

Parking in Dore



Report to Dore Village Society

June 2012



Local Level, 2012

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This report reviews a range of consultative material on issues related to parking in Dore village centre. It was commissioned by Dore Village Society in February 2012. A number of background documents, which constitute appendices to the review, are available on the Dore Village Society website at www.dorevillage.co.uk/carparking.

Sources of evidence

This report draws material from the following primary sources which have been made available to us:

- A short summary of a Sheffield City Council traffic survey covering Bradway, Dore, and Totley Rise, dated November 2011.
- A general survey of Dore residents designed by the Dore Village Society (DVS) and carried out online, November 2011 – January 2012. There were 115 responses.
- A interview survey of local businesses carried out by the DVS, December 2011 – January 2012. There were 22 responses.

In addition, we draw on a fourth source, which we were involved in designing:

- Written output from group work carried out by participants at a public meeting held in Dore on 18 January 2012. The groups worked on seven different potential solutions. This set of data includes an additional contribution submitted by one of the participants. The meeting included a voting or scoring process at the end which clarified the preferences of those who attended.

In addition we have referred to various secondary sources such as the *Manual for streets*, English Partnerships' guidance on parking, and other more local resources: details of these sources are given where they are cited.

The following abbreviations are used in the remainder of this report:

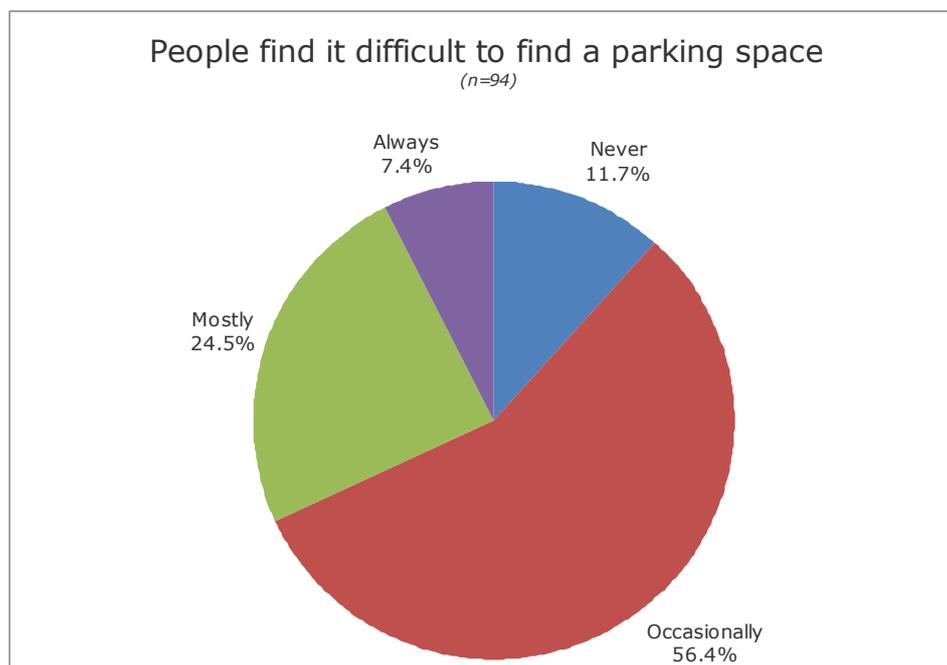
- BS (business survey)
- CS (council traffic survey)
- GS (general survey)
- PM (public meeting).

Parking in Dore village: what's the problem?

Parking issues and traffic issues are not inseparable. A parking problem can be ameliorated through traffic management measures; the absence of such measures can exacerbate parking problems. Some seven years ago the Dore Village Design Statement noted:

'The increasing amount of traffic in Dore is felt by residents to be detrimental to highway safety and damaging to the environmental character of the Village Centre and throughout the Village. Vehicles are often travelling too fast for the local conditions, causing undue noise, road traffic accidents and creating unsafe conditions for pedestrians, particularly the elderly and young children especially where footpaths are absent or very narrow. There is a lack of car parking and some traffic congestion in the Village Centre. There is a general demand for appropriate traffic management measures to be considered on a comprehensive basis.'¹

There were 115 respondents to the DVS general survey, and it is reasonable to suppose that those who find parking in the village awkward would be motivated to respond and will therefore be well-represented in this sample. Despite this, less than one third (32 per cent, 30 respondents) say they find it difficult to find a parking space 'mostly' or 'always'. This suggests that parking related annoyances are not just a consequence of a shortage of parking spaces in the village.



If the population of the village is accepted as around 7,000,² then we could say from the figure given above that well below 0.5 per cent of the

¹ *Dore village design statement: supplementary planning guidance*. Dore Village Society, 2005.

² The Wikipedia entry for Dore (updated 6 March 2012) gives 7,078; but as at 7 March 2012 links to a redundant city council page as its source. All other population statements seem to refer to the larger ward area.

population has taken the opportunity to claim that there is a serious parking problem. Our own impartial observation confirms that there are times when there are plenty of options to park. Of course, these might not be in the ideal spot, right outside the chosen destination, and not at peak times. These points don't mean that there isn't a problem, but they suggest that for much of the time it affects relatively few people.



Nonetheless, the available material, particularly comments contributed in the survey, allows us to assess the intensity of the parking problem for those it *does* affect. A total of seven respondents took the trouble to note that their driveways are routinely blocked. This highlights a common theme of inconsiderate use of vehicles. For example, one respondent complained:

'I am unable to get out of my drive at all during the morning or evening school run.'

Perhaps more than any other indicator, this confirms that there is a genuine problem. Any solution needs to support the principle of free access for people into and out of their own property.

In addition, we note the striking number of comments – eleven separate remarks in the general survey responses – about perceived widespread lack of consideration among drivers. This was re-enforced at the public meeting where spontaneously a group formed to present an 'awareness campaign on consideration' as a part-solution.

This can be related to a key message from recent Design Council research:

'problems associated with parking are a major source of neighbour disputes, anti-social behaviour and in some cases criminal damage and assault.'³

Things in Dore village might not yet have got desperate, but there is a sense of increasing tension and stress which is only likely to increase until remedy is found.

Responses to the business survey confirm that it is not just a handful of residents who perceive there to be a parking problem. Among the 22 businesses represented in the business survey:

³ Design Council, *Creating safe places to live: [what did we learn?](#)* 2011, accessed 14 March 2012.

- 16 say that they do not have private parking accommodation sufficient for all staff who drive to work;
- 21 say that their business depends on customers visiting the premises; and
- 16 say that parking arrangements are inadequate for their customers.



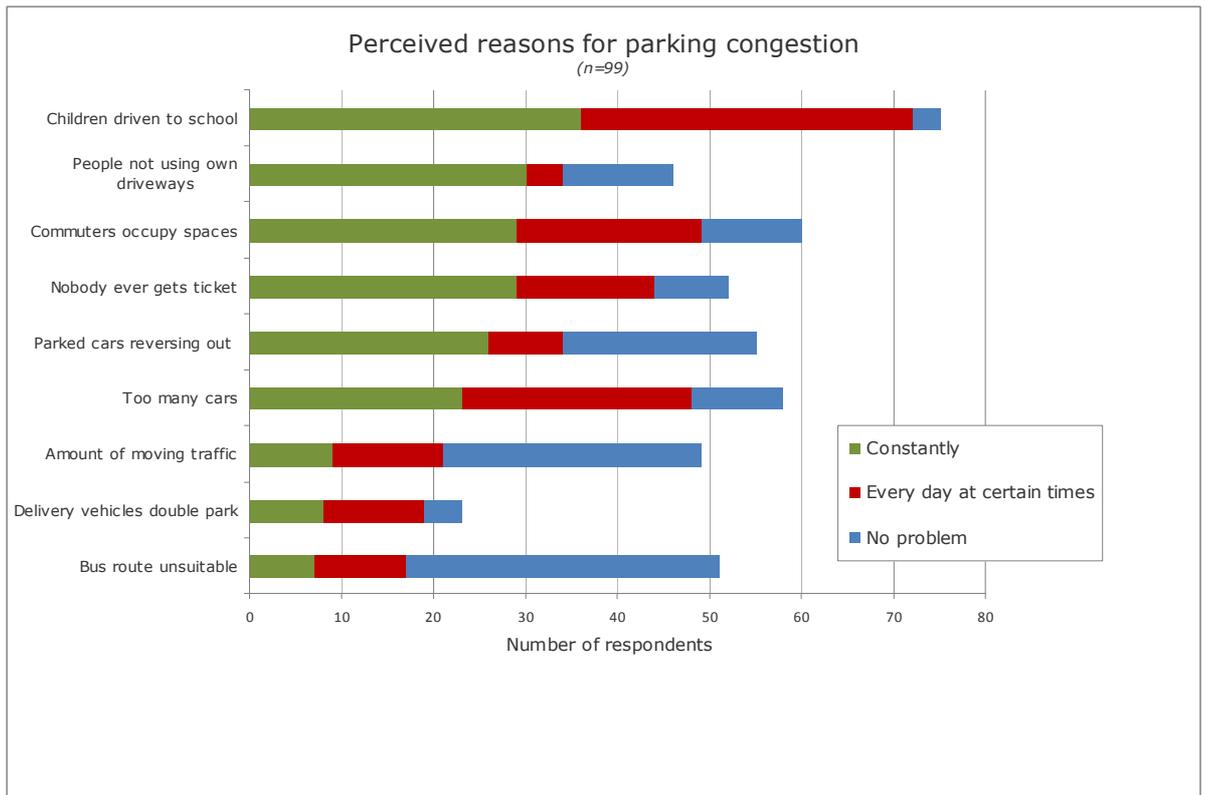
The parking problem in Dore is therefore both an issue of quality of life and an issue affecting the economic vitality of the village.

⁴ The image is from *Car parking: what works where*, English Partnerships, 2006.

Main findings: the context

In what follows we offer a brief summary of the main findings from the evidence, with the exception of findings relating to proposed *solutions*: these are described in the following section. For further information please refer to the background papers, especially the reviews of the general and business surveys.

- A significant minority of GS respondents, 41 per cent, say that they usually use their car when they visit the village centre.
- Nearly one third of GS respondents (32 per cent) say that they 'always' or 'mostly' find it difficult to find a parking space within an acceptable distance when they visit people or go to the shops or other facilities in Dore.
- About a quarter of GS respondents said that they occasionally have to drive to other areas of Sheffield because they can't find a parking space in Dore.
- All but one of the responding businesses depend on customers being able to visit their premises. However, the majority feel that the parking arrangements for their customers are not adequate. Sixteen of the businesses do not have sufficient private parking for their employees.
- GS respondents were asked to rate, from a list of suggestions, perceived reasons for parking congestion in Dore. The results shown in the chart below illustrate the complexity of this issue: a significant proportion of respondents identify six out of nine different factors as 'constant' problems, or occurring every day at certain times.
- GS comments confirm that these problems are perceived to be caused by a range of factors including inconsiderate drivers and over-use of cars (e.g. on the school run), lack of enforcement, the relative success of local traders, day-long use of spaces by commuters and employees, and a topography perhaps ill-suited to contemporary ways of life.



- Around half of the businesses in Dore (ten respondents) own or control off road parking for the use of their staff or customers. The use of business owned spaces by people who are neither customers nor employees is considered a problem for nine of the respondents. From the GS and PM we learned that there are widespread assumptions about the use of available parking outside shops by employees.
- Delivery drivers for local businesses often resort to prohibited and potentially hazardous alternatives, including double parking, and parking on yellow lines or pavements.
- Most parking in the village centre is for the purpose of shopping and 82 per cent of GS respondents park there for this purpose for less than 30 minutes at a time. Fifty-two out of 59 CS respondents gave 'shopping' as their reason for parking in Dore village.
- Qualitative responses to the GS and recorded comments at the PM include a range of social, cultural and environmental views, which in many cases are juxtaposed to those that espouse economic vitality as the primary criterion. In particular, it is apparent from GS and PM that measures that reduce the amount of green space (e.g. grass verges), and/or have a perceived negative impact on the 'character' of the village, would be resisted strongly.

Main findings: perceived effectiveness of options

The main purpose of this report is to identify ways forward on the basis of the accumulated evidence and views. In this section we focus on the range of options to help resolve the problems of parking in Dore village. Key questions in the GS and BS asked respondents to rate, from a list of suggestions, preferred solutions to parking congestion. They were also invited to add further suggestions. Early findings from the responses were used at the PM to establish a practical list for participants to work on: those suggestions that were not supported by an advocate at the meeting were not taken forward. It's worth reiterating here that the options are not mutually exclusive, and the future of Dore village may depend on finding the optimum combination.

The main findings were as follows:

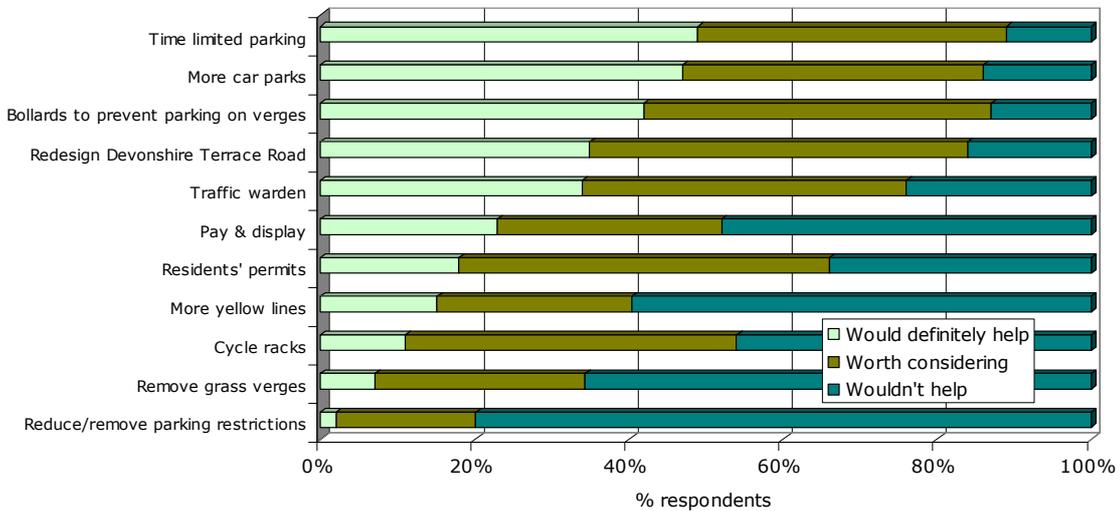
- The most favoured options in the GS were: time limited parking, more car parks, measures to prevent parking on verges,⁵ the redesign of Devonshire Terrace Road, and having a traffic warden. A clear majority in the council traffic survey favoured limited waiting times for some or all parking places.
- The scoring of options at the end of the PM confirmed that time limited parking, more car parks, and permit parking were favoured. Road redesign had noticeably less appeal than in the survey (receiving just 22 out of 280 votes cast).⁶
- Local businesses did not favour having a traffic warden, but they clearly felt that more car parks, the redesign of Devonshire Terrace Road, and time limited parking would help or were well worth considering. There was also interest among the BS respondents in removing grass verges in order to provide parking spaces.
- Typical business hours and the timing of deliveries support the suggestion that any parking controls could be set to specific times of day and days of the week.

In the remainder of this section we offer more detail by summarising the evidence in three ways. First, we provide two charts showing the perceived effectiveness of the proposed solutions, from GS and BS. Each is arranged in order of the popularity of the option. They confirm that both constituencies have four favoured options in common: time limited parking, more car parks, measures to prevent parking on verges, and the redesign of Devonshire Terrace Road.

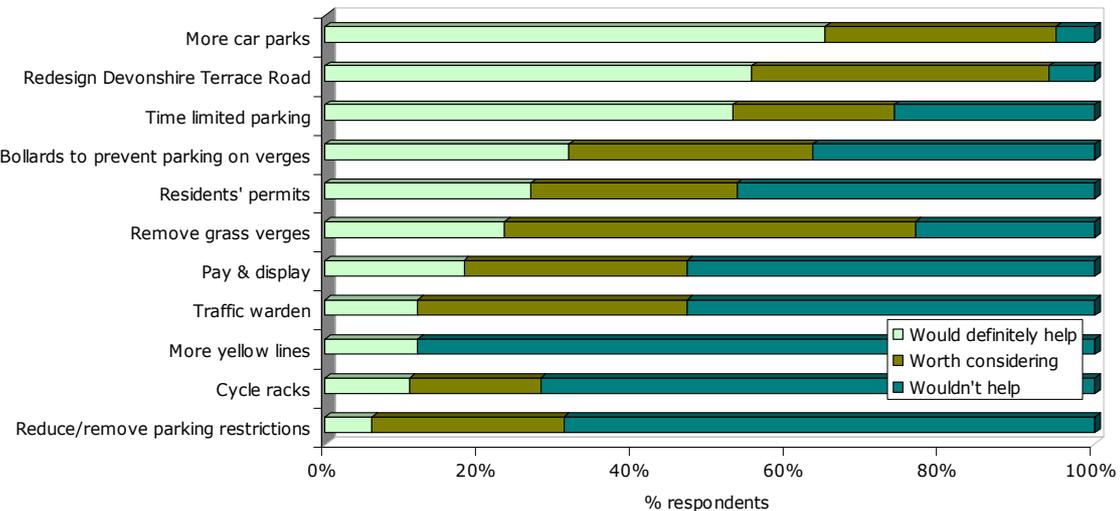
⁵ Note that this is not a solution to the general availability of parking space, but a reaction to inconsiderate parking, which in itself could *reduce* available space.

⁶ It could be that this difference reflects the fact that the public meeting was a deliberative process with interactive reflection, and/or that it was attended by a representative of the highways department who gave informal advice on costs and practicalities.

Perceived effectiveness of parking solutions - general survey (n=98)



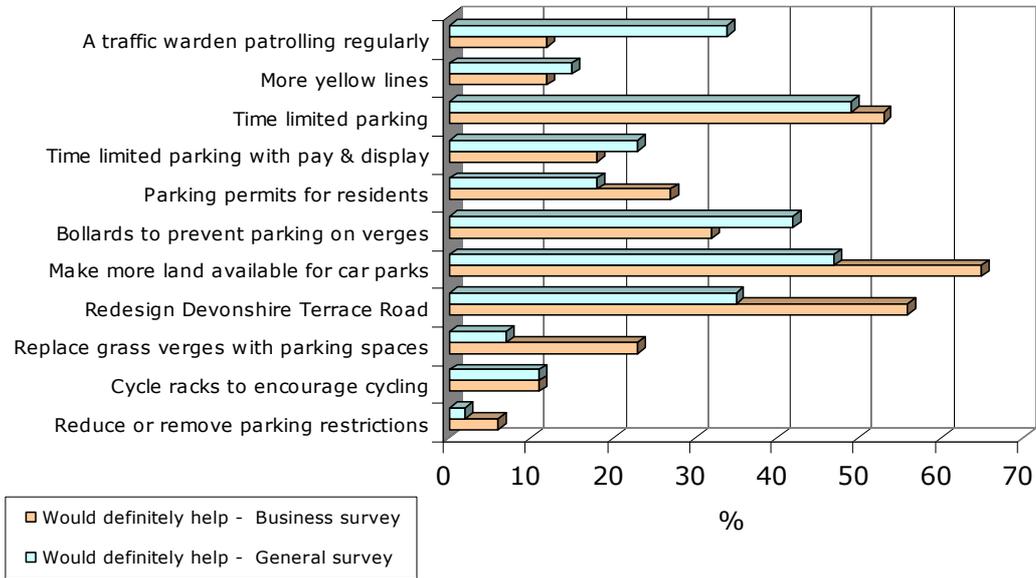
Perceived effectiveness of parking solutions - business survey (n=22)



Secondly, we offer two combined charts showing the options that respondents felt 'would definitely help' and 'wouldn't help'. These highlight the divergence of opinion between residents and businesses, which have differing requirements in relation to parking in Dore, but they also help us identify potential solutions which might not be divisive.

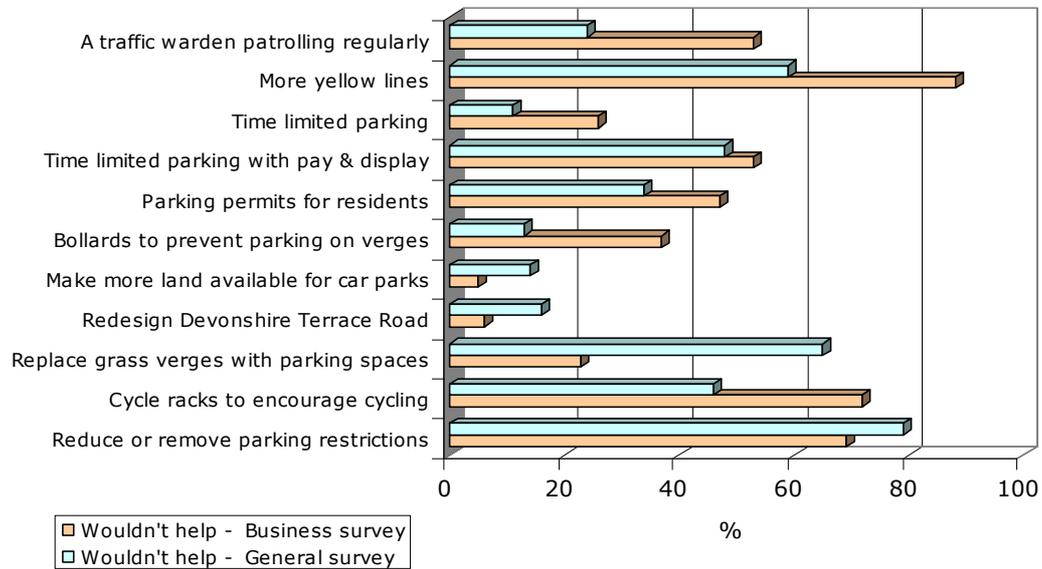
Parking options that respondents believe 'would definitely help'

(Respondents: Business survey 22, General survey 115)



Parking options that respondents believe 'wouldn't help'

(Respondents: Business survey 22, General survey 115)



Finally, using the above data and combining it with the other material collected, we have compiled a table summarising the popularity of the options proposed, with our recommendation as to whether or not they be pursued by DVS.

The list is based on the suggested options provided in the GS and BS. A few additional suggestions have been included, some of which emerged in the PM, and others emerged in individual comments in the GS. Some other suggestions were deemed to fall under an existing heading: for example, the idea of a land-swap so that the garage could relocate, in order to create a car park, would come under the heading of 'More car parks'.

| Option | Findings | Recommendation |
|--------------------------------------|---|---|
| Time limited parking | Popular in both surveys and scored highest in PM. | Pursue in depth |
| Ditto with pay and display | In both surveys, approx 50% felt Pay & Display would not help. | Reject |
| Permit parking | About one-third in GS, and more than half in BS, thought 'would help' or 'worth considering'. Scored third highest in PM. | Pursue in relation to time limited parking |
| More car parks | Popular in both surveys, especially BS, and scored second highest in PM. | Pursue in depth |
| Regular traffic warden patrols | Favoured in GS, of whom 25% would be prepared to pay; rejected by more than half in BS, and only 2 business respondents would be prepared to pay. | Pursue only if likelihood of independent funding. |
| Road redesign | Favoured in both surveys, rejected by only one in BS, but scored poorly at PM. Likely to be most expensive option and very long-term. | Make initial enquiries re approx costs and timescale. |
| One way system | Proposed in comments on GS and at PM, where it scored lowest. | Reject unless part of road redesign above |
| More yellow lines | Not popular in either survey and not pursued in PM. | Reject |
| Prevent parking on verges | Strongly favoured in GS, rejected by about one third in BS. | Pursue as part of wider solution. |
| Replace verges with parking spaces | Favoured by a few in BS but fairly strongly rejected in GS. Not pursued in public meeting. | Reject |
| Move bus terminus to edge of village | Proposed in separate submission, with accompanying measures. Featured as part of 'car parks' in PM. | Pursue as part of car parks. |
| Cycle racks to encourage cycling | Not popular as a solution on its own in either survey. Proposed under 'Reduce car use' at PM. | Combine and pursue as inexpensive component in wider solution |
| Measures to reduce car use | Proposed at PM and scored 4 th out of 7. Inexpensive. | |
| Campaign on considerate driving | Proposed at PM, reflecting numerous comments in GS. Inexpensive. Scored just lower than 'reduce car use'. | |
| Reduce / remove restrictions | Not popular in either BS or GS. | Reject |
| Circulating mini-bus service | Suggested in GS comment but not aired for discussion. DVS to decide if merits discussion? | Make initial enquiries |

Discussion

In the remainder of this review we offer a number of reflections from an independent perspective and include reference to external sources of information, with a view to helping DVS take informed decisions on next steps. Our comments are offered under the following main headings:

- Time limited parking
- Car parks
- Road redesign and construction
- Public transport
- Economic vitality and quality of life.

'Cars spend just 5 percent of their lives in motion.'⁷

Some of the themes we discuss have implications for, or arise from, more than one of the proposed solutions. Two points provide context for what is under discussion: the need for inconsiderate parking to be designed-out, since people will persist in parking on pavements, on grass verges, on yellow lines or across driveways; and the very low probability that effective enforcement can be afforded.

Time-limited parking

Participants can reasonably expect that as a consequence of the consultation process, some kind of time limited parking, possibly with permits, will be introduced into Dore village centre. This could be a simple scheme, or, if eligible, a more formal controlled parking zone (CPZ). The scheme will need to be tailored by time, extent, and residential status.

A full CPZ might not be acceptable from the council's point of view, and quite possibly undesirable to many residents. Nonetheless it could be a useful exercise to understand what it amounts to: this will help to identify those elements which people would or would not wish to see in Dore village centre.

'A Controlled Parking Zone (CPZ) is an area where all on-street parking is controlled. This means that parking is only permitted in designated parking bays and that the remainder of the kerbside space is subject to yellow line restrictions. Its main aim is to discourage commuter and long stay parking by people from outside the area.

- Entrance and exit signs show the hours during which all on-street parking is controlled
- Parking is only permitted in designated parking spaces, the remainder of the kerbside is subject to yellow line restrictions
- Single yellow lines prohibit parking during the hours of control, double yellow lines prohibit parking at any time

⁷ Gardetta, D. (2011). Between the lines. *Los Angeles magazine*, <http://promo.publicbikes.com/dv2kw>

- Some single yellow lines have signs showing different, usually longer, operation times
- Parking during the permitted hours may be free or charged.⁸

The table below⁹ outlines the advantages and disadvantages of CPZs, which might apply to a more simple time limited parking scheme.

| Advantages | Disadvantages |
|--|---|
| Parking space allocation usually favours residents | CPZ does not guarantee a space |
| Less time spent finding a parking space leading to improved traffic flow and therefore better air quality | Inconvenience of obtaining and renewing permits |
| Improved access to properties for the mobility impaired, emergency services, healthcare workers and servicing vehicles | Marked bays may reduce the amount of parking available |
| Safer conditions for pedestrians especially the elderly, mobility impaired, wheelchair users and people with puschchairs | Signs and markings may detract from visual appearance of street |
| Reduction in accidents and better visibility at junctions | Parking permits may need to be paid for |
| Reduction in commuter parking | Risk of penalty for non-compliance |

The surveys and PM provide several pieces of evidence in support of making the first 30 minutes of parking free of charge. There was a widespread expectation that any scheme developed would prohibit day-long parking in the village centre for non-residents or visitors. It also needs to avoid a knock-on effect of pushing parking onto other residential streets: this may be the hardest aspect to get right.

Signs and clutter

Introducing time limited parking is likely to require a certain degree of signage, and possibly the use of meters. The visual impact on the local built environment will be an important consideration.

In October 2011 the government published a review of traffic signs policy (*Signing the way*),¹⁰ aiming to reduce the amount of road signing. The review recommends, for example, that the prescribed road marking requirements for parking bays will be relaxed significantly. It promises more flexibility and freedom to decide for local traffic authorities. This trend reinforces the desirability for DVS to start a purposeful dialogue with the city council regarding minimum requirements and procedures to be

⁸ <http://www.ukmotorists.com/cpz.asp>, original source Westminster City Council.

⁹ Source: *Parking: can we help you? Your questions answered*. Harrow Council, 2010, http://www.harrow.gov.uk/download/8023/your_questions_answered

¹⁰ <http://www.dft.gov.uk/publications/signing-the-way/>

followed, before it makes any firm decisions about which option(s) to pursue.

There is an emphasis in the document on converting Controlled Parking Zones (CPZs) into Restricted Parking Zones, which have entry signs and time plates but no yellow lines. The intention is to prescribe two new zonal parking signs that significantly reduce the amount of signing that would be required – 'Restricted Parking Zones' and 'Permit holders only past this point.'



- o The review also proposes that local solutions should be 'built on local knowledge':

'The review's recommendations will increase the involvement of the local community in the use and design of signing by encouraging better consultation with local residents for traffic and parking restrictions... and encouraging local community audits of traffic signs.'

This suggests that the consultation and deliberation that have so far been undertaken in Dore will stand DVS in good stead, and could be expected to lead to swifter progress than might otherwise be the case. We reinforce the reference to community street audits in the next section.

Street audits and parking audits

Street audits were developed and popularised by Living Streets, who describe them as 'a way to evaluate the quality of streets and spaces from the viewpoint of the people who use them, rather than those who manage them.'¹¹ A street audit in Dore could be expected to identify other issues in addition to parking, such as pavement quality and clutter, which could be solved by redesign. They are also a device for ensuring the community ownership of change through participation. They involve

'working with groups of stakeholders, including local residents and businesses, to identify improvements which will create a safe, attractive and enjoyable environment for all users.'

English Heritage have published a guide on how to carry out a street audit, which includes reference to further resources. A DIY street audit template is available on the Living Streets website.¹² We recommend that DVS establishes a street audit process as a priority, as an inexpensive way of underpinning subsequent developments. It may be sensible to incorporate a parking audit in this process.

A parking audit would help to fill some gaps in knowledge and would be needed anyway, if DVS is to convince the council that enforcement or any work requiring capital is called for. In particular it would need to show the extent of day-long parking and of illegal parking, the need for parking spaces for employees of local businesses, and the extent to which

¹¹ See <http://www.livingstreets.org.uk/expert-help/communitystreetaudits>

¹² www.helm.org.uk/upload/pdf/How-to-street.pdf;
www.livingstreets.org.nz/sites/livingstreets.../DIY_Street_Audit.pdf.

residents are being blocked in their own driveways. Workplace parking levies could be part of the solution here: Nottingham provides an example where these have been implemented.¹³ It would make sense to seek early advice from the council on the accepted methodology for such work, and consider whether this could be done in-house.

Car parks

A strong theme in the consultation was the suggestion that privately owned car parks, or those associated with community facilities, be opened up and made available to the public. In addition, certain other spaces were mentioned in the PM, such as 'convert part of the recreation ground' and 'field adjacent to model railway club on Abbeydale Road'. The consultation process points clearly to the need for DVS to explore these options. Here we summarise the main points that we think should be taken forward for consideration.

- DVS should clarify the extent of commuter and employee parking. As a minimum, this could be done by monitoring the cars parked at certain times of day and on different days of the week; but more in-depth work might be needed depending on advice from the council on the kind of evidence necessary from their point of view, and on designing and carrying out a parking audit.
- With regard to existing potential parking spaces, DVS should establish a dialogue with the owners of these spaces.
- Two specific suggestions appear to us to have merit. The first is to explore options for a car park away from the village centre, and move the bus terminus alongside (while retaining the bus route through the village). The second involves arranging a land swap for the garage so that the space currently occupied by that business could be used for village centre parking. Both ideas may prove unrealistic (or in the latter instance, may be rejected by the business in question) but until that is shown to be the case we suggest that they be pursued.

Road redesign and construction

Two preliminary points need to be made about this option. First, as we have noted, it proved much less popular among participants in a deliberative process (the PM) than it was in the surveys. Secondly, it's hard to see road redesign on its own solving the parking issues, indeed without other measures it could exacerbate them. We suggest that small-scale but decisive redesign should be considered in a secondary role, to support time limited parking and additional public car parks.

It would be necessary to quantify the costs and practicality of design options for existing parking and the knock-on effects of changes. This is

¹³ See <http://www.healthypaces.org.uk/key-issues/funding-public-transport/workplace-parking-levy/>;
<http://www.nottinghamcity.gov.uk/index.aspx?articleid=905>

likely to require input from the council's transport planners and an urban designer, which will incur a cost.

In what follows we discuss some issues to be considered in road redesign.

Parking on verges

The practice of parking on grass verges was cited by several respondents as unacceptable and an example of inconsiderate use of cars. Residents clearly favour measures that prevent parking on grass verges; and would resist the removal of those verges to provide more parking spaces.

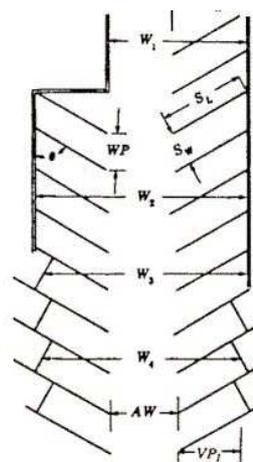
- These two preferences imply a reduction in available parking space. It follows that other measures would need to be explored in parallel. It's worth noting that the provision and maintenance of wooden posts and planters, to prevent parking on verges, is not necessarily as low-cost as some respondents imagine. We recommend that early assessments of the likely costs should be made, seeking information from good practice elsewhere, since it seems likely that these measures will be needed as part of the overall solution, given the low probability of funding for other kinds of enforcement.

Parking in echelon bays

The evidence includes various comments about the awkwardness and risk of reversing out of parking spaces at 90 degrees to the road, with several respondents calling for echelon bays to be marked where this applies. The *Manual for streets* recommends that:

'Echelon bays should be arranged so that drivers are encouraged to reverse into them. This is safer than reversing out, when visibility might be restricted by adjacent parked vehicles.'¹⁴

It's worth noting that this arrangement can reduce the amount of parking space available.



Pedestrianisation

Pedestrianisation of part of the village centre was mentioned a couple of times in the material we have examined, and may be worth considering as part of a road redesign solution. Our understanding is that businesses are usually instinctively opposed, usually mistakenly. The authoritative 2011 *Town centre study*¹⁵ shows that the average monthly spend of those who

¹⁴ *Manual for streets*, para 8.3.49. We note that one respondent to the council traffic survey claimed that 'angled parking in Bradway is dangerous'.

¹⁵ *Town centre study*, Transport for London, 2011, <http://www.tfl.gov.uk/assets/downloads/customer-research/town-centre-study-2011-report.pdf>, p50-51.

walk to their shopping centre was considerably higher than that of those who use their cars.

In this respect we note the council's commitment to the Streets Ahead scheme, with the claim that: "Once the work under the contract commences, Sheffield's roads and streetscene will be transformed, providing an improved network and streetscene for all users and giving residents a sense of pride in their environment."¹⁶

Any redesign would take into consideration the overall look of the street scene – where for example improved materials can lead to better traffic management (Monderman) – as well as the need to repair and maintain surfaces, under the Streets Ahead scheme (<https://www.sheffield.gov.uk/roads/schemes/streetsaheadproject.html>) With the evidence that DVS collects from this and our recommended actions, a strong case could be made for work under this scheme.

Public transport

Several contributions to the consultation showed recognition of the relation between parking congestion and public transport. There were three particular issues:

- A proposal to retain the existing bus route but move the terminus out of the village centre, and establish an associated car park.
- Comments about the proposed Park and Ride service associated with rail station. It is not clear that this would have a significant impact on parking in the centre although it would be sensible to assess the extent to which it addresses the proposal suggested above.
- A suggestion that the village might be served by a mini-bus circulating around residential areas. A scheme of this kind in another locality was mentioned. If the idea is considered realistic it should not be difficult to find out whether or not it is subsidised, and if so by how much.

Economic vitality and quality of life

One respondent suggested that the balance of priorities could be shifted so that the village is more pedestrian friendly, and less car friendly. This approach challenges the accepted thinking, which privileges local trade as the asset which policy has to protect: it asserts a separate value of 'quality of life'. This approach is not necessarily *in conflict with* the principle of economic vitality, but it does seek a rebalancing. Some calming measures, and measures to reduce the impact of the car, could be introduced in support of this approach. The impact of such measures on local trade should be assessed, at the very least by referring to other similar contexts in which they have been tried.

At the PM, two groups out of seven explored issues which would contribute to such a shift. The themes chosen were 'measures to reduce

¹⁶ <https://www.sheffield.gov.uk/roads/schemes/streetsaheadproject.html>

car use' and an 'awareness campaign to promote consideration'. When it came to the scoring process, they did not dominate the field, but both scored considerably higher than the option of 'road redesign and construction'. Given that both options are likely to be considerably cheaper, this might justify paying attention to them as secondary role options to reinforce time limited parking and car parks.

The approach might have particular influence on the school run, which we discuss here. We follow this with a suggestion to help clarify thinking about the ultimate purpose of parking changes in Dore.

The school run

A significant proportion of respondents in both GS and BS felt that over-use of cars on the school run was a major cause of parking congestion. One respondent suggested that this behaviour is driven by safety considerations, and research suggests that this view is widespread – parents feel their children are less at risk if the can be delivered from car door to school gate.

However, there is an extensive research literature confirming the negative impacts of the school run, in terms of congestion, relative safety, air quality, the socialisation of children, the community involvement of young people, and the health of pupils and parents. Living Streets found that 41 per cent of primary school children are driven to school despite the fact that the average distance to primary schools is just over one mile.¹⁷



There seems to be scope for behaviour change through campaigning and awareness, starting with schools and parents.¹⁸

Some time after the public consultation exercises described in this review, a fresh proposal was put forward for road redesign at what is known as Cat's Croft Green. This is at a junction of Church Lane, close to a footpath entrance to Dore Primary School, heavily used for turning, drop-off and pick-up during the school run.

Since the idea has not been subject to the same consultation processes as the others discussed above, and would require consultation with the school and one householder at the very least, it has not featured in our review, but it seems sensible for the committee to begin discussions with those affected.

¹⁷ 'Children walking to school benefit from more valuable social time', Living Streets, 2009, (<http://is.gd/R34pgO>).

¹⁸ Image from <http://bristolcars.blogspot.co.uk/>

Could Dore become a 'slow village'?

As an innovative suggestion on this theme, DVS might consider joining the slow towns movement, *Cittaslow*,¹⁹ which currently has 147 members worldwide. The movement is effectively a brand intended to distinguish localities where quality of place is valued. It originated in the Italian principle of 'slow food' but has been developed to reflect an emphasis on local quality of life.

The first place in the UK to become a slow town was Ludlow, encouraged by its civic society.²⁰ The current list includes Aylsham, Berwick-upon-Tweed, Diss, Mold and Perth. There seems to be no reason why a large village like Dore would be out of place in this mix. The Cittaslow UK website claims:

'Unique, vibrant and prosperous, we're retaining our distinct identities in the face of global homogenisation. There's an art to improving the quality of life in a town; a way in which the community comes together for the common good that generates a passion felt by residents and visitors alike. Our goals champion a holistic approach that strengthens communities and creates a better daily life for all.'

Envisaging Dore as a 'slow village' would be consistent with its position in a conservation area and its relatively successful local economy. In line with the determination of various contributors to the current debate, it could serve to protect the character of the village and make it far easier to develop a culture of considerate car use, while also boosting local enterprise and the local economy.

Consideration by Dore Village Society committee

Dore Village Society committee considered the main body of this review in May 2012, using the framework provided on page 11 above. The only option that the committee felt able to support without qualification was time limited parking. Edited notes are provided here.

Time limited parking

This was the only option to have across-the-board support in surveys and meetings since this project began. The surveys showed that most drivers park in the village centre for less than 30 minutes, but the committee feels it is important to consider the needs of hairdressers, the dentist and the podiatrist, whose customers must necessarily park for longer. A time limit of two hours, applicable between 8am and 6pm Monday to Saturday, was therefore felt appropriate. This would discourage the 'park and ride'

¹⁹ <http://www.cittaslow.org.uk/>

²⁰ See <http://freespace.virgin.net/jag.ludlow/slowtown.htm>. The town has now withdrawn from the movement (see <http://www.ludlowcivicsociety.org/about/> - accessed 14 March 2012). It might be informative to contact the civic society to understand the reasons, especially since Ludlow has since become [vulnerable to large corporate retailers](#). Current UK Cittaslow membership for a village the size of Dore would cost £1500 p.a., so the benefits would need to be demonstrable and measurable.

commuters, but will displace business owners and staff who take up as many as twenty spaces each working day.

It will therefore be necessary to try to monitor where the displaced cars are going, and to take further action if displacement into nearby residential streets becomes a problem. Of particular concern in this respect are The Meadway, High Trees and Leyfield Road.

The time limited zone should encompass the village centre including all marked bays, out along Church Lane to Cat Croft Green, and out along Causeway Head Road and Townhead Road to the limit of commercial premises.

Permit parking

The committee felt that permit parking may be a measure that should be considered if displaced cars create a problem on the narrow lanes (as considered above), but it would be better if there were measures to try and stop this happening.

More car parks

There is no realistic prospect of new land becoming available for car parking anywhere near the village centre. There are, however some private car parking spaces in the village which are unused or under-used during the day. There is evidence of parking arrangements already in place between owners of these car parks and residents or businesses. It was considered to be beyond the remit of the DVS to organise this type of arrangement or come up with an overall plan, but such activity is to be encouraged and the DVS will investigate the possibilities.

Cycle racks

Cycle racks were installed in the village centre recently, as part of a previous initiative.

School run

The school already has a 'walking bus' scheme, which currently operates three days a week. The committee intends to liaise with the school to see if this can be extended. The school has previously participated in 'walk to school week' apparently with some success.

