

Policy paper: the terraced streets of Romsey and Petersfield

The terraced streets of Romsey and Petersfield currently have a poor environment for those who cycle or walk, due to the use of every available piece of pavement for car parking.

Our vision is of an attractive area easy to cycle and walk in, and elimination of pavement parking. The area should be ideal for car-free living, being near to shops, employment and public transport.

At present, only the car matters. Those with bicycles have no space to park, and two-way cycling is unacceptably forbidden. Pedestrians receive merely a metre of space to squeeze past cars. Those in wheelchairs are effectively banned from the area.

A very gradual but steady process of converting merely one parking space on each street each year to cycle parking, plantings and play areas is needed. Over a 15-year period, these streets would see the private car becoming only one of several uses, not the one that dominates it.



Introducing cycle parking and reducing the dominance of the car

Streets like Thoday Street have around 100 cars parked, but not a single cycle parking space. Instead of treating public space as available to all, only cars matter.

Our policy is that each year, one car parking space from each street should be replaced with a small bank of cycle parking. 1% of car parking each year is an extremely reasonable and politically-manageable reallocation of space. This will help families who cycle and establish demand.



People will cope – as they currently do when car parking has been converted to car club spaces, disabled parking or temporary skip space. The high turnover of residents in these streets means that people will look at whether they really need a car anyway. Many people are going car-free and want to live in an attractive, less car-dominated area.



Residents do, in practice, cope with removal of spaces if done gradually.

After the initial years of this policy, we think residents will see cycle parking and request it for themselves. Tree plantings and children's play areas could also be created in the same way, enhancing the area. Over a 10-15 year period, the result would be that car parking would be present on one side of the road only.

It is illogical to argue, as Councillors currently do, that cycle parking should be treated as a special case compared to car parking. A resident could easily park a van in the street and use it to store bicycles. Yet this would take up more space than cycles on their own, and the space is not available for others.

To begin with, when a resident sells their car and requests cycle parking this should be implemented automatically. (This is not to imply that space in front of a house 'belongs' to the owner – but merely a pragmatic start to a pro-cycling policy.) Spaces outside pubs should also be an early goal.

Some have suggested that on-street cycle parking is not secure. Clearly, there is a degree of vulnerability. But cycles are often already left leant against a house due to the lack of any other option. Clearly Sheffield stands are preferable to this.



Stands should be installed at a slight angle, off the pavement. In time, lockable enclosures could be considered, as the principle of on-street cycle parking is established.

Reallocation of roadspace would help pedestrians

Legalised pavement parking treats pedestrians and wheelchair users as second-class citizens. It is amazing this has not yet been challenged under the Disability Discrimination Act. Pavement also parking creates mixed messages about legal car parking. There should also be stricter enforcement of illegal pavement parking throughout the city.



Pavement parking, legal or illegal, treats pedestrians & wheelchair users as second-class citizens.

Making space for cycling, tree planting and children playing

Reducing the dominance of car parking would make space for plantings and trees, play spaces, and so on. Gradual replacement of car parking, initially for cycle parking, would make for a much more attractive area that would restore childrens' freedom.



Permitting two-way cycling

One-way sections exist because cars cannot pass each other when any car parking is present. But the side effect of this has been to ban two-way cycling, despite being a perfectly reasonable activity.

Two-way cycling should be immediately permitted on every street in Romsey and Petersfield, even in the narrowest streets of Romsey. In practice, people cycle in both directions (illegally) with few problems – there are enough passing spaces. We need to increase the attractiveness of cycling, rather than criminalise it by forcing people to unnecessarily long routes instead.

Reducing impatient driving

The lack of passing space, again caused by pavement parking, means that someone cycling at a reasonable speed sometimes find an impatient driver behind them. Moving to single-side car parking over a 15 year period, outlined above, would remove such aggression.

In summary, what do we want to see?

- A vastly-improved streetscape, not dominated by cars
- An environment in which people can walk and cycle easily
- A place where children can safely play in the street
- Car parking on one side of the road only
- On-street cycle parking available
- Two-way cycling
- Slow speeds and calm environment
- A high-quality car club which people have full confidence in

Policies to achieve this:

1. Replace one car parking space on each street each year with cycle parking. At merely 1% of car parking, this is politically-achievable and would be much fairer for those without a car.
2. Later, also convert spaces to plantings and trees, play places, car club spaces, as well as cycle parking.
3. Introduce a Traffic Regulation Order to enable conversion of car parking to cycle parking where there is local agreement, to avoid a bureaucratic legal process being needed every time.
4. Where a resident sells their car, they should be able to request on-street cycle parking, installed as part of Council funds to promote cycling.
5. In 10-15 years, when parking has been reduced by 50%, eliminate pavement parking. Attractive home zone layouts could then be created.
6. Cycle parking should be installed on the carriageway rather than using pavement space.
7. Crack down on current illegal pavement parking and straying outside marked bays.
8. Two-way cycling should be immediately permitted (by implementing a TRO) for every street in Romsey and Petersfield, even the narrowest.
9. Tackle aggressive driving, and keep 20mph as the speed limit.
10. The area's Car Club should be heavily promoted and expanded.
11. Cycle parking must be included when car club spaces are created. This increases the range of viability of these spaces.

Online gallery:

Go to our gallery at www.cyclestreets.net/galleries/225 for pictures illustrating the problems and solutions.