

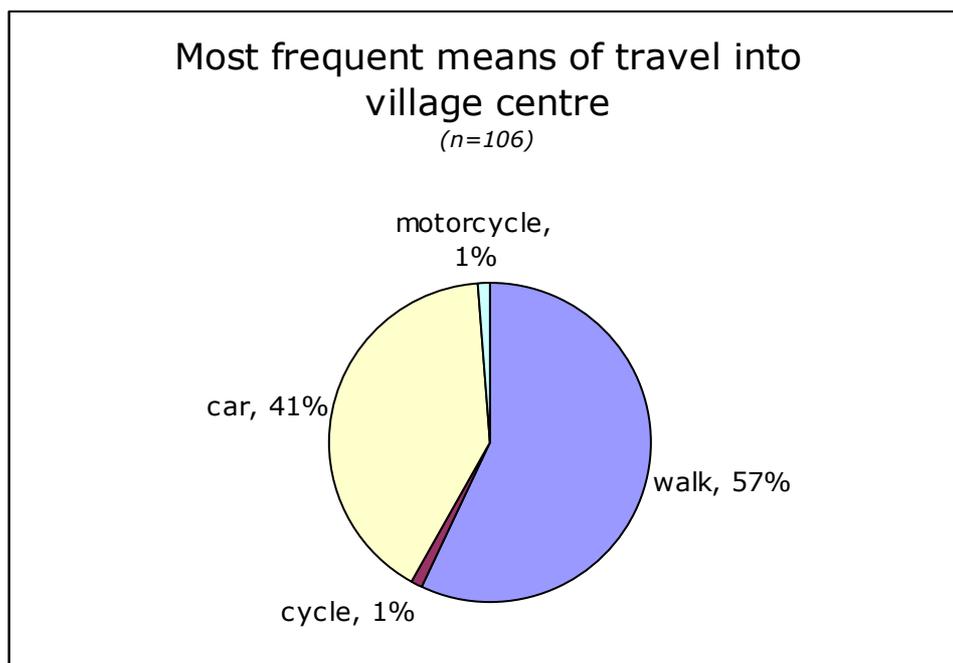
## General public parking survey, 2011-2012

### Summary of Results

This summary has been prepared as background for a report to Dore Village Society (DVS) submitted by Local Level in March 2012.

The general survey in Dore village was designed by DVS and conducted online between November 2011 and January 2012. There were 115 responses. In what follows we summarise the main quantitative findings and include some analysis of comments, which were supplied in response to three of the questions.

A significant minority of respondents, 41 per cent, say that they usually use their car when they visit the village centre.



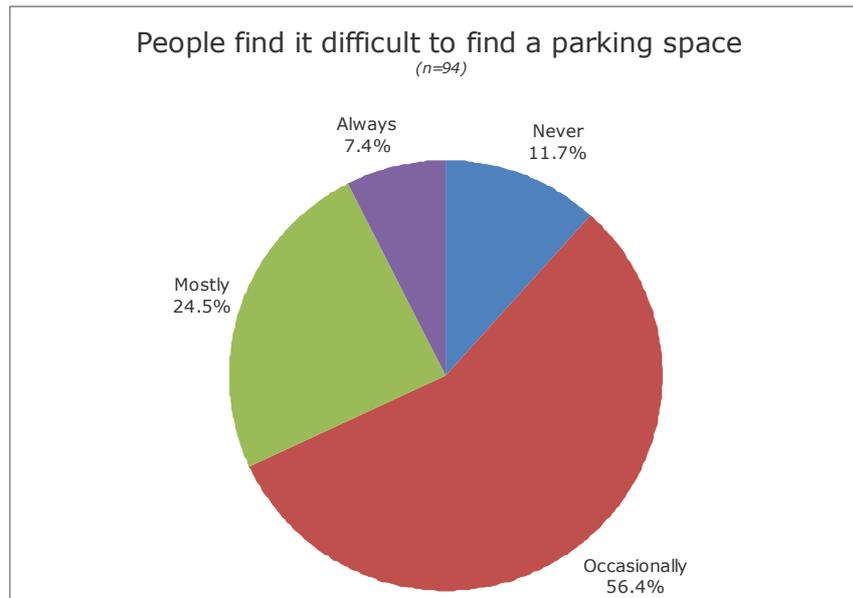
About one third of respondents (35 per cent) say that household members normally park their cars outside their homes or nearby on the public road. For a relatively high proportion, 12 per cent, two or more cars are normally parked outside on the public road. When asked about parking for the car they normally drive, 92 per cent of respondents say it is parked in the garage or driveway at home.

These findings support the assumption that multi-car ownership in households is at least partly a cause of excessive demand for public parking space in Dore. However, it does not support the belief that a large number of cars are parked on the road when they might be parked in driveways or garages.

One third of respondents (34 per cent) say that it is difficult for them, deliveries and visitors to park outside their home. For eleven respondents, this is 'always' the case.

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Nearly one third of 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. For more than half of respondents, this is an occasional problem.



About a quarter of respondents said that they occasionally have to drive to other areas of Sheffield because they can't find a parking space in Dore. Three people claimed that they 'mostly' have to do so and one person 'always' has to (and therefore presumably has given up on Dore *because of* the parking difficulties). This appears to support the argument that parking issues are having a detrimental effect on Dore's businesses, while also contributing to an increased use of cars.

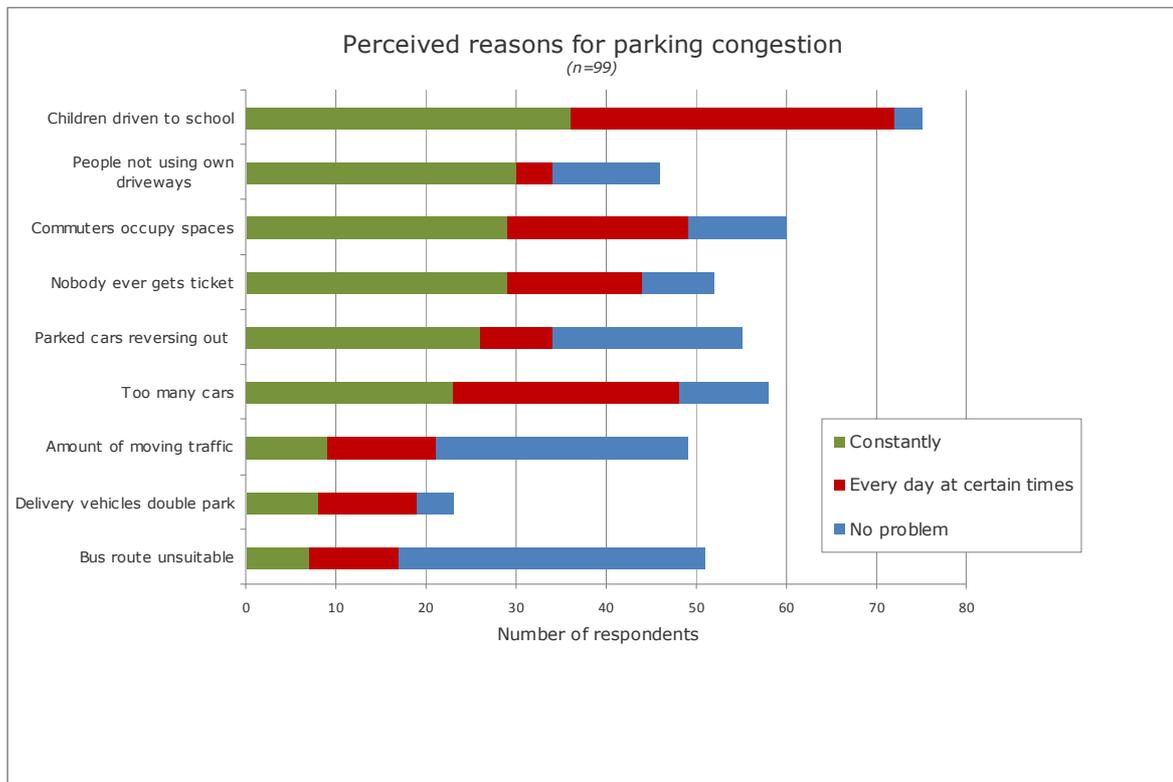
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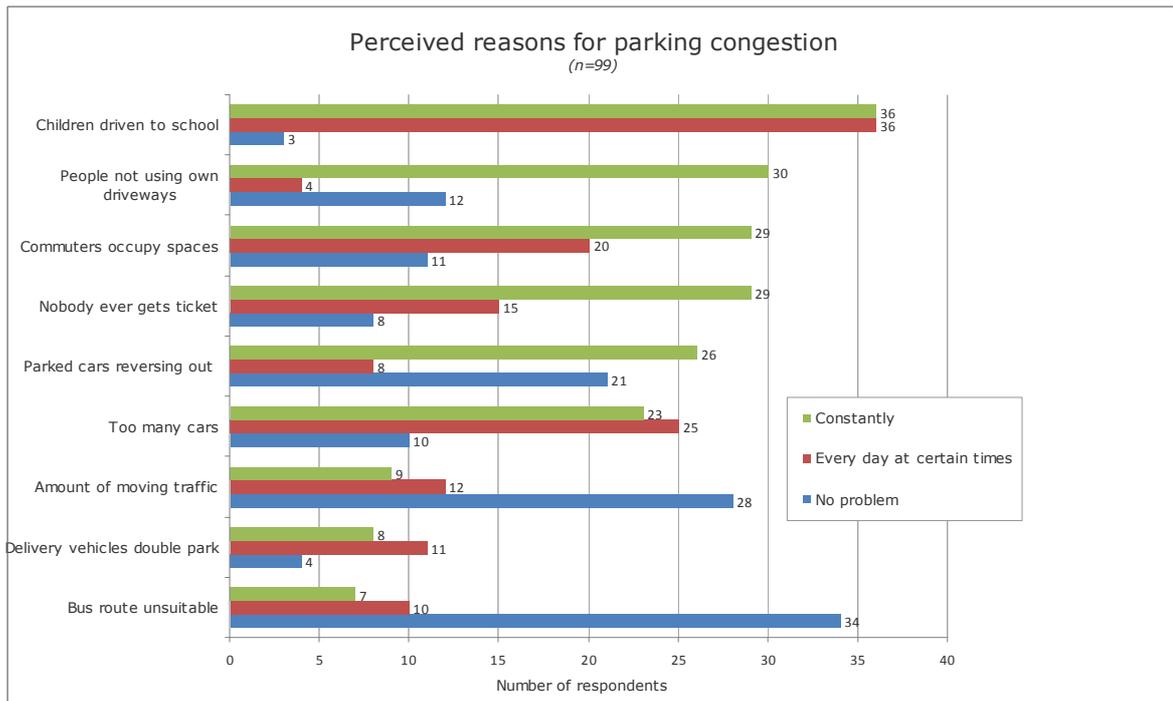
The questionnaire asked respondents to rate, from a list of suggestions, perceived reasons for parking congestion in Dore. The results, presented in two ways in the following two charts, show how complex this issue is: a significant number of respondents identify six out of nine different factors as 'constant' problems, or occurring every day at certain times.

The sheer volume of traffic, the suitability or otherwise of the bus route, and double-parking by delivery vehicles were not regarded as problematic in themselves, by most respondents. However, issues about the bus route were raised several times in the comments.

These findings have validity, but because of the relatively low number of respondents it needs to be kept in mind that they reflect *perceptions*. They could easily have been distorted significantly by unsubstantiated rumour and assumptions based on one or two repeated instances that individual respondents witness regularly. This challenge could be applied to at least two of the conclusions, concerning whether or not people use their own driveways; and the day-long occupation of parking spaces by commuters using the bus to travel on into the city. We have already suggested, from evidence discussed above, that parking outside the home is more likely to be a function of households having two or more cars, than reluctance to use driveways.

It would be harder to argue that accusations about the over-use of cars on the school run are unfounded: 99 respondents answered the overall question, and 72 of them felt this was a reason, with only three suggesting that it was not a problem.





One action suggested by the data presented above would be to test the assumption that commuters are occupying parking spaces: this could be done through systematic observation at particular times on various days, and/or through a further parking survey. It would be harder to test the theory that people consistently do not use their own driveways, and might not be very useful: it is difficult to see how they could be made to do so when it is often a matter of convenience when members of the household who drive, go out and return at different times.

Most parking in the village centre is for the purpose of shopping and 82 per cent of respondents park there for this purpose for less than 30 minutes at a time. A certain amount of parking for longer periods, up to four hours, covers activities like visiting pubs and restaurants (32 per cent), attending meetings and societies (28 per cent), visiting friends or relatives (20 per cent) or attending church (15 per cent).

We have brought together elsewhere the various comments added by respondents to the questionnaires. A few general points are offered here.

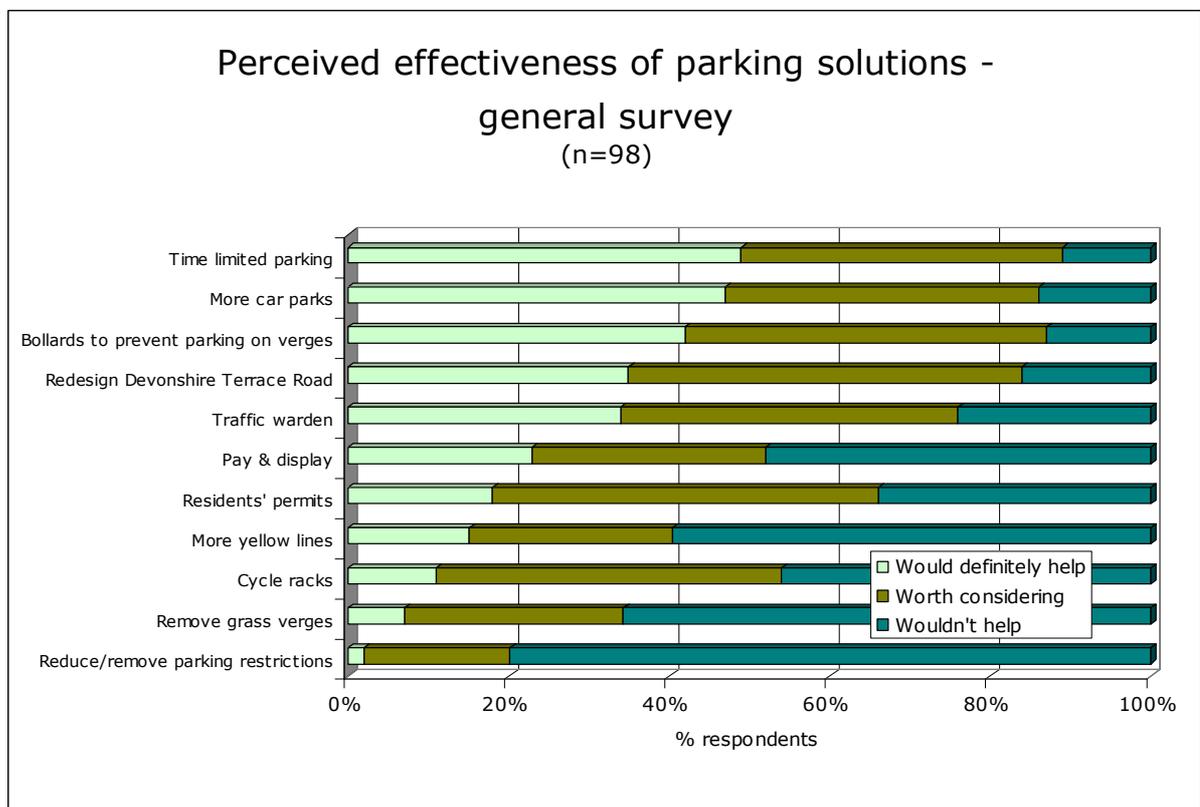
- As with the business survey, there was no mention of the possibility that people who park and commute on by bus, contribute to the local economy at all, by making small purchases such as newspapers or snacks, or by helping to make the bus route sustainable.
- It is apparent that measures that reduce 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. This was re-enforced in the worksheet comments during the public meeting.
- Just below the surface of debate there is an impending conflict between those who privilege the economic vitality of the village

above everything else, and those who believe that a more holistic set of quality-of-life criteria should govern decision making.

Respondents were offered a list of potential solutions to the parking problem and invited to rate them. From the chart below we can identify the most popular and the least popular options. The results confirm that there is no clear single solution, although some options can be taken out of consideration.

Most popular among the suggested solutions were the options for time-limited parking, measures to prevent parking on verges, redesigning Devonshire Terrace Road, and a traffic warden.

Removing grass verges, reducing or removing parking restrictions, and more yellow lines, were all clearly unpopular in this survey.



There were several comments supporting the idea of reducing the width of the pavement outside the Co-Op. Other ideas put forward in addition to those proposed in the survey were:

'The route of the 30 bus should be extended'

'Move bus terminus with adjacent parking to edge of village but retain route through village'

One-way systems

'a minibus service... that does a continuous circuit of the residential roads in Dore, taking people to the centre and picking them up again'

'make it more pedestrian and less car-friendly... a sustained campaign of awareness...'

'Do a land swap so the garage can re-locate and create an off-road car park in its place with some greening'

*and*

'Police to assess suitability to drive of each individual in Dore.'

Three quarters of respondents say they would *not* be prepared to pay towards the cost of employing a parking warden to police the village. The remaining 25 per cent *would* be prepared to pay.

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## Concluding remarks

Overall the survey allows some clear conclusions to be drawn. We suggest that DVS notes the following in particular:

- Parking 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.
- Similarly, there is no clear single solution, but there are popular options that are not mutually-exclusive.
- Some options, such as removing grass verges or reducing existing parking restrictions, can be taken out of consideration.
- Qualitative responses to the survey 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.

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Summary prepared by Sarah Clow  
and Kevin Harris for Dore Village  
Society, March 2012.



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