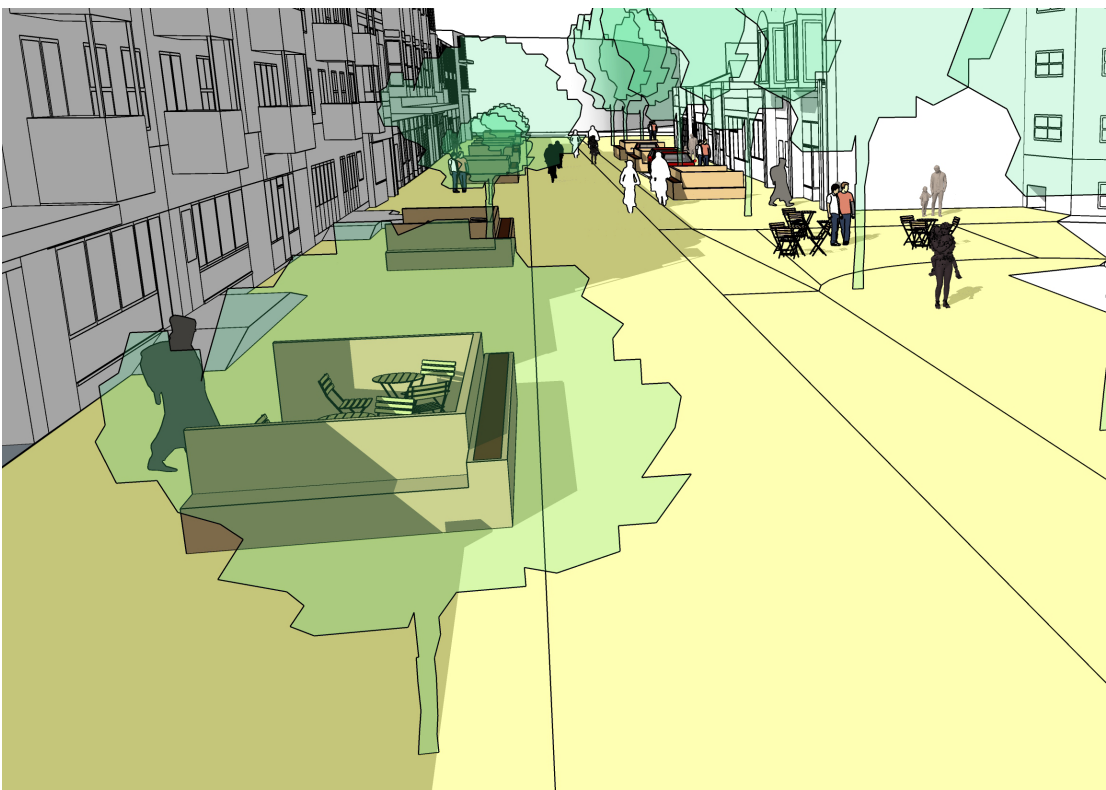
Road blocks of the type illustrated can be supplied and installed in the south east for roughly £750 (eg. www.fathernature.org.uk)

In various tub configurations with seating, simple low cost and relocatable landscape features may also be provided where road junction re-alignments or other similar street spaces occur (fig. 14).

Landscape elements can therefore be supplied through sponsorship by the commercial premises on Palmerston Rd, by local residents, crowd-funding, by the council or by any combination of the above.



fig. 15. (top)
fig. 16 (below)
Street furniture
- a type of street
furniture which
might be considered
appropriate for
commercial premises
on Palmerston Road



Making Palmerston Rd. more attractive + vibrant

fig. 17

*Proposed shared
surface single lane
carriageway*

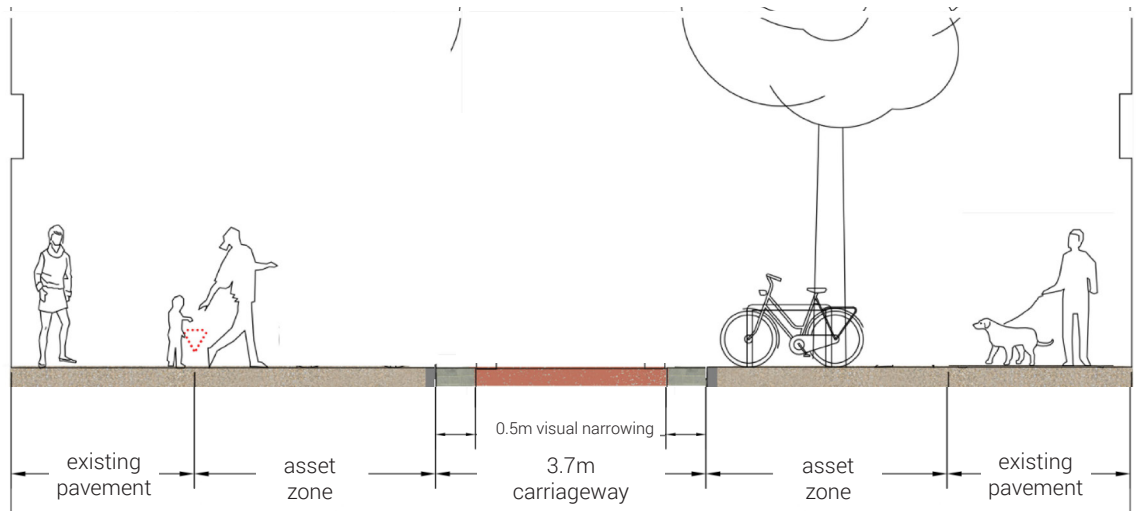


fig. 18.

Car free



The indicative section diagram illustrate opportunities to improve public realm assets with new facilities for pedestrians and cyclists, by a shared surface scheme that also reduces the carriageway width.

The additional asset zones allow pedestrian users greater space to circulate, can accommodate external seating for the numerous commercial premises and queuing, external bike facilities, street trading and landscape amenity on a temporary, or more permanently basis.



fig. 19 (top)
fig.20 (middle)
fig. 21 (bottom)

Innumerable examples exist of where streets are successfully better used by the public. Palmerston Rd. should take the opportunity to improve its public realm.

Authors:

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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, she 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.

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.

Images:

fig. 1,3 & 5 using Google maps
fig. 8 Edina under educational licence.
fig. 17, Portsmouth Inspiration Study, Witteveen + Bos for Cycling UK. Oct 2018

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July 2020 (R.2)

R.2. Shared surface enhancements



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